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**Thursday, June 22, 1967
Asadha 1, 1889 (Saka)**

LOK SABHA DEBATES

(Second Session)



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**LOK SABHA SECRETARIAT
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LOK SABHA

Thursday, June 22, 1967/Asadha 1,
1889 (Saka).

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

**Training Facilities for Executives in
Public Undertakings**

*661. **Shri Ram Kishan Gupta:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that there is no proper arrangement for providing training facilities to Directors, Managers, Managing Directors and trained technicians, who are Heads of the various Departments in the Public Undertakings; and

(b) if so, the steps taken or proposed to be taken to provide training facilities?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). In selecting persons for appointment to top management positions in Public Enterprises, preference is given to those possessing suitable qualifications and experience. The training facilities to middle level executives are provided by the Enterprises either in their own training institutes, such as Central Management Training Institute of Hindustan Steel Ltd., or by availing of the facilities available in the existing management institutions, staff colleges, etc.

Shri Ram Kishan Gupta: According to the latest report, 68 government

companies made only 2.4 per cent profit. How far is lack of trained personnel responsible for this loss?

Shri K. C. Pant: I do not think it would be fair to attribute this entirely to lack of trained personnel. Whenever a big enterprise is set up, care is taken to see that personnel are sent abroad for training or are trained in institutions in the country.

Shri Ram Kishan Gupta: Do Government propose to set up institutions like the Delhi Management Institute for such training?

Shri K. C. Pant: There are already a number of institutes. In the Fourth Plan period, Government intend to make use of these and evolve an integrated programme of training.

Shri Sezhyan: Since these selections and appointments involve a high technical aspect and also since the persons selected or given charge of public undertakings have an important part to play in view of the fact that for the public undertakings a definite and important role is assigned in our economy, are Government considering any proposal to constitute a public service commission on the lines of the UPSC for their recruitment in terms of the specific suggestion made by the Krishna Menon Committee which went into the working of public enterprises?

Shri K. C. Pant: In 1965, a Committee of Secretaries headed by the Cabinet Secretary went into the question of appointments to man top management posts. Their recommendation was accepted by Government. Following this panels are being set up which contain names of suitable or appropriate persons taken from government departments and also from

the private sector where applications were invited through advertisements, and the undertakings make their selections from these panels.

श्री सिद्धेश्वर प्रसाद : जबकि सरकार इस बात का अनुभव करती है कि पब्लिक सेक्टर का विस्तार होता जा रहा है और सरकार ऐसा करना भी चाहती है और साथ ही यह बात भी बिल्कुल स्पष्ट है कि पब्लिक सेक्टर मैनेजमेंट के लिए जैसे आदमियों की जरूरत है वैसे आदमी नहीं हैं तो इस बात को ध्यान में रखते हुए जिस प्रकार से सरकार ने इंडियन फीरेन सर्विस और दूसरी आल इंडिया सर्विसज का विस्तार किया है उसी प्रकार से पब्लिक सेक्टर के मैनेजमेंट के लिए कोई एक आल इंडिया सर्विस बनायेगी और अगर इस सम्बन्ध में सरकार ने सोचा है तो अब तक वह किस निश्चय पर पहुंची है ?

श्री कृष्ण चन्द्र पन्त : यह पैनैल्स बनाने का जो विचार है वह इसीलिए है कि जो व्यक्ति उपयुक्त हों और जिनको अनुभव हो ऐसे ही लोग ऊंची मैनेजमेंट पोजीशन पर पहुंच सकें

Shri Indrajit Gupta: Is it not a fact that the relatively greater reliance of the public sector industrial undertakings, in particular on former government officials or retired government officials, to man the higher posts is due to the fact that the salaries paid are not competitive enough in the sense that they are not enough to attract people from other fields who have got more technical training or commercial background, who know how to handle these large-scale industrial plants, and because they are not tempted to come from the point of financial emoluments, therefore, the Government has to rely more and more on its own former officials and retired officials whose background is singularly unfitted for discharging managerial responsibilities in such undertakings?

Shri K. C. Pant: Broadly speaking, emoluments in the private sector are

high. It is a known fact. In spite of that, many good people from the private sector do come to the public sector. I think that is a fact which has got to be recognised.

Shri Ranga: That is no answer. It is not a proper or adequate answer. He asks one thing, and he says something else.

Shri Indrajit Gupta: The former Manager of the Railway Board is not necessarily the best man to manage a steel plant.

Shri K. C. Pant: He is not necessarily the worst. It depends.

Shri Ranga: The salaries are not attractive enough.

Shri Vikram Chand Mahajan: It is a matter of common knowledge that these public undertakings are being manned at present directly by Government servants. If a person has good knowledge in one branch, it must not be presumed that he has also a good knowledge of public undertakings, or he will be able to manage them. Therefore, is Government going to consider the suggestion for creating a service from the business community or those who have knowledge of business? Will Government create such a service to manage these public undertakings?

Shri K. C. Pant: No, Sir.

श्री जार्ज फरेनेन्डीज : मंत्री महोदय इस बात को तसलीम करें भयबा नहीं लेकिन यह प्रसलियत है कि पब्लिक ग्रंडरटेकिंग्स के जो बड़े अफसर हैं उन को उद्योग के बारे में कोई मालूमात नहीं रहती है इस के लिये मैं आप के सामने एक उदाहरण ट्राम्बे के जनरल मैनेजर का रखूंगा जो कि पहले ट्राम्बे के जनरल मैनेजर होते थे वह इस वक्त 6 महीने या एक साल से बर्लिन बैंक के कोई डाइरेक्टर बन कर वाशिंगटन में बैठे हैं इसी तरह से पम्परी के हिन्दुस्तान ऐंटी-बायोटिक्स के जनरल मैनेजर रहे वह हिन्दुस्तान स्टील के जनरल मैनेजर बन कर भा गये और लूप कम्पनी के जनरल मैनेजर

कभी स्टील कम्पनी के जनरल मैनेजर बनाये जाते हैं इसलिए मेरा यह प्रश्न है कि क्या सरकार ऐसी नीति बनाने को तैयार है कि जो आदमी जिस धंधे की टेक्निकल जानकारी रखता हो उसे वहीं जनरल मैनेजर या मैनेजिंग डाइरेक्टर बनाया जाय और उस कारखाने में काम करने वाले जो इंजीनियर लोग हैं जो मजदूर लोग हैं, जितने भी यह सार्वजनिक क्षेत्र के कारखाने हैं उन को भी बोर्ड आफ डाइरेक्टर्स के ऊपर प्रतिनिधित्व देकर वहां उन उद्योग धंधों के चलाने में उन का इस्तेमाल किया जाय ?

उप प्रधानमंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : इन सब बातों पर गम्भीरता पूर्वक सोचा जा रहा है

Shri M. R. Krishna: May I know how many of these public undertakings are under the management of retired officers or retiring officers?

Shri K. C. Pant: This is not available with me, but I wish to make it clear that the ultimate objective is to see that the top management posts are also manned by people who come up from below in the public undertakings and who have gained experience in the public undertakings, but it is very difficult at the present stage immediately to find all the people. So, they are drawn from the Government as well.

श्री कंबर लाल गुप्त : ऐसा देखा गया कि कुछ अफसरों को जोकि इन्कौम्पेटेंट होते हैं और सरकारी कामकाज भी ठीक ढंग से नहीं कर पाते लेकिन किसी पोलिटिकल रीजन के कारण उन को फेंबर करना पड़ता है तो ऐसे लोगों को इन पब्लिक अंडरटेकिंग्स में भेजा जाता है बाहे वह उस के लिए क्वालिफाइड हो या न हों, कौम्पेटेंट हों या न हों, उन को इस तरीके से ज्यादा तन-क्वाह देने का एक रास्ता निकाला गया है

Mr. Speaker: That is an opinion you have expressed.

श्री कंबर लाल गुप्त : मैं यह पूछना चाहता हूँ कि इस प्रकार की शिकायतें क्या

आप के पास आई हैं, यदि हां, तो आप यू०पी०एस०सी० के जरिए यह रिक्रूटमेंट क्यों नहीं करते वैसा न करने के क्या कारण हैं ?

श्री कृष्ण चन्द्र पन्त : जो आप ने राय दी है मैं उस से सहमत नहीं हूँ उसी से आप का सवाल भी उठा था ।

Shri Kanwar Lal Gupta: I raised a pointed question. Why don't you make recruitment through the UPSC?

Mr. Speaker: It was raised by Mr. Sezhiyan also. The same question was put by him.

Shri Sezhiyan: But the question was not answered.

Mr. Speaker: They are not agreeing to it.

Shri Kanwar Lal Gupta: They may or may not agree, but they may state the reasons for it. Please ask the Minister to state the reasons.

Shri S. Kandappan: Simply because a question is inconvenient for the Government, they should not evade answers.

Mr. Speaker: I cannot unfortunately force an answer.

Shri S. Kandappan: A straight question should be answered.

Shri Kanwar Lal Gupta: We seek your protection. You ask the Minister to state the reasons.

श्री मधु सिमये : यहां पर जो सवाल होते हैं उन का जवाब तो ठीक माना चाहिये ।

श्री कंबर लाल गुप्त : मेरा प्वाइंट आफ आईडर है यही तो एक शस्त्र है हमारे पास । वैसे तो आप बोलने नहीं देंगे । जो सवाल हम करते हैं उस के सम्बन्ध में हमारा अधिकार है कि मिनिस्टर साहब जवाब दें मैं ने एक प्वाइंट सवाल किया है कि आप यू० पी० एस० सी० से रिक्रूटमेंट क्यों नहीं करते, और आप

उस का जवाब दीजिये अगर इस का बतलाना पब्लिक इंटरेस्ट में नहीं है तो वह कहे कि यह पब्लिक इंटरेस्ट में नहीं है।

श्री मोरारजी बेसाई : यू० पी० एस० सी० से इन का रिक्रूटमेंट करना सम्भव नहीं है क्योंकि यू० पी० एस० सी० की रचना इस ढंग से नहीं हुई है। यू० पी० एस० सी० सिर्फ गवर्नमेंट सर्विसेज के लिये है। इस को टेक्निकल सर्विसेज के रिक्रूट करने के लिये नहीं रखा गया है। यह कहा गया कि वहां ऐसे अधिकारियों को भेज दिया जाता है जो निकम्मे होते हैं, लेकिन यह बात सही नहीं है भले ही किसी की राय ऐसी हो। लेकिन यह बात सही है कि आज जो नीति है ऐडमिनिस्ट्रेटिव सर्विसेज को वहां नियुक्त करने की, इस को बदलने की जरूरत है ऐसा आज जरूर लगता है। इस लिये इस पर काफी ठीक तरह से सोचा जा रहा है और जल्दी ही इस के बारे में निर्णय कर लिया जायेगा।

श्री डा० ना० तिवारी : क्या यह सही है कि अभी तक जितने इन्स्टिट्यूट कायम किये गये हैं वे ग्राफिसर्स के लिये ही कायम किये गये हैं और ग्रेड 2 के लिये यह कायम नहीं किये गये हैं, और क्या यह सही है कि इस ढंग से पब्लिक ग्रैंडरेंटॉफिस में मैनेजर वगैरह बना कर जो भेज दिये जाते हैं उन को उन में विश्वास ही नहीं है और उन के वहां जाने से पब्लिक सेक्टर की कार्रवाइयों में अड़चन पड़ती है ?

श्री मोरारजी बेसाई : यह बात तो ठीक नहीं है कि वहां ऐसे लोगों को भेजा जाता है जिन को उनमें विश्वास ही नहीं है। ऐसी कोई शिकायत नहीं आई है।

श्री कामेश्वर सिंह : अध्यक्ष महोदय सरकारी उद्योगों में काम करने वाले मैनेजर्स आदि के पदों पर जो व्यक्ति काम करते हैं, उन के प्रशिक्षण के लिये देश भर में कोई संस्थाएँ हैं ? यदि है, तो बिहार में उन में

से कितनी हैं, यदि नहीं हैं तो वहां खोलने की कोई गुंजाइश है या नहीं ?

श्री कृष्ण चन्द्र पन्त : हर एक बड़े बड़े प्रोजेक्ट में अपने अपने प्रशिक्षण संस्थान हैं, और इन बड़े प्रोजेक्ट्स के अलावा इन्स्टिट्यूट आफ मैनेजमेंट कलकत्ता और अहमदाबाद के अन्दर हैं, ऐडमिनिस्ट्रेटिव स्टाफ कालेज है, इन्स्टिट्यूट आफ पब्लिक ऐडमिनिस्ट्रेशन है, सेंट्रल लेबर इन्स्टिट्यूट है, नेशनल इन्स्टिट्यूट आफ ट्रेनिंग है, इन सब का इस्तेमाल किया जाता है जहां जहां आवश्यक समझा जाता है।

श्री कामेश्वर सिंह : यदि प्रशिक्षण की सुविधाएँ मौजूद हैं और प्रशिक्षण हो रहा है तो फिर पब्लिक सेक्टर ग्रैंडरेंटॉफिस में तीन साल से दस साल तक काम आ सकने वाले जो ग्रेडर पार्ट्स इकट्ठे हो गये हैं वह क्यों इकट्ठे हो गये हैं ?

Mr. Speaker: No second question.

Shri Sradhakar Supakar: It is said that there is too much of bureaucratisation, drift and lack of initiative in the management of public undertakings so far as training is concerned. What steps are proposed to be taken to see that these are reduced to the minimum and real technocrats are evolved out of this training?

Shri K. C. Pant: The Government is aiming at the ultimate objective of making public undertakings self generating in respect of the top management positions. It is setting up panels in which only those officers who show special aptitude for this work are included.

Shri Surendranath Dwivedy: Is it not a fact that most of the public undertakings today are headed by men who have neither a technical or a business background and experience, and so far as I remember, the Government gave us an assurance in this House that gradually they will be replaced by persons who have a

technical background. May I know whether there is any phased programme and in how many years are they going to replace these people with persons who have a technical or commercial background?

Shri K. C. Pant: Management is by itself a technique these days, and it is almost a technical field. But barring that, as I said earlier, we are setting up a panel in which only those officers are included who have special aptitudes and these selections by the public undertakings are made from this panel and they are not allowed to go outside these panels.

Shri Surendramath Dwivedy: They have this training institute; they have the other personnel in the public undertakings themselves. I want to know whether really they are making any efforts to see that technical persons take over the management and these non-technical persons are replaced.

Shri Morarji Desai: May I say that a Bureau of Public Undertakings is set up in the Finance Ministry. That is examining all these questions. Who are to head these projects will be decided by their capacity to have full conversance with the projects themselves and also their ability to manage. Every technical person is not able to manage; that also has got to be taken into account. But mostly there should be technical people who are able to manage and the administrators also will not be debarred from doing it if they are also qualified to do that. But there will be a larger number of technical people who will manage this and not a smaller number as it is at present.

Shrimati Sharda Mukerjee: Is it not a fact that a number of young engineers who have had the benefit of training at Government expense are leaving the public sector undertakings? May I know from the Minister if he has made any assessment as to the percentage of the drainage of these engineers, what are the causes, what frustrations are they suffering from

and why do they leave the public undertakings after they have had their training?

Shri Morarji Desai: Many are not leaving the public undertakings. A few might be leaving. It is possible that they are not getting the advancement that they seek. It is not possible to give all the advancement that they seek, and if they go for larger salaries to foreign countries, it only shows that they have less feeling for this country.

Shrimati Sharda Mukerjee: Will the Minister kindly make an enquiry into this? (Interruption).

Shri P. Gopalan: I would like to know whether it is a fact that one ex-military official has been appointed as the Managing Director of the Suratgarh farm and, if so, whether it is to fight against the pests that this military official has been appointed?

Shri Morarji Desai: The military officer is appointed not for his military abilities but for the disciplined management that he has learned during his military career. And that is how he manages the farm in a better manner. A manager must know how to manage and not just know how to manage the plough or the bullocks; that is not what is required. He has to manage men.

Auditing of Income-Tax Revenue

†

*662. **Shri B. S. Sharma:**
Shri Onkar Lal Berwa:
Shri Sharda Nand:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that recently the Indian Audit Department has been exercising excessive control over the activities of the Income Tax Officers, Assistant Commissioners, and Commissioners of Income Tax and asking explanations from them to justify their orders and even pass strictures and criticise their work; and

(b) if so, the reasons therefor and how far it is justified?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). The Comptroller & Auditor General of India conducts Revenue Audit through the Officials of the Indian Audit Department. The purpose of Audit is to see that adequate regulations and procedures have been framed by the Revenue Department to secure effective check on assessments and collections as also to see that such regulations and procedures are actually being duly carried out. In the discharge of these functions the Comptroller & Auditor General points out mistakes involving substantial revenue. It will be in the discretion of the Income-tax Department to take suitable remedial measures as also to call for the explanation of the defaulting officials. The question of Revenue Audit exercising any control over the activities of the officials of the Income-tax Department, therefore, does not arise.

श्री बेनीशंकर शर्मा : श्री मंत्री जी ने कहा है कि जहाँ तक ऑडिट डिपार्टमेंट का काम है वह केवल रेवेन्यू का ऑडिट करता है। लेकिन उनको मालूम होना चाहिये कि इनकम टैक्स डिपार्टमेंट में जो ऑफिसर काम करते हैं उन्हें कानून द्वारा बहुत से ज्युडिशल डिस्क्रिशन दिये गये हैं और उस ज्युडिशल डिस्क्रिशन के मुताबिक जब वे काम करते हैं तो ऑडिट डिपार्टमेंट वाले उस से पूछते हैं कि आप ने प्रमूक केस में इतना कम ग्रास प्रॉफिट क्यों लगाया और इतना क्यों नहीं लगाया। ऐसी आलोचना क्या उनके कार्यों की सीमा के भीतर आती है ?

श्री कृष्ण चन्द्र पन्त : यह ऑडिट देखता है कि टैक्स का जो कानून है जो नियम है वे ठीक हैं या नहीं हैं और उनका ठीक से पालन किया जाता है या नहीं यह देखने के लिए कभी कभी उनको कुछ केसिस में जांच भी करनी पड़ती है। लेकिन यह उनका लक्ष्य नहीं है।

लय तो यह है कि कानून और नियमों को देखें और उनके पालन को देखें।

श्री बेनी शंकर शर्मा : यदि मैं आपको यह बताऊँ कि बहुत से मामलों में वे इनकम टैक्स डिपार्टमेंट के ऑफिसरों से यहाँ तक जिरह करते देखे गये हैं कि आपने प्रमूक हाई कोर्ट के फैसले के मुताबिक क्यों काम किया और प्रमूक हाई कोर्ट के फैसले के मुताबिक क्यों नहीं तो आपकी क्या प्रतिक्रिया होगी ? क्या यह ऑडिट डिपार्टमेंट का काम है या कमिशनर और असिस्टेंट कमिशनर का। अधिक से अधिक सैल बोर्ड आफ रेवेन्यू उनसे ऐसी बातें पूछ सकता है जाकि ऑडिट डिपार्टमेंट। क्या ऐसा करके वे सुप्रीम कोर्ट के अख्तियारत स्वयं नहीं ले रहे हैं ? मैं जानना चाहता हूँ कि ऑडिट डिपार्टमेंट के लिये यह कहाँ तक उपयुक्त है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : माननीय सदस्य का ख्याल है कि ऑडिट होना ही नहीं चाहिये। ऑडिट का मतलब यही है कि जो काम हुआ है वह कानून के मुताबिक हुआ या नहीं हुआ और जो फैसला इनकम टैक्स ऑफिसर ने किया वह कानून के मुताबिक बिदा या मनरवी खयाल से किया या किसी को प्रेशन करने के लिए किया या कुछ दूसरे कारणों से किया। इसको ऑडिट देखता है और अगर जवाब मांगा जाए तो सीधा सा जवाब इनकम टैक्स ऑफिसर दे सकता है। इस में कोई झगड़ा तो है नहीं।

Shri Shashi Ranjan: The hon. Minister said that the audit department checks whether the income-tax officers act according to the law or not. May I know whether it is a mechanical thing and it goes only into the process of actions of the revenue officers or it also goes into the integrity of the revenue officers, whether they are honest people or they realise the tax by coercion, compulsion or personal vindictiveness? If so, may I know how many cases of such type

have been brought to the notice of Government?

Shri K. C. Pant: If in the course of their investigation they come across cases of harassment, witting or unwitting or fraud, certainly they bring it to the attention of the PAC. It is the PAC which looks into them.

Shri S. S. Kothari: In certain cases, even the decisions of the Central Board of Direct Taxes are questioned by the audit department. They become too technical and officers begin to lose their initiative, with the result they are over-cautious and there are excessive "add backs", as they are called, resulting in appeals and unnecessary litigation. Will the minister look into this matter?

Shri Morarji Desai: The purpose of the Auditor General and the work that is performed by the audit department is not properly realised. The Auditor General can question even the decision of a minister, if it is wrong. There is nothing wrong in that. Why should any officer be afraid if he is an honest man and if he does his work properly? He need not be afraid of any criticism made by the Auditor General. Government are bound to protect him in that case. But if he has done something wrong, the audit should be thanked for pointing it out.

Shri S. M. Banerjee: The Auditor General is supposed to be the watchdog of the Central Government and watch its finances. I would like to know the circumstances under which the ex-Comptroller and Auditor General has taken up an appointment in the British India Corporation, which is manned mainly by a big business house? I want to know whether he was permitted or not.

Shri Morarji Desai: No permission is required for that purpose.

Shri Hem Barua: Since 80 per cent of the unaccounted money, better known as 'black money' today, in this country is concentrated in the hands

of the officers and the neorich, whether they are businessmen or contractors or ministers or Members of Parliament, may I know whether this tightening up of the audit has succeeded in mopping up this unaccounted money and pinpointing the persons or putting the finger; on the persons who are responsible for doing all this?

Shri Morarji Desai: I think it is an impossible task for the audit to perform.

Shri Krishna Kumar Chatterji: Will the hon. Minister enlighten us as to how many cases of evasion of income-tax have been revealed due to the vigilance of the Audit Department?

Shri K. C. Pant: As I said earlier, the objective of this audit is not to go into individual cases and to perform functions which legitimately belongs statutorily to the Revenue Department. But in the course of the inquiries when they come across cases of under-assessment or over-assessment they bring them to the notice of the concerned authorities and they have brought such cases to the notice of such concerned authorities.

श्री हरदयाल देबगुण : देश में काले धन की बहुतायत होने से यह निश्चित बात है कि जो धायकर सरकार को मिलना चाहिये वह नहीं मिल पा रहा है और उसमें इनकम टैक्स डिपार्टमेंट के अधिकारियों का बहुत बड़ा हाथ है। मैं जानना चाहता हूँ कि क्या सरकार ऐसे भ्रष्ट व्यापारियों और ऐसे भ्रष्ट अधिकारियों के कामों पर रोकथाम लगाने के लिये ब्राडिट को और अधिक सक्त करने पर विचार करेगी ?

Mr. Speaker: How can that be audited?

श्री कंबर लाल गुप्त : मैं जानना चाहता हूँ कि क्या ब्राडिट ने ऐसे भी केसिस सामने लाये हैं जो ग्रंथर-एसेसमेंट के थे और कुछ प्रोवर एसेसमेंट के भी लाये हैं ? यदि हां तो

कितना रेवन्यू में फर्क पड़ा और मोटे तौर से कौन कौन सी चीजें हैं जो इनकम टैक्स डिपार्टमेंट के ध्यान में नहीं थीं और ब्राडिट ने उनको उसके ध्यान में लाया ?

श्री कृष्ण चन्द्र पन्त : ग्रंडर एसेसमेंट के केसिस सन 1965 में 10560, 1966 में 9141 और 1967 में 9880 थे। ग्रोवर एसेसमेंट के 1965 में 1283, 1966 में 1408 और 1967 में 2014 थे। इसमें ग्रंडर एसेसमेंट की कुल राशि 1965 में 4 करोड़ 39 लाख था, 1966 में 8 करोड़, 64 लाख थी और 1967 में 7 करोड़ 41 लाख थी। कितनी राशि इसमें से रिकवर हुई, ये ब्रांकडे मेरे पास नहीं हैं।

श्री कंबर लाल गुप्त : दूसरे पार्ट का जबाब नहीं दिया गया है कि कौन कौन सी चीजें हैं जो इनकम टैक्स डिपार्टमेंट के ध्यान में नहीं थीं और ब्राडिट ने उनको उसके ध्यान में लाया।

अध्यक्ष महोदय : नैक्सट क्वेश्चन।

Foreign Investment in Fertiliser Industry

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

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government have seen reports in the Christian Science Monitor and other foreign papers that despite the concessions to foreign capital and the extensions of the time-limit, foreign enterprise was not likely to be attracted to India on a big scale;

(b) if so, whether the report is true; and

(c) the concrete steps taken to step up indigenous production of fertilisers?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) Government have seen a report in the Christian Science Monitor of the 4th April, 1967, to the effect, in brief, that "a group of American Oil and Chemical Companies now seems to have rejected a series of concessions" granted by the Government of India to attract investment in the fertiliser industry.

(b) It is naturally not possible to classify such a report as true or otherwise. But some oil and chemical companies have continued to evince interest in our fertiliser developments.

(c) Apart from the projects which will go into production during this year, viz. Namrup and Gorakhpur, in the public sector, and Visakhapatnam and Ennore Expansion in the private sector, additional fertiliser factories are being built or have been approved at Durgapur, Cochin, Madras, Barauni, Namrup and Trombay in the public sector. New fertiliser factories in the private sector have been approved at Kota, Kanpur, Goa, Mangalore and Haldia and in Gujarat. These when completed together, with the existing capacity, will total 2.82 million tonnes of Nitrogen capacity. Government has also taken steps to develop indigenous design, engineering and fabrication capacity so as to achieve greater self-reliance in this industry.

श्री मधु लिमये : अध्यक्ष महोदय, मंत्री जी ने अपने जबाब में कहा है कि क्रिस्चियन साइंस मॉनिटर की रपट सही है या गलत, इसके बारे में वह कुछ नहीं कह सकते हैं, लेकिन कुछ अमरीकी फर्मों ने इसमें दिलचस्पी दिखाई है। मैं यह जानना चाहता हूँ कि अभी अभी नई फर्टिलाइजर नीति घोषित होने के पश्चात् यह दिलचस्पी दिखाई गई है या वे पहले से यह दिलचस्पी दिखा रहे हैं और इसका नतीजा क्या निकला है। क्या यह सही है कि वे इन्तजार कर रहे हैं कि अगर

और दबाव डाला जायेगा, तो यह सरकार झुक जायेगी और उनको नई रियायतें देगी ?

योजना, पेट्रोलियम और रसायन तथा समाज कल्याण मंत्री (श्री अशोक मेहता) : एक साल खत्म होने के बाद उस पोरियड को चन्द महीनों के लिये बढ़ाने की बात जब इस सदन के सामने रखी गई थी, तब यह बताया गया था कि कई कम्पनीज के साथ हमारी बातचीत चल रही है। उस वक्त मैंने मात-भ्रात कम्पनियों के नाम दिये थे। उनके साथ अभी भी बातचीत चल रही है। उनमें से कुछ लोगों ने लैटर्ज आफ इन्टेन्ट निकाले हैं और हम उम्मीद रखते हैं कि साल खत्म होने तक उनमें से बहुत से इंडस्ट्रियल लाइसेंस निकाल पायेंगे। हमारा खयाल है कि कुछ नये लोग आयेंगे। अभी तक कुछ खतो-किताबत हो रही है और कोई कन्क्रीट प्रोपोजलज हमारे सामने नहीं आये हैं। अगर वे आयेंगे, तो हम उन के बारे में विचार करने के लिये तैयार होंगे। जैसा कि जवाब में बताया गया है, अभी तक जो कुछ कदम उठाये गये हैं, उनको मद्दे-नज़र रखते हुए हमारी यह उम्मीद है कि हम 28 लाख टन नाइट्रोजनस फर्टिलाइजर का कंसिस्टी पैदा कर पायेंगे। अभी कोई नये कंसिशनज की मांग नहीं हुई है और उनको देने का मवाल नहीं उठता है।

श्री मधु लिमये : अध्यक्ष महोदय, क्या मंत्री जो की जानकारी में यह बात आई है कि बम्बई में फर्टिलाइजर का जो कारखाना है, उसकी बुनियाद में और उसमें जो यंत्र आदि लगाये गये हैं, उनमें बहुत बड़े दोष हैं और उसके फलस्वरूप उसमें पूरी पैदावार नहीं हो पायेगी और उसी तरह की शिकायतें केरल में आलबेई के कारखाने के बारे में भी हैं; यदि हां, तो क्या मंत्री महोदय ने इसकी जांच की है और जो दोषी लोग हैं, उनको कोई सजा देने का प्रबन्ध किया है ?

श्री अशोक मेहता : जहां तक केरल के कारखाने का सवाल है, वहां की जो मुसीबतें

हैं, वे दूसरे किस्म की हैं—वे प्लांट की मुसीबतें नहीं हैं। जहां तक ट्राम्बे के कारखाने का सवाल है, यह सही है कि उसके प्लांट में कई कमजोरियां और गलतियां हैं और उसके बारे में प्लांट सप्लाय करने वालों के साथ बातचीत चल रही है। उन्होंने एक से ज्यादा दफा आ कर उन गलतियों और कमजोरियों को दूर करने की कोशिश की है। हम उम्मीद रखते हैं कि घाने वाले चन्द दिनों में इसके बारे में एक या दूसरी तरफ फैसला किया जायेगा। लेकिन हम को डर लगता है कि वहां पर जो प्रासेस लगाया गया है, उसमें तब्दीली करना जरूरी होगा।

श्री मधु लिमये : अध्यक्ष महोदय, मेरे प्रश्न का अधूरा उत्तर आया है। मैंने पूछा था कि इस तरह के यंत्र मंगाने में या गलत ढंग से बुनियाद डालने में जिन लोगों का दोष पाया गया है, क्या उन अधिकारियों के खिलाफ कोई कार्यवाही हुई है और अगर वे ठेकेदार हैं, तो क्या उनके खिलाफ कोई कार्यवाही की गई है।

श्री अशोक मेहता : मैंने जवाब दे दिया है कि एक्विपमेंट सप्लाय करने वाले एक से ज्यादा दफा आये हैं लेकिन अभी तक आखिरी फैसला नहीं हुआ है कि ये डिफेक्ट्स रीमूव हो सकते हैं या नहीं। हमारा खयाल है कि ये डिफेक्ट्स इन्हें रेंट हैं, जब कि कन्ट्रेक्टर्स और एक्विपमेंट सप्लायर्स का कहना है कि नहीं यह मेनटेनेंस की गलती की वजह से या किसी दूसरे सबब से कमजोरी है। जब तक इस मामले का फैसला न हो, तब तक कोई कार्यवाही करने का सवाल नहीं उठ सकता है।

श्री मधु लिमये : मैं अधिकारियों के बारे में पूछ रहा हूं। मैंने विदेशी सप्लायर्स के बारे में नहीं पूछा है।

श्री अशोक मेहता : जब तक इस बारे में फैसला नहीं हो जाता है, तब तक मैं कैसे कह सकता हूं कि कौन दोषी है और उसके खिलाफ क्या कार्यवाही की जायेगी।

श्री मधु लिमये : इस में कितने ही साल हो गये हैं। बर्बाद करो जनता का पैसा।

Shri Asoka Mehta: Sir, I object to this kind of remarks. When I am answering every single question, I do not understand why this kind of obiter dicta should be given.

श्री मधु लिमये : उसमें क्या गलत है ? हमारी राय है कि आप जनता का पैसा बर्बाद कर रहे हैं।

श्री मु० अ० खां : राय देने वाले आप कौन हैं ? हमारी राय है कि आप बकवास करते हैं, हमारी राय है कि आप बकते हैं।

Shri S. M. Banerjee: Sir, that hon. Member, who is an emblem of anger, has said:

“आप बकवास करते हैं”

श्री मु० अ० खां : आप लोगों ने पालिया-मेंट को मार्केट बना रखा है। आप को इसकी डिनिटी और डेकोरम का ख्याल नहीं है।

श्री स० मो० बनर्जी : आप बदतमीज, हैं।

श्री मधु लिमये : अध्यक्ष महोदय, क्या वजह है कि जब कभी मैं अपने भूतपूर्व सहयोगी से, जो हमारे नेता रहे हैं, कोई सवाल पूछता हूँ, तो वह एक-दम गुस्से हो जाते हैं ? आप उनके दिमाग को एयर-कन्डीशनर में रखिये ताकि वह जरा ठंडा हो जाय। उनके दिमाग के लिये एयर-कन्डीशनिंग की जरूरत है।

Mr. Speaker: We need not go into the reason, whatever be the reason.

Shri Rajaram: This is an SSP-PSP trouble.

An hon. Member: No insinuations please.

Shri Hem Barua: Sir, it is absolutely wrong. When the hon. Member says that this is an SSP-PSP trouble, he is entirely wrong. We do not acknowledge Shri Asoka Mehta as our leader.

An hon. Member: He is a renegade.

Mr. Speaker: We are not discussing SSP-PSP relations. We are now in the Question Hour in the Parliament of India.

श्री स० मो० बनर्जी : यह देखा गया है कि फर्टिलाइजर के जितने नये नये कारखाने कायम होते जा रहे हैं, उत्पादन बढ़ाने की बात हो रही है या उत्पादन बढ़ रहा है, उतने ही फर्टिलाइजर के दाम बढ़ते जा रहे हैं और किसान को सही दामों पर या रीजनेबल प्राइस पर फर्टिलाइजर नहीं मिलता है। मैं यह जानना चाहता हूँ कि क्या कोई ऐसा इन्तजाम किया जायेगा कि किसान को फर्टिलाइजर उचित और सस्ते दाम पर मिले और क्या गवर्नमेंट फर्टिलाइजर की प्राइस के बारे में कोई फ़ैसला ले रही है।

Shri Asoka Mehta: As far as our current capacity is concerned, it is only 585 thousand tonnes, but even that capacity is not being fully utilised. Steps are being taken to see that this capacity is fully utilised. In 1967-68 we will add to that capacity 309,000 tonnes and go on and so forth year after year. The plants that were set up in the past were small plants based upon older technology. The new plants that are being set up are much bigger plants based on modern technology. We are confident that the cost of production and therefore the prices of fertilisers produced by the new technology and by the bigger plants will be much lower than the costs that we have to pay for fertiliser that is being produced by the older, smaller and somewhat out-of-date plants.

श्री जार्ज फ़रनेन्डज़ : अध्यक्ष महोदय, मंत्री महोदय ने अपने मूल जवाब में बताया है कि निजी क्षेत्र में और सरकारी क्षेत्र में कारखानों को बढ़ाने का काम चल रहा है।

क्या वह इस बात का खुलासा करेंगे कि अमरीका से को-आपरेटिव फर्टिलाइजर कारखानों के कोई प्रतिनिधि अप्रैल महीने में सरकार से बात करने के लिये यहां आये, उनके साथ बातचीत का क्या नतीजा हुआ और इस वक्त, आज अभी को-आपरेटिव संस्थाओं के जो प्रतिनिधि दिल्ली या हिन्दुस्तान आये हैं उनके साथ किस ढंग की बातचीत चल रही है, को-आपरेटिव क्षेत्र में कितनी पूंजी लगा कर फर्टिलाइजर का कारखाना लगाने की योजना है और उसकी कैपेसिटी क्या रहने वाली है ?

श्री अशोक मेहता : को-आपरेटिव लोग की तरफ से कुछ लोग आये थे । उनकी हिन्दुस्तान के को-आपरेटिव वालों से और सरकार से बातचीत हुई है । वह टीम वापिस अमरीका गई है और वहां से उनकी तरफ से बाकायदा प्रोपोजल्स आयेंगी । हम उम्मीद रखते हैं कि इस बारे में एक प्राजेक्ट रिपोर्ट बनाई जायेगी और कम से कम एक फर्टिलाइजर प्लांट को-आपरेटिव सेंक्टर में डालने की हमारी स्वाहिश और कोशिश है ।

श्री जार्ज फरनेन्डिज : अध्यक्ष महोदय, मेरे प्रश्न का साफ जवाब नहीं मिला । मैंने यह पूछा कि क्या इस वक्त को-आपरेटिव संस्थाओं के कोई भी प्रतिनिधि हिन्दुस्तान आये हैं और सरकार से बातचीत चला रहे हैं ?

श्री अशोक मेहता : मैंने जवाब दिया वह आये, गये हैं, फिर आने वाले हैं । उनके प्रोपोजल्स तैयार करने की बात है ।

Shri R. Barua: May I know whether negotiations with Kuwait in regard to the establishment of fertiliser plant have proceeded well and, if so, whether it is going to improve our position with regard to sulphur scarcity?

Shri Asoka Mehta: As far as sulphur is concerned, the hon. Member is right that the position continues to

cause anxiety. We are, therefore, trying to see to what extent we can use pyrites to produce sulphuric acid. But that will take some time. In the meantime, the short supply of sulphur continues to cause anxiety.

Shri Umanath: May I know whether the foreign interests are insisting on a condition that we must accept ammonia-based plants in the place of naphtha-based plants? This means that in the case of ammonia-based plants, we will have to depend on the import of ammonia which will tell upon our foreign exchange resources whereas in the case of naphtha-based plants, there is internal production of naphtha. I would like to know whether the foreign interests are insisting on our accepting ammonia-based plants as a condition for them to come here and whether Government will give this House an assurance that they will never accept condition of accepting ammonia-based plants to be established here.

Shri Asoka Mehta: Firstly, there are certain cases in which proposals have been put forward that liquid ammonia be allowed to be imported for a period of time. There is a suggestion that the import of liquid ammonia will be simultaneously tied with the assured supply of sulphur because of the acute shortage of sulphur where this kind of proposals are being made. These proposals are being studied by the Government. It is not possible for me to give any kind of an assurance on the subject till the matter has been closely studied.

Shri Vasudevan Nair: That is another surrender.

Shri Asoka Mehta: This is a matter which is being studied by Government. The hon. Member is free to reach any conclusion he likes. I will come with concrete details after Government has studied it. He has asked me to give an assurance when I am studying the matter. Until my study is over and I have got a clearance from Government also, it is not possible to give an assurance.

Shri Banga: May I know whether this Ministry have ascertained to what extent the prices of fertilisers have gone up as a result of the decision taken in the Budget to give up the subsidy?

Shri Asoka Mehta: My Ministry is concerned with producing fertiliser. The distribution is with the Ministry of Agriculture.

श्री सीताराम कोसरी : क्या मंत्री महोदय यह बतायेंगे कि बिना विदेशी मूल्य के अपनी ताकत पर हम यह फर्टिलाइजर फैक्ट्री बिठा सकते हैं या नहीं और यह जो हमारे यहां फैक्ट्री लगी हुई है उसकी उत्पत्ति आज तक कितनी हुई और यह अपनी ताकत पर बिठाने के बाद हम उतनी उत्पत्ति कर सकते हैं या नहीं ?

श्री अशोक मेहता : आज जो मैंने बताया कि आज अभी वहां कंपैसिटी 5 लाख 85 हजार टन की है उसमें से करीब 90 प्रतिशत से ज्यादा पब्लिक सेक्टर में है। मैंने कहा कि हम उम्मीद रखते हैं कि 2.8 तक हमारी कंपैसिटी बढ़ेगी उसमें 15 लाख से ज्यादा पब्लिक सेक्टर में रहेगा और इस वक्त भी कई प्लांट्स हैं जो पब्लिक सेक्टर में चल रहे हैं। कुछ नये बन रहे हैं जो पूरे हो जायेंगे और नये चार शुरू करने का काम हम ने हाथ में लिया हुआ है।

श्री महाराज सिंह भारती : अध्यक्ष महोदय, जो 28 लाख टन नेब्रजन का हम ने लक्ष्य रखा है जिसे इन्टेन्सिव ऐप्लीकेशन, पहरी खेती कहते हैं उस के हिसाब से एक टन नेब्रजन अगर एक फसल में रखी जाये तो दस एकड़ के लिए पर्याप्त होत है और फिर चाय बागान वगैरह की भी जरूरत है तो आप का लक्ष्य मालूम पड़ता है कि 3 लाख एकड़ के लिए भी नाकाफी होगा और जरूरत होगी बहुत ज्यादा। साथ में हमारी पोषीशन यह है कि जो हम बिजली से फर्टिलाइजर तैयार करते हैं नांगल फर्टि-

लाइजर की तरह है वह इतनी बिजली उस में लगती है कि हरयाना और पंजाब में जितनी बिजली खपती है उस से ज्यादा अकेली नांगल में खपती है और नेफ्था से जो हम प्लांट बनाने जा रहे हैं उस की यह सीमा है कि जितना हम पेट्रोल तैयार करेंगे उस का जो बाईप्रोडक्ट नेफ्था होगा उसी के हिसाब से हम फर्टिलाइजर बना सकेंगे। तो बिजली की कमी है और नेफ्था पैदा होने की सीमा है और आवश्यकता जो लक्ष्य रखा है उस से कम से कम 5 गुनी अधिक है तो इस परिस्थिति में आप किस तरह से प्लांट बनाना चाहते हैं ? किन चीजों से फर्टिलाइजर बनाना चाहते हैं ?

श्री अशोक मेहता : जहां तक फर्टिलाइजर कितना मुल्क में तैयार करना है यह सवाल है उस का फैसला या उस की हिदायत हमें ऐंग्रीकल्चर मिनिस्ट्री से और प्लानिंग कमिशन से मिलती है। दोनों ने कहा है कि चौथे प्लान के आखीर तक 24 लाख टन नाइट्रोजनस फर्टिलाइजर और दस लाख टन फास्फैटिक फर्टिलाइजर मुल्क में पैदा करना जरूरी है अगर हो सके तो और उन की राय में इतनी पैदावार जो हो सके तो काफी होगी मुल्क के लिए। और दूसरा सवाल पूछा गया एलेक्ट्रिसिटी का इस्तेमाल बहुत होता है वह प्रोसेस हिन्दुस्तान में अब हम नहीं चला रहे हैं, शायद मैसूर के अन्दर जहां काफी एलेक्ट्रिसिटी है वहां से प्रोपोजल है कि करीब करीब उसी किस्म के प्रोसेस पर फर्टिलाइजर बनाना चाहते हैं। उसके बारे में हम विचार कर रहे हैं। नेफ्था की कमी होगी तो बाहर से मंगाना पड़ेगा क्योंकि सिर्फ नेफ्था के लिए सारी रिफाइनिंग कंपैसिटी बढ़ाना, यह ठीक नहीं होगा। हो सकता है कि एक दो साल के लिए कभी नेफ्था की कमी हो जाये तो वह हम इम्पोर्ट कर लेंगे लेकिन हमारी यह कोशिश है कि

By 1975, we will be completely self-sufficient in all our requirements.

Shrimati Lakshminathanamma: Is it a fact that import of fertiliser will cost less in terms of foreign exchange than import of foodgrains and production of fertiliser in our own country will cost less than import of fertilisers, and may I also know whether the Government will concentrate on the production of fertilisers in our country and when we propose to attain self-sufficiency in fertilisers in our country?

Shri Asoka Mehta: I have been answering this question all the time. Firstly, we are doing all that is possible to push ahead with the fertiliser programme and I have said that we hope that, by and large, we will be self-sufficient by the end of the Fourth Plan.

Shri S. Kandappan: In view of the long gestation period taken for a fertiliser factory to go into production and in view of the acute shortage with regard to fertiliser availability in Madras, I would like to know when the Madras Refinery will be going into production and, meanwhile, what arrangements are made to meet the requirements of the State.

Shri Asoka Mehta: The Madras Refinery will take between two to three years to be completed and side by side the fertiliser plant is also, going ahead.

Shri S. Kandappan: Meanwhile, what arrangements are made to meet the requirements of the State?

Shri Asoka Mehta: To import, through the Agriculture Ministry,

Shri S. Kandappan: You have not supplied even half of the requirements.....

Shri Asoka Mehta: He must take it up with the Agriculture Ministry and not with me.

Shri A. V. Patil: May I know whether it is a fact that due to shortage of chemical fertilisers, many factories are coming up producing manual mixtures and these manual mixtures are nothing more than dusts mixed with some unknown ingredients?

An hon. Member: Adulterated fertiliser.

Shri Asoka Mehta: I am not aware.

श्री मोल्हू प्रसाद : अध्यक्ष होदय, पूर्वी उत्तर प्रदेश के विकास के लिए विदेशी सहायता से गोरखपुर में खाद कारखाना का निर्माण हुआ है। वह अप्रैल, 1967 तक चालू हो जाने वाला था लेकिन जून का महीना चल रहा है अभी तक चालू न हो सका, उस की क्या वजह है और जो वह अब तक चाल नहीं हुआ उस में क्या कुछ भ्रष्टाचार का भी मामला कुछ है, ऐसी शिकायत मंत्री जी को मिली है ?

श्री अशोक मेहता : गोरखपुर का कारखाना हम उम्मीद रखते हैं कि जुलाई में ट्रायल शुरू होगा। और सितम्बर से प्रोडक्शन शुरू हो जायगा। और भ्रष्टाचार का कुछ मामला है तो हमारे पास भेज दीजिए। मैं उस को देखूंगा।

Shri Shankaranand: In view of the shortage of fertiliser, has the Government any definite proposal to set up a fertiliser factory in mysore State?

Shri Asoka Mehta: There is a proposal to set up a fertiliser plant at Mangalore.

Shri Hem Barua: Just now, the hon. Minister has said that it is proposed to set up some six or seven fertiliser plants in this country, although we know that most of these were sanctioned before the 31st March, 1966. In the context of that, may I know how many of these proposed fertiliser plants are in collaboration with foreign capital and how many are in collaboration with indigenous capital? May I know whether it is also a fact that the Birla have approached this Government with a request to allow them to set up a fertiliser plant and if so, Government's reaction to that proposal?

Shri Asoka Mehta: With the exception of one plant, namely that at Haldia, where the proposals have been put forward by Philips Petroleum Co., in the case of all other plants, there are Indian collaborators also, and it is the Indian collaborators who have mostly been negotiating with us. There are some fertiliser plants in the private sector where there is no foreign collaboration whatsoever. There are others where there is foreign collaboration but where the initiative has been taken by Indians. As I have said, there is only one proposal from Philips Petroleum Co. where the initiative has been taken by the foreigners. As far as Birlas are concerned, they have already got an industrial licence for setting up a fertiliser plant at Goa in collaboration with Armour Co. of America. The Birlas have recently come forward with proposals to set up a fertiliser plant at Mirzapur in collaboration with Kaisers, and that matter is under examination.

श्री चण्डिका प्रसाद : ग्रन्थालय महोदय, मैं जानना चाहता हूँ कि गोरखपुर के प्लान्ट की कैपेसिटी कितनी है तथा वहाँ पर जिन लोगों की जमीनें ली गई थीं, उन को इस कारखाने में नौकरियाँ देने का आश्वासन दिया गया था, लेकिन वैसा नहीं हुआ ?

श्री अशोक मेहता : उस प्लान्ट की कैपेसिटी 80 हजार टन प्रतिवर्ष है। जहाँ तक वहाँ की जमीन के बारे में समस्या है, मेम्बर साहब मुझे लिख कर भेजेंगे तो मैं देख लूंगा।

Wealth of the Late Nizam of Hyderabad

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*664. **Shri S. M. Banerjee:**
Shri Madhu Limaye:
Shri M. R. Krishna:

Will the Minister of Finance be pleased to state:

(a) whether any assessment has been made of the accumulated wealth

and jewellery of the late Nizam of Hyderabad after his death;

(b) whether it is a fact that some of the jewellery has been smuggled out, to other countries; and

(c) if so, the steps taken by Government to have an account of the total wealth and jewellery of the late Nizam?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) No assessment to wealth-tax or estate duty has been made in respect of the wealth and jewellery of the late Nizam after his death.

(b) According to upto date information no jewellery has been smuggled out of the country.

(c) Does not arise.

Shri S. M. Banerjee: From the answer it appears that even after the death of the Nizam of Hyderabad, no assessment was made. May I know whether there is any record in the possession of Government to show what wealth he had, whether movable or immovable, with him before his death?

Shri K. C. Pant: The Nizam died, I think, on the 24th February, 1967. It should not cause the hon. Member surprise that no assessment has been made during the last few months. That is all that I have said in the answer.

So far as the list of movable and immovable property of the Nizam is concerned, under an agreement with the Government of India in 1950, the Nizam furnished a list of his movable and immovable property which after being vetted by the Government of Hyderabad was accepted by the Government of India.

Shri Surendranath Dwivedy: What is the amount? What was the assessment that was made before his death?

Shri Ranga: First, the hon. Minister said that there was no assessment; then he has said that an assessment was made which was vetted by the

Government of Hyderabad and accepted by the Government of India. What is the exact position?

Shri K. C. Pant: The question was whether Government had a list of the movable and immovable property of the Nizam. That is the question which I have answered.

Shri Ranga: What was the report which was vetted by the Government of Hyderabad and accepted by the Government of India? Why should he not give that information?

Shri K. C. Pant: That is precisely what I have said.

Mr. Speaker: Now, Shri S. M. Banerjee may ask his second question.

Shri S. M. Banerjee: Everybody has asked what the amount is. Let the hon. Minister give the answer to that first. I do not want to waste my second question on that.

Mr. Speaker: He can ask that question also. Along with his second question, he can make it part (b) and go ahead with his question.

Shri S. M. Banerjee: Do Government know what was the amount or value of the assets, moveable and immovable?

Shri K. C. Pant: So far as the assessment figures go, the total wealth assessed for wealth tax assessment for 1957-58 was Rs. 3,29,26,913. Subsequently, it was noticed that a part of the wealth had escaped assessment. Therefore, the assessment was reopened. Ultimately, assessment for 1957-58 was made on a nett wealth of Rs. 10,05,76,365 (*Interruptions*). There are certain trusts formed by the Nizam and he disputed the inclusion of those trusts under wealth tax assessment. That is the reason for this wide difference between the original assessment and the subsequent one.

Shri Kanwar Lal Gupta: Have Government imposed any penalty on that?

Shri S. M. Banerjee: In reply to part (b) of the question, the hon. Minister said that they have no information as to whether anything has

been smuggled out of Hyderabad. Is it, a fact that some foreigners, specially Britishers and Turks—because the present Nizam, His Exhausted or Exalted Highness has a Turk wife—come to Hyderabad and take away the costliest jewellerys in the form of souvenirs to their own countries? Has any representation been received in this behalf from the daughter of the late Nizam or other members of his family or from social workers? Has any investigation been made?

Shri K. C. Pant: As far as I am aware, no representation has been received by the Finance Ministry.

श्री मधु लिमये : अध्यक्ष महोदय, कुछ इसी के सम्बन्ध में एक जवाब ह मंत्री ने दिया था और वह बड़े विचित्र ढंग का जवाब है। उस में उन्होंने कहा कि हम ने, जबसम-झोता हुआ था, उसी वक्त फर्हारस्त तैयार की थी, इस लियेलिये अब नई फर्हारस्त तैयार करने का सवाल नहीं है। प्रागे चल कर मंत्री महोदय ने कहा—

"Government do not consider it proper that either the value or the details of the property recognised as the private property of rulers should be a matter for public disclosure"

अब अध्यक्ष महोदय, जब हम ने वह सवाल पूछा था, उसस समय यह बात नहीं आई, इसी कारण हम इन को पकड़ नहीं पाये। इस लिये मैं अब आप से इस के बारे में निश्चित निर्णय चाहता हूँ कि मंत्री महोदय किन चीजों की जानकारी सदन से छुपा सकते हैं।

श्री कंवर लाल गुप्त : जिसे कि इन को तकलीफ हो।

श्री मधु लिमये : अब बार बार इस प्रकार का सवाल उठता है, हम को आप इस के बारे में कल-परसों तक लिखित निर्णय दीजिये, क्योंकि बार बार इसको लेकर

झगड़ा होता है। अभी इन्होंने इस को 10 करोड़ रुपये बताया है, कल गृह मंत्री जी ने कहा था कि वह नहीं बतायेंगे। किन चीजों को वे छिपा सकते हैं—यह तो मेरी व्यवस्था हुई।

अब मेरा सवाल यह है कि जब निज़ाम के साथ समझौता हुआ था— उस वक्त उनकी कुल जायदाद कितनी थी, उस में और यह जो 10 करोड़ बताया गया है—इस में कितना फर्क है ? क्योंकि उसी से पता चलेगा कि उन्होंने कितनी जायदाद बेची है और कितनी जायदाद को चोरी से विदेशों को भेजा है ?

श्री कृष्ण चन्द्र पन्त : किस किस में फर्क है ?

श्री मधु लिमये : निर्णय नहीं मैंने सवाल पूछा है।

श्री कृष्ण चन्द्र पन्त : पहले तो मैं यह बात साफ कर दूँ कि वह जो गृह मंत्री जी का सवाल था वह कल सन् 1950 के समझौते के बाद जो सूची मिली थी उस के बारे में था और मैंने जो जवाब दिया वह असैसमेंट के बारे में दिया है और वह उसके मातहत आता है। मैं असैसमेंट के बारे में आप को बतला सकता हूँ लेकिन उस में क्या सूची थी कितना उन्होंने धन बतलाया उस का मुझे इल्म नहीं है।

श्री मधु लिमये : अध्यक्ष महोदय, सवाल के पार्ट वी० का जवाब कैसे मिलेगा ? बनर्जी साहब ने पूछा था कि क्या जेबरात आदि विदेशों में चोरी से भेजे गये हैं ? तो इस का जवाब कैसे मिलेगा। अब पता नहीं कैसे पहले इन्होंने बतलाया कि पिछले साल जो जांच की तो उन का 10 करोड़ पर असैसमेंट किया अब मेरा सवाल है कि 1950 की जायदाद का पता नहीं चलेगा तो बी० का तो जवाब या ही नहीं सकता है।

श्री कृष्ण चन्द्र पन्त : सरकार के पास 1950 की सूची भी रखी है जरा भरोसा रखिये मरकार पर।

श्री मधु लिमये : हम जानकारी चाहते हैं। आप जानकारी दीजिये अब आप छिपा नहीं सकते।

श्री कृष्ण चन्द्र पन्त : छिपाने की कोई बात नहीं है।

श्री मधु लिमये : अध्यक्ष महोदय, आप निर्णय कब देंगे ? कल देंगे या कब देंगे ? यह हर दिन झगड़ा चल रहा है। इसके बारे में नियम बना हुआ है। तीसरी लोक सभा में भी मैं यह सवाल उठाया था और अध्यक्ष ने यह आश्वासन दिया था कि वह इस पर अपना निर्णय दे देंगे लेकिन अभी तक वह निर्णय नहीं आया है।

Shri M. R. Krishna: At the time of accession a statement was given by the late Nizam. May I know whether the wealth of the late Nizam was determined only on the information given by him, or any independent agency was set up by the Government of India to really find out the wealth. The present Nizam, who has inherited the entire wealth from the late Nizam, is dismissing all the people who have been working there for 20,30 years, in order to conceal the already concealed wealth. May I know whether the Government of India is encouraging or giving any facilities to the relatives of the late Nizam and also to the people of Hyderabad in order to give valuable information to the Government of India to find out the real wealth?

Shri K. C. Pant: So far as the first question is concerned, there was no wealth tax when the State of Hyderabad acceded to the Indian Union. There was no question of an assessment of wealth tax at that stage.

Shri J. B. Kripalani: Was any assessment made?

Shri K. C. Pant: There was no wealth tax at that time. (Interruptions)

Mr. Speaker: This will not be satisfactory this way, so many people wanting to have information. They can give notice of a half-hour discussion, because in supplementaries like this

you will not get information. It is already 12.03.

श्री मधु लिमये : मेरा सुझाव है कि इस के बारे में वित्त मंत्री पूरी जानकारी सदन को दें गृह मंत्री कहते हैं कि हम नहीं देंगे लेकिन अब वित्त मंत्री ने कहा है कि वह सब जानकारी देंगे तो मैं चाहूँगा कि वित्त मंत्री जी पहले इस बारे में जानकारी देने वाला वक्तव्य सदन की टेबल पर रख दें और बाद में यह बहस उठाने की इजाजत दी जाय।

एक माननीय सदस्य : इस प्रश्न का संतोषजनक उत्तर हम लोगों को नहीं मिल रहा है....

अध्यक्ष महोदय : आधे घंटे का डिस्कशन करने के लिए मैंने कहा तो है।

श्री मधु लिमये : पहले वित्त मंत्री जी का बयान आये उस के बाद आधे घंटे की चर्चा की जाये।

Mr. Speaker: I have already suggested that we can have a half-hour discussion. I am myself suggesting it. Whatever information they have with them, they will give, but nothing more is committed now.

Shri S. M. Banerjee: I accept your suggestion, I welcome it, but I would certainly request that the Finance Minister should lay a statement on the Table of the House with more details; otherwise the half-hour discussion would be useless. He will evade questions.

Shri Tenneti Viswanatham: Before we take up the discussion, the Minister may be pleased to assess not only the wealth which is above ground, but also the wealth which is underground.

Mr. Speaker: How can he assess?

Shri Hem Barua: Before you allow the half-hour discussion on this, I would request you to kindly direct the Minister to make a comprehensive statement of the assets and also the liabilities of the Nizam, because when the Chinese aggression on us took

place and we wanted the Nizam to make a contribution to the Defence Fund, he said he was too poor to do it. Therefore, both the liabilities and the assets of the Nizam should come before the House. (Interruptions).

Shri D. C. Sharma: You are always calling the Members of the Bhim club; you do not call, persons who belong to the Raman club.... (Interruptions).

Mr. Speaker: I have absolutely no doubt that the hon. Minister would give the information on some day. Notice may be given. But nothing is fixed now.

WRITTEN ANSWERS TO QUESTIONS

Leave to Central Government Employees

*665. Shri N. S. Sharma:
Shri Shri Gopal Saboo:
Shri Brij Bhushan Lal:
Shri Sharda Nand:
Shri A. B. Vajpayee:

Will the Minister of Finance be pleased to state:

(a) whether Government propose to introduce for the Central Government employees 'the earned leaves—cash it—if you like' scheme; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) No, Sir.

(b) Does not arise.

राष्ट्रीय धाय के सम्बन्ध में महत्त्वनिबिस का प्रतिवेदन

*666. श्री सिद्धेश्वर प्रसाद : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राष्ट्रीय धाय के सम्बन्ध में प्रोफेसर महत्त्वनिबिस के प्रतिवेदन का दूसरा भाग इस बीच प्राप्त हो गया है; और

(ख) यदि हां, तो उस की मुख्य बातें क्या हैं तथा सरकार ने उन पर क्या निर्णय किया है ?

वित्त मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) जी, नहीं ।

(ख) यह सवाल पैदा ही नहीं होता ।

Plan Priorities

*667. Shri S. R. Damani: Will the Minister of Planning be pleased to state:

(a) whether a re-appraisal of Plan priorities is contemplated; and

(b) if so, the guide-lines for such re-appraisal?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) and (b). The Plan Outlay is proposed to be revised in the light of the changes that have taken place in the economic situation since the Draft Outline of the Fourth Plan was published. While some re-adjustment in the scheme of priorities is inevitable and the sectoral outlays may also be altered in the light of the current economic situation, the high priority accorded to Agricultural production, family planning, import substitution and production of export commodities is likely to remain unchanged.

Prices of Drugs

*668. Shri Kedar Paswan:
Shri Madhu Limaye:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether any orders seeking to control/fix prices of essential and commonly used drugs have been issued by Government during the last three years;

(b) whether these orders have been enforced;

(c) the effect of this on the behaviour of actual prices of drugs;

(d) whether Government propose to nationalise the drugs and pharmaceutical industries in view of the enormous profits made by them; and

(e) whether Government itself propose to reduce prices of antibiotics and other drugs manufactured in the public sector?

The Minister of Planning, Petroleum and Chemicals, and Social Welfare (Shri Asoka Mehta): (a) and (b). Yes, Sir.

(c) The prices of drugs and medicines have by and large remained steady.

(d) No, Sir.

(e) No such proposal is at present under Government's consideration.

Sindri Fertilizer Factory

*669. Shri Baburao Patel: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that workers of the Sindri Fertilizer Factory placed a "Gherao" for three hours around the administrative building, manhandled the General Manager and beat up policemen and Security Officers on the 2nd May, 1967; and

(b) if so, the steps taken to grant protection to officers and staff of the management against such violent demonstrations by labour in the public sector undertakings?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Yes, there was a "Gherao" as stated. But policemen and Security Officers were not beaten. The General Manager of the Planning Division of the Fertilizer Corporation of India and not the General Manager of the Sindri Unit was manhandled.

(b) The State Government have, it is understood, issued instructions to the police to afford necessary protection against 'Gheraos'.

प्रश्न : नेपाल में स्थित पश्चिमी कोसी नहर का निर्माण में क्या सिचाई विभाग की भूमिका है? क्या सिचाई विभाग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रस्तावित पश्चिम कोसी नहर का प्रारम्भिक भाग नेपाल में है तथा उसका सर्वेक्षण कार्य वहाँ किया जा रहा है;

(ख) क्या यह भी सच है कि नेपाल की भूमि इस नहर के उस भाग से सीधी जायेगी जो नेपाल में स्थित है तथा उस पर लगभग 3 करोड़ रुपये खर्च किए जायेंगे; और

(ग) यदि उपरोक्त भाग (ख) का उत्तर हाँ हो, तो क्या सरकार का विचार उनको राशि बिहार सरकार को शीघ्र ही देना का है, ताकि वहाँ पर शीघ्रप्रतिशीघ्र खुदाई कार्य प्रारम्भ किया जा सके ?

जवाब : श्री नरेंद्र (जी कुं सं)

:(क) जी, हाँ।

(ख) नेपाल में सिचाई प्राप्त करने वाले क्षेत्र का तथा निहित व्यय का पता तभी चलेगा जब अनुसंधान कार्य पूरा हो जायेगा, जो इस समय प्रगति पर है।

(ग) विस्तृत अनुमानों के मिल जाने पर ही वित्तीय सहायता देने के प्रश्न पर विचार किया जायेगा।

Indo-Bulgarian Venture for the Manufacture of Gamma Globulines and Albumin

*671. Shri Tridib Kumar Chaudhuri:
Shri S. C. Samanta:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that contract for the establishment of a joint Indo-Bulgarian venture for the manufacture

of Gamma Globulines and Albumin in the private sector was recently signed between the Bulgarian Government and the Government of India on the basis of the credits provided by the Bulgarian Government and 49 per cent equity participation by Techno-export, a Bulgarian Government Foreign Trade Organisation; and

(b) if so, the specific terms of the contract?

The Minister of Planning, Petroleum and Chemical and Social Welfare (Shri Asoka Mehta): (a) and (b). The answer to part (a) is in the negative. But, Dr. Tulsidas and Shri H. K. Malhotra, who were granted a letter of intent for the establishment of a new undertaking in the name of M/s. Curewel (India) Limited, for the manufacture of Gamma Globuline and Albumine, have now submitted a proposal for entering into a technical and foreign collaboration agreement with Messrs. Technoexport of Bulgaria. The matter is under consideration.

Agreement on Food with Food-Aid Consortium Countries

*672. Shri Y. A. Prasad:
Shri Onkar Lal Berwa:
Shri N. K. Sanghi:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Government have instructed all Diplomatic Missions abroad to get the food consortium countries to sign firm agreements on the promised assistance of food to India; and

(b) if so, the number of such agreements signed so far?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Government is continuously striving through diplomatic means and otherwise to finalise the question of food assistance promised by the Consortium countries. Supplies under the Canadian pledge of

food assistance of the order of U.S. \$46 million have already commenced. Supply of 1.5 million tonnes under PL-480 is expected to be authorised shortly. Besides direct food assistance, Government is also trying to obtain indirect assistance in the form of financing fertilizers, pesticides etc., for growing more food as also other types of assistance such as debt rescheduling which would release foreign exchange resources for purchase of food on World markets. The nature and extent of this type of assistance is under consideration of the member countries and institutions of the Consortium.

Aid Received from Abroad

*673. **Shri D. N. Patodia:** Will the Minister of Finance be pleased to state:

(a) the annual aid received separately from Rupee-payment countries and from non-rupee payment countries from 1961 onwards;

(b) the amount utilised, the amount lapsed and the amount repaid out of the total amount of aid sanctioned; and

(c) the percentage of the aid received from rupee-payment countries which was untied and was non-project aid as compared to the Non-rupee payment countries?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-744] 67].

(c) Nil (as no aid received from rupee payment countries is untied).

U.S. Financial Loan

*674. **Shri A. B. Vajpayee:**
Shri Kanwar Lal Gupta:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that in an agreement signed recently with the

United States of America, India will get a credit of Rs. 90 crores; and

(b) if so, the main details of the agreement and the purpose for which the credit will be utilised?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir. The Agreement relating to the 'Commodity Programme Assistance—1967' for \$132 million (Rs. 99 crores) was signed with the United States Agency for International Development on the 10th May, 1967.

(b) According to the Agreement, there is to be no repayment of the principal amount for the first ten years; the repayments will then commence and be made in dollars in approximately equal half yearly instalments over the next thirty years. Interest is payable semi-annually in dollars at the rate of 1 per cent per annum during the first ten years and thereafter at the rate of 2½ per cent per annum for the remaining 30 years. The loan will be used to finance foreign exchange costs of imports from U.S.A. of a broad variety of commodities and equipment such as fertilizers, pesticides, machinery parts, spare parts and other commodities required to help increase both agricultural and industrial production.

Freight Charges on PL-480 Imports

*675. **Shri Vishwa Nath Pandey:** Will the Minister of Finance be pleased to state:

(a) the total freight charges for PL-480 imports in terms of foreign exchange during the current year;

(b) whether these charges are considered to be on the high sides; and

(c) how it is proposed to meet these charges?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The total freight charges for 1967-68 cannot be stated at

this stage as total PL-480 imports of foodgrains, cotton, soyabean oil, etc. which are likely to materialise are not known. However the approximate unit costs of freight which we have to bear are as follows:

- (i) For every one million tonnes of wheat and mlo—Rs. 9 crores.
- (ii) For every one lakh bales of cotton—Rs. one crore.
- (iii) For every one lakh tonnes of soyabean oil—Rs. 1.60 crores.

These charges are the same as at world market rates since the excess, if any, for shipments on American vessels is absorbed by the U.S. Government.

(c) Payment for freight charges is made from our free foreign exchange resources.

सामान्य बीमे का राष्ट्रीकरण

- * 676. श्री प्रकाशवीर शास्त्री :
 श्री रघुवीर सिंह शास्त्री :
 श्री शिवकुमार शास्त्री :
 श्री श्री० प्र० श्यामी :
 श्री स० मो० बनर्जी :
 श्री मधु लिमये :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार सामान्य बीमे के राष्ट्रीकरण के किसी प्रस्ताव पर विचार कर रही हैं; और

(ख) यदि हां, तो इस मामले में अन्तिम निर्णय कब तक हो जायेगा ?

वित्त मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) सरकार द्वारा सामान्य बीमे के राष्ट्रीकरण के सभी पहलुओं की, जिसमें अन्य तरीकों से लक्ष्यप्राप्ति की सम्भावना भी शामिल है, विस्तृत जांच की जा रही है ।

(ख) कोई बीयाद निर्धारित नहीं की गई है ।

Tax Collection

*677. Shri E. K. Nayanar: Will the Minister of Finance be pleased to state:

(a) the steps taken by Government to tighten up the tax collection machinery with a view to checking evasion of taxes; and

(b) the amount of the tax arrears written off by Government from 1963 upto the end of 1966?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) Some of the steps taken recently to tighten up the tax collection machinery are—

- (i) gradual taking over of recovery work from the State Governments;
- (ii) introduction of functional distribution of work under which the work of collection of tax dues would be entrusted to Income-tax Officers engaged exclusively on this work;
- (iii) periodical review of the arrear tax demands;
- (iv) furnishing of details of assets of the defaulters to Tax Recovery Officers along with tax recovery certificates;
- (v) raising of rate of interest in case of delayed payments from 4 per cent to 6 per cent with effect from 1st April, 1965;
- (vi) recovery of tax from a Director of a company under certain circumstances in case the tax cannot be recovered from the company; and
- (vii) production of tax clearance certificate in respect of transfer of properties whose value exceeds Rs. 50,000.

(b) The figures of Income-tax arrears written off are maintained according to the financial year. The following amounts were written off in the financial years 1962-63 to 1966-67:—

1962-63	Rs. 4,39,91,353
1963-64	Rs. 1,60,37,681
1964-65	Rs. 97,47,072
1965-66	Rs. 37,65,004
1966-67	Rs. 9,10,152

(upto 31-7-1966)

Freezing of Ex-Factory Prices of Manufactured Articles

*678. Shri Bal Raj Madhok:
Shri A. B. Vajpayee:
Shri Shri Chand Goel:
Shri Yajna Datt Sharma:
Shri Jagannath Rao Joshi:
Shri Hardya Devgun:
Shri R. S. Vidyarthi:

Will the Minister of Finance be pleased to state:

(a) whether Government have recently examined the possibility of freezing the ex-factory prices of manufactured articles of essential consumption for one year; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) No, Sir.

(b) Does not arise.

Lapse of Life Insurance Corporation Policies

*679. Shri Indrajit Gupta:
Shri H. N. Mukerjee:
Shri Vasudevan Nair:

Will the Minister of Finance be pleased to state:

(a) whether Government are aware that the annual figures for lapse of Life Insurance Corporation policies is on the increase; and

(b) if so, the steps taken, if any, to assess the amount of loss incurred by the Life Insurance Corporation due to

this and also the bonus and surrender value to the policy-holders?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). No, Sir. The overall lapse ratio has declined from 8.2 per cent in 1963-64 to 7.2 per cent in 1965-66. Nevertheless the Corporation is endeavouring to reduce further the lapses which must be considered as still high.

Taking an overall view lapses do not cause a loss to the Corporation.

Transport Survey

*680. Shri R. Ba uia: Will the Minister of Planning be pleased to state:

(a) whether the survey of transport conducted by the Committee appointed by the Planning Commission is complete;

(b) if so, when the report will be laid on the Table; and

(c) whether the Committee made any survey region-wise also and suggested any improvements?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) to (c). The transportation studies undertaken by the Joint Technical Group for Transport Planning which has been set up jointly by the Planning Commission and the Ministries of Railways and Transport remain in progress and have reached an advanced stage. The transport studies include investigations pertaining to major commodities and regional transport surveys. Reports on the various studies including the specific recommendations relating to planning and development of transport emerging from these studies, are expected to be ready by December, 1967.

Domestic Power for Government Quarters in Delhi

*681. Shri Kartik Oraon: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that domestic power has not been provided in

Type II, III and IV quarters in Delhi and New Delhi;

(b) if so, the reasons therefor;

(c) whether Government propose to provide domestic power in these quarters whose allottees ask for it; and

(d) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri Jaganath Rao): (a) to (d). In Types II and III and old Type IV quarters, power plugs have not been provided. In new Type IV houses, power plugs have been provided. If so desired by allottees of old houses now classified as type IV, power plugs are provided against recovery of additional rent. Power plugs are not proposed to be provided in quarters of types II and III as the expenditure involved will be large and also because the facility is not required by the majority of people occupying such quarters.

Accounts in Foreign Banks

682. Shri Nitiraj Singh Choudhary: Will the Minister of Finance be pleased to state:

(a) the number of persons State-wise, who have their accounts in the foreign banks;

(b) how many of these accounts were opened during the year 1967; and

(c) the foreign exchange involved in these accounts?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). The information is being collected and the same will be laid on the Table of the House.

दिल्ली में बिजली का संकट

*683. श्री रघुबीर सिंह शास्त्री :

श्री रामाबतार शर्मा :

श्री प्रकाशवीर शास्त्री :

श्री शिवकुमार शास्त्री :

श्री राम गोपाल शालदासे :

डा० सूर्य प्रकाश पुरी :

श्री अर्जुन सिंह भदौरिया :

क्या सिचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भाखड़ा जलाशय में पानी की सप्लाई कम हो जाने के फलस्वरूप दिल्ली तथा आसपास के राज्यों में विद्युत संकट उत्पन्न होने की आशंका है;

(ख) क्या भाखड़ा जलाशय में पानी की कमी को दूर करने के संबंध में सरकार ने कोई निश्चित योजना तैयार की है ;

(ग) यदि हां, तो उसकी मुख्य बातें क्या हैं; और

(घ) भविष्य में कोई विद्युत संकट पैदा न होने देने के लिए सरकार का क्या कार्यक्रम है ?

सिचाई और विद्युत मंत्री (श्री कु० ल० राव) : (क) दिल्ली में अब बिजली संकट पड़ने का कोई डर नहीं है। परन्तु इस मास के आरंभ में लगभग एक सप्ताह के लिए यह डर जरूर था।

(ख) और (ग). यदि सतलुज में जल प्रवाह काफी कम हो जाता है तो पानी की कमी से छुटकारा नहीं पाया जा सकता। किन्तु (घ) में बताये गये उपायों के परिणामस्वरूप बिजली संकट को रोका जा सकता है।

(घ) दिल्ली की इन्द्रप्रस्थ बिजली केन्द्र विस्तार परियोजना में लगाए जा रहे 62.5—62.5 मैगावाट के तीन यूनिटों में से एक को जुलाई, 1967 के प्रथम सप्ताह में

व्यापारिक आधार पर चालू कर देने की सम्भावना है। इस के पश्चात् अन्य दोयुनिटों को क्रमशः 3 से 4 महीनों के अन्तराल में चालू करने की सम्भावना है। बिजली की और मांगों को पूरा करने के लिए दिल्ली के निकट बदरपुर में एक बिजली घर के प्रतिष्ठापन को स्वीकार किया गया है जिसकी प्रतिष्ठापित क्षमता 300 मैगावाट होगी। इसके परिणामस्वरूप और दिल्ली के सह-वर्ती राज्यों में चौथी योजना के दौरान हाथ में ली जाने वाली बिजली विकास योजनाओं के परिणामस्वरूप, बिजली की सप्लाई काफी मात्रा में होती रहेगी।

देश में दिल तथा रक्त चाप की बीमारियां

* 684. श्री रामगोपाल शालवाले :
क्या स्वास्थ्य तथा परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में दिल तथा रक्त चाप की बीमारियां बड़ी तेजी से फैल रही हैं;

(ख) यदि हां, तो क्या सरकार ने इन बीमारियों के मूल कारणों की जांच की है;

(ग) क्या यह भी सच है कि चाय, शराब तथा धूम्र-पान के अधिक प्रयोग के कारण ये बीमारियां बढ़ रही हैं; और

(घ) यदि हां, तो क्या सरकार का विचार इन वस्तुओं के अधिक प्रयोग को रोकने का है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री

(डा० श्रीपति चन्द्रशेखर) : (क) यह आम विचार है कि दिल की तथा रक्तचाप की बीमारियां बढ़ रही हैं।

(ख) इन बीमारियों के कारणों की भारत के साथ साथ दूसरे विकसित देशों में भी जांच हो रही है।

(ग) अधिक धूम्रपान का दिल की बीमारियों से सह-सम्बन्ध होने के कुछ

प्रमाणों के अलावा इस सम्बन्ध में कोई ठोस प्रमाण नहीं हैं।

(घ) सरकार की स्वास्थ्य शिक्षा गति-विधियों के एक अंग के रूप में जनता को धूम्रपान के हानिकारक परिणामों से अवगत कराने के लिये पहले से ही कदम उठाये जा रहे हैं।

दिल्ली में पेय जल की कमी

* 686. डा० सूर्य प्रकाश पुरी :
श्री यशवन्त सिंह कुशवाह :
श्री महन्त विम्विजय नाथ :
श्री शिवकुमार शास्त्री :
श्री रघुबीर सिंह शास्त्री :
श्री रामावतार शर्मा :

क्या स्वास्थ्य तथा परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिल्ली में पीने के पानी की कमी की ओर दिलाया गया है;

(ख) क्या इस सम्बन्ध में दिल्ली नगर निगम तथा दिल्ली महानगर परिषद् से सरकार ने सम्पर्क बनाये रखा है;

(ग) क्या इस स्थिति को और अधिक विगड़ने से रोकने के लिये सरकार ने तुरन्त कुछ ठोस कार्यवाही करने का निश्चय किया है; और

(घ) यदि हां, तो क्या ?

स्वास्थ्य तथा परिवार नियोजन मंत्री

(डा० श्रीपति चन्द्रशेखर) : (क) जी हां। कुछ क्षेत्रों में पानी की कमी की शिकायतें सरकार के ध्यान में लाई गई हैं।

(ख) इस सम्बन्ध में सरकार दिल्ली नगर निगम के साथ लगातार सम्पर्क बनाये हुए है। किन्तु दिल्ली में जलपूर्ति के सम्बन्ध में स्वास्थ्य एवं परिवार नियोजन मंत्रालय को

दिल्ली महानगर परिषद से कोई खास प्रस्ताव या अनुरोध प्राप्त नहीं हुआ है।

(ग) और (घ). दिल्ली में जलपूर्ति व्यवस्था का स्थिर करने तथा उसे बढ़ाने के लिये अभी तक जो कदम उठाये गये हैं उनका एक विवरण सभा पटल पर रख दिया गया है। [पुस्तकालय में रखा गया। देखिये संख्या LT--745/67]

Nurses

- *687. Shri Jyotirmoy Basu:
Shri Bhagaban Das;
Shri K. Haldar;
Shri C. K. Chakrapani;
Shri K. Ramani;
Shri E. K. Nayanar:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether there is a shortage of nurses in the country;

(b) the number of qualified nurses who went abroad during the last five years;

(c) whether it is a fact that nurses are migrating because of poor service conditions in the country;

(d) whether it is also a fact that service conditions of nurses in States are even worse as compared to services under Central and Military Departments; and

(e) if so, the steps Government propose to take to improve their conditions?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes, Sir.

(b) Information regarding the number of qualified nurses who have gone abroad during the last five years is not readily available.

(c) No, Sir. There is no evidence of this.

(d) The scales of pay of nurses vary from State to State. Different scales

of pay have been fixed by State Governments in the context of the circumstances prevailing in their States.

The Central scales of pay for nurses are generally higher than those prevalent in the States.

(e) The following steps have been taken to further improve the service conditions of nurses:

(i) On the recommendation of the Trained Nurses Association of India working hours for nurses have been reduced to 48 hours per week wherever possible.

(ii) Furnished hostel accommodation is being provided;

(iii) Several State Governments are considering improvement in the emoluments of the nursing staff.

Import of Oil

*688. Shri B. N. Shastri: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the recent West Asia conflagration has in any way affected India's oil imports; and

(b) if so, the steps which Government have taken to meet the anticipated short supply of oil in the country?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) No, Sir, except to the extent that some product imports have had to be re-routed.

(b) Does not arise.

Loans given to Birla Group of Companies

- *689. Shri George Fernandes:
Shri J. H. Patel:
Shri Madhu Limaye:

Will the Minister of Finance be pleased to state:

(a) whether a Study Group set up by the Industrial Development Bank of India, Reserve Bank of India has

reported that half the advances made by the Industrial Development Bank of India last year have been given to firms owned or controlled by the Birla Group of Companies; and

(b) if so, the action proposed to be taken on the Report?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) No, Sir. Neither did the Industrial Development Bank of India ever set up any Study Group for the purpose; nor is it correct that half the advances made by the Bank last year have been to the industrial concerns owned, controlled or managed by the Group of industrialists commonly known as the Birla Group.

(b) Does not arise.

Assistance to Haryana State

***690. Shri Abdul Ghani Dar:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Government are favouring some deficit States by allowing a handsome aid to the tune of crores of rupees and not giving assistance to the newly born Haryana deficit State; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). The reference is apparently to the grants-in-aid paid to certain States under Article 275 of the Constitution on the recommendations of the Finance Commission. The last Finance Commission did not recommend any grant-in-aid to the composite State of Punjab as the State had a revenue surplus after taking into account its share in Central taxes and duties. The position did not change consequent on the reorganisation of that State last year as the Dehejia Committee on the division of assets and liabilities of composite Punjab did not also estimate any revenue deficit for Haryana.

Accommodation for Family Officers in Bombay

2221. Shri Ram Sewak Yadav:
Shri George Fernandes:
Shri S. M. Joshi:
Shri Maharaj Singh Bharati:
Shri Molahu Prasad:
Shri Rabi Ray:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the criteria for allotment of Government accommodation in Bombay to 'family officers';

(b) whether it is also a fact that the Estate Office, in collusion with the allottees whose families are permanently stationed outside Bombay, hires out such accommodation to other Government Servants, who are not eligible for accommodation, and also to persons in the private sector for some financial consideration, which is shared among officials in the Estate Office and the allottee;

(c) the number of such complaints received by his Ministry against the Estate Office, Bombay, during the calendar years 1961 to 1966;

(d) the number of such complaints referred to the Special Police Establishment for investigation with results thereof and the action taken against the guilty officials;

(e) whether it is a fact that under the pretext of sharing the accommodation, non-eligible employees of the C.P.W.D. are allotted quarters of the absentee allottees and they indulge in undesirable activities which cause a great deal of harassment to bona fide tenants; and

(f) the number of complaints regarding harassment by C.P.W.D. officials received during the calendar years 1961-66 and the action taken in these cases?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) According to the provisions contained in the Allotment Rules, there is no distinction

between a family and non-family officer for purposes of allotment of general pool residences. Allotments in various types of accommodation in the general pool are made according to the priority dates of eligible officers.

(b) The Estate Manager, Bombay, has to allot general pool residences strictly in accordance with the provisions contained in the Allotment Rules. The allotment of general pool accommodation is made only to the eligible Government servants whose names are borne on the waiting list maintained in accordance with the rules. No case has come to the notice of the Government where allotment has been made to a non-eligible or private person.

(c) and (d). No complaint has been referred to the Special Police Establishment by the Government. The Special Police Establishment had however sent a complaint to the Estate Manager, Bombay, about an employee working in his office, which is receiving attention.

(e) No.

(f) The Government have not received any complaint regarding harassment by C.P.W.D. officials.

Leprosy Patients

3222. Shri A. Sreedharan: Will the Minister of Health and Family Planning be pleased to state:

(a) total number of lepers in India;

(b) their number State-wise; and

(c) total number of leprosy patients accommodated in hospitals?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) According to an estimate made in 1963 there were about 25 lakhs leprosy cases in India.

(b) The State-wise distribution of the estimated number of cases is as given below:

Name of State	Number of cases
Madras . . .	6.40 lakhs
Andhra Pradesh . . .	5.20 „
Bihar . . .	2.80 „
West Bengal . . .	2.40 „
Maharashtra . . .	2.20 „
Orissa . . .	1.90 „
Uttar Pradesh . . .	1.40 „
Mysore . . .	1.40 „
Remaining States . . .	1.30 „
	25.00 lakh

(c) 28,000

Poppy Cultivation

3223. Shri Baburao Patel: Will Minister of Finance be pleased to state:

(a) whether it is a fact that poppy cultivation in Madhya Pradesh and neighbouring State of Uttar Pradesh and Rajasthan has been hard hit due to the untimely rains early this year.

(b) whether Government have received any detailed account of the damage caused to the poppy cultivation from the respective State Governments;

(c) the extent of the damage and loss suffered by the cultivators; and

(d) the action taken to give relief to those engaged in poppy cultivation?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) There has been some damage to poppy crop in all the three States this year due to untimely rains.

(b) No, Sir.

(c) On account of the damage to the crop the average yield of opium tendered by the cultivators during 1966-67 season as compared to the average yield of the previous season is lower by about 2 kg. per hectare which works out to a fall of about 6 per cent as compared to the previous year's average yield.

(d) Occasional damage to crops due to unfavourable weather conditions is not uncommon and the question of giving relief to the poppy cultivators by the Central Government at this stage, does not arise. However, the damage to poppy cultivation during 1966-67 season will be taken into consideration when deciding the policy for the licensing of poppy cultivators during 1967-68 season.

National Irrigation Projects in Madhya Pradesh

3224. Shri Baburao Patel: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Government of Madhya Pradesh have proposed to launch national irrigation projects in the rice-bowl (Chattisgarh) of the State;

(b) whether the State Government have sent any detailed note to the Centre on the subject;

(c) if so, the main points contained therein; and

(d) the reaction of Government thereto?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Proposals in this regard are stated to be under consideration of the Government of Madhya Pradesh.

(b) No.

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

Scheduled Castes and Scheduled Tribes Agriculturists in Tripura

3225. Shri Mohammad Ismail:
Shri Ganesh Ghosh:
Shri B. K. Modak:
Shri Bhagaban Das:
Shri Jyotirmoy Basu:

Will the Minister of Social Welfare be pleased to state:

(a) whether Government have received any proposal from the Government of Tripura for the revision

of scales of financial assistance given to the Jumbias and landless agriculturists belonging to Scheduled Castes and Scheduled Tribes; and

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

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) A proposal from the Government of Tripura has been received for the increase of financial assistance for the settlement of landless agriculturists belonging to Scheduled Castes and Scheduled Tribes on the analogy of a similar scheme being implemented by the Ministry of Food and Agriculture for the benefit of agriculturists other than those belonging to Scheduled Castes and Scheduled Tribes.

(b) The increase in the assistance proposed by the Tripura Government could not be approved, because of the limited provision available for this purpose under the special programme for the Welfare of Backward Classes. It has, therefore, been decided that the scheme being implemented by the Ministry of Food and Agriculture may be extended to Scheduled Castes and Scheduled Tribes also.

Housing Factory in M.P. with USSR Assistance

3226. Shri Baburao Patel: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the U.S.S.R. has offered to establish a rupee two-crore Housing Factory in Madhya Pradesh;

(b) if so, the details thereof and the terms offered by the Government of U.S.S.R.; and

(c) whether Government have given permission to any such scheme or whether the State Government negotiated the deal directly?

The Deputy Minister in the Ministry of Works, Housing and Supply

(Shri Iqbal Singh): (a) to (c). No such proposal has been made either to the Central Government or the Madhya Pradesh Government.

Decline in Equities in Stock Market

3227. Shri Virendrakumar Shah: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that there has been a steep decline in the equities in the stock-market in the country in the past fortnight 21st May, 1967 to 4th June, 1967;

(b) if so, the average fall in the equity prices during this period; and

(c) the main reasons to which this steep fall is attributable?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). No, Sir. During the period 21st May, 1967 to 3rd June, 1967 (4th June, 1967 being Sunday) the Reserve Bank's All India Index for Variable Dividend Industrial Securities (base: 1961-62 = 100) declined from 79.8 to 78.7 indicating price fall by only 1.4 per cent.

(c) The fall in equity prices, in general, was attributable chiefly to the explosive situation in West Asia followed by outbreak of war on June 5.

Fertilizer Plant by Co-operatives of Farmers

3229. Shri K. P. Singh Deo: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that a fertilizer plant is being set up by a Consortium of Indian Cooperatives of farmers; and

(b) if so, details thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghuramalah): (a) and (b). There

is a proposal to establish a fertilizer factory in the cooperative sector with the assistance of the International Cooperative Development Association of U.S.A. A team is visiting India shortly to prepare a feasibility report.

Gold Production

3230. Shri Shiva Chandra Jha: Will the Minister of Finance be pleased to state:

(a) the present amount of gold production inside the country; and

(b) how much smuggled gold has been seized and at what ports during the last three plan periods?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The production of gold by the Kolar and Hutti gold mines during the year 1966-67 was 3538.669 Kgs.

(b) The total quantity of smuggled gold seized by the Customs and Central Excise authorities, yearwise, during the last 14 calendar years, (on which basis figures are available) is given below:

Year	Quantity of smuggled gold seized (Kgs.).
1953 . . .	466 (estimated)
1954 . . .	1035
1955 . . .	1241
1956 . . .	1375
1957 . . .	2375
1958 . . .	1236
1959 . . .	537
1960 . . .	1066
1961 . . .	2287
1962 . . .	2593
1963 . . .	1024
1964 . . .	1673
1965 . . .	2284
1966 . . .	2456

It is not possible to compile figures in respect of smuggled gold seized portwise during the last three plan periods without entailing disproportionate expenditure of time and labour. Also, out of the total yearly seizures of gold, considerable quantities are seized inland.

Flats for Press Correspondents

3231. Shri P. Viswambharan:
Shri Mangalathumadom:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of flats made available in Delhi to the accredited correspondents through the Press Association of India during the last five months;

(b) how many of them were of E-type and D-II type;

(c) whether allottees are allowed to change from a smaller flat to bigger one, irrespective of the specification of the original allotment;

(d) whether a person working in an American organisation was allowed to shift to a larger flat, though he had earlier accepted an E-type flat; and

(e) if so, whether Correspondents enjoying priority over him in the list maintained by the Press Association had been informed of the change in the allotment?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Three flats.

(b) E-Type (Type IV)-One and D-II type (type V)-two.

(c) The allotment to accredited Press Correspondents is made on the recommendations of the Press Association of India out of their pool. The allottees are allowed the change only on the recommendations of the Association.

(d) The person working in an American Organisation was offered a type IV flat on the recommendation of the Press Association and although he accepted the residence offered to him, he did not shift from type V flat in his occupation. This type V flat was regularised in his name.

(e) The Government do not deal directly with the members of the Press Association. The President of the Press Association was duly informed.

Off-Shore Exploration in Cambay

3232. Shri Narendra Singh Mahida:
 Will the Minister of Petroleum and Chemicals be pleased to refer to the reply given to Unstarred Question No. 285 on the 25th May, 1967 and state:

(a) whether negotiations with some other Oil Companies for collaboration in off-shore oil exploration in Cambay will be undertaken in view of the failure of negotiations with American Oil Companies; and

(b) if so, the action taken by Government in this regard?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghuramaiah): (a) and (b). Negotiations with one American Oil Co. have failed. But negotiations are now being carried on with certain other companies.

Vaigai Re-modernising Scheme in Madras State

3233. Shri Kirutinan: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Government of Madras have been asked by the Central Government to prepare a revised estimate on Vaigai Re-modernising Scheme in Madras State;

(b) if so, the specific reasons for delaying the execution of important irrigation schemes; and

(c) whether any action has been taken to implement the scheme during this year?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No.

(b) Does not arise.

(c) The scheme has been approved by the Advisory Committee in December, 1966.

Rehabilitation of Handicapped Children

3234. Shrimati Jyotsna Chanda: Will the Minister of Social Welfare be pleased to refer to the reply given to Unstarred Question No. 1094 on the 1st June, 1967 and state:

(a) the number of trainees (blind, deaf and handicapped) who have so far been rehabilitated; and

(b) the measures which Government propose to take for their speedy rehabilitation?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) and (b). 9 special employment exchanges have been set up to assist blind, deaf, and orthopaedically handicapped persons in securing employment. Up to the 31st March, 1967 these exchanges had placed in employment 3,672 blind, deaf and orthopaedically handicapped persons.

Welfare of Scheduled Castes and Scheduled Tribes

3235. Shri D. R. Parmar:
Shri Ramchandra J. Amin:
Shri Bhaljibhai Parmar:
Shri S. M. Solanki:

Will the Minister of Social Welfare be pleased to state:

(a) the amount spent for the welfare of the Scheduled Castes and Scheduled Tribes in different States during the years 1965-66 and 1966-67 by the Central Government, State-wise;

(b) whether Government have taken action on the recommendations made by the Commission for Scheduled Castes and Scheduled Tribes in his last report; and

(c) if so, the details thereof?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) A statement giving the amounts sanctioned by the Central Government for being spent

on the schemes for the welfare of Scheduled Castes and Scheduled Tribes during the years 1965-66 and 1966-67 is laid on the Table of the House. [Placed in Library. See No. LT-746/67].

(b) and (c). The last report of the Commissioner for Scheduled Castes and Scheduled Tribes pertains to the year 1965-66 and was submitted to the Parliament on the 8th June, 1967. Further necessary action is being taken with the concerned authorities.

Compensatory Allowance to C.F.W.D. Staff at Faridabad

3236. Shri S. D. Somasundaram: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that all Government servants other than Central Public Works Department staff stationed at Faridabad at present, who have been transferred from Delhi after the 1st September, 1966 are in receipt of compensatory allowance at the rates admissible in Delhi; and

(b) if so, the reasons for discrimination in regard to the Central Public Works Department staff?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Central Government employees who are transferred to Faridabad on account of shifting of offices from Delhi on or after 1st January, 1966, are allowed to continue drawing compensatory (city) allowance at Delhi rates for one year and, thereafter, the rates will be gradually reduced to nil over the next 18 months. This concession has also been extended to employees of offices already stationed in Faridabad as on 1st September, 1966. No discrimination between the staff of the Central Public Works Department and other Central Government staff has been made in the matter of grant of the above concessions.

Financial Assistance for Small and Medium-Scale Industrial Enterprises

3237. **Shri R. Barua:** Will the Minister of Finance be pleased to state:

(a) whether any assessment has been made of the difficulties encountered by the small and medium-scale enterprises in getting financial assistance out of the aid received from foreign countries for this purpose through Indian financial institutions; and

(b) if so, the result thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). No specific difficulties encountered by small and medium-scale enterprises in getting financial assistance out of the aid made available by foreign countries has been brought to the notice of Government or of the financial institutions.

इंडिया गेट केन्द्रीय सचिवालय क्षेत्र का विकास

3238. **श्री जगन्नाथ राव जोशी :**

श्री हुकम चन्द्र कछवाय :

श्री राम सिंह आयरवाल :

क्या निर्माण, आवास तथा पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली स्थित इंडिया गेट केन्द्रीय सचिवालय क्षेत्र का विकास करने के लिये सरकार ने एक योजना तैयार की है;

(ख) यदि हां, तो इस क्षेत्र में क्या क्या चीजें बनाई जायेंगी और इस काम के कब तक आरम्भ होने की संभावना है; और

(ग) इस कार्य पर कितना खर्च आयेगा ?

निर्माण, आवास तथा पूर्ति मंत्रालय में उपमंत्री (श्री इकबाल सिंह) : (क) और (ख). जी, हां। दिल्ली विकास प्राधिकार ने इस क्षेत्र की क्षेत्रीय विकास योजना का एक प्रारूप तैयार किया है और दिल्ली विकास अधिनियम, 1957 के अनुसार प्रारूप योजना पर आपत्तियाँ/सुझाव मांगने के लिये 27 मई, 1967 को एक नोटिस प्रकाशित किया है। आपत्तियाँ/सुझाव भेजने की अन्तिम तारीख 26 जून, 1967 है। आपत्तियाँ और सुझाव प्राप्त हो जाने पर प्राधिकार द्वारा नियुक्त छानबीन-मण्डल द्वारा उनका पुनरीक्षण किया जायेगा, और आपत्ति आदि करने वाले व्यक्तियों को बुलाकर उनकी बात सुनी जायेगी। उसके बाद छानबीन-मण्डल की सिफारिशों पर स्थायी समिति द्वारा और फिर स्वयं प्राधिकार द्वारा विचार किया जायेगा। अन्त में योजनाओं का अनुमोदन करने से पहले केन्द्रीय सरकार द्वारा उन पर विचार किया जायेगा। इस समय यह बताना सम्भव नहीं है कि काम कब शुरू किया जा सकेगा।

(ग) इस योजना पर आने वाले खर्च का अभी तक निर्धारण नहीं किया गया है। जो भी हो, इस समय खर्च का निर्धारण करना उचित नहीं है, क्योंकि यह पता नहीं है कि आपत्तियों और सुझावों पर विचार करने के बाद इस योजना का अन्तिम रूप क्या होगा। दूसरी बात यह भी है कि यह क्षेत्रीय योजना मूलतया एक विस्तृत भूमि प्रयोग योजना है और इसकी कार्यान्विति में कई एजेंसियों जैसे सरकार, स्थानीय प्राधिकारों और प्राइवेट सम्पत्ति के मालिकों का सम्बन्ध होगा। इसकी कार्यान्विति में कई वर्ष लगेंगे और वह समय समय पर दिखमान स्थितियों पर निर्भर करेगी।

चतुर्थ श्रेणियों के कर्मचारियों के क्वार्टरों में पंखे लगाना

3239. श्री हुकम चन्द कछवाय :
श्री जगन्नाथ राव जोशी :
श्री राम सिंह धायरवाल :
श्री यशवन्त सिंह कुशवाह :

क्या निर्माण, आवास तथा पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत ग्राम चुनावों के समय दिल्ली में चतुर्थ श्रेणी के कर्मचारियों के क्वार्टरों में पंखे लगाये जा रहे थे और चुनावों के बाद यह काम बन्द कर दिया गया;

(ख) यदि हां, तो 1 जनवरी, 1967 और 1 मार्च 1967 के बीच कितने पंखे लगाये गये; और

(ग) अभी कितने पंखे लगाने जाने शेष हैं ?

निर्माण, आवास तथा पूर्ति मंत्रालय में उप-मंत्री (श्री इकबाल सिंह) : (क) जी, नहीं। ग्रुप I के प्रत्येक क्वार्टरों में एक पंखा लगाने के बारे में निर्णय 1965 में किया गया था। उस पर आने वाले अत्यधिक खर्च को ध्यान में रखते हुए इस कार्य को दो प्रावस्थाओं में पूरा करने का निर्णय किया गया था। 1966 में 6,480 क्वार्टरों में पंखे लगाये गये थे ;

(ख) और (ग) जनवरी, 1967 से मार्च, 1967 तक 1509 क्वार्टरों में काम किया गया था और फिर मई, 1967 के अन्त तक अन्य 2772 क्वार्टरों में काम किया गया था। आशा है कि शेष 1672 क्वार्टरों में भी शीघ्र ही पंखे लगा दिये जायेंगे।

Public Sector Undertakings

3240. Shri S. R. Damani: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the standing orders governing the conditions of service have not been framed in many Public Sector Undertakings; and

(b) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b) While 79 units controlled by 21 Public Undertakings have framed the standing orders and got them certified, others have already taken or are taking steps to finalise them as early as possible.

Construction of Houses on Semi-Developed Land in Delhi

3241. Shri Ram Kishan Gupta: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government have decided to allow construction of houses on semi-developed land in Delhi;

(b) if so, the number of such houses; and

(c) whether steps will be taken to develop this area later on?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) A proposal to this effect is under consideration but no decision has yet been taken.

(b) and (c) The details of the proposal have not yet been worked out.

Houses for Scheduled Castes and Scheduled Tribes

3242. Shri Madhu Limaye:

Shri S. M. Banerjee:

Dr. Ram Manohar Lohia:

Shri George Fernandes:

Shri Deven Sen:

Will the Minister of Social Welfare be pleased to state:

(a) whether Government have evolved any plan for making available housing sites for the members of

the Scheduled Castes and Scheduled Tribes and for Harijans and Adivasis;

(b) whether the State Government co-operation has been invited in this matter; and

(c) whether Government propose to set aside a substantial amount to enable those backward classes of our society to build houses for themselves?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) to (c) Yes, Sir.

Tax Evasion by Collieries

3243. Shri Madhu Limaye:
Shri S. M. Banerjee:
Shri George Fernandes:
Dr. Ram Manohar Lohia:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that certain papers and documents such as bogus receipts, vouchers, double accounts etc. relating to the Kuya and Khas Kuya collieries, Central Sulunga Colliery, East Basta Colla Colliery and other collieries were handed over to Commissioner of Income-tax, Patna on the 20th July, 1965;

(b) whether these documents provided information about tax evasion by these collieries;

(c) whether any inquiry has been made by the Income-tax Department against these collieries and their owners; and

(d) if so, the results thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Yes, Sir.

(c) and (d). Investigations are in progress. Results will be known when the investigations are completed.

Thermal Plants Scheme during the Fourth Five Year Plan

3244. Shri Ram Kishan Gupta: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the scheme for setting up thermal plants during the Fourth Five Year Plan has been finalised;

(b) if so, the details thereof;

(c) whether any such plants will be set up in Haryana; and

(d) if so, the details thereof?

The Minister of Irrigation and Power (Dr. K. I. Rao): (a) and (b). 23 Thermal power schemes with an aggregate capacity of 3955 MW have tentatively been included in the Fourth Plan. The details are as given below:—

Name of Scheme	Generating Capacity (MW)
1. Kothagudam, State II (Andhra Pradesh)	120
2. Kothagudam, Stage III (Andhra Pradesh)	220
3. Gauhati Extension (Assam)	30
4. Pathratu Extensions (Bihar)	220
5. Dhuvaran Extension (Gujarat)	280
6. Faridabad (Haryana)	55
7. Cochin (Kerala)	55
8. Amarkantak Extension (Madhya Pradesh)	110
9. Basin Bridge Extension (Madras)	30
10. Ennore (Madras)	330
11. Ennore Extension (Madras)	110
12. Neyveli Extension (Madras)	200
13. Parli (Maharashtra)	60
14. Nasik (Maharashtra)	280
15. Koradi (Maharashtra)	480
16. Harduaganj, Stage III (Uttar Pradesh)	100
17. Harduaganj, Stage IV (Uttar Pradesh)	110
18. Obra Extension (Uttar Pradesh)	300
19. Santaldih (West Bengal)	240
20. Durgapur VI Unit (West Bengal)	150
21. Delhi 'C' Station, 4th Unit (Delhi)	55
22. Badarpur Central Generating Station	300
23. Chandrapura (D.V.C.)	120
TOTAL	3955

(c) and (d) A 55 MW thermal power station at Faridabad in Haryana has been sanctioned to be installed during the Fourth Plan.

C.G.H.S. Doctors

3245. **Shri S. M. Banerjee:**
Shri Madhu Limaye:
Shri Sharda Nand:
Shri Bharat Singh Chauhan:
Shri Ranjit Singh:
Shri J. B. Singh:
Shri A. Sreedharan:
Shri D. C. Sharma:

Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether the grievance of Central Government Health Service Doctors in Delhi have been met in full;

(b) if so, whether any agreement has been reached,

(c) if so, the details thereof; and

(d) whether the question of their transfer outside Delhi has been amicably settled?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):
 (a) to (d). All reasonable demands have been met and an agreement reached. A copy of the agreement is placed on the Table of the House. [Placed in Library. See No. LT-747/67].

Inclusion of Banjaras in list of Scheduled Tribes

3246. **Shri George Fernandes:**
Shri J. H. Patel:
Shri Madhu Limaye:
Shri Sarjoo Pandey:
Shri Y. S. Kushwah:

Will the Minister of **Social Welfare** be pleased to state:

(a) whether there have been representations from the leaders of the Banjara community to include the Banjaras in the list of Scheduled Tribes; and

(b) if so, the action taken thereon?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) Yes.

(b) The whole question of revision of lists of Scheduled Castes and Scheduled Tribes is under consideration.

Asian Flu Viruses

3247. **Dr. Karni Singh:**
Shrimati Nirlep Kaur:

Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether Government's attention has been drawn to an article in the Life, Asia Edition magazine of the 6th March, 1967 re: the invention of a new drug to fight Asian Flu Viruses;

(b) when this drug would be ready for field application; and

(c) the part played by Dr. D. J. Bauer in India in helping the above invention and also another drug to smallpox virus?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):
 (a) Yes.

(b) Symmetrel, the generic name of which is Amantadine Hydrochloride, is the drug referred to in the said article. This drug is said to act on the outer membrane of the body cell where, as if forming a molecular barrier, it prevents the viruses from penetrating the cell. Clinical trials carried out on the drug are said to have proved the efficacy of the drug as a prophylactic against Asian Flu. It is not known as to whether the drug has been put to field application in the U.S.A. though it is stated in the above article that 'the drug is just going into the market' and the Federal Food and Drug Administration, U.S.A. have recognised the efficacy of the drug.

(c) The Government are not aware of the part, if any played by Dr. D. J. Bauer in India in helping the above invention. He had however, carried out some trials on the Chemoprophylactic value of another drug 'Marboran' in smallpox and has concluded

from his trials that the drug was found to be of some value in preventing smallpox in the contacts. Marboran is manufactured in Great Britain by the Burroughs Wellcome Laboratories and its chemical name is N. Methyl-isatinthiosemicarbazone and the generic name is 'Methisazone'. Further trials with this drug are being carried out under the auspices of the Indian Council of Medical Research.

Central Council for Indian System of Medicines

3248. Dr. Karni Singh:
Shrimati Nirlep Kaur:
Dr. Mahadeva Prasad:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government propose to constitute a Central Council of Indian System of Medicines; and

(b) if so, the details thereof and when the proposal is expected to materialise?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):

(a) A proposal to establish a Central Council of Indian Systems of Medicine including Homoeopathy is under consideration.

(b) A Committee is being set up to go into the details of the draft legislation for establishing the proposed Council.

घोबियों के लिये क्वार्टर

3249. श्री हुकम चन्द कछवाय :
श्री राम सिंह आयरबाल :

क्या निर्माण, आवस तथा पूति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली में घोबियों को घोबी घाटों के निकट बसाने की योजना क्रियान्वित की गई है; और

(ख) यदि नहीं, तो उसके क्या कारण हैं ?

निर्माण, आवस तथा पूति मंत्रालय में उपमंत्री (श्री इकबाल सिंह) : (क) और (ख). नई दिल्ली में घोबियों के लिये रिहायशी मकान और घोबीघाट बनवाने के लिये आवश्यक जमीन का निर्धारण किया जा रहा है। उसके बाद घोबियों के मकान और घोबीघाट बनाने के लिये नई दिल्ली नगर पालिका को जमीन एलाट करने के बारे में कार्रवाई की जायेगी।

किसानों को कम दर पर बिजली की सप्लाई

? 250. श्री सिद्धेश्वर प्रसाद :

श्री स० मो० बनर्जी :

श्री मधु लिमये :

क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उपभोक्ताओं को समान दर पर तथा किसानों को कम दर पर बिजली सप्लाई करने के प्रश्न पर विचार किया गया है; और

(ख) यदि हाँ, तो इस मामले में क्या निर्णय किया गया है ?

सिंचाई और विद्युत मंत्री (श्री क० ल० राव) : (क) और (ख) अखिल भारतीय आघार पर सभी राज्यों में एक-सम दरों को तत्काल लागू करना सम्भव नहीं है। परन्तु लगभग 8 राज्यों में प्रत्येक राज्य के अधिकार क्षेत्र में विभिन्न श्रेणियों के उपभोक्ताओं से ली जा रही दरों में समता लाई जा चुकी है। अन्य राज्य भी इस लक्ष्य की पूर्ति के लिये कार्यवाही कर रहे हैं। जहाँ तक कृषि पम्पों का सम्बन्ध है, यह महसूस किया गया है कि बिजली सप्लाई की दरें यथासंभव 12 पैसे प्रति यूनिट से अधिक नहीं होनी चाहिये। अतः यह निर्णय किया गया है कि कृषि पम्पों को बिजली सप्लाई करने के लिये 12 पैसे प्रति यूनिट से अधिक की दरों में अधिकता

को मात्रा तक उपदान दिया जाये। उपदान को अदायगी पर होने वाले खर्च को केन्द्र और सम्बद्ध राज्य सरकारों के बीच 50 : 50 के अनुपात से बांटा जाना है। यह उपदान स्कीम 1966-67 से तीन वर्षों के लिये स्वीकार की गई है।

Insects in D.M.S. Milk Bottle

3251. Shrimati Suseela Gopalan: Will the Minister of Health and Planning be pleased to state:

(a) whether it is a fact that some black and brown particles and insects were found in a sealed bottle of Delhi Milk Scheme near Pusa Road in April, 1967;

(b) if so, whether the matter was investigated into by the authorities;

(c) if so, the findings thereof;

(d) whether such cases have increased recently; and

(e) the steps Government propose to take to stop such occurrences?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) to (c). A complaint was received on the 14th April, 1967 regarding the presence of some foreign matter in a bottle of standardised milk issued by the Delhi Milk Scheme. The bottle was found to contain a fly.

(d) No.

(e) The Delhi Milk Scheme has a sanitation squad that operates round the clock for the upkeep of sanitary conditions in and outside the dairy premises. Spraying of insecticides has been introduced as a routine.

Rise in Prices during various plan Periods

3252. Shri Madhu Limaye:
Shri S. M. Joshi:

Will the Minister of Finance be pleased to state:

(a) the actual rise and the anticipated rise in the price level during the Second Plan period;

(b) the actual rise and anticipated rise in the price level in the Third Plan period; and

(c) the estimated fluctuation in the price level in the course of the Fourth Plan period; and

(d) the steps taken by Government to bring down the prices?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). The general index of wholesale prices (1952-53-100) rose by 28.5 per cent over the Second Plan period, by 36.5 per cent over the Third Plan period and by 21.0 per cent upto June 3, 1967, in the Fourth Plan period. No precise forecasts of variations in the general level of prices were made in the Five Year Plans.

(d) With a view to restraining undue rise in prices, Government has been taking a number of long term and short term steps such as bringing about a large and sustained increase in agricultural and industrial production, liberalisation of imports to augment domestic supplies to the extent feasible, large scale distribution of food grains through public channels at subsidised prices, regulation of prices, as also distribution in some cases, of certain other essential commodities such as sugar, kerosene, popular varieties of mill cloth, vanaspathi, drugs and medicines, and paper. expansion of net work of consumer cooperatives and opening of department stores in major cities. Government also aims at checking the increase in the pressure of demand through fiscal and monetary restraint.

D.D.T. in Human Blood

3253. Shrimati Suseela Gopalan: Will the Minister of Health and Planning be pleased to state:

(a) whether it is a fact that the concentration of DDT as high as 180 parts per million had been noticed in the human blood of Delhi population during a survey conducted by the National Institute of Communicable Diseases, Delhi;

(b) whether it is also a fact that the Indian Council of Medical Research had initiated further investigation for finding out the source of DDT in the human system and also the hazards of health due to the presence of DDT in high concentrations to the present generation as well as any setting in motion of undesirable genetic changes in unborn generations; and

(c) if so, the finding thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):

(a) The National Institute of Communicable Diseases, Delhi, with the collaboration of the Toxicology Division of the Communicable Disease Centre, Atlanta, Georgia (U.S.A.), initiated investigations during 1963 on the level of chlorinated hydrocarbons in human fat samples obtained at biopsy and autopsy. 104 fat samples were obtained for investigation. About half of the samples were obtained from autopsy of persons who died of causes other than pesticide poisoning. The analysis was carried out in the Communicable Disease Centre, Atlanta. The results indicated that DDT derived material from 84 samples from Delhi area ranged from 8 to 118 parts per million with the exception of two samples which contained 180 and 291 parts per million. The concentration range of D.D.T. derived material in fat samples from outside Delhi area contained more DDT and its derivatives as compared to persons of other countries. The available data do not warrant undue apprehension regarding toxicity.

(b) The Indian Council of Medical Research has not undertaken any studies on the subject so far.

(c) Does not arise.

D.D.T. Factory at Delhi

3254. Shrimati Suseela Gopalan: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the Okhla Water Works, the main source

of drinking water to the Delhi population, is about 10 miles downstream of the confluence of Jamuna with Najafgarh Nalla into which the effluent of the DDT Factory at Delhi is discharged;

(b) whether it is also a fact that there are no continuous gas analysing devices installed in the premises of the DDT factory to detect and control toxic gases and vapours like chlorine gas, hyochloric acid vapours benzene vapours, escaping continuously from the chlorination processes, into the air;

(c) whether very fine particles of DDT escape into the air during the grinding process employed in the DDT factory; and

(d) the annual loss of DDT written off every year at the DDT factory at Delhi?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) Yes. The effluent is however properly treated before discharge.

(b) Yes, but the Chlorination Processes are carried out in completely enclosed condition with devices for the condensation of escaping vapours, if any. It is not a fact, therefore, that vapours escape continuously into the air. The plants are also equipped with gas detection and analysing instruments by which samples could be taken for checks. No escape of gases has been detected during the last one year. The company has nonetheless decided to import a continuous gas analysing device.

(c) Yes. A medical and environmental study conducted in the DDT Factory, Delhi in March 1965 recommended the installation of dust filters in these sections. This was done. The company have also provided exhaust ducts and taken further steps to eliminate dusting.

(d) DDT has to be written off for various reasons like actual loss in drying, grinding, bagging, weightment etc. as well as for difference between 50 per cent, the billed DDT content for formulated material and the actual which varies between 50 and 51 per cent. During the last five years, the following quantities were written off:—

Year	Quantity (in tonnes)
1962-63	39.027
1963-64	32.227
1964-65	37.327
1965-66	50.010
1966-67	25.571

Effluent from DDT Factory, Delhi

3255. **Shri Mohammad Ismail:**
Shri Ganesh Ghosh:
Shri Umanath:
Shri B. K. Modak:
Shri Bhagaban Das:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether it is a fact that no continuous analysis of the effluent from the DDT factory, Delhi is made for controlling its quality; and

(b) if so, how the authorities ensure that no deleterious material is discharged through the effluent into Jamuna?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) Yes, Sir. The effluent is, however properly treated and neutralised before discharge.

(b) By periodical checks of the effluent in regard to acidity, organics, suspended matters etc. and controlling the quality of the effluent within safety limits.

Discharge of Effluent in Najafgarh Nalla by D.D.T. Factory, Delhi

3256. **Shri Jyotirmoy Basu:**
Shri Umanath:
Shri A. K. Gopalan:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether it is a fact that the effluent (waste liquor) from the

D.D.T. factory in Industrial Area of Delhi, containing D.D.T. and other acids, is discharged into Najafgarh Nalla, about 7 miles upstream of its confluence with Jamuna; and

(b) whether Government are aware of the great danger to the fish life in Jamuna on account of the pollution of the water?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) Yes, Sir. The effluent is, however, properly treated and neutralised before discharge.

(b) No, Sir.

Market Loans Floated by Central and State Governments

3257. **Shri Nitiraj Singh Chaudhary:**
Shri Manibhai J. Patel:
Shri Lakhan Lal Gupta:
Shri G. C. Dixit:
Shri G. S. Mishra:

Will the Minister of **Finance** be pleased to state:

(a) whether his attention has been drawn to the fact that in the matter of subscription to the market loans raised by the State Governments, the banks and other financial institutions have been investing any such security at a lower price than official price;

(b) whether it is a fact that the Reserve Bank of India only afford buying support to those banks and financial institutions for financing investment in Central Government security and not for investment in State Government's security;

(c) if so, whether situation mentioned in part (a) above is due to discriminatory treatment of the Reserve Bank of India to the market loan floated by State Governments vis-a-vis Central Government; and

(d) the measures under consideration of the Government for removal of this difficulty?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The initial subscriptions to the State Government loans are accepted at such prices and at such offices or branches of Banks as are specified in the Loan Notifications issued by the State Governments. No such office or branch is authorised to accept or could have accepted initial subscriptions at prices lower than the notified issue prices. Subsequent transactions may however have taken place at lower prices.

(b) The Reserve Bank of India does not give any assistance to banks and other financial institutions for the specific purpose of subscribing to Central or State loans. The Bank deals in Central Government Securities only and not in State Government Securities in its open market operations because of the difficulty of selling off the latter. The Bank does, however, give loans and advances to scheduled banks against State Government Securities.

(c) There is no discriminatory treatment as such. The Reserve Bank does not buy State Government Securities because of the difficulty of selling them off.

(d) The Reserve Bank as well as the Central Government have advised the States to go in for market loans only to the extent here are likely to be genuine sales so that there are no distress sales later by some of those who subscribed initially.

American Peace Corps Volunteers

3258. Shri Indrajit Gupta: Will the Minister of Finance be pleased to state:

(a) whether Government have received any report from the Intelligence Bureau in Calcutta regarding the activities of the American Peace Corps Volunteers in West Bengal; and

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

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No Sir.

(b) Does not arise.

Civil Construction Work in Hindustan Insecticides Ltd.

3259. Shrimati Suseela Gopalan: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the civil construction work of a major nature at the Delhi unit of the Hindustan Insecticides Ltd., had always been entrusted to the Central Public Works Department or National Building Construction Corporation prior to 1966;

(b) whether it is also a fact that civil construction work relating to the extension of the D.D.T. factory at Delhi to double its capacity to 2800 tonnes/year, worth Rs. 15 lakhs has been given to a private contractor;

(c) if so, the reasons for this deviation from the earlier practice; and

(d) the procedure adopted by the Company in awarding this contract to the private contractor?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) Yes Sir.

(b) Yes, Sir. The civil construction work is worth about Rs. 12 lakhs.

(c) On the 17th August 1960, the Board of Directors took a decision that future construction work of the company should be designed and supervised by private architects and executed either departmentally or through contractors at competitive rates. The decision was taken as CPWD had to be paid high departmental charges ranging between 14½ and 17½ per cent, and execution was found to be slow. Accordingly there was no further engagement of CPWD by the company, and for certain construction work at Delhi in 1961 the National

Building Construction Corporation was brought in as a contractor.

(d) A press note was issued inviting tenders. The tenders received were opened in the presence of tenderers and evaluated. A private contractor whose tender was the lowest, being 37.5 per cent above the scheduled rates was awarded the contract, in preference to others including NBCC whose rate was 120 per cent above the scheduled rates and Rs. 8.80 lakhs above the lowest tenderer.

राजस्थान में अनुसूचित जातियों तथा अनुसूचित अ.दि. जातियों के विद्यार्थियों को धन तथा छात्रवृत्तियाँ

3260. श्री प० ला० बाबूपास

क्या समाज कल्याण मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या सरकार को पता है कि राजस्थान में पंचायती राज प्रणाली के लागू होने से पहले अनुसूचित जातियों के विद्यार्थियों तथा परिवारों को राज्य सरकार के समाज कल्याण विभाग द्वारा प्रत्यक्ष रूप से धन तथा छात्रवृत्तियाँ दी जाती थीं परन्तु पंचायती राज प्रणाली के लागू होने के बाद पंचायती समितियों तथा ग्राम पंचायतों द्वारा की गई व्यवस्था के अन्तर्गत इन निधियों का पिछले दस वर्षों से इन विद्यार्थियों के लाभ के लिये उचित प्रकार से उपयोग नहीं किया जा रहा है; और

(ख) यदि हां, तो क्या इस मामले की जांच करने के लिये सरकार संसद् सदस्यों की एक समिति नियुक्त करने पर विचार कर रही है ?

समाज कल्याण मंत्रालय में राज्य मंत्री (श्रीमती फूलरेणु गुह) : (क) प्राथमिक तथा माध्यमिक स्कूलों में छात्रवृत्तियाँ बांटने का काम पंचायत समितियों को सौंपा गया था । बाद में माध्यमिक स्कूलों में छात्रों को छात्रवृत्तियाँ बांटने का काम पंचायत

समितियों से ले लिया गया था तथा अब वह काम शिक्षा विभाग कर रहा है । छात्रवृत्तियाँ बांटने में देरी की शिकायतों को देखते हुए राज्य सरकारें प्राथमिक स्कूलों में छात्रवृत्तियों की योजना पर पुनः विचार रही हैं ।

(ख) ऐसा करना ठीक प्रतीत नहीं होता है ।

नई दिल्ली के बाजारों में दुकानों में शिकमी किरायेदार रखना

3261. श्री प० ला० बाबूपास :

श्री शारदानाथ :

श्री जि० ब० सिंह :

श्री हुकम चन्द कछवाय :

क्या निर्माण, आवास तथा पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली के विभिन्न क्षेत्रों में हाल में बने बाजारों में अधिकतर दुकानों के भलाटियों ने उन शिकमी किरायेदार रखे हुए हैं;

(ख) यदि हां, तो ऐसी दुकानें कितनी हैं और ये दुकानें किन-किन इलाकों में हैं;

(ग) संबन्धित व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है; और

(घ) भविष्य में ऐसी अनियमितताओं को रोकने के लिये क्या कार्यवाही की गई है ?

निर्माण, आवास तथा पूर्ति मंत्रालय में उपमंत्री (श्री इफ्तेखार सिंह) : (क) और (ख). दुकानों को शिकमी पर देने के कई मामले समय समय पर सरकार के ध्यान में आये हैं । ये मामले केवल नई बनाई गई मार्केटों के सम्बन्ध में ही नहीं हैं, अपितु अन्य मार्केटों के सम्बन्ध में भी हैं । भलाटियों द्वारा शिकमी पर दी गयी दुकानों की कुल संख्या ज्ञात नहीं ।

(ग) शिकमी पर देने के मामले ध्यान में तब आते हैं तब शिकमी पर प्राप्त करने वाले

व्यक्ति इन दुकानों को अपने नाम नियमित कर देने के लिये सरकार से प्रार्थना करते हैं अथवा जब इस सम्बन्ध में विभिन्न व्यक्तियों से शिकायतें प्राप्त होती हैं। इस सम्बन्ध में निम्नलिखित कार्यवाही की जाती है :—

(i) जब कोई भी दुकान किसी अन्य व्यक्ति को शिकमी पर दी जाती है और शिकमी पर प्राप्तकर्ता व्यक्ति इसके नियमन के लिये सरकार से प्रार्थना करता है तो मार्केटों के प्रशासन से संबंधित विद्यमान हिदायतों के अनुसार वह दुकान उस अन्य व्यक्ति के नाम नियमित कर दी जाती है, शर्त यह है कि वह व्यक्ति यह साबित कर सके कि दुकान उसके कब्जे में है और उसने किराये की पूरी बकाया राशि अदा कर दी है और वह उस दुकान के लिये निश्चित बाजार दर किराये के बराबर लाइसेंस फी और उसके अतिरिक्त 50 प्रतिशत राशि अदा करने के लिये सहमत है।

(ii) जहां सरकार इस निष्कर्ष पर पहुंचे कि वह दुकान वस्तुतः अन्य व्यक्ति की शिकमी पर दी गई थी परन्तु वह अन्य व्यक्ति दुकान के नियमन के लिये सरकार से प्रार्थना नहीं करता तो ऐसे मामलों में, उसकी अलाटमेंट रद्द कर दी जाती है और बेदखलो अधिनियम के अधीन उसे बेदखल करने की कार्यवाही की जाती है।

(घ) अलाटियों द्वारा अपनी दुकानें अन्य व्यक्तियों को अन्तरित कर देना एक सामान्य व्यापारिक प्रणाली है और मार्केट प्रशासन सम्बन्धी हिदायतों में इस सम्बन्ध में उपयुक्त व्यवस्था विद्यमान है।

ग्राम्य और औद्योगिक परियोजनायें

3262. श्री गं० चं० दीक्षित : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) किसी विकास खंड को ग्राम्य

औद्योगिक परियोजना के अन्तर्गत लाने लिये क्या सिद्धान्त अपनाये जाते हैं;

(ख) मध्य प्रदेश में ऐसे विकास खंडों की संख्या कितनी है, जहां यह परियोजना आरम्भ की गई है; और

(ग) उन अत्यावश्यक विकास खंड क्षेत्रों को, जिन्हें इस समय इस परियोजना के अन्तर्गत नहीं लिया गया है, कब तक इस परियोजना के अन्तर्गत लिया जायेगा ?

योजना, पेट्रोलियम और रसायन तथा समाज कल्याण मंत्री (श्री अशोक मेहता) :

(क) से (ग). एक विवरण सभा पटल पर रखा गया है। [पुस्तकालय में रखा गया। देखिए संस्था LT—748/67]

Family Planning Clinics in Orissa

3263. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Health and Family Planning be pleased to state:

(a) the number of family planning clinics functioning at present in Orissa both in rural and urban areas; and

(b) the number of clinics proposed to be opened in that State during 1967-68?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) 284.

(b) 15.

Tribal Blocks in Orissa

3264. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Social Welfare be pleased to state:

(a) the number of Tribal Blocks at present in Orissa State;

(b) the number of such Blocks proposed to be opened in that State during 1967-68; and

(c) the number of such Blocks to be opened in Koraput and Ganjam Districts (Orissa) during the above period?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) 75.

(b) Nil.

(c) Nil.

Rural Housing Scheme for Orissa

3265. Shri Ramachandra Ulaka:
Shri Dhuleshwar Mecna:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total amount sanctioned to Orissa for Rural Housing Schemes during 1966-67;

(b) the amount actually spent by the State for the purpose during the same period; and

(c) the amount proposed to be sanctioned for the purpose to that State during 1967-68?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). Based on the actual expenditure for the first nine months and the anticipated expenditure for the remaining three months—as reported by the Government of Orissa, an amount of Rs. 1.49 lakhs was released to them during 1966-67.

(c) The amount to be allocated for 1967-68 will be finalised by the Planning Commission shortly, after discussion with representatives of the State Government.

Seismic Surveys in Orissa

3266. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether any seismic surveys have been conducted in Orissa recently; and

(b) if so, the results thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No, Sir.

(b) Does not arise.

Social Security Schemes

3267. Shri Vasudevan Nair: Will the Minister of Social Welfare be pleased to state:

(a) whether there is any proposal to set up an expert machinery to evolve a blue print for a comprehensive scheme of social security; and

(b) if so, when the machinery is likely to be set up?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) There is no such proposal before Government at the moment.

(b) Does not arise.

Financial Assistance sought by M.P. Government to meet the Burden of Dearness Allowance

3268. Shri Baburao Patel: Will the Minister of Finance be pleased to state:

(a) whether Government have recently received any communication from the Chief Minister of Madhya Pradesh suggesting that the dearness

allowance burden of the State Government employees should be provided in the Five Year Plan of the Central Government;

(b) whether Government have since given any thought to this issue as a matter of principle;

(c) whether the Chief Minister of Madhya Pradesh in the same communication also urged the Centre for additional financial assistance to the State Government on this account; and

(d) if so, the decision of the Central Government thereon?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The suggestion contained in the communication from the Chief Minister of Madhya Pradesh was that the additional liability on this account may be distributed between the Central Plan and the State Plans on a proportionate basis.

(b) Yes, Sir. It is considered that administrative expenditure of this nature cannot be included in the Plan either at the Centre or in the States, nor is it possible to distribute the additional liability between the Centre and the States through a reduction in the size of the Central and State Plans, as this would be no different from providing Central assistance for the purpose.

(c) Yes, Sir.

(d) It is not possible for the Centre to give any assistance towards the extra cost of increased dearness allowance granted to the employees of the State Government as the cost of the State Administration has to be paid for by the State Governments themselves.

Family Planning Programme of Orissa During III Plan

3269. Shri Chintamani Panigrahi: Will the Minister of Health and Family Planning be pleased to state:

(a) the total amount of money allotted to Orissa during the Third Plan

for implementing family planning programme;

(b) the extent to which it has been utilised; and

(c) the amount of money given to Orissa in 1966-67 for the purpose and that proposed to be allotted in 1967-68.

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Rs. 76.06 lakhs.

(b) Rs. 75.15 lakhs.

(c) Amount paid during 1966-67 (including Rs. 14.62 lakhs as arrear payment for 1965-66)—Rs. 76.02 lakhs.

Amount so far allotted for 1967-68 Rs. 91.09 lakhs.

Industrial Housing Scheme, Orissa

3270. Shri Chintamani Panigrahi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total number of houses built in Orissa so far under the subsidized Industrial Housing Scheme and the total amount of money allotted to Orissa for this purpose so far;

(b) whether there is any scheme to build more houses under this scheme in Orissa in 1967-68; and

(c) if so, the details thereof with locations, where the houses are proposed to be built?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) 2922 houses were built under the Scheme in Orissa since its inception in September, 1952 upto the 31st March, 1966. The amount given to Government of Orissa under the Scheme upto the 31st March, 1967, is Rs. 105.84 lakhs.

(b) and (c). The Subsidised Industrial Housing Scheme is a continuing scheme and the State Governments have been authorised to sanction projects for construction of houses for industrial workers under this Scheme. A provision of Rs. 15 lakhs is proposed

to be made under this Scheme during the year 1967-68. The details of the projects sanctioned and their location in the first quarter of 1967-68 will become available after the progress report for this quarter has been received from the State Government.

रूसी सहायता वाली परियोजनाओं के निष्पन्न में विलम्ब

3271. श्री राम सिंह आयरबाल :
श्री हुकम चन्द कछवाय :

क्या वित्त मंत्री 6 अप्रैल, 1967 के अप्रारंकित प्रश्न संख्या 749-क के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को रूसी सहयोग से आरम्भ की गई परियोजनाओं की क्रियान्विति में होने वाले विलम्ब के कारणों के बारे में इस बीच सूचना प्राप्त हो गई है;

(ख) यदि हां, तो तत्सम्बन्धी व्योरा क्या है; और

(ग) यदि नहीं, तो वे कब तक सभा पटल पर रखी जायेंगी ?

उप-प्रधान मंत्री और वित्त मंत्री (श्री मोरारजी देसाई) : (क) और (ख). इनमें से अधिकतर परियोजनाओं के लिये जटिल प्रौद्योगिक विज्ञान (टेक्नोलॉजी) की आवश्यकता होती है और इनमें उत्पादन शुरू होने में काफी समय लग जाता है। यद्यपि इनमें से कुछ परियोजनाएं कार्यक्रम के अनुसार पहले ही पूरी हो चुकी हैं, लेकिन कुछ मामलों में इमारती काम, मशीनों और उपकरणों की प्राप्ति आदि कई कारणों से कुछ देर हुई है। परन्तु सभी मामलों में विस्तृत सूचना नहीं मिली है।

(ग) जालू सत्र में सभा की मेज पर एक विवरण रख दिया जायेगा।

डीजल तेल का उत्पादन

3272. श्री महाराज सिंह भारती :
क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) चौथी पंचवर्षीय योजना में डीजल तेल का उत्पादन लक्ष्य कितना निर्धारित किया गया है और क्या मांग पूरी करने के लिये यह लक्ष्य पर्याप्त होगा;

(ख) कृषि के लिये कितने डीजल तेल की आवश्यकता होने का अनुमान लगाया गया है; और

(ग) क्या सरकार का विचार कृषि के लिये उपयोग में लाये जाने वाले डीजल तेल पर कर में रियायत देने का है ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्री रघुवरैया) : (क) उत्पादन व लक्ष्य निर्धारित नहीं किये गये हैं, किन्तु शोधन क्षमता का लक्ष्य अस्थायी तौर पर अनुमोदित कर दिया गया है। इस लक्ष्य के आधार पर वर्ष 1970-71 के दौरान 5 मिलियन मीटरी टन से कुछ अधिक डीजल तेल (हाई स्पीड तथा लाईट डीजल तेल (High Speed and Light Diesel Oils) के तैयार किये जाने की आशा है। उस समय योजना के पहले की तरह, मांग का पूरा करने के लिये उपयुक्त उत्पादन हो जाने का अनुमान है।

(ख) 1970 में, कृषि के पम्पों के लिये लगभग 800,000 मीटरी टन लाईट डीजल तेल और कृषि के पम्पों एवं ट्रैक्टरों के लिये लगभग 500,000 मीटरी टन हाई स्पीड डीजल तेल (High Speed Diesel Oil) की आवश्यकता का अनुमान है।

(ग) इस समय ऐसा कोई प्रस्ताव सरकार के विचाराधीन नहीं है।

Nagarjunasagar Dam

3273. **Shri Ram Kishan Gupta:**
Shri R. K. Sinha:
Shri Kameshwar Singh:
Shri A. Sreedharan:
Shri Nihal Singh:
Shri Srichand Goel:
Shri Shiva Chandra Jha:

Will the Minister of Irrigation and Power be pleased to state:

(a) progress made so far in the completion of the Nagarjunasagar Dam; and

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

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The work on Nagarjunasagar Dam is progressing briskly. The dam has reached levels varying from EL 525 to 546 in the spillway, EL 585 (average) in the Left non-overflow section and EL 585 (average) in the right non-overflow section. In terms of work load, 97 per cent of the total estimated quantity of masonry and concrete has been completed.

(b) The work on the Dam is expected to be completed by end of June 1968 except for spillway bridge and architectural features.

Exploration of Oil in Off-Shore Areas of Kerala

3274. **Shri A. K. Gopalan:**
Shrimati Suseela Gopalan:
Shri C. K. Chakrapani:
Shri P. Ramamurti:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether any memorandum was received from the Ministry of Transport about boring of oil on the off-shore areas of Kerala in 1963;

(b) whether any preliminary investigation was made; and

(c) if so, the result thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramalah): (a) and (b). Yes, Sir.

(c) Results obtained so far are not encouraging.

Agreement with Soviet Union for Survey of Off-shore Areas

3275. **Shri A. K. Gopalan:**
Shrimati Suseela Gopalan:
Shri P. Ramamurti:
Shri C. K. Chakrapani:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that an agreement was signed at Delhi between the Soviet Union and the Government of India to survey the off-shore areas of our country with the help of Soviet technicians;

(b) if so, whether any survey has been made; and

(c) if so, the results thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramalah): (a) A contract was entered into between the Oil and Natural Gas Commission and V/O Technoexport, Moscow for conducting a seismic survey of off-shore areas.

(b) Yes, Sir.

(c) Certain structures have been located in the Gulf of Cambay along the Coromandal Coast, some other indications that call for further surveys have also been obtained.

Irrigation Projects in Kerala

3276. **Shri P. Gopalan:**
Shrimati Suseela Gopalan:

Will the Minister of Irrigation and Power be pleased to state:

(a) the names of the six irrigation projects which started in Kerala during the Third Five Year Plan;

(b) whether it is a fact that adequate funds have not been provided for the projects;

(c) the estimated cost of these six projects;

(d) the expenditure incurred at the end of the Third Plan; and

(e) when these projects will be completed?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The six projects are:

- (i) Pamba
- (ii) Kuttiadi
- (iii) Chitturpuzha
- (iv) Kanjirapuzha
- (v) Pazhassi
- (vi) Kallada.

(b) Yes, due to difficult resources position.

(c) to (e). A statement is placed on the Table of the House. [Placed in Library. See No. LT-749[67].

Demands of Employees of Ghazipur Opium and Alkali Works

3277. Shri Tridib Kumar Chaudhuri:
Shri S. C. Samanta:

Will the Minister of Finance be pleased to state:

(a) whether the Narcotics Commissioner has received any representation from the Workers' Union of the Ghazipur Opium and Alkali Works about the payment of *ex-gratia* production award, filling up of about 56 vacant posts and the categorisation of various posts in the Works; and

(b) if so, Government's reaction to the demands of the workers?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) The production award was not paid to the workers since the norms
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of production prescribed for the payment of the award were not fulfilled during the Opium Year 1965-66.

The question of filling up of the vacant posts and the categorisation of various posts in the Works is under the active consideration of Government.

Drilling Operation near Port Canning

3278. Shri Tridib Kumar Chaudhuri:
Shri S. C. Samanta:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the Bodra drilling operations near Port Canning in the 24-parganas (West Bengal) are proceeding satisfactorily in all respects;

(b) whether there has been any difficulty due to the lack of blow-out preventer equipment or requisite strength; and

(c) the steps taken to see that drilling operations in this area do not get stuck-up for necessary equipment?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramalaiah): (a) and (b). Owing to the damage suffered by certain parts of the blow-out preventing equipment, the drilling operations have been held up for about 4 months.

(c) Efforts are being made to resume drilling by repairing the blow-out preventing equipment.

Income-tax Workload in Orissa

3279. Shri Sradhakar Supakar: Will the Minister of Finance be pleased to state:

(a) whether the work load of Income-tax assessment and appeals in Orissa State has gone up considerably during the last decade;

(b) if so, whether there has been a demand for having a separate Income-tax zone for Orissa; and

(c) Government's reaction thereto?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The information is being collected and will be laid on the Table of the Sabha, as soon as possible.

(b) There has been a demand for a separate Income-tax Commissioner for Orissa.

(c) The proposal was examined in 1964 and it was decided that the revenue and workload did not then justify the creation of a separate Charge of Commissioner of Income-tax for Orissa. The matter came in for review, last year. It was considered that, in view of the need for economy in all administrative expenditure, further consideration of the proposal had to await a more opportune time.

Leprosy Control Centres in U.P.

3280. Shri Vishwa Nath Pandey: Will the Minister of Health and Family Planning be pleased to state:

(a) the number of leprosy control centres at present in Uttar Pradesh;

(b) the number of patients for whom provision has been made in these centres; and

(c) the total amount of loan or grant given by the Central Government to these Centres during 1966-67?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) At present 16 Leprosy Control Units and 30 Survey, Education and Treatment Centres are functioning in Uttar Pradesh under the National Leprosy Control Programme. In addition, five Leprosy Control Units have been established by voluntary organisation with financial assistance from the Government of India.

(b) Each unit in Uttar Pradesh is expected to detect and provide treatment for 1,800 to 2,000 leprosy cases.

(c) A total grant of Rs. 161.27 lakhs was released to the Government of Uttar Pradesh during 1966-67 for the implementation of various health schemes in the Plan, including the Leprosy Control Programme. It is not possible to indicate the amount of assistance sanctioned for the leprosy centres specifically, as according to the existing procedure, assistance to State Governments is not released scheme-wise, but in lump for all the schemes.

Further, a grant-in-aid of Rs. 64,250 was specifically sanctioned during 1966-67 for the five units run by the voluntary organisations.

Rural Electrification

3281. Shri Vishwa Nath Pandey: Will the Minister of Irrigation and Power be pleased to state:

(a) the number of villages electrified so far in each State and Union Territory and those likely to be electrified by the end of 1967; and

(b) the percentage of the total number of villages in each State and territory these electrified villages constitute?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). A Statement showing the number of villages and percentage of electrified villages in each State/Union Territory as on 31st March, 1967 is laid on the Table of the House. [Placed in Library. See No. LT-750/67].

The programme for the electrification of villages during 1967-68 has not been finalised so far.

Requirement of Kerosene Oil of Madras State

3282. Shri Vishwa Nath Pandey: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) the normal monthly requirement of Kerosene oil of Madras State;

(b) the quantity now made available for distribution; and

(c) the steps taken to meet the normal kerosene supply of Madras State?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) The actual sales of kerosene in the State during April 1966 to March 1967 came to 19,600 tonnes per month, which may therefore be assumed to be the requirement.

(b) The existing quota is 21,400 tonnes per month.

(c) The present allocation appears adequate for meeting the demand.

Food Adulteration Cases in India

3283. Shri Vishwa Nath Pandey: Will the Minister of Health and Family Planning be pleased to state:

(a) the number of prosecutions launched in each State and Union Territory against adulteration of food-stuffs since the 30th March, 1966;

(b) the number of convictions secured; and

(c) the nature and quantum of sentence awarded in each case?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

ईसाई मिशनो द्वारा चलाये जाने वाले अनायालय

3284. श्री श्री० प्र० त्र्यायी : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) ईसाई मिशनो के अनायालयों को वर्ष 1965-66 में सरकार ने कितनी मासिक अथवा वार्षिक सहायता दी;

(ख) सरकारी सहायता-प्राप्त अनायालयों में प्रत्येक समुदाय के कितने कितने बच्चे रह रहे हैं;

(ग) क्या सरकार को पता है कि इन अनायालय बच्चों को अनिवार्य रूप से ईसाई धर्म की शिक्षा दी जाती है; और

(घ) यदि हां, तो क्या सरकार की नीति के अनुसार ऐसा किया जा रहा है ?

समाज कल्याण विभाग में राज्य मंत्री (श्रीमती फूलरुणु गुह) : (क) से (घ). अपेक्षित सूचना एकत्रित की जा रही है तथा जैसे ही वह प्राप्त होगी सभा पटल पर रख दी जायेगी ।

Officials Bringing Cars from Abroad

3285. Shri G. S. Mishra: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Government officials bringing vehicles from foreign countries are not required to pay customs duty;

(b) if so, what is Government's policy towards this;

(c) how many cars and other vehicles were brought to India by Government officials during the last five years, which were exempted from payment of customs duty;

(d) what is the amount of foreign exchange involved in such transactions during the same period;

(e) how many such cars were retained by these officials for more than three to four years in India and how many of them were disposed off after one year;

(f) whether Government are aware that such cars are sold out at high prices by these officials; and

(g) whether Government propose to impose restrictions on the sale price of such vehicles in India?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). It is not a fact that all Government officials bringing motor vehicles from foreign countries are not required to pay customs duty. Only Heads of Indian Missions abroad, when returning to India on termination of their assignments, are allowed exemption from payment of duty on their personal motor cars provided these had been in their possession and use in the foreign station for at least 2 months prior to their arrival back in India.

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

(f) The Government do not have any positive information in this behalf but, in view of the existing conditions in the country, it is likely that when such cars are sold, they might fetch high prices.

(g) It is not proposed to impose restrictions on the sale price of such vehicles.

Autonomous Body for Planning and Implementation of Social Service Research Programmes

3286. Shri A. Sreedharan:
Shri Kameshwar Singh:
Shri P. Viswambharan:
Shri Mangalathumadam:

Will the Minister of Planning be pleased to state:

(a) whether it is a fact that a Committee appointed by the Planning Commission has recommended the setting up of an autonomous body for overall planning and implementation of social service research programme in the country; and

(b) if so, the steps taken by Government to implement the recommendations of the Committee?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) and (b). Yes. The Committee on Social

Science Research has made an interim recommendation for setting up a Council for Social Science Research in the Country. The Planning Commission is awaiting the full report of the Committee before formulating its recommendations.

Damodar Valley Corporation

3287. Shri Kameshwar Singh:
Shri A. Sreedharan:
Shri Nihal Singh:
Shri Sheopujan Shastri:
Shri J. B. Singh:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the estimated life of the Damodar Valley Corporation Dam's power generation capacity has decreased;

(b) if so, the reasons therefor; and

(c) the steps taken to prevent it?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No.

(b) Does not arise.

(c) Extensive soil conservation measures have been taken up to reduce the rate of siltation of the reservoirs.

Export by Public Sector Undertakings

3288. Shri Kameshwar Singh:
Shri A. Sreedharan:
Shri Nihal Singh:
Shri Sheopujan Shastri:
Shri J. B. Singh:

Will the Minister of Finance be pleased to state:

(a) whether there has been any increase in the exports by the public sector undertakings after the opening of sales offices abroad; and

(b) if so, how much foreign exchange has been earned by the public sector undertakings during the last six months?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The information asked for is being collected and will be placed on the Table of the House in due course.

Electricity Meters in Ministers' Bungalows

3289. Shri Abdul Ghani Dar:
Shri Atam Das:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that some Ministers' houses are fitted with more than one meter;

(b) if so, the number of such houses having more than one meter;

(c) whether it is a fact that the Ministers are not required to pay electricity bills in respect of these extra meters;

(d) the maximum electricity exemption per month for a Minister's house; and

(e) the reasons for which the Ministers are not asked to pay the bills for the extra meters which exceeds Rs. 200 per month?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Yes.

(b) The number of Ministers' residences having more than one meter is 46.

(c) to (e). In accordance with Section 4 of the "Salaries and Allowances of Ministers Act, 1952", each Minister is entitled to a free furnished residence including provision of electricity and water. The Ministers have voluntarily agreed to a monetary ceiling of Rs. 2,400 per annum on the consumption of water and electricity in the residences allotted to them and to reimburse with effect from the year 1964-65, any charges in excess of this ceiling. This ceiling applies only to

the 'private portion' of residences including servants quarters and dhobi-ghats. Consumption in 'office portion' of the residences including security lights, gate lights and guard room are borne by Government.

U.S. Aid

3290. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhai:
Shri Vishwa Nath Pandey:

Will the Minister of Finance be pleased to state:

(a) the total quantum of U.S. aid to India during 1966-67; and

(b) in what form and for what projects the aid was utilised

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). A statement giving the required information is attached, Annexure I. Placed on the Table of the House. [Placed in Library. See No. LT-75/67].

Profit by Hindustan Housing Factory

3291. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heerji Bhai:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total profits made by the Hindustan Housing Factory during the last three months; and

(b) whether the target fixed for 1966-67 has been fully achieved?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) The profit made by the Hindustan Housing Factory during the last three months can be assessed only after the accounts of the Factory for the year 1966-67 which are under audit are finalised.

(b) The production during the year 1966-67 was Rs. 1.43 crores as against the estimated production of Rs. 1.77 crores. The shortfall in production was mainly due to sit down/tool down strike by the workers for 25 days in the month of January, 1967, and subsequently slowing down the production.

Ways and Means Position of Orissa

3293. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heerji Bhai:

Will the Minister of Finance be pleased to state:

(a) whether Government have given any loan to the Government of Orissa for the improvement of their ways and means position during 1966-67; and

(b) if so, the details thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Ways and means assistance aggregating Rs. 12.70 crores was sanctioned to the Government of Orissa last year. Of this a sum of Rs. 3.15 crores advanced in June, 1966 was recovered during 1966-67 itself. The balance of Rs. 9.55 crores sanctioned on the 31st March, 1967 will be recovered partly this year and partly next year.

प्रतिरक्षा लेखा महानियंत्रक के कार्यालय में
असैनिक कर्मचारी

3294. श्री हुकम चन्द कछवाय :
श्री जगन्नाथ राव जोशी :
श्री राम सिंह अयरवाल :
श्री यशवंत सिंह कुशवाह :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रतिरक्षा लेखा महानियंत्रक के कार्यालय में दक्षिण, पश्चिम, पूर्व तथा मध्य

कमानों के कार्यालयों के कितने असैनिक क्लर्क काम करते हैं;

(ख) दिसम्बर, 1965 से कितने व्यक्ति भर्ती किये गये हैं; और

(ग) उनमें अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लोगों की संख्या कितनी है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) प्रश्न में उल्लिखित कमान कार्यालयों के अतिरिक्त, रक्षा लेखा महानियंत्रक के अधीन अन्य रक्षा-रेखा-नियंत्रक भी हैं जो नौसेना, वायु सेना, कारखाने, पेंशन आदि का काम करते हैं। इन सभी कार्यालयों में काम करने वाले असैनिक क्लर्कों की 1 अप्रैल, 1967 को कुल संख्या 19,161 थी।

(ख) 1,987; तथा

(ग) अनुसूचित जातियां 276
 अनुसूचित आदिम जातियां 25

Import Duty on Tractors

3295. Shri A. B. Vajpayee:
Shri Bal Raj Madhok:
Shri Shrichand Goel:
Shri Yajna Datt Sharma:
Shri Jagannath Rao Joshi:
Shri R. S. Vidyarthi:
Shri Hardayal Devgun:

Will the Minister of Finance be pleased to state:

(a) whether the Chief Minister of Punjab had requested him to exempt tractors from import duty, if these are gifted to their relations by the Punjabis working in foreign countries; and

(b) whether the Punjab Government have also requested the Centre to allow import of such tractors on the State Government level?

The Deputy Prime Minister and Minister of Finance (Shri Morarji

Desai: (a) and (b). No such request has been received in this Ministry. It may, however, be mentioned that tractors solely for agricultural purposes are exempt from import duty.

National Park near Rajghat, New Delhi

3296. **Shri A. B. Vajpayee**:
Shri Bal Raj Madhok:
Shri Srichand Goel:
Shri Yajna Datt Sharma:
Shri Jagannath Rao Joshi:
Shri R. S. Vidyarthi:
Shri Hardayal Devgun:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether a plan costing rupees one crore for the development of a National Park near Rajghat has been drawn up by his Ministry;

(b) if so, the reasons for having such a costly non-plan expenditure when there is a great need for all-round economy; and

(c) whether Government propose to review or to scrap this costly plan?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) No.

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

P.R.R.M. Coffee House, New Delhi

3297. **Shri A. B. Vajpayee**:
Shri Bal Raj Madhok:
Shri Srichand Goel:
Shri Yajna Datt Sharma:
Shri Jagannath Rao Joshi:
Shri R. S. Vidyarthi:
Shri Hardayal Devgun:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether coffee workers of P.R.R.M., Connaught Place, New Delhi have represented to Government to expedite the construction of an umbrella type structure for the coffee house;

(b) whether the society has also proposed to share the expenditure; and

(c) if so, the reasons for the delay in the execution of the project?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) to (c), Yes. It was earlier decided to construct a temporary structure in Connaught Place and make it available on rent to the Indian Coffee Workers Co-operative Society Ltd. for running the P.R.R.M. Coffee House. The proposal has been dropped because of objections of the New Delhi Municipal Committee to the plan. The Society have been advised to proceed with their plans in consultation with the Municipal Committee.

Spurious and Fake Contraceptives

3298. **Shri S. K. Tapuriah**:
Shri K. P. Singh Deo:
Shri N. K. Somani:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are aware of the large-scale dumping of spurious and fake contraceptives in the country particularly in the Bombay market; and

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

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b). No. A few cases that are reported are being dealt with according to the provisions of the Drugs Act.

Cultivation of Frozen Land in Delhi

3299. **Shri Yashpal Singh**:
Shri Ram Gopal Shalwale:
Shri Liladhar Kotaki:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the Delhi Administration was requested the Central Government to allow the use of frozen lands for cultivation purposes; and

(b) if so, the reaction of Government thereto?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) The Ministry of Food and Agriculture (Department of Agriculture) have approached the Lt. Governor, Delhi with a proposal that such frozen lands in Delhi as are not required immediately for the execution of any scheme might be allowed to be cultivated on temporary basis.

(b) Government has so far taken over possession of 25,000 acres of land. Out of this, 24,000 acres have been allotted to various agencies. The remaining land is green according to the Master Plan and proposals for putting it under cultivation are under consideration.

Separation of Judicial and Executive Functions in Income-Tax Department

3300. Shri B. S. Sharma: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that in the Income-tax Department, Judicial and Executive functions are exercised by the same authority, viz., the Commissioner of Income-tax;

(b) whether it is a fact that the Assistant Commissioners of Income-tax are under the administrative control of the Commissioner of Income-tax; and

(c) if so, whether Government propose to appoint separate Judicial and Executive authorities with a view to insure equitable justice?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir. The Commissioner of Income-tax is the executive head of the Department. He exercises judicial functions only to the extent mentioned in the Act, for example he exercise judicial functions in disposing of revision petitions.

(b) Yes Sir.

(c) No Sir. The law already provides for an appeal to the Appellate Assistant Commissioner against the order of the Income-tax Officer and for an appeal to the Income-tax Appellate Tribunal against the order of the Appellate Assistant Commissioner. The Appellate Assistant Commissioners have complete freedom in the exercise of their appellate functions and neither the Commissioner nor the Central Board of Direct Taxes has any power to interfere in such matters. The Income-tax Appellate Tribunal is an independent judicial body under the Ministry of Law.

Panashi Dam

3301. Shri B. S. Sharma: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that some preliminary work was started for the construction of Panashi Dam in Santhal Paraganas in the First Five Year Plan;

(b) whether it is also a fact that there has been no further progress on that project; and

(c) if so, the steps which Government propose to take to complete that project?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No.

(b) Does not arise.

(c) The Project report on Panashi Dam Scheme on river Ajoy (Santhal Paraganas) was received in March, 1967 and is under technical examination. The project has not yet been approved.

Taking over of Nagarjuna Sagar Dam

3302. Shri Parthasarathy: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of Andhra Pradesh have made any request to the Government of India to

take over Nagarjuna Sagar Project over the Krishna as centrally-sponsored project; and

(b) if so, the reasons for not accepting the Nagarjuna Sagar Project as central project?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The matter is still under consideration.

Contract with S.N.A.M. of Italy for Exploration of Oil

3303. **Shri S. Kundu:**
Shri K. P. Singh Deo:
Shri Nath Pai:
Shri Hem Barua:
Shri Srinibas Misra:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the Oil and Natural Gas Commission had entered into any contracts with M/s SNAM of the E.N.I. Group of Italy for drilling and exploration of oil wells in India;

(b) if so, the amount involved by way of foreign exchange and in terms of Indian currency in these contracts; and

(c) the number of oil wells drilled under the contracts, the places where drilled and the results of such drilling operations?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramalah): (a) The ONGC entered into two contracts with SNAM Spa for inland drilling and one for offshore drilling in the Gulf of Cambay.

(b) Under the two contracts for inland drilling, the following payments were made:—

<i>Foreign Exchange</i>	<i>Rupees</i>
\$85,94,712.00	1,36,69,838.00

The contract for off-shore drilling provided for payments of \$4.999 million in foreign exchange and Rs. 27

lakhs in Indian currency. But no expenditure was incurred, as the contract was finally cancelled.

(c) Under the first two contracts, four wells were drilled in Uttar Pradesh and Punjab, but no accumulation of oil or gas was met with in these wells. However, valuable sub-surface geological information was obtained which will facilitate the future study of the oil gas prospects of this vast region. Work under the third contract for off-shore drilling could not be taken up for the reason given above.

Foreign Exchange for Idikki Hydro-Electric Project

3304. **Shri Vasudevan Nair:**
Shri C. Janardhanan:
Shri P. C. Adichan:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Idikki Hydro-Electric Project requires some additional foreign exchange in addition to the Canadian assistance, for getting tools and equipment;

(b) if so, the amount of foreign exchange needed for the same; and

(c) if so, steps taken to meet the additional requirement of foreign exchange?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) and (c). The Kerala Electricity Board is preparing the estimate of additional foreign exchange required for the purpose. Necessary steps for meeting this requirement will be taken on receipt of the estimate from the Board.

Central Assistance to Orissa

3305. **Shri Chintamani Panigrahi:**
Will the Minister of Finance be pleased to state:

(a) the amount allocated to the Orissa Government out of Rupees 86

crores of additional Central assistance provided for 1967-68;

(b) the schemes on which the additional allocation is to be spent; and

(c) the details thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The amount of Rs. 98 crores consists of Rs. 55 crores for State Plans; Rs. 38 crores for assistance to Scarcity affected States and Rs. 5 crores for purchase of debentures of Cooperative Land Mortgage Banks, as indicated in the Supplement to the Explanatory Memorandum on the Central Budget laid before Parliament.

Of the Plan assistance of Rs. 55 crores, Rs. 2 crores have been allotted to Orissa State. The distribution of scarcity relief assistance will depend upon the requirements from time to time and no State-wise allocation can be made in advance. As regards the sum of Rs. 5 crores for debentures of Land Mortgage Banks, no State-wise distribution has so far been made.

(b) and (c). The additional Plan assistance of Rs. 2 crores indicated above is for the State Plan as a whole and is not related to specific schemes.

पाकिस्तान और चीन को चोरी छिपे अन्नक ले जाया जाना

3306. श्री निहाल सिंह :

श्री शिवपूजन शास्त्री :

श्री यशवन्त सिंह कुशवाह :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पाकिस्तान और चीन को प्रति वर्ष भारत से अन्नक चोरी छिपे ले जाया जाता है;

(ख) क्या यह भी सच है कि यह अन्नक बिहार-नेपाल सीमा से होकर चोरी छिपे ले जाया जाता है क्योंकि वहां अन्नक पर आयात शुल्क लगा हुआ नहीं है;

(ग) यदि हां, तो पिछले एक वर्ष में सरकार द्वारा इस सम्बन्ध में कितने व्यक्तियों के विरुद्ध कार्यवाही की गई है तथा क्या कार्यवाही की गई है;

(घ) पिछले एक वर्ष में कितने मूल्य का अन्नक बरामद किया गया; और

(ङ) इस तस्करी को रोकने के लिये क्या कार्यवाही की गई है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) और (ख). जहां तक सरकार को मालूम है अन्नक का ऐसा कोई अवैध व्यापार नहीं हो रहा है।

(ग) सवाल ही नहीं उठता।

(घ) पिछले एक साल में पाकिस्तान अथवा चीन को चोरी छिपे जाती हुई कोई भी अन्नक नहीं पकड़ी गई।

(ङ) सवाल ही नहीं उठता।

संघ राज्य क्षेत्रों में वेश्यालयों पर प्रतिबन्ध

3307. श्री महाराज सिंह भारती :

श्री मोलू प्रसाद :

श्री रवि राय :

क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1965-66 में संघ राज्य क्षेत्रों में वेश्यालय चलाने के लिए कितने व्यक्ति गिरफ्तार किये गये थे;

(ख) संघ राज्य क्षेत्रों में वेश्यावृत्ति को समाप्त करने के लिये अब तक क्या कार्यवाही की गई है; और

(ग) वेश्यालयों का पूर्णतया समाप्त करने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

सभाज कल्याण विभाग में राज्य मंत्री (श्रीमती फूलरेणु गुह): (क) से (ग). यह सूचना एकत्रित की जा रही है तथा सभा पटल पर रखी जायेगी।

भारत बैरल एण्ड ड्रम मैन्युफैक्चरिंग कम्पनी प्राइवेट लिमिटेड का काली सूची में रखा जाना

3308. श्री प० सा० बालूपाल
श्री मुद्रिका सिंह :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या काली सूची में रखी गई फर्म का नाम उस पर लगाये गये सभी आरोपों से न्यायालय द्वारा ससम्मान बरी किये जाने तथा काली सूची में उसका नाम निकालने का आदेश दिये जाने पर भी उस सूची में दर्ज रहता है;

(ख) किसी फर्म का नाम काली सूची में कितने समय तक रखा जा सकता है तथा फर्मों को काली सूची में रखने सम्बन्धी सिद्धांत क्या हैं; और

(ग) क्या बम्बई की भारत बैरल एण्ड ड्रम मैन्युफैक्चरिंग कम्पनी (प्राइवेट) लिमिटेड नामक फर्म का नाम अब भी काली सूची में है जब कि बम्बई उच्च न्यायालय ने उसे ससम्मान बरी कर दिया है ?

पेट्रोलियम और रसायन, योजना तथा सभाज कल्याण मंत्रालय में राज्य मंत्री (श्री रघुरमैया) (क) काली सूची से सम्बन्धित आदेश तब तक लागू रहता है जब तक कि इस का प्रतिसंहरण (Revoke) न कर दिया जाये। यदि न्यायालय ने फर्म को उस पर लगाये गये उन आरोपों से, जिन के कारण काली सूची से सम्बन्धित आदेश जारी किये गये थे, बरी कर दिया हो, तो काली सूची के आदेश हटाने पर विचार करने के

लिये यह एक कारण हो सकता है। यदि न्यायालय द्वारा काली सूची में सम्बन्धित आदेश की कार्यान्विति को निलम्बित कर दिया जाता है तो इसे कुछ काल के लिये स्थगित करना हो गया।

(ख) काली सूची के जारी रहने की कोई निश्चित समायावधि नहीं है। प्रत्येक केस के तथ्यों के आधार पर अवधि निर्धारित की जाती है। सरकार विभागों / उपक्रमों से व्यापार करने में कदाचारों के कारण काली सूची के आदेश जारी किये जाते हैं।

(ग) जुलाई, 66 में पंजाब हाई कोर्ट ने भारत बैरल एण्ड ड्रम मैन्युफैक्चरिंग कम्पनी प्राइवेट लिमिटेड के काली सूची में रखे जाने से सम्बन्धित दिनांक 25-1-64 के आदेश को आगामी आदेशों तक जारी रखने का निदेश किया था। अतः काली सूची के आदेश को स्थगित कर दिया गया है।

Barrels for I.O.C.

3309. श्री Ram Dhan:
Shri N. K. P. Salve:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the Indian Oil Corporation Ltd. had invited through Tender No. OP/TEN-7/65 for their requirement of oil barrels for the year 1966-67;

(b) whether it is also a fact that orders for the supply of barrels against the above tender were placed by them on Messrs. Hind Galvanising and Engineering Co. Pvt. Ltd., and Messrs. Standard Drum and Barrel Mfg. Co. in spite of the fact that the prices quoted by Messrs. Bharat Barrel and Drum Mfg. Co. Pvt. Ltd. were lower;

(c) if so, the reasons therefor;

(d) the amount of loss sustained by Indian Oil Corporation Ltd. in placing the orders at higher prices;

(e) whether Government are aware of the fact that the above two firms supplied to the Indian Oil Corporation against the above tender barrels fabricated out of hot rolled sheets and billed them for barrels fabricated out of cold rolled sheets; and

(f) if so, whether any investigation has been made in this regard.

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) Yes, Sir.

(b) Orders placed on Messrs. Hind Galvanising & Engineering Co. Pvt. Ltd., were for Calcutta requirements for which they had tendered the lowest quotation. Orders placed on Messrs. Standard Drums & Barrels Manufacturing Co. were for part of the Bombay requirements for which they had submitted the next lower tender, the quotation of M/s. Bharat Barrels' being the lowest.

(c) After a careful consideration of all aspects of the bids, the Indian Oil Corporation decided to place orders for the Bombay requirements on M/s. Standard Drums & Barrels Manufacturing Co. and two other suppliers.

(d) The extra expenditure incurred as a result of the decision in (c) is Rs. 1.77 lakhs.

(e) and (f). The matter is being investigated by the Indian Oil Corporation and the correct position will be ascertained and placed on the table of the Sabha.

Dr. Dharma Teja of M/s. Jyanti Shipping Co.

**3310. Shri Mrityunjay Prasad:
Shri Valmiki Choudhary:
Shri Shiv Chandrika Prasad:**

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 872 on the 30th May, 1967 and state:

(a) the year-wise amount of Wealth-Tax and Income-Tax levied on

Dr. Dharma Teja Jyanti Shipping Co. and realised;

(b) whether an enquiry is being held in respect of his movable and immovable properties and original source of his income; and

(c) the periods for which the statements and annual balance sheets of income, expenditure, profit and loss of the Jyanti Shipping Co. were prepared and published.

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Provisional assessments have been made in respect of Wealth-Tax. The Wealth-Tax levied and realised is as under:—

Year	Tax levied	Tax realised.
	Rs.	Rs
1962-63 .	22,880	22,880
1963-64 .	1,27,951	1,27,951
1964-65 .	2,60,802	2,38,122
1965-66 .	2,60,802	2,60,802

Regular assessments for Wealth-Tax are pending. As regards Income-tax, no assessment has been made so far.

(b) Yes, Sir.

(c) Balance Sheets and Profit and Loss accounts of the Jayanti Shipping Co., have been published for the financial years ending 31-3-1962, 31-3-63, 31-3-1964 and 31-3-1965.

जाली सिक्के

3311. श्री प० ला बाबूपाल : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जाली घठनियाँ, जिन पर भूतपूर्व प्रधान मंत्री श्री नेहरू का शीष अंकित है, चल रही हैं;

(ख) यदि हाँ, तो इन सिक्कों के चलने के लिये उत्तरदायी गिरोह का पता लगाने के लिये क्या कार्यवाही की गयी है; और

(ग) परिचालन के लिये ये सिक्के किन स्थानों से लाये जा रहे हैं तथा इसमें किन लोगों का हाथ है ?

उप-प्रधान मंत्री और वित्त मंत्री (श्री मोरारजी देसाई) : (क) जाली सिक्कों के कुछ मामलों का पता चला है, लेकिन जो असली सिक्के चल रहे हैं उनकी संख्या के मुकाबले में इनकी संख्या नगण्य है।

(ख) जाली सिक्के बनाना भारतीय दण्ड संहिता के अनुसार अपराध है और ऐसे अपराधों के बारे में जांच करने और मुकदमा चलाने का काम पुलिस द्वारा किया जाता है और पुलिस संविधान की सातवीं अनुसूची की सूची II की प्रविष्टि 2 के अनुसार राज्य का विषय है। ऊपर (क) में उल्लिखित मामलों में राज्य सरकारों द्वारा कार्रवाई की गई है या की जा रही है।

(ग) यह मालूम नहीं है कि किन स्थानों से ऐसे सिक्के लाये जा रहे हैं; लेकिन इन मामलों का पता अधिकतर बिहार, असम, पश्चिम बंगाल और उत्तर प्रदेश राज्यों में लगा।

Wash Basins for Types II and III Quarters in Delhi

3312. Shri Tulshidas Jadhav: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that wash basins have not been provided in Government quarters in types II and III in Delhi and New Delhi;

(b) whether Government propose to provide this facility in these quarters; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) to (c). Wash-basins have not been provided in quarters of types II and III. The expenditure on sanitary and water supply installations in a house is limited to 12½ per cent of its building cost. This amount is not sufficient to cover the cost of washbasins in the case of houses of lower types.

जीवन बीमा निगम से ऋण

3313. श्री यशपाल सिंह :

श्री राम गोपाल शालवाले :

श्री अष्टाकर सूपकार :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि छोटे उद्योग-पतियों की अपेक्षा बड़े उद्योगपति जीवन बीमा निगम से आसानी से ऋण प्राप्त कर लेते हैं;

(ख) यदि हां, तो पिछले तीन वर्ष में बिड़ला, टाटा तथा डालमिया उद्योग समूहों को कितनी राशि के ऋण दिये गये और ऋणों की प्रवधि तथा शर्त क्या थी; और

(ग) छोटे उद्योगपतियों को जीवन बीमा निगम से आसानी से ऋण प्राप्त हो सके इसके लिये क्या कार्यवाही की है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) प्रार्थनापत्रों के गुण-दोष के आधार पर ऋण दिये जाते हैं, चाहे वे बड़े उद्योगपतियों द्वारा पेश किये गये हों, अथवा छोटे उद्योग-पतियों द्वारा।

(ख) 31 मार्च, 1967 को समाप्त पिछले तीन वर्ष में उपयुक्त तीनों व्यापार समर्थों को दिये गये ऋणों का व्यौरा इस प्रकार है :—

व्यापार समूह	स्वीकृत ऋण की रकम (लाख रुपयों में)	ऋण की रकम जो दी जा चुकी है (लाख रुपयों में)	मुख्य शर्तें	
			व्याज	अवधि वर्ष
1. बिड़ला	550.00	43.50	9 प्रतिशत वार्षिक, जिसे समय 13 पर अदायगी होने पर घटाकर 8 प्रतिशत तक किया जा सकता है।	
2. टाटा	70.00	70.00	—यथापरि—	15
3. डालमिया	कुछ नहीं	कुछ नहीं	—	—

(ग) उपर्युक्त भाग (क) के उत्तर को देखते हुए यह प्रश्न ही नहीं उठता।

मध्य प्रदेश के देहातों में बिजली लगाना 3314. श्री गं० च० दीक्षित : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार ने मध्य प्रदेश सरकार को राज्य के देहाती क्षेत्रों में बिजली लगाने तथा पंपिंग सेट लगाने के लिये बिजली उपलब्ध करने हेतु अब तक कुल कितनी सहायता दी है;

(ख) कितने देहातों में बिजली लगाई गई है; और

(ग) केन्द्रीय सहायता से कितने पंपिंग सेटों के लिये बिजली उपलब्ध की गई ?

सिंचाई और विद्युत् मंत्री (डा० कु० ल० राव) : (क) मध्य प्रदेश सरकार को गत तीन योजनाओं के दौरान ग्राम विद्युत्तन कार्य के लिए निम्नलिखित वित्तीय सहायता ऋण के रूप में दी गई थी :—

	लाख रुपयों में
प्रथम योजना	नौकरियों के 48.50
द्वितीय योजना	अवसरों को 40.00
तृतीय योजना	बढ़ाने के लिए बिजली सुविधाओं में विस्तार 611.83

(ख) और (ग). मध्य प्रदेश में जिन ग्रामों और पम्पों को 1966-67 (31-3-67) तक बिजली दी गई उनकी संख्या नीचे दी जाती है :—

विद्युत्कृत ग्राम	1,359
ऊर्जित पम्प	6,200

विश्ववायतन योगाश्रम, नई दिल्ली

3315. श्री रघुवीर सिंह शास्त्री :

श्री शिवकुमार शास्त्री :

श्री मोलू प्रसाद :

श्री राम सिंह धरवाल :

श्री प्रकाशवीर शास्त्री :

श्री अर्जुन सिंह भवोरिया :

श्री हुकम चन्द कछवाय :

क्या निर्माण, आवास तथा पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में जन्तर मन्तर रोड पर स्थित सरकारी भवन कई वर्ष पहले विश्ववायतन योगाश्रम को किराये पर दिया गया था;

(ख) क्या उनके मंत्रालय द्वारा यह भवन दो वर्ष पूर्व खाली कराया गया था क्योंकि इस भवन का कई वर्ष का किराया नहीं दिये

गया था तथा सरकार द्वारा इस आश्रम को बंद कर दिया गया।
दिये गये अनुदान के बारे में कुछ गोलमाल का पता चला था;

(ग) क्या इस आश्रम ने पिछले वर्ष नया अनुदान प्राप्त करने के बाद किराये की बकाया रकम चुका दी थी; और

(घ) यदि नहीं, तो सरकार ने किराया वसूल करने के लिये क्या कार्यवाही की है ?

निर्माण, धावस तथा पूति मंत्रालय में उपमंत्री (श्री इकबाल सिंह) : (क) हां

(ख) (i) जी हां ।

(ii) योगश्रम अधिकारियों द्वारा धन के कुप्रबन्ध और दुरुपयोग के कारण शिक्षा मंत्रालय ने नवम्बर, 1964 के बाद योगश्रम को अनुदान देना बंद कर दिया । फिर भी, मंत्रालय जब आश्रम के कार्यों के प्रबन्ध और लेखों से संतुष्ट हो गया तो 1966-67 से पुनः अनुदान देना शुरू कर दिया ।

(ग) गत वर्ष, नया अनुदान प्राप्त करने से पूर्व ही आश्रम ने नवम्बर, 1965 में किराये की बकाया राशि भुगतान कर दी थी ।

(घ) प्रश्न ही नहीं उठता ।

स्फिरिट की तस्करी

3316. श्री ब्रह्मनन्दजी :

श्री जगन्नाथ राव जोशी :

श्री हुकूम चन्द कछवाय :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1 जून, 1967 को उत्तर प्रदेश से दिल्ली जाने वाली एक कार से 11 ड्रम स्फिरिट पकड़ी गई थी;

(ख) यदि हां, तो वह कहाँ से लाई जा रही थी; और

(ग) इस संबंध में सरकार ने कितने व्यक्तियों के विरुद्ध कार्यवाही की है और इन के विरुद्ध क्या कार्यवाही की गई है ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्री रघुरामैया) : (क) जी हां ।

(ख) मेरठ (उत्तर प्रदेश)

(ग) दिल्ली पुलिस ने दिल्ली राज्य में लागू पंजाब एक्साइज एक्ट, 1924 की धारा 91 की उपधारा (1) के अन्तर्गत एक व्यक्ति के विरुद्ध केस दर्ज कर लिया है ।

Fertilizer Plants

3318. Shri Yashpal Singh:
Shri Ram Gopal Shalwale:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that Birla Group has informed Government that in view of the heavy excise duty on aluminium, it would not be possible for them to establish Fertilizer Plants; and

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

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri. Raghuramiah): (a) No.

(b) Does not arise.

D.A. to Pensioners

3319. Shri M. L. Sondhi:
 Shri Kanwar Lal Gupta:
 Shri Ram Gopal Shalwale:
 Shri Prakash Vir Shastri:
 Shri Raghuvir Singh Shastri:
 Shri Shiv Kumar Shastri:
 Shri Ram Avtar Sharma:
 Shri Hukam Chand Kachwal:
 Dr. Surya Prakash Puri:
 Shri Arjun Singh Bhadoria:
 Dr. Ranen Sen:
 Shri M. Meghachandra:
 Shri Dhireswar Kalita:

Will the Minister of Finance be pleased to state:

(a) whether there is any proposal to allow Government employees to draw 50 per cent of the last basic pay as pension on their retirement;

(b) if so, the date from which it will be effective;

(c) whether Government propose to grant some D.A. to the pensioners who are not in receipt of D.A.; and

(d) if not, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) Does not arise.

(c) and (d). There is no proposal at present under consideration to grant D.A. to pensioners in addition to the ad hoc increases sanctioned from 1-10-1963. The resources position makes it difficult to accept additional commitments of this nature.

केन्द्रीय सीमा शुल्क विभाग के अधिकारियों द्वारा गिरफ्तारियाँ

3320. श्री शिव कुमार शास्त्री :
 श्री प्रकाशवीर शास्त्री :
 श्री अर्जुन सिंह भवौरिया :
 श्री रामावतार शर्मा :
 श्री रघुवीर सिंह शास्त्री :

डा० सूर्य प्रकाश पुरी :

श्री रामगोपाल शालवाले :

श्री श्रीनिवास मिश्र :

श्री बी० चं० शर्मा :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सीमा-शुल्क-विभाग में अधिकारियों ने 113 व्यक्तियों को पकड़ा है, जो बिना पास-पोर्ट के फारस की खाड़ी की ओर जा रहे थे;

(ख) क्या उनका इस प्रकार यात्रा करने का प्रयोजन उनसे पूछा गया है;

(ग) यदि हाँ, तो इस बारे में ब्यौरा क्या है; और

(घ) उक्त व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) केन्द्रीय उत्पादन शुल्क के अधिकारियों द्वारा 29 मई, 1967 को बेसीन (बम्बई) में भारतीय रजिस्ट्रेशन का एक मशीन-चालित जलयान रोका गया। सदेह था कि यह जलयान अनधिकृत तौर पर फारस की खाड़ी के क्षेत्र के लिए जाने वाला था। इस जलयान के 105 यात्री तथा 8 चालक पारपत्र-विनियमों के उल्लंघन के आरोप में पुलिस अधिकारियों द्वारा गिरफ्तार किये गये।

(ख) से (घ). पुलिस तथा सीमा-शुल्क अधिकारी इस मामले की भाँगे जांच-पड़ताल कर रहे हैं।

Shortage of Contraceptives in Delhi

3321. Shri Yashpal Singh:
 Shri Ram Gopal Shalwale:
 Shri Atam Das:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether conventional contraceptives are in short supply in Delhi;

(b) if so, the reasons therefor; and

(c) the action being taken in the matter.

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):

(a) There is some shortage of Condoms only.

(b) The indigenously manufactured Condoms of standard quality have not been available to the extent required.

(c) The Government of India have arranged import of condoms from abroad and it is expected that regular supply will be maintained shortly.

Allocation to West Bengal in first year of Fourth Plan

3322. Shri Jyotirmoy Basu:

Shri Ganesh Ghosh:

Shri K. Ramani:

Will the Minister of Planning be pleased to state:

(a) the amount allotted to West Bengal in the first year of the Fourth Plan; and

(b) how much out of it was actually paid to West Bengal during the above period?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Rs. 31.30 crores.

(b) Information is being collected and will be placed on the Table of the House as soon as it is available.

चिकित्सा प्रणालियाँ

3324. श्री रामगोपाल शालवाले :

क्या स्वास्थ्य तथा परिवार नियोजन मन्त्री यह बताने की कृपा करेंगे कि :

(क) गत 20 वर्षों में सरकार ने एलोपैथिक, आयुर्वेदिक तथा यूनानी चिकित्सा प्रणालियों पर भ्रम-भ्रमण कितना धन खर्च किया;

000 (A) LSD—5.

(ख) एलोपैथिक तथा आयुर्वेदिक चिकित्सा प्रणालियों में शिक्षा देने के लिये अब तक पृथक् पृथक् कितनी संस्थाएँ खोली गईं; और

(ग) क्या यह सच है कि एलोपैथिक चिकित्सा प्रणाली की अपेक्षा आयुर्वेदिक चिकित्सा प्रणाली सस्ती तथा अधिक कारगर है और यदि हाँ, तो आयुर्वेदिक चिकित्सा प्रणाली को बढ़ावा देने के लिये सरकार ने क्या कार्यवाही की है अथवा करने का विचार किया है ?

स्वास्थ्य तथा परिवार नियोजन मन्त्री (डा० श्रीपति चन्द्रोच्चर) : (क) उपलब्ध सूचना सभा पटल पर रखे गये विवरण में दी गई है [पुस्तकालय में रखा गया। देखिये सख्या एल० टी—752/67]

(ख) एलोपैथिक शिक्षा देने वाले संस्थानों की कुल संख्या 90 है जबकि आयुर्वेद के लिए ऐसे 101 संस्थान हैं।

(ग) आयुर्वेदिक पद्धति एलोपैथिक पद्धति से सस्ती समझी जाती है किन्तु यह अधिक गुणकारी है इसके बारे में भ्रम भ्रमण मत हो सकते हैं। आयुर्वेदिक पद्धति को बढ़ावा देने की दृष्टि से स्वदेशी चिकित्सा पद्धतियाँ, जिनमें आयुर्वेद भी सम्मिलित है, सम्बन्धी अनुसन्धान के विकास, प्रशिक्षण और शिक्षा के लिए विभिन्न पंचवर्षीय योजनाओं में निम्नलिखित धन राशि की व्यवस्था की गई है।

योजना	निम्न राशि (रुपये करोड़ों में)
पहली योजना	0.40
दूसरी योजना	4.00
तीसरी योजना	9.80

Government Residential Accommodation

3325. Shri M. L. Sondhi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount of expenditure incurred on the construction of Government residences for the period from 1964 to 1967; and

(b) what portion of this amount had been spent on Quarters of Type V and above and what portion on Quarters of Type I to IV?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). The information is being collected and will be laid on the Table of the House.

Hostel Accommodation in Delhi

3326. Shri M. L. Sondhi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that hostel accommodation which is purely of a temporary nature and which is meant for allotment to officials in dire need has been allotted to certain officials on a permanent basis in Delhi; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). Hostel accommodation is provided to Government officials who are likely to get regular accommodation quickly but are very much in need of temporary accommodation and apply for it to tide over the transitory period. If any hostel accommodation is found surplus after meeting the requirements of such officials, the same is provided to other needy Government officials and they are required to vacate it as soon as they get regular accommodation.

Incentives to Tobacco Growers

3327. Shri B. K. Daschowdhury: Will the Minister of Finance be pleased to state:

(a) the net revenue earned from Tobacco growers in 1964-65, 1965-66, 1966-67, State-wise and facilities given by way of loan, improved seeds to those growers, State-wise;

(b) whether Government proposed to fix up standard price for tobacco and collect all marketable Tobacco produce through State Trading Corporation or like the Food Corporation of India in view of heavy margin of profit normally earned by Traders and Exporters of Tobacco;

(c) what incentives Government propose to offer to Tobacco growers and increase their production; and

(d) the revenue earned from the Tobacco growers of Cooch-Bihar district in West Bengal in 1964-65, 1965-66 and 1966-67?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). The information is being collected and will be laid on the table of the Lok Sabha.

(d) The revenue earned from the tobacco growers of Cooch-Bihar District in West Bengal in 1964-65, 1965-66 and 1966-67 is given below:

Revenue realised from Growers of Cooch-Bihar District

Year	Rupees
1964-65	2146
1965-66	3313
1966-67	2640

बंगलौर में जाली नोटों का बनाया जाना

3328. श्री रघुवीर सिंह शास्त्री :
 श्री प्रकाशवीर शास्त्री :
 श्री शिव कुमार शास्त्री :
 श्री रामगोपाल शालवाले :
 श्री हुकम चन्द कछवाय :
 श्री रामावतार शर्मा :
 डा० सूर्य प्रकाश पुरी :
 श्री अर्जुन सिंह भदौरिया :

क्या वित्त मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या 3 जून, 1967 को बंगलौर में दो रुपये वाले जाली नोट बनाने के आरोप में चार व्यक्ति गिरफ्तार किये गये हैं;

(ख) यदि हां, तो क्या इसमें किन्हीं राजनैतिक व्यक्तियों का भी हाथ है;

(ग) यदि हां, तो इसका ब्यौरा क्या है और सरकार ने सम्बन्धित व्यक्तियों के विरुद्ध क्या कार्यवाही की है; और

(घ) गिरफ्तार किये गये व्यक्तियों के पास से कितनी राशि के जाली नोट पकड़े गये ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) से (घ). सरकार को इस की जानकारी नहीं है, क्योंकि जाली करेंसी नोट और बैंक नोट बनाने के अपराध भारतीय दण्ड संहिता के अन्तर्गत आने वाले अपराध हैं जिनके सम्बन्ध में जांच करने और मुकदमा चलाने का काम राज्यों के पुलिस अधिकारियों द्वारा किया जाता है। फिर भी, राज्य सरकार से वास्तविक स्थिति का पता लगाया जा रहा है और सूचना प्राप्त होते ही उसे सभा की मेज पर रख दिया जायेगा।

Allocations for Punjab's Fourth Plan

3329. **Shri Ram Kishan:** Will the Minister of Planning be pleased to state:

(a) whether it is a fact that higher allocations for the Fourth Five Year Plan have been demanded by the Punjab Government; and

(b) if so, the reaction of Government thereto?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) No, Sir. After discussion with the former State Chief Minister in November, 1966 and based on the financial resources as then forecast, the State's Fourth Plan outlay was agreed at Rs. 280 crores. Since then, no communication has been received from the State Government

seeking an increase in the size of the State's Fourth Plan outlay.

(b) Does not arise.

Unauthorised colonies in Delhi and New Delhi

3330. **Shri Yajna Datt Sharma:**

Shri A. B. Vajpayee:

Shri S. S. Kothari:

Shri Raghuvir Singh Shastri:

Shri Prakash Vir Shastri:

Shri Arjun Singh Bhadoria:

Shri Shiv Kumar Shastri:

Shri Ram Avtar Sharma:

Shri Hukam Chand Kachwail:

Shri Ram Gopal Shalwale:

Dr. Surya Prakash Puri:

Shri Onkar Lal Berwa:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Government had convened a high-level conference to discuss the question of the future of unauthorised colonies in Delhi and New Delhi; and

(b) if so, the main points discussed and decisions taken in the matter?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). Yes, the question of unauthorised colonies was reviewed at a meeting held by the Minister of Works, Housing and supply on the 22nd April, 1967 and the following decisions were taken:

(i) Only those unauthorised constructions should be regularised which were put up before 1st September, 1962; i.e. the date of the coming into force of the Delhi Master Plan and which were not situated on lands earmarked 'Green' or for roads or community facilities, etc. and which could be fitted into the approved layout and service plans of the area.

(ii) The Delhi Municipal Corporation and the Delhi Development Authority should draw up and implement redevelopment plans for the

areas in which the unauthorised colonies are situated.

(iii) These bodies should be given powers to recover development charges from the owners of unauthorised constructions, which are regularised, by making suitable amendments to the Delhi Municipal Corporation Act and the Delhi Development Act. At present, these bodies do not have the requisite powers to recover such development charges.

(iv) The Corporation/Delhi Development Authority should set up Revolving Funds to finance the redevelopment plans of unauthorised colonies and, for this purpose, they may approach the Central Government or advance of loans.

Gas in Jaisalmer

3331. Shri A. B. Vajpayee:
Shri Yajna Datt Sharma:
Shri S. S. Kothari:
Shri N. S. Sharma:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether natural gas has been found in the Jaisalmer District of Rajasthan;

(b) if so, the potentialities with regard to its utilization in the fields of production; and

(c) the scheme formulated for its expansion and utilisation?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Baghu Ramalal): (a) In a well drilled at Manhera Tibba of Jaisalmer District, presence of gas has been noticed.

(b) and (c). Some more wells will have to be drilled to gauge the significance and extent of the find. Seismic surveys will be continued and on the basis of data thrown up, the question of further drilling will be considered. At present, it is premature to formulate schemes for the utilisation of gas.

States' Share in Central Revenue

3332. Shri Yajna Datt Sharma:
Shri A. B. Vajpayee:
Shri S. S. Kothari:
Shri N. S. Sharma:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that in the recent meeting of the Chief Ministers held in New Delhi, some of them demanded a bigger share in the Central Revenues;

(b) if so, the details thereof; and

(c) the decision taken by Government in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Requests for increased financial assistance from the Centre were made by a number of individual States with reference to the financial difficulties faced by them.

(c) Suggestions for increased Central assistance are considered on merits and after taking into account the availability of resources and the demands thereon.

Causes of Death of a Patient in Willingdon Hospital, New Delhi

3333. Shri Rabi Ray:
Shri Arjun Singh Bhadoria:
Dr. Ram Manohar Lohia:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether it is a fact that one Shri Narinder Kumar Sharma was admitted to the ENT in the Willingdon Hospital, New Delhi on the 14th April, 1967 and died the next day;

(b) whether Government have made any probe into the causes of his death; and

(c) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) and (c). The enquiry reveals that before his admission in the Willingdon Hospital, Shri Narinder Kumar Sharma was receiving treatment as an Out-door patient from a Central Government Health Scheme Dispensary. On the 14th April, 1967 Shri Sharma was admitted in the Casualty Department of the Willingdon Hospital for Nasal Haemorrhage for which he was adequately treated. He was anaemic and blood was kept ready. During his stay in the hospital he did not bleed from the nose, but early next morning he died in a very short time, probably due to an internal haemorrhage. Judging from the case history and the suddenness of the internal haemorrhage, it appears that he had been suffering from a haemorrhagic disease for a long time. The internal haemorrhage could not have been prevented.

Fourth Plan

3334. Shri S. S. Kothari:
Shri A. B. Vajpayee:
Shri Yajna Datt Sharma:
Shri N. S. Sharma:
Shri Virendrakumar Shah:

Will the Minister of Planning be pleased to state:

(a) the latest position about the formulation of the Fourth Five Year Plan; and

(b) the details of the decisions taken at the Conference of the State Chief Ministers and Finance Ministers held in New Delhi, recently in this regard?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) The Draft Outline of the Fourth Plan is being reviewed in the light of the changes in the economic situation that have taken place since it was published.

(b) No decision regarding the Fourth Plan was taken in the conference under reference.

Diversion of Rivers Through Rajasthan

3335. Shri K. P. Singh Deo: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that Government plan to divert two Himalayan rivers through the desert areas of Rajasthan;

(b) if so, the details thereof; and

(c) the benefits likely to be achieved by the diversion of these rivers?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The surplus waters of the river Ravi are being diverted through the Madhopur Beas Link into the river Beas and are picked up at Harike for use in the Rajasthan Canal system.

(b) The Rajasthan Canal Project estimated to cost about Rs. 124 crores is proposed to be executed into two stages; Stage I, which is expected to be completed by 1969-70, comprises the construction of the Rajasthan Feeder, the Rajasthan Main Canal up to 196.42 KM and branches and distributaries taking off in this reach. The main Canal below 196.42 KM and all its off-taking channels will be constructed in Stage II which may be completed some-time after 1977.

(c) The project, on completion of both the stages, is expected to provide irrigation facilities to an area of 1.16 million hectares annually in the districts of Ganganagar, Bikaner and Jaisalmer in Rajasthan.

Land in Delhi

3336. Shri Kartik Oraon: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that buyers of Government land in Delhi have approached the Lands and Housing Department of the Delhi Administration for returning their plots;

(b) whether some of the buyers have sought exemption from the condition laid down in the sale deeds that they must put up houses within two years on plots bought from the Delhi Development Authority; and

(c) if so, reaction of Government thereto?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Yes, some requests have been received and are under consideration.

(b) Yes.

(c) It has been decided to grant extension upto the 31st December, 1967 without levy of any penalty.

Raid on Texmaco

3337. Shri Kameshwar Singh:

Shri A. Sreedharan:

Shri S. M. Joshi:

Shri Madhu Limaye:

Shri Sanji Rupji:

Shri P. M. Sayeed:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Textile Machinery Manufacturing Company was raided by the Enforcement Directorate in November, 1964;

(b) if so, whether any incriminating documents were seized and whether one of the share holder of the Company was ordered to be arrested; and

(c) the action taken by Government thereon?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) There was no search in 1964. However the business premises of Messrs. Textile Machinery Corporation Limited, Calcutta, and the office premises of its factory were searched by the Enforcement Directorate between 20th and 22nd September, 1965.

(b) Certain incriminating documents were seized. No share holder

of the Company was ordered to be arrested.

(c) Two show cause notices for violation of the provisions of the Foreign Exchange Regulation Act, 1947 have been issued to the firm the first one on 14-9-66 and the second on 1-6-67. The cases are under adjudication by the Director of Enforcement.

Resources for Annual Plan of Orissa

3338. Shri Chintamani Panigrahi: Will the Minister of Planning be pleased to state:

(a) whether the details regarding outlay and State resources for annual Plan 1967-68 of Orissa have been finalised;

(b) if so, what is the total plan outlay;

(c) the amount of Central assistance to be given;

(d) the amount of resources that the Orissa Government have planned to raise for financing the annual Plan;

(e) the different sources, source-wise;

(f) the extent to which it fell short of the original estimate; and

(g) the original and the revised Plan outlay for 1967-68 of Orissa?

The Minister of Planning Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) to (g). Attention is invited to the reply given on June 15, 1967 to Unstarred Question No. 2486. After further discussion with the State officials, the Programme Adviser has tentatively recommended an outlay of Rs. 46 crores for the Annual Plan 1967-68 of Orissa State. Of the total outlay of Rs. 46 crores, Central assistance would amount to Rs. 26 crores and the State resources are estimated at Rs. 20 crores. A statement is laid on the Table of the House indicating the

main components of the State resources as estimated by the State Government earlier and as emerged after discussion with the State officials. [Placed in Library. See No. LT-753/67].

Power Supply Available in Manipur

3339. Shri M. Meghachandra: Will the Minister of Irrigation and Power be pleased to state:

(a) the total power supply at present available in the Union Territory of Manipur and the details of the sources of supply;

(b) whether there is any prospect for increasing the supply in the immediate future; and

(c) whether the power supply is going to be handed over to an Electricity Board for management, if so, when and the basis thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The aggregate installed generating capacity in Manipur, at present, is 1450 KW. The sources of supply are:

(i) Imphal Diesel power house—1000 KW.

(ii) Two small Diesel power stations connected to Imphal system—150 KW.

(iii) Leimakhong Hydro-Electric Power Station—300 KW.

TOTAL:—1450 KW.

(b) Yes.

(c) There is no proposal to hand over the electricity supply in Manipur to an Electricity Board.

Outlay for Irrigation Schemes in Manipur

3340. Shri M. Meghachandra: Will the Minister of Irrigation and Power be pleased to state:

(a) the total outlay spent on irrigation schemes in the Union Territory of Manipur during the Third Five Year Plan;

(b) actual area irrigated so far;

(c) the outlay proposed for the Fourth Plan period; and

(d) the plan for irrigation in the Fourth Plan, if any?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No expenditure was incurred on major and medium irrigation schemes during the Third Five Year Plan in Manipur.

(b) The Manipur Administration had proposed an outlay of Rs. 250 lakhs for major and medium irrigation schemes in Fourth Plan, which is yet to be finalised.

(c) No potential has been created so far from major and medium irrigation schemes.

(d) The Manipur Administration proposes to take up construction of a contour canal to utilise the waters of the Loktak Lake in Fourth Plan.

L.I.C. Offices Abroad

3341. Shri Jyotirmoy Basu:

Shri K. Halder:

Shri Bhagwan Das:

Shri C. K. Chakrapani:

Shri E. K. Nayana:

Will the Minister of Finance be pleased to state:

(a) the number of L.I.C. offices which are located in the foreign countries;

(b) what is the total establishment cost for those offices during the last three years;

(c) the total business done during the said period; and

(d) the total profit earned from those offices during the said period?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-754/67].

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

Selling of Contaminated Oil by I.O.C.

3342. Shri G. S. Mishra: Will the Minister of Petroleum and Chemicals be pleased to state the procedure for selling of contaminated oil by the Indian Oil Corporation to the private parties?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiiah): Contaminated products which cannot be utilised by rectification or otherwise are normally disposed of by the Indian Oil Corporation Limited after inviting quotations from the Trade.

Import of Foreign Literature

3343. Shri B. N. Shastri: Will the Minister of Finance be pleased to state:

(a) the amount of foreign exchange spent for importing foreign literature—books and journals—during the year 1965-66;

(b) whether Government are aware that a good number of obscene books are also being imported; and

(c) if so, whether Government propose to set up a machinery for screening the books?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The amount of foreign exchange spent for importing foreign printed books, journals and periodicals, during the year 1965-66 is given below:—

Printed Books—Rs. 255 lakhs.

Journals & Periodicals—Rs. 7 lakhs.

(b) The Government are not aware of any large scale importation of

obscene magazines and books from foreign countries. Occasionally, however, some stray imports of such books are noticed by the Custom Houses.

(c) The Customs authorities exercise a check over imported books and magazines and any obscene material which comes to light is confiscated under the Customs Act. The Government have appointed some persons of eminence in the field of literature and art to help the Customs authorities in distinguishing works of art and literature from obscene publications.

Price of Petroleum

3344. Shri B. N. Shastri: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that price of petroleum is the highest in Assam where it is produced;

(b) if so, whether Government propose to introduce uniformity in price on all India basis; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiiah): (a) Yes, Sir.

(b) and (c). This question has been examined in the past and the decision taken was that uniform prices are not practicable. The matter is, however, being reviewed in the light of the recent report of the Parliamentary Committee on Public Undertakings on the Working of the Indian Oil Corporation Limited.

Slum Clearance in Bombay

3345. Shri George Fernandes:

Shri S. M. Joshi:

Shri Madhu Limaye:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount of money provided from the central funds for slum clear-

ance work in Bombay during the last ten years;

(b) how much of this has been utilised; and

(c) the steps taken to expedite slum clearance in Bombay?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) to (c). Projects under the Slum Clearance Scheme are sanctioned by the State Governments and funds for these projects are also disbursed by them directly to the Construction Agencies. Based on the expenditure incurred, Central assistance aggregating to Rs. 6.63 crores has been released to the Government of Maharashtra from April, 1956 to 31st March, 1967 for construction of 25,416 dwelling units including 19,890 dwelling units in the city of Bombay.

Urban Development in Orissa

3346. Shri Chintamani Panigrahi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total amount allotted to Orissa during the Third Plan for Urban Development in that State;

(b) the cities and towns which have been developed;

(c) the details thereof;

(d) the amount allotted for the development of Bhubaneswar and Puri;

(e) the names of the tourist or religious centres of interest which were included in this scheme in Orissa; and

(f) the amount allotted for each of them during the Third Plan?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) A sum of Rs. 11.60 lakhs was allotted to Orissa during the Third Plan period for the preparation of Master Plans for development of selected cities. For actual implementation of the plans, the State is expected to find funds from its own resources.

(b) and (c). The work of preparation of Master Plans of Rourkela, Cuttack, Choudwer, Bhubaneswar, Puri and Berhampur are at different stages of planning and survey.

(d) and (f). Government of India allot funds for the whole State and not for individual projects.

(e) Puri.

Increase in the Pay of Oil Refinery Workers

3347. Shri Bedabrata Barua:

Shri B. N. Shastri:

Shri Ebrahim Sulaiman Sait:

Shri N. K. Sanghi:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that an agreement has recently been signed between the Indian Oil Corporation and Gujarat and Gauhati refineries for an increase in the salaries of oil workers;

(b) if so, the details thereof; and

(c) whether similar agreements are also likely to be signed with some other refineries?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramalingam): (a) and (b). Yes, Sir. An Agreement has been signed between the Indian Oil Corporation (refineries Division) and the Workers' Unions of the Gujarat and Gauhati refineries on the 30th May, 1967. The broad details of the Agreement are that the dearness pay drawn by the workers on 31st March, 1966 will be added to the basic pay drawn on that date and this will be raised by 20 per cent to arrive at the new pay to be given to the workers from 1st April, 1966. In addition, dearness allowance will be payable to the employees at the rate applicable to Central Government employees on the revised pay scales. A gratuity scheme has also

been introduced. The agreement is effective from 1st April, 1968 and arrears will be payable to the workers. The agreement is to remain in force for 3 years.

(c) In respect of the Barauni refinery, a similar agreement with the employees is likely to be concluded soon.

Cell for Scrutiny of Construction of Government Buildings

3348. Shri Y. A. Prasad:
Shri B. N. Shastri:
Shri Ebrahim Sulaiman Salt:
Shri Bedabrat Barua:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that a Cell is being created by his Ministry to scrutinize the construction of Government buildings before payment is made to the contractor;

(b) if so, the reasons for the creation of this Cell when the Chief Technical Examiner is already acting for the Ministry; and

(c) in what way the Chief Technical Examiner is found ineffective?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) No.

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

भारत में क्षय रोग की चिकित्सा के अस्पताल

3349. श्री नाथूराम ग्रहिरवार : क्या स्वास्थ्य एवं परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में क्षय रोग की चिकित्सा के अस्पतालों की राज्यवार संख्या कितनी है ;

(ख) उनमें कितनी-कितनी रोगी शय्याएं हैं ;

(ग) क्या रोगी शय्याओं की संख्या क्षय रोगियों की मांग को पूरा करने के लिये पर्याप्त है; और

(घ) यदि नहीं, तो इस दिशा में सरकार का क्या प्रबन्ध करने का विचार है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० श्रीपति चन्द्रशेखर) : (क) और (ख). उपलब्ध सूचना सभा पटल पर रखे गये विवरण में दी गई है [पुस्तकालय में रखा गया। देखिये संख्या L.T—755/67]

(ग) जी नहीं।

(घ) उत्तरोत्तर पंचवर्षीय योजनाओं में क्षय रोगियों के लिये पलंगों की संख्या बढ़ाई जा रही है।

समाज कल्याण योजना

3350. श्री नाथूराम ग्रहिरवार : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा इस समय कितनी समाज कल्याण योजनाएं क्रियान्वित की जा रही हैं ;

(ख) वर्ष 1965-66 में तथा 1966-67 में प्रत्येक समाज कल्याण संस्था के लिए कितनी-कितनी राशि मंजूर की गई ;

(ग) क्या सरकार धार्मिक संस्थाओं को भी कोई सहायता देती है; और

(घ) यदि हां, तो उन संस्थाओं के नाम क्या हैं ?

समाज कल्याण विभाग में राज्य मंत्री (श्रीमती फूलरेणु गुह) : (क) समाज-कल्याण विभाग (समाज कल्याण डिबीजन) द्वारा सीधे क्रियान्वित की जाने वाली योजना सभा पटल पर रखे गये विवरण (अनुबन्ध 1) में दी गई है [पुस्तकालय में रखा गया। देखिये संख्या L.T—756/67]।

(ख) यह सूचना विवरण के अनुबन्ध-2 में दी गई है।

(ग) और (घ). पूर्णतया धार्मिक संस्थाओं को अनुदान दिये नहीं जाते हैं।

P.L. 480 Fund to Madhya Pradesh for Irrigation

3351. Shri Nitiraj Singh Chaudhary: Will the Minister of Finance be pleased to state:

(a) whether a sum of rupees ten crores is proposed to be given to Madhya Pradesh out of P.L. 480 funds for increasing the irrigation facilities in Narmada Valley; and

(b) if so, when?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No Sir. There is no such proposal under consideration.

(b) Does not arise.

Allocation of P.L. 480 Funds to States

3352. Shri Nitiraj Singh Chaudhary: Will the Minister of Finance be pleased to state:

(a) whether P.L. 480 funds could be given directly to the States for development work without the intervention of the Centre; and

(b) if so, the amount of money given to the States during the last three years, year-wise and State-wise?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No Sir.

(b) Does not arise.

Approved Firms on D.G.S. & D. List

3353. Shri G. S. Mishra: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the procedure of maintenance of list of Firms which are registered with Director General of Supply and Disposal;

(b) whether it is a fact that there is no uniformity, for issuing enquiries to the firms by different Directorates of this Department;

(c) whether it is a fact that enquiries are not issued to the Firms, which are licensed by and not registered with Director General of Supply and Disposal and Director General of Technical-Development though previously enquiries were also issued to such firms, as likely source of suppliers;

(d) the number of firms, which are using industrial licence or import licence from Government are not on the list of registered suppliers at present;

(e) the number of firms which are registered and have secured orders but have failed to execute the contract during the last financial year; and

(f) the number of firms which have been blacklisted during the financial year?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) The D.G.S.&D. maintain the following registers in respect of firms which are registered with them and those whose registration is cancelled:—

Concise-Index Register of firms registered.

Store-wise Directory of Registered Suppliers.

Concise-Index Register of Removed Firms.

On the registration of a firm, a card giving its name, address, date of registration, and the items for which it is registered, is prepared and added to the Concise-Index Register of registered firms. Changes, if any that take place after registration are entered in this card. When a firm's registration is cancelled, its card is removed from the Concise-Index Register of registered firms, and brought on to the Concise-Index Register of Removed firms.

(b) No, Sir.

(c) The D.G.S.&D. generally advertise the demands for the stores for which indents valued Rs. 10,000 or more are placed on them. Even those firms which are not registered with the D.G.S.&D. can buy the tenders and quote against advertised demands. In certain cases and for special reasons, it may become necessary to dispense with the system of advertisement. In such cases limited tender enquiries are normally issued only to the firms registered with the D.G.S.&D. The limited tender enquiry is also sometimes issued to unregistered firms who are known to the D.G.S.&D. from experience as likely sources of supply. The D.G.S.&D. are, therefore, not following a procedure different from what they were following before.

(d) The registration of a firm as an approved supplier with the D.G.S.&D. is not obligatory. It is, therefore, not binding on all the firms holding industrial licence or import licence from Government to get themselves registered with the D.G.S.&D. Also, the D.G.S.&D. may not buy all the commodities which are licensed for production or for import. No statistics of such firms is therefore maintained by the D.G.S.&D. The guiding principle followed by the D.G.S.&D. is to procure stores from the indigenous sources as far as possible. The Directorate General of Technical Development are consulted for indigenous sources of supply. Where they recommend newly licensed industries as likely sources of supply against a particular demand, inquiries are sent to such parties even if they are not registered with the D.G.S.&D.

(e) Each such case is examined on individual merits. No separate statistics of the number of registered firms whose performance might have been poor or unsatisfactory during a particular period are maintained.

(f) 73.

Establishment of Petrol Pumps by Indian Oil Corp. Ltd.

3354. Shri Jyotirmoy Basu:
Shri Bhagaban Das:
Shri K. Halder:
Shri K. Ramani:
Shri Vishwanatha Menon:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that foreign controlled Oil Companies have been standing in the way of the expansion schemes of Indian Oil Corporation Ltd. in the matter of establishment of Petrol Pumps in big cities; and

(b) if so, steps Government propose to take in the matter?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) No, Sir.

(b) Does not arise.

Loktak Power Project in Manipur

3355. Shri M. Meghachandra: Will the Minister of Irrigation and Power be pleased to state:

(a) the total proposed outlay for the Loktak Power Project in Manipur;

(b) whether the necessary technical verifactory work has been completed; and

(c) when the project will be commissioned and what is its power and irrigation potential?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) An outlay of Rs. 1 crore has been tentatively proposed for the Loktak Project under the Fourth Plan.

(b) Field investigations have recently been completed and the project report including estimates of cost are under preparation.

(c) The project is likely to be commissioned during the Fifth Plan. The

power potential of the project is estimated at 70,000 KW at 60 per cent load factor and it is expected to provide irrigation facilities to about 10,000 hectares of land.

Canadian Aid

3357. Shri B. N. Shastri:
Shri Bodabrata Barua:
Shri Ebrahim Sulaiman Saifi:
Shri N. K. Sanghi:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Government of Canada have agreed to give fifty year interest free non-project loan under their Development of India programme; and

(b) if so, what are the terms and conditions for advancing the loan and whether any agreement has been signed?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Yes, Sir. The Government of Canada authorised on 21st February, 1967 a development loan to the Government of India in the amount of C.\$ 11.85 million for non-project purposes. No conditions were made for advancing the loan. The loan is for purchase of commodities like fertilizers, fertilizer components, etc. and for purchase of components of diesel locomotives.

The terms of the loan are: Re-payment over a period of 50 years inclusive of a grace period of 10 years and no interest charge or commitment fee.

केन्द्रीय सरकार के पेंशन प्राप्त कर्मचारियों के लिये मुक्त चिकित्सा की व्यवस्था

3358. श्री रघुवीर सिंह शास्त्री :
श्री प्रकाशवीर शास्त्री :
श्री अर्जुन सिंह भदौरिया :
श्री शिव कुमार शास्त्री :
श्री रामाचतार शर्मा :
श्री तुकम चन्द कछवाय :
श्री राय योपाल शालवसे :
डा० सूर्य प्रकाश पुरी :
श्री श्रीकार लाल बैरवा :

क्या स्वास्थ्य तथा परिवार नियोजन मन्त्री यह कताने की कृपा करेंगे कि :

(क) क्या समूचे देश में केन्द्रीय सरकार

Shortage of Water Supply in Karbala Colony

3356. Shri M. L. Sonahi:
Shri O. P. Tyagi:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether it is a fact that there is no regular flow of water in the taps of the Karbala Colony, New Delhi in spite of the repeated requests to the New Delhi Municipal Committee by the residents of the locality; and

(b) if so, the steps being taken to provide a regular flow of water in the taps of the locality?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):

(a) and (b). The shortage of water in the Karbala Colony is due to the defective internal distribution system provided by the residents inside their colony. If this defect is removed, regular supply of water will be available.

The tenements of Karbala have common connections for their latrines and baths and the residents have extended pipe-lines therefrom to their quarters and have provided unauthorised taps. The size of connection to common baths and latrines of each block is inadequate to feed a large number of quarters of the block. The remedy lies in improving the internal net-work of pipelines inside the quarters by the residents themselves.

The New Delhi Municipal Committee have already strengthened the network of Municipal mains feeding the Karbala Colony, and it is in a position to meet the entire demand of the Colony.

के पेंशन प्राप्त कर्मचारियों के लिये मुफ्त चिकित्सा की व्यवस्था करने का सरकार का विचार है; और

(ख) यदि नहीं, तो उसके कारण क्या है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० श्रीपति चन्द्रशेखर) : (क) जी नहीं।

(ख) सरकार के पास साधनों की इतनी कमी है कि वह केन्द्रीय सरकारी पेंशनरों के लिये निःशुल्क डाक्टरी चिकित्सा की व्यवस्था नहीं कर सकती। फिर भी दिल्ली तथा नई दिल्ली में रहने वाले पेंशनरों के लिये पहले से स्थापित डिस्पेंसरियों में चिकित्सा सुविधाओं की व्यवस्था है।

Accommodation for Employees in Centre and States

3359. Shri Nitiraj Singh Chaudhary: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the Central Government employees when posted to the States are provided accommodation by the State Governments;

(b) whether the Centre also provides accommodation to the State Government employees when posted at Delhi on State Government duty; and

(c) if so, the categories of the State Government employees who are provided with accommodation?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). Under the reciprocal arrangements arrived at between the Government of India and most of the State Governments, residential accommodation is provided to each other's employees by taking up the matter at Government level.

(c) The accommodation in Delhi is provided to the State officials, to the extent possible, at the request of the State Government concerned.

Fertilizer Plant in Goa

3360. Shri Shinkre: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government have sanctioned a Rs. 20,000,000 fertilizer plant in private sector in Goa;

(b) the capacity of this plant and the time by which the plant is likely to start production; and

(c) the progress made and the expenditure incurred so far?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) Yes.

(b) The capacity of the plant will be:—

(i) Ammonia 200,000 tonnes per annum.

(ii) Urea 340,000 tonnes per annum.

The plant is likely to go into production by 1970-71.

(c) The progress made by the party for setting up the fertilizer plant is as follows:—

Land.—Government of Goa have initiated proceedings for acquiring the land and it is expected that the land will be handed over to the party in September, 1967.

Plant and Equipment.—Two engineering firms have been selected for submission of bids for the project before September, 1967. One of the companies will be selected by November, 1967 as the overall Engineers and Consultants for executing the job. Since the project is being set up in the private sector, expenditure incurred is not available.

तरल अमोनिया का आयात

3361. श्री यशवन्त सिंह कुशवाह : क्या पेट्रोलियम और रसायन मन्त्री यह बताने की कृपा करेंगे कि :

(क) देश में तरल अमोनिया की मांग को पूरा करने के लिये प्रति वर्ष इस की कितनी

मात्रा का आयात किया जाता है और इस पर प्रतिवर्ष कितनी विदेशी मुद्रा खर्च होती है; और

(ख) क्या कारण है कि तरल अमोनिया भारत में तैयार नहीं किया जाता ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य-मंत्री (श्री रघुवरैया) : (क) नहीं।

(ख) देश में सारे उर्वरक कारखानों में तरल अमोनिया उत्पादित किया जाता है।

Upgradation of Kanpur

3362. Shrimati Sushila Rohatgi: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the population of Kanpur now exceeds ten lakhs; and

(b) if so, whether Government propose to declare Kanpur as a 'A' class city?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The population of cities is determined by the decennial census. The population of Kanpur Town Group (including Kanpur Cantt), as per 1961 Census is 9,71,062.

(b) Since its population is less than 16 lakhs—the qualifying limit for upgradation of a city as 'A' class—Kanpur does not qualify for upgradation.

Housing Problem in Delhi

3363. Shrimati Sushila Rohatgi:
Shri Kanwar Lal Gupta:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the housing problem in Delhi is extremely acute, causing great hardship to the middle class families; and

(b) if so, whether Government have any scheme under consideration to undertake to construct more colonies which will provide accommodation to the poor and middle-class families at reasonable rates?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Yes. There is a big housing shortage in Delhi which is causing hardship to the families in low/middle income groups.

(b) Delhi Administration are implementing the following social housing schemes of this Ministry to help persons in the low and middle income groups of the society:—

1. Subsidised Industrial Housing Scheme;
2. Slum Clearance/Improvement Scheme;
3. Low Income Group Housing Scheme;
4. Middle Income Group Housing Scheme;
5. Village Housing Projects Scheme;
6. Scheme for Large Scale Acquisition; Development and Disposal of Land in Delhi;
7. Jhuggis and Jhopris Removal Scheme.

Besides, houses are being constructed by the Central Public Works Department for allotment to Central Government employees. The Delhi Development Authority also propose to construct about 1,600 houses during the next 2 to 3 years for allotment on hire-purchase basis.

Expenditure on Family Planning during 1966-67

3364. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heerji Bhal:

Will the Minister of Health and Family Planning be pleased to state:

the expenditure incurred on Family Planning Programme from December, 1966 upto the end of May, 1967?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): Information is being collected and will be laid on the Table of the Sabha, as soon as possible.

Foreign Exchange Violation Cases

3365. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heorji Bhai:

Will the Minister of Finance be pleased to state:

(a) the number of foreign exchange violations cases apprehended till the 31st May, 1967 during this year; and

(b) the steps taken by Government to punish the offenders?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The number of cases of suspected violation of the Foreign Exchange Regulation Act, 1947 registered by the Enforcement Directorate during the period 1-1-67 to 31-5-67 are 796.

(b) Out of these 796 cases, 59 cases have been closed after preliminary enquiries, as no offence under the Foreign Exchange Regulation Act, 1947 was disclosed. In 15 cases, adjudication proceedings have been completed. The remaining cases are at various stages of investigation/adjudication.

Relief to Goldsmiths of Orissa

3366. Shri K. Pradhani:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heorji Bhai:

Will the Minister of Finance be pleased to state:

(a) the amount sanctioned by the Central Government to give relief to the goldsmiths of Orissa upto the 31st May, 1967, year-wise; and

(b) the number of goldsmiths in Orissa who have been given the relief so far?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). A statement giving the information is placed on the Table of the House [Placed in Library. See No. LT-757/67.]

Harijan Sewak Sangh, Delhi and Bhartiya Depressed Classes League New Delhi

3367. Shri Suraj Bhan: Will the Minister of Social Welfare be pleased to state:

(a) the total amount of grants paid to the Harijan Sewak Sangh, Delhi and the Bhartiya Depressed Classes League, New Delhi separately since the 26th January, 1950;

(b) the basis on which these two organisations were selected for payment of grants;

(c) whether some other scheduled caste organisations ever approached the Central Government for such concession and if so, on what basis their requests were turned down; and

(d) the outstanding achievements of the said two organisations since the 26th January, 1950?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) (1) Harijan Sewak Sangh Delhi—Rs. 51,37,170.

(2) Bhartiya Depressed Classes League, New Delhi—Rs. 20,12,984.

(b) These two organisations were of all India character and had good record of work for the welfare of Scheduled Castes.

(c) Yes. The requests of some of the organisations for grants were turned down as these were either not of all-India character or did not have good record of work. Some of the requests were turned down due to paucity of funds.

(d) The two organisations mentioned above have been working for the removal of untouchability which had its impact in eradicating the social evil of untouchability.

Kerosene Producing Section of Noonmati Refinery Plant at Gauhati

3368. Shri B. N. Shastri: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that Kerosene Producing Section of the Noonmati Refinery Plant at Gauhati often goes out of order;

(b) if so, whether it is also a fact that this section remains idle for want of spare parts or technical know-how or both;

(c) whether it is one of the reasons for scarcity of Kerosene Oil in Assam and West Bengal; and

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

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) and (b). No, Sir.

(c) and (d). Do not arise. In fact, there has been no scarcity of kerosene, as alleged.

12.05 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

DEMOLITION OF SHANTIES IN JAMUNA BAZAR DELHI

Mr. Speaker: We take up call attention notice. Shri Yadav—not here. Shri Bibhuti Mishra.

Shri S. S. Kothari (Mandsaur): On the call attention notice on Hydrogen bomb yesterday, the Deputy-Speaker....

Mr. Speaker: No, no. You cannot raise it here now.

896 (Ai) LSD—6.

Shri Hem Barua (Mangaldai): Has he conveyed our feelings to you?

Mr. Speaker: Not now. You give a separate notice on anything; I will consider it. Now, Shri Bibhuti Mishra.

श्री बिभूति मिश्र : (मोतिहारी) :

अध्यक्ष महोदय, मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की प्रोर निर्माण आवाग तथा संभरण मंत्री का ध्यान दिलाता हूं और प्रार्थना करता हूं कि वह इस बारे में एक वक्तव्य दें:

“जमना बाजार, दिल्ली में, झुग्गी-झोपाड़ियों के गिराये जाने प्रोर उम मिलमिले में गिरफ्तारियां किये जाने के समाचार।”

The Minister of Works, Housing and Supply (Shri Jaganath Rao): On the 12th June, 1967, a programme for the clearance of the unauthorised squatters from the Jamuna Bazar area was drawn up and approved by the Lt. Governor and the operation was carried out on the 17th, 18th and 19th June. This operation was in continuance of similar clearance operations undertaken in the last 5 or 6 years and related to clearance of public lands required for developmental purposes in accordance with the provision of the Master Plan of Delhi.

The areas between the Ring Road and the old city wall near the Nigambodh Cremation ground are required for widening the Ring Road, construction of cycle tracks and footpaths and for providing parking sites near the Nigambodh cremation ground. Due to the shifting of the inter-state Bus Terminus from the Delhi Railway Station to the Ring Road, the traffic on the Ring Road has increased considerably and it has become a matter of urgency to widen it and to provide cycle tracks and footpaths to avoid traffic hazards. Similarly, provision of parking sites near the Nigambodh cremation ground is very necessary to meet the requirements of a large number of persons who visit it for cremation of dead bodies.

[Shri Jaganath Rao]

The total number of squatters in the Jamuna Bazar Area was about 3000 families. But only those areas were cleared which were required for the immediate purposes already mentioned. The number of unauthorised structures in the clearance area was 776, out of which 683 were being used as residential premises and 93 as commercial premises, e.g. godowns, workshops, dairies, shops, etc. No alternative accommodation was provided to the commercial squatters, but the residential squatters were shifted to the Seelampur colony, which has been developed by the Municipal Corporation of Delhi under the Jhuggle and Jhonpri Removal Scheme. Free transport was provided to the squatters to take their belongings to Seelampur. Each family has been allotted a plot of 25 square yards. There are already 5000 families living in this colony and basic amenities such as roads, schools, community latrines, street lighting and hand-pumps etc. have been provided. The residential squatters generally co-operated with the authorities in the operation of shifting them to the Seelampur colony.

The opposition to the clearance operation came from the commercial squatters who had put up godowns and workshops in this area. Apprehending that there would be resistance to the demolition operation on the 18th June, 1967, the Sub-Divisional Magistrate, Kotwali, promulgated a prohibitory order under Section 144 Cr. P.C. at 9.30 A.M. on that day. At about 10.00 A.M. a Member of the Metropolitan Council, along with an active Member of the Jan Sangh, formed a procession and tried to go towards the demolition party. They had, therefore, to be arrested. The total number of arrests made on the 18th June, 1967, was 44. Defiance of the prohibitory order continued on the 19th June, and 105 persons had to be arrested. The arrested persons include one Member of the Rajya Sabha, 6 Members of the Metropolitan Council and 16 Municipal Councillors.

The clearance operation was undertaken in accordance with the policy of Government laid down in consultation with the then Advisory Committee for Delhi and the Municipal Corporation of Delhi that all squatters on public lands should be removed.

श्री विभूति मिश्र : अध्यक्ष महोदय, म्युनिसिपल कॉर्पोरेशन के स्लम क्लियरेंस के सम्बन्ध में तय हुआ था कि जिन लोगों को हटाया जायेगा उन्हें पाखाना, पानी, रोशनी, दवा, सड़क आदि का इन्तजाम दिया जायेगा। जमीन को बराबर करके और उस की सफाई कराने के बाद वहां मे हटाया जायेगा। लेकिन ऐसा करने के पहले ही उन लोगों ने हटाना शुरू कर दिया जमुना बाजार, प्रेम नगर, काला बाजार, प्रसाद नगर आदि से।

श्री कंबर लाल गुप्त (दिल्ली सदर) : आप काला बाजार को रखना चाहते हैं ?

श्री विभूति मिश्र : आप सुनिये। उन को इस लिये हटाना शुरू किया कि उन्होंने कांग्रेस का साथ दिया है। यहां पर जनसंघ का प्रशासन है और जो कमिश्नर साहब हैं या लेफ्टीनेन्ट गवर्नर हैं वह भी जन संघी मिजाज के आदमी हैं, इसलिये उन लोगों ने हटाना शुरू कर दिया। मैं स्वयम् वहां गया था, मेरे और साथी गये थे।

Mr. Speaker: What is the question? He is only making a clarification.

श्री विभूति मिश्र : मैं पूछ रहा हूं।

श्री कंबर लाल गुप्त : 'यहां भाषण कर रहे हैं।

श्री विभूति मिश्र : भाषण करने के लिये तो प्राये ही हैं। मैंने जा कर सीलम बाजार को देखा है और जहां से हटाया जा रहा है उस को भी देखा। जो पुराने देश-सेवक हैं उन को तंग किया जा रहा है। यहां प्रधान मंत्री बैठे हुई हैं, वह चल कर देखें जिस तरह से यहां से ले जा कर वहां बसाते

हैं। वहां दो चार हेंड पाइप लगाये गये हैं जिन से गन्दा पानी आता है। पानी से बदबू आती है। उस को देखने के लिये प्रेस वाले भी गये। उन को मना किया गया, उन्हें गिरफ्तार किया गया, कैमरे छीन लिये गये। यह सब इस लिये किया जाता है कि वह पुराने देशमेवक हैं और कांग्रेसमैन हैं। उन की अवहेलना करने के लिये उन को पकड़ रहे हैं। आज जनमंडल वालों के खिलाफ कांग्रेस-वाले जेल जा रहे हैं। मैं जानना चाहता हूँ कि क्या आज सरकार सारी कार्रवाइयों की जांच करेगी। अगर करेगी तो इस जांच में एक आदमी को बैठायेगी? जो चीजें पहली आवश्यकतायें हैं जब तक वह पूरी नहीं हो जाती तब तक क्या वह उन को ले जाने से मना करेगी? जहां से हटाया जाता है वहां पर बुलडोजर रखे गये हैं। जैसे ही झोंपड़ी तोड़ी गई बुलडोजर चला कर उस को बराबर कर दिया जाता है। इन सारे जुल्मों की क्या सरकार जांच करेगी और पूरी सुविधा न मिलने तक वहां से उन को हटाने नहीं देगी?

Shri Jaganath Rao: Sir, as I stated in my earlier statement, this clearance operation was a continuation of the earlier operation to clear this area which was urgently required. I cannot say, and I do not also hold the view that this was done with a view to victimising any section of the people. The opposition was not from the squatters themselves. Some members of the city of Old Delhi took up their cause, and perhaps they were under the apprehension that alternative arrangements which are made by the Municipal Corporation were not adequate. These squatters, 668 families, were taken to the Seelampur colony which was established about four years ago, where about 5,000 families were already living. It may be that the arrangements which are adequate today may be inadequate because of the influx of three thousand more persons. That is a matter which could be enquired into.

I am prepared to go myself to the area and see how far the arrangements made are sufficient and eradicate the difficulties if any. (Interruption).

श्री बिभूति मिश्र : मैं इसका जवाब चाहता हूँ कि क्या सरकार इस सारी कार्रवाई की जाँच करने के लिये तैयार है?

Shri Jaganath Rao: I said that I myself will go and see the arrangements made by the Municipal Corporation. If there is inadequate arrangement, it will be made adequate. But I do not see any reason to appoint an enquiry commission over this matter.

Shri Bibhuti Mishra: May I know whether the Government is prepared to make an enquiry into this matter.

Mr. Speaker: Order, order. He has already said that he will personally go there and consult the people and look into all that. Nothing more than that can be said now. Shri M. R. Krishna.

Shri M. R. Krishna (Peddapalli): The Minister should have already visited the place. Instead of saying it now, he should have already visited the place and given a complete picture to the House. Now, may I know whether the Minister is aware of the fact that over 200 people who have been ousted from this area and whose houses have been demolished are members of the weaker section of the population and they have been staying there for the last 40 years or more and they have also been given loans to construct their huts there? If that is so, since weaker sections come under the direct responsibility of the Central Government, what arrangement is the Government proposing to make to rehabilitate them?

Shri Jaganath Rao: They are really the weaker sections and that is why alternative arrangements were made and they were shifted there. There was no opposition from them. About the other question as to why I did

[Shri Jaganath Rao]

not visit the area, my colleague Dr. Sarojini Mahishi went to that area recently. If still there are complaints, I am prepared to go.

Shri M. R. Krishna: He has not answered my question at all. People who have been living there for 50 years have been removed. There was a lease for 50 years....

Mr. Speaker: He has clearly said that every squatter has been provided alternative accommodation. It is not the squatter who is creating trouble, but somebody else. The hon. Member may not agree with the answer, but that is not my business.

श्री शशि भूषण बाजपेयी (खारगोन) : अध्यक्ष महोदय, प्रधान मंत्री पंडित नेहरू के जमाने में यह निश्चय हुआ था कि जब भी झुग्गी झोपड़ी वाले उठाये जायेंगे तो उनके साथ जबरदस्ती नहीं की जायेगी, और जहां वे जायेंगे वहां उन के लिये पानी की व्यवस्था की जायेगी, रोज़नी की व्यवस्था की जायेगी, बराबर जमीन हांगी और दूसरी सुविधायें भी होंगी लेकिन वहां पर कुछ भी नहीं है। अगर आप कभी सीलमपुर गये हों तो आप पायेंगे कि कोई भी सुविधा नहीं है। मैं पन्द्रह एम० पीज के साथ वहां हो कर आया हूं। वहां सब कुछ राजनीतिक प्रतिज्ञा की भावना से किया गया है। मैं जो प्रश्न करना चाहता हूं वह यह है कि जो शहर की पुरानी दीवार और बेला रोड के बीच की जमीन है, जहां कॉम्पार्टेक्ट सोसायटी बनी, तथा वहां मल्टी स्टोरीज बिल्डिंग बनाने की योजना थी क्या कारण उस को तोड़ दिया गया जो कि निगमबोध घाट से बहुत दूर है, वहीं के लोगों को क्यों हटाया जाता है, जबकि झंडे वालान में बड़े बड़े लोग हैं उन को नहीं हटाया जाता है। गरीब लोगों पर क्यों जुल्म किया जाता है ?

Shri Jaganath Rao: Every squatter in Delhi will be removed from the

place. But it is being done in a phased programme. Now they are developing that area in between Ring Road and the old city wall. Only that much area which is immediately needed for improvement has been cleared. Out of 778 families, only 668 have been removed. I am prepared to go into the question whether the alternative arrangements made by the Municipal Corporation are adequate or not.

श्री चंद्रजीत यादव (आजमगढ़) :

क्या माननीय मंत्री महोदय बतलाने की कृपा करेंगे कि क्या उन्हें इस बात की जानकारी है कि 20 दिसम्बर, 1963 को दिल्ली कार्पोरेशन की एड-हॉक (स्लम क्लियरेंस ऐंड इम्प्रूवमेंट) कमेटी ने एक प्रस्ताव पाम किया था, जिस को भारत सरकार ने और दिल्ली एडमिनिस्ट्रेशन ने भी देखा था, जिस में यह कहा गया था कि जो भी झुग्गी झोपड़ी वाले हटाये जायेंगे उन को पहले जो सुविधाएँ जरूरत की चीजें हैं इन्सान की, जैसे पानी, बिजली, पाखाता, मड़क, उन की व्यवस्था कर के हटाया जायगा। लेकिन उन को पहले ही हटा दिया गया है और बिल्कुल इस प्रस्ताव के विरोध में। मैं कुछ तथ्य देना चाहता हूं 150 मकान जो बने थे वह आथोराइज्ड मेंशन में बने थे और दिल्ली के एडमिनिस्ट्रेशन के एडवाइजर डा० युद्धवीर सिंह ने उन का उद्घाटन किया था। वह भी तोड़े गये। 100 मकान उन में से ऐसे थे जो कि पचास सालों से वहां पर थे और लोग उन में रह रहे थे। उन को भी गिराया गया, और जिस जगह उन को भेजा गया है, वहां इस प्रकार की कोई सुविधा नहीं है और 800 से अधिक परिवार इस तरह से परेशान हैं।

दूसरी बात यह कि पूरे दिल्ली शहर के अन्दर जो सर्वे कराया गया था उस में पचास हजार परिवार ऐसे हैं जो कि झुग्गी झोपड़ियों में रहते हैं, जिन के

आदमियों की तादाद ड़ाई लाख है। अगर यहां का ऐडमिनिस्ट्रेशन इस प्रकार से कार्रवाई करेगा, बग़ैर किसी बात की व्यवस्था किये हुए उन का जबदस्ती हटाया जायेगा, जिन में ड़ाई लाख लोग शामिल है, तो क्या मंत्री महोदय यह आश्वासन देंगे सदन को कि वह खुद वहां जा कर स्थिति को देखेंगे और सदन में आकर वक्तव्य देंगे, साथ ही यह आश्वासन देंगे कि जब तक बुनियादी व्यवस्था नहीं कर दी जायेगी तब तक झुग्गी झोपड़ियों से एक भी आदमी नहीं हटाया जायेगा ?

Shri Jaganath Rao: What the hon. Member said about the resolution is quite correct, and alternative arrangements have to be made before these squatters are moved to that place. The Municipal Corporation said that arrangements have been made. Now the dispute has arisen that the arrangements made are not adequate.

Some hon. Members: No arrangements have been made.

Shri Jaganath Rao: I would not accept that there are no arrangements made, because they were taken to a colony which was established four years ago. It may be that the existing arrangements may be inadequate to meet the influx of these people.

Dr. Sushila Nayar (Jhansi): It is not in that colony. (Interruption). That they are taken, but near it. Let the Minister see it for himself.

Shri Jaganath Rao: It is in Seelampur colony. This Calling Attention Notice relates to Seelampur colony to which place the residential squatters from the Jamuna Bazar area, where demolition operation took place on the 17th, 18th and 19th, have been removed. With regard to the wider question, I am prepared to answer it on another occasion and not in reply to this Calling Attention Notice.

Regarding other matters, whether any unauthorised hutments which had been regularised were demolished, certainly that question has to be gone into. I will go into that question also.

I will first go to the area where these huts have been demolished and also to the colony whereas these squatters have been removed.

श्री अमृत नाहटा (बाडमेर) : जब इन झुग्गी निवासियों को हटाया जाता है तो उस वक्त दूसरी जगह इनको बसाते वक्त न सिर्फ पानी बिजली, सफाई आदि का ध्यान रखा जाना चाहिये बल्कि और भी कुछ बातें हैं जिनका ध्यान रखा जाना चाहिये और मैं जानना चाहता हूं कि क्या मंत्री महोदय का उनकी तरफ ध्यान गया है ? जिस जगह से उनको हटाया जाता है वहां से उनका जो प्लेस आफ वर्क होता है, जहां जा कर वे मजदूरी इत्यादि करते हैं वह नजदीक होता है लेकिन वहां से उनको हटा कर जब दूसरी जगह बसाया जाता है तो उनका प्लेस आफ वर्क दूर हो जाता है। क्या वह सही नहीं है ? यदि यह सही है तो उनको फिर से बसाते वक्त क्या इस बात का ध्यान रखा जाएगा कि उनका प्लेस आफ वर्क दूर न हो जाए ?

Shri Jaganath Rao: It is always not possible. If it is possible it can be done. But in Delhi we do not find any vacant site near about the place of work.

श्री हुकम चन्द कछवाय (उज्जैन) : यह जो झुग्गी झोपड़ियों की समस्या है यह कोई नई समस्या नहीं है। यमुना बाजार की भी कोई नई नहीं है। 1965 से 1967 तक आठ हजार झुग्गियां तोड़ी गई हैं। मेरे पास अलग अलग बारह स्थानों के नाम हैं उन में से तीन चार स्थान ऐसे हैं जहां जन संघ के लोग थे और वहां पक्की जो बनी हुई थी पक्के जो मकान बने हुए थे उनको तोड़ा गया है। यह सब उस समय हुआ जबकि कांग्रेस का दिल्ली में शासन था . . .

श्री चन्द्रबीर दादव : तभी आप तोड़ रहे हैं आप जवाब दे रहे हैं।

श्री हुकम चन्द कछवाय : यह जो सारा दोष बताया जा रहा है क्या यह स लिए

[श्री हुकम चन्द कठवाय]

बताया जा रहा है कि चुनाव में जो आपकी प्रतिष्ठा गिरी है उसको फिर से कायम किया जाए ? क्या यह सच नहीं है कि कांग्रेस द्वारा सन 1963 में एक प्रस्ताव पास किया गया था कि यमुना बाजार की झुग्गियों को तोड़ दिया जाना चाहिये। क्योंकि उसी प्रस्ताव के अनुसार कार्य किया गया है या नहीं, इसकी सरकार खोज करेगी ? मैं यह भी जानना चाहता हूँ कि जब तक इन के रहने के लिए ठीक व्यवस्था न हो जाए तब तक इनको हटाया न जाए, इस की सरकार व्यवस्था करेगी ? मैं जानना चाहता हूँ कि इसके बारे में सरकार क्या करने जा रही है ?

इसके अलावा एक और बात का मैं उत्तर चाहता हूँ। पट्टियों पर बैठने वाले बहुत से लोगों के चालान आए दिन हो जाते हैं। एक एक दूकानदार का 70-70 और 80-80 बार—चालान किया गया है। ये जो केस हैं ये तीन चार वर्षों से चल रहे हैं और इनका निपटारा नहीं हुआ है। मैं जानना चाहता हूँ कि इसके बारे में सरकार क्या कदम उठाने जा रही है ?

Shri Jaganath Rao: All squatters irrespective of their political affiliations or sympathies have to be removed from any area when that area has to be cleared. Therefore, this operation was done on a principle.

श्री अटल बिहारी वाजपेयी (बलराम पुर) : मुझे इस बात के ऊपर खेद है और मैं अपना विरोध भी प्रकट करना चाहता हूँ कि झुग्गी झोपड़ियों के मामले को ले कर भारतीय जनसंघ को यहां घसीटने की कोशिश की गई है। श्री विभूति मिश्र ने एक अधिकारी पर भी आरोप लगाया है। वह अधिकारी यहाँ उपस्थित नहीं है और अपनी सफाई नहीं दे सकता है। मुझे आश्चर्य है कि मंत्री महोदय ने भी उस अधिकारी पर लगाये गये आरोप का खंडन नहीं किया।

मैं जानना चाहता हूँ कि क्या यह सच है कि झुग्गी झोपड़ियों को हटाने और उनके हटाने से जो लोग बेघरवार होते हैं उन्हें बसाने की जिम्मेदारी केन्द्रीय सरकार की है दिल्ली प्रशासन की नहीं है . . .

श्री विभूति मिश्र : तोड़ें ये और बसायें हम (इंटरव्यूज)

श्री अटल बिहारी वाजपेयी : मुझे श्री विभूति मिश्र के अज्ञान पर बड़ी हंसी आ रही है . . .

श्री विभूति मिश्र : आप मेरे साथ ग्रामी सेलमपुर चलिए। चलकर आप उनकी वहां हालत को देखिये। मैं आपको चैलेंज करता हूँ कि मेरे साथ चल कर आप देखिये . . .

Mr. Speaker: I thought elderly people will be a little less excited. They should not behave like this. The hon. Member had his chance earlier. In fact, half a dozen Members put questions from this side. Now, let them get their chance.

श्री अटल बिहारी वाजपेयी : जहां इनको गिराया गया है वहां मैं भी हो आया हूँ। यह कहने का कोई अर्थ नहीं है कि ये झुग्गी झोपड़ियां दिल्ली प्रशासन के आदेश से गिराई जा रही है। दिल्ली में पुलिस केन्द्रीय सरकार के अधीन है। पुलिस जब झुग्गी झोपड़ियां गिराने जाती है तो वह दिल्ली के चुने हुए प्रतिनिधियों से राय ले कर नहीं जाती है। मुझे बड़ा ताज्जुब है कि हमारे इन संसद सदस्यों को यह भी मालूम नहीं है कि दिल्ली प्रशासन के जिम्मे पुलिस नहीं आती है . . .

श्री चन्द्रजीत यादव : जब वे मांगते हैं तब पुलिस भेजी जाती है।

Mr. Speaker: May I request hon. Members, including Shri Chandra Jeet Yadav to keep quite? Why should hon. Members take up the responsibility of answering questions? That

results in shouts and counter-shouts. When an hon. Member asks a question, the hon. Minister is there to answer it, if he wants. Why should hon. Members shout? I do not understand it. Why should they not leave it to the Minister to answer the questions? They may not agree with the views of some hon. Members, but, all the same, they will have to listen to the questions.

श्री अटल बिहारी वाजपेयी : मैं स्पष्ट कर दूँ कि भारतीय जनता ऐसे झुग्गी झोपड़ियों को हटाये जाने के पक्ष में नहीं है जहाँ के रहने वालों के लिए दूसरी जगह बसाने का इंतजाम नहीं हुआ है। लेकिन फसला केन्द्रीय सरकार को करना है।

मैं प्रश्न पूछता हूँ। क्या प्रधान मंत्री महोदय को दिल्ली के मुख्य कार्यकारी पार्षद श्री विजय कुमार मल्होत्रा का एक पत्र मिला है जिस में उन्होंने कहा है कि झुग्गी झोपड़ियों की समस्या पर विचार करने के लिए एक बैठक बलाई जाए और जिस में यह सोचा जाए कि प्रतिदिन दिल्ली में जो बाहर से लोग आते हैं और झुग्गी झोपड़ियाँ बना कर रहते हैं उनको किस तरह से बसाया जाए 1960 में एक सर्वे किया गया था जिस के हिसाब से दिल्ली में पचास हजार लोग झुग्गी झोपड़ियों में रहते थे। अभी तक उन में से पन्चीस हजार को जमीन दी जा चुकी है। उस पर सात करोड़ रुपया खर्च हुआ है। लेकिन 1960 से लेकर 1967 तक एक लाख नए लोग झुग्गी झोपड़ियों में रहने लगे हैं। अगर उन्हें फिर से बसाना होगा तो बीस करोड़ रुपया चाहिये। क्या केन्द्रीय सरकार दिल्ली प्रशासन को यह बीस करोड़ रुपया देने के लिए तैयार है जिससे किसी भी झुग्गी झोपड़ी वाले को हटाया न जाए और अगर हटाया जाए तो जो बुनियादी सुविधाएँ हैं, वे पूरी हो जाएं तभी हटाया जाए?

श्रीमती सुशीला रोहतगी (बिल्हीर) : मेरा एक व्यवस्था का प्रश्न है। अभी उन्होंने कहा है कि पुलिस केन्द्रीय सरकार के मातहत है। मैं जानना चाहूँगी कि पुलिस केन्द्रीय सरकार के मातहत तो हो सकती है लेकिन वह किस प्रशासन के आदेशों का पालन कर रही है, केन्द्रीय सरकार के आदेशों का अथवा दिल्ली प्रशासन के आदेशों का?

श्री अटल बिहारी वाजपेयी : मैं स्पष्ट कर दूँ कि दिल्ली पुलिस लेफ्टिनेंट गवर्नर के आदेश का पालन करती है दिल्ली प्रशासन का नहीं।

Shri Jaganath Rao: After I came to this Ministry on the 13th of March, I had had a series of meetings with the Lt. Governor, the Chief Executive Councillor, the Mayor of Delhi, the leader of the opposition in the Metropolitan Council and the Corporation and other officers, when this question was also discussed. If there are any other problems that have to be gone into, we can certainly discuss them. Here the implementing agency is the municipal corporation. They do this work. For that, if they require assistance, they take a police party with them. Therefore, it is not the responsibility of the Central Government. Past experience has shown that there is always resistance to this move. Therefore, previous notice is not given. If previous notice is given, parties go to the High Court and get stay orders. Also, other squatters come and occupy the area thinking they will also get alternative accommodation. This is a continuing problem.

When they want to clear a certain area they go with Police bandobast because they think that it may be necessary. The Central Government is not consulted. It is a scheme belonging to the Central Government but the implementing authority is the Municipal Corporation.

Shri A. B. Vajpayee: What about my question whether the Prime Minister has received a letter from the Chief Executive Councillor suggesting that she should call a meeting on this issue? Let him say "Yes" or "No".

The Prime Minister and Minister of Atomic Energy (Shrimati Indira Gandhi): Yes, Sir.

Shri A. B. Vajpayee: What is the Prime Minister's reaction?

Mr. Speaker: Shri Gupta:

श्री शशि भूषण बाजपेयी: प्रश्न यह है कि जिन लोगों को उठाया गया है, उनको कान या जगह एलाट क्यों नहीं की गई है और उनको साधारण एमिनिटीज क्यों नहीं दी जा रही है।

श्री कंबर लाल गुप्त : अध्यक्ष महोदय, स्लम क्लीयरेंस का काम सेंट्रल गवर्नमेंट का है और इस सम्बन्ध में पालिसी बनाने का काम भी सेंट्रल गवर्नमेंट का है। लोगों को ज़मीन दी जाये, उसकी कितनी डेवलपमेंट होनी चाहिये और उन लोगों को क्या क्या एमिनिटीज देनी चाहिये, यह भी सेंट्रल गवर्नमेंट की गलाह से तय होता है। जमुना बाजार में जहाँ से झुग्गियाँ उठाई गई हैं, वहाँ पर डी० डी० ए० एक साइकल ट्रैक बनाना चाहता है। वह सारी जगह गवर्नमेंट की है, कोई प्राइवेट जगह नहीं है।

आज से डेढ़-दो बरस पहले डी० डी० ए० की एक मीटिंग हुई थी, जिसमें चौधरी ब्रह्मप्रकाश भी थे और वें कांग्रेसी नेता भी थे, जिन्होंने सत्याग्रह के नाम से यह बवंडर खड़ा किया है। उस मीटिंग में यह तय किया गया था कि उस जगह पर साइकल-ट्रैक बनाना चाहिये और वहाँ से उन लोगों को उठाना है। यही कारण है कि आज चौधरी ब्रह्मप्रकाश ने यह कालिग एटेंशन नोटिस नहीं दिया है। जैसा कि मिनिस्टर साहब ने अपने बयान में कहा है, आज ये झुग्गियों वाले कोई शोर नहीं मचा रहे हैं, वें तो को-आपरेट

कर रहे हैं, लेकिन उन लोगों की झाड़ में कई पैसे वाले लोग फ़ायदा उठाना चाहते हैं, जिनके वहाँ पर बड़े बड़े वर्कशाप लगे हुए हैं। उनमें कांग्रेस का एक भूतपूर्व मेयर भी है, जिसने लाखों रुपये लगा कर वहाँ पर वर्कशाप बनाया है। जब उनको तोड़ा गया और उनको दूसरी जगह नहीं दी गई, तो . . .

श्री विभूति मिश्र : पायंट ग्राफ आर्डर सर। अगर कोई सदस्य यहाँ पर शलतबयानी करे, तो यह उचित नहीं है। माननीय सदस्य कह रहे हैं कि चूँकि वहाँ से कुछ पैसे वाले लोगों को उठाया गया है, इसलिये यह आन्दोलन किया जा रहा है। आप इसी समय वहाँ चल कर देखिये कि जिन लोगों को वहाँ से उठाया गया है, वें सब गरीब लोग हैं और उनको अभी तक कोई दूसरी जगह नहीं मिली है।

श्री कंबर लाल गुप्त : पिछले चार साल में, जब कि डी० एम० सी० और दिल्ली एडमिनिस्ट्रेशन कांग्रेस के हाथ में थे और यहाँ पर कांग्रेस की हुकूमत थी, यहाँ पर पच्चीस हजार झुग्गियाँ उठाई गई, लेकिन उनमें से केवल पंद्रह हजार लोगों को आल्टरनेटिव जगह दी गई और दस हजार लोगों को कोई आल्टरनेटिव जगह नहीं दी गई, क्योंकि वें इन एलिजबल थे। यह पहला मौका है कि जितने भी झुग्गी वालों को उठाया गया है उन सब को जगह दी गई है, चाहे वें एलिजबल हैं या नान-एलिजबल हैं। यह तिलमिलाहट इसी लिये है। कुछ बड़ें बड़ें लोगों को उठाने की वजह से ही यह तिलमिलाहट है।

Dr. Sushila Nayar: Sir, I wish to raise a point of order.

Mr. Speaker: I will call you. Let Shri Gupta complete his sentence.

श्री कंबर लाल गुप्त : अध्यक्ष महोदय, यह जो सत्याग्रह हो रहा है, यह इस अर्थ में निराला है कि कांग्रेस गवर्नमेंट के खिलाफ़ कांग्रेसी सत्याग्रह कर रहे हैं। यह उनकी फ़स्टेशन और डेस्पीरेशन की निशानी है।

मैं मंत्री महोदय से यह जानना चाहता हूँ कि जब भारत सरकार ने एलिजबल झुग्गी वालों को अस्सी गज जमीन देने का वायदा किया था, तो फिर उसने कारपोरेशन को ये अस्सी गज के प्लॉट डेवेलप करने से मना क्यों किया, जब कि कारपोरेशन और सब लोगों ने कहा कि उनको डेवेलप करने दिया जाये।

क्या सरकार नान-एलिजबल के लिये कुछ प्रबन्ध करेगी ? जनसंघ की तरफ से भारत सरकार के पास कई बार ये रिप्रजेंटेशन आये हैं कि नान-एलिजबल झुग्गी वालों को भी पूरी सुविधा दी जाये।

क्या यह सही है कि जब लोगों को पुराने किले से उठा कर मदनगीर ले जाया गया था, तो वहाँ पर उनको उतनी भी एमिनिटीज नहीं दी गई थीं जितनी कि आज दी जा रही हैं ?

Mr. Speaker: Today, I think, they were not clarifications or questions but small speeches made from the very beginning. Everybody was excited, the Members from Delhi and the Members from Bihar and Andhra who had gone there and seen the things for themselves, and, therefore, I thought let them have their say. I would now request the Minister to reply to the question put by Shri Kanwar Lal Gupta.

Shri Krishna Kumar Chatterji
rose—

Mr. Speaker: I do not think any point of order arises. I may tell you there is no point at all in these points of orders. If I allow that, I think, the rest of half an hour will be spent on points of order.

श्री राम गोपाल शालवाले (चान्दनी चौक) : अध्यक्ष महोदय, . . .

अध्यक्ष महोदय : मैं आप को टाइम नहीं दे सकता हूँ। अगर आप का नाम होगा, तो मैं आप को टाइम दूंगा।

Shri Jaganath Rao: The Slum Clearance Scheme envisaged an allotment of 80 sq. yards. But then it was discovered that these squatters were selling away plots to others. We had to revise the scheme. The Commissioner of Delhi—there was no Lt. Governor then—suggested to my predecessor that a plot of 15 sq. yards may be given. Till then, that was going on. In the meeting which I held on the 26th April, 1967, I suggested that 15 sq. yards plot was too small and that it should be at least 25 sq. yards. We agreed to that. It was also agreed in the meeting that ineligible squatters on public lands and Government lands, as on 31st December, 1965, should be taken out of the city periphery and that on an austerity basis they should be given plots.

Shri Kanwar Lal Gupta: What are the basic amenities?

Shri Jaganath Rao: Water, public latrines and street lighting. These are the basic amenities.

श्री कंवर लाल गुप्त : क्या ये प्रोवाइड की गई हैं या नहीं ?

श्री हरदयाल देवगुण (पूर्व दिल्ली) : अध्यक्ष महोदय, नौ सौ चूहे खा कर बिल्ली हज़ को चली। पिछले पांच साल में दिल्ली में पच्चीस हज़ार झोंपड़ियाँ गिराई गई और उन में रहने वाले लोगों को मदनगीर जैसे इलाकों में ले जाया गया, जहाँ झाड़ू थे, ऊँची-नीची जगह थी, पथरीली जगह थी। उस समय इन लोगों को इस बात की कभी चिन्ता नहीं हुई। अब चूँकि बाबा ग्लास फ़ैक्टरी, जिसके मालिक भूतपूर्व कांग्रेसी मेयर, बाबा विचित्र सिंह हैं, का गोदाम और ऐंबरी का गोदाम गिराया गया है, इसलिये यह शोर शुरू हुआ है।

श्री बिभूति मिश्र : वहाँ पर गरीब लोगो के झोंपड़े गिराये गये हैं, बाबा विचित्र सिंह के नहीं, और वे सब वहाँ पड़े हुए हैं।

श्री हरबयाल बेबगुण : मंत्री महोदय ने बताया है कि दिल्ली में झुग्गियां गिराने का फैसला केन्द्रीय गृह मंत्री की परामर्श समिति, एडवाइजरी कमेटी, के कहने के अनुसार हुआ। उस कमेटी में आठ भूतपूर्व संसद-सदस्य थे—पांच सदस्य इस सदन के और तीन राज्य सभा के। उनमें से एक सत्याग्रह कर के जेल में गये हैं और दूसरे अब इस सदन के सदस्य नहीं हैं, बल्कि मेट्रोपालिटन कौन्सिल के मेम्बर हैं। उन लोगों ने निश्चय किया जमुना बाजार की इन झुग्गियों को गिराने का और अब जब वहां पर गोदामों पर हाथ डाला गया तो उन गोदामों को गिराने के कारण अश्रुपात हो रहा है झुग्गियां गिराने के लिये नहीं। दूसरी बात मैं मंत्री महोदय से जानना चाहता हूँ कि क्या यह सच नहीं है कि लेफ्टिनेंट गवर्नर ने जिन पर आरोप लगाया गया और जिसका इन्होंने खण्डन नहीं किया इनकी आज्ञा का पालन करते हुए उन्होंने यह कार्यवाही की। उन्होंने बुलाया कारपोरेशन के अधिकारियों को, उनसे पूछा कि यह कार्यवाही होने वाली है और वहां पर यह सुविधाएं हैं या नहीं और उन्होंने आश्वासन दिया कि यह सुविधाएं हैं, और तीसरी बात मैं यह जानना चाहता हूँ कि क्या स्लम क्लीअरेंस जो म्युनिसिपल कारपोरेशन की जिम्मेदारी बतायी गई है वह इसके कार्यकारी विंग का उत्तरदायित्व है, उसके डेलिबरेटिव विंग का उत्तरदायित्व नहीं है? स्लम क्लीअरेंस विभाग केन्द्रीय सरकार से आज्ञा लेता है और वहां के जो चुने हुए निर्वाचित प्रतिनिधि हैं उनके आदेश की भी वह अवहेलना करता है... (व्यवधान)

Shri Jaganath Rao: I strongly repudiate the allegation that Mr. Bachiter Singh or anybody connected with him was involved in this. As far as my information goes, he has nothing to do with it.

Shri Kanwar Lal Gupta: I challenge him.

Mr. Speaker: Let him say whatever he has to say.

Shri Kanwar Lal Gupta: I challenge him. आप प्राइम मिनिस्टर के कहने पर कहने लगे। मैं कहता हूँ कि आप एन्क्वायरी कराइये।

Mr. Speaker: Order, order. If it is a wrong statement made by the Minister, he may point out to me.... (Interruptions).

श्री शशि भूषण बाजपेयी : विचित्र सिंह को सजा दी जाय लेकिन गरीब आदिमियों का क्या होगा ? (व्यवधान)

Shri Jaganath Rao: I only told the hon. Member not to make allegations against anybody. It is quite clear that those persons who took part in this movement of satyagraha or whatever it is, did not belong to the slum area, they were outsiders. It only proves that people are interested in jhuggi dwellers and not in themselves; they have no personal interest. Why should any aspersions be cast on anybody? (Interruptions).

I am not yielding. I have not yet completed my answer.

About the allegation made against the Lt. Governor by an hon. Member, I have already replied to it. The opening sentence in my statement is that the Lt. Governor held a meeting on the 12th about these operations. What more should I say about this?

श्री हरबयाल बेबगुण : नहीं, नहीं, मेरा प्रश्न यह है कि जिन लोगों ने सत्याग्रह किया है क्या वह होम मिनिस्टर की एडवाइजरी कमेटी के मेम्बर थे या नहीं जिस एडवाइजरी कमेटी ने यह फैसला किया कि वे झुग्गियां गिराई जायें ?

Mr. Speaker: Members of the Advisory Committee.

Shri Jaganath Rao: I have to verify.

Shri M. L. Sondhi (New Delhi): I want to make a submission.

Mr. Speaker: No submission. Only point of order.

Shri M. L. Sondhi: I rise on a point of order. I want to say that on this matter you should allow all the Members of Parliament from Delhi to speak.

Mr. Speaker: There are Bihar Members and Andhra Members who are interested in this. May I take it that if a Bihar friend puts a question about Bihar, all the Members from Bihar must be allowed to put questions? It means only this. If a Bombay friend puts a question, all Bombay Members should be allowed to put questions? What a dangerous mistake it is!

श्री राम चरण (खुर्जा) : अध्यक्ष महोदय,

श्री राम गोपाल शालवाले : अध्यक्ष महोदय, मैं कई बार खड़ा होकर कह रहा हूँ

Mr. Speaker: I cannot call him. His name is not here. I am very sorry, I cannot call him. मैं आपको नहीं बुला सकता हूँ।

श्री राम गोपाल शालवाले : मैं कभी खड़ा नहीं हुआ तीन महीने में, पहली बार खड़ा हो रहा हूँ। आप मौका नहीं दे रहे हैं। मैं व्यवस्था का प्रश्न उठाता हूँ . . .

Mr. Speaker: If it is a point of order, I will allow him.

श्री राम गोपाल शालवाले : क्या मंत्री जी बतायेंगे . . .

Mr. Speaker: No, no. He may please sit down. I would not allow him. His name is not here. मंत्री जवाब नहीं देंगे। आप का नाम इस में नहीं है।

श्री राम गोपाल शालवाले : . . . लेकिन बिना नाम के आप ने बहुत से सदस्यों को मौका दिया है। . . . (व्यवधान) . . . क्या मंत्री जी बतायेंगे

अध्यक्ष महोदय : मंत्री नहीं बतायेंगे . . . (व्यवधान) . . .

श्री राम गोपाल शालवाले : अध्यक्ष महोदय, मैं यह जानना चाहता हूँ कि यह झुग्गी झोंपड़ी की स्कीम जो बनाई गई है यह आज की है या इससे पहले की है और यह कब बनाई गई थी और कौन लोग इसके बनाने वाले थे और आज . . . (व्यवधान)

Mr. Speaker: The hon. Member should please sit down. There is no point of order.

श्री राम चरण : झुग्गी झोंपड़ी में मैं 16 साल रह चुका हूँ

Mr. Speaker: What is the point of order?

श्री राम चरण : अध्यक्ष महोदय, मैं झुग्गी झोंपड़ी के बारे में कहना चाहता हूँ . . . (व्यवधान)

Mr. Speaker: The hon. Member should resume his seat. There is no point of order. Now, I shall go to the next item.

12.46 hrs.

RE. QUESTION OF PRIVILEGE

श्री अटल बिहारी वाजपेयी (बलरामपुर) : सभापति जी, एक बात सुन लीजिये। मैं ने एक विशेषाधिकार का प्रश्न दिया हूँ और मैं चाहता हूँ कि उसे अस्वीकृत करने से पहले आप उस पर हम लोगों की राय सुन लीजिये। कल आप ने कहा था कि श्री अर्जुन अरोड़ा के विरुद्ध

Mr. Speaker: I shall call him, if necessary, in regard to it.

श्री मधु लिखये (मुंगेर) : नहीं, अध्यक्ष महोदय, कल यह बात उठायी थी, इनकी बात सुन ली जाय।

Shri S. M. Banerjee (Kanpur) : I have already written to you. I want that the matter should be referred to the Privileges Committee.

श्री अटल बिहारी वाजपेयी : मैं तो चाहता हूँ कि आप इस प्रश्न को लें।

Mr. Speaker: Does the hon. Member want to discuss it here and now; or does he want me to give him a chance some other time before I take any decision?

श्री अटल बिहारी वाजपेयी : मैं चाहता हूँ कि सदन में विवाद हो।

Mr. Speaker: I shall discuss with him and then only give my decision, but not now.

श्री अटल बिहारी वाजपेयी : नहीं, यह बड़ा महत्वपूर्ण प्रश्न है। यह कोई चैम्बर में बैठ कर तय करने वाला सवाल नहीं है।

Mr. Speaker: Why does he want to take the time of the House again on it? Yesterday, we had discussed the whole thing?

श्री अटल बिहारी वाजपेयी : नहीं, तो आप उसको कल लेने की इजाजत दीजिये। मैं आप से चर्चा कर सकता हूँ।

Mr. Speaker: I have no objection. Ultimately, the House decides, not the Speaker in the Chamber. Suppose the hon. Member agrees with me or I can agree with him, then it will be simplified. Anyway, let us see. I have not disposed of it yet; I have not rejected it. (Interruptions).

Yes, we shall discuss and we shall see.

12.48 hrs.

PAPERS LAID ON THE TABLE

DELHI DEVELOPMENT AUTHORITY (PENSION) RULES

The Minister of Works, Housing and Supply (Shri Jaganath Rao): I beg to lay on the Table a copy of the Delhi Development Authority (Pension) Rules, 1967, published in Notification No. G.S.R. 840 in Gazette of India dated the 3rd June, 1967, under

section 58 of the Delhi Development Act, 1957. [Placed in Library, See No. LT-739/67).

NOTIFICATIONS UNDER CUSTOMS ACT, ETC.

Shri Jaganath Rao: On behalf of Shri K. C. Pant, I beg to lay on the Table:

(1) A copy each of the following Notifications under section 159 of the Customs Act, 1962:

- (i) G.S.R. 890 published in Gazette of India dated the 10th June, 1967.
- (ii) G.S.R. 891 published in Gazette of India dated the 10th June, 1967.
- (iii) G.S.R. 910 published in Gazette of India dated the 12th June, 1967.
- (iv) G.S.R. 915 published in Gazette of India dated the 17th June, 1967. [Placed in Library. See No. LT-740/67].

(2) A copy each of the following Notifications under section 159 of the Customs Act, 1962 and section 38 of the Central Excises and Salt Act, 1944:

- (i) The Customs and Central Excise Duties Export Draw-back (General) Thirty-eighth Amendment Rules, 1967, published in Notification No. G.S.R. 892 in Gazette of India dated the 10th June, 1967.
- (ii) The Customs and Central Excise Duties Export Draw-back (General) Thirty-ninth Amendment Rules, 1967, published in Notification No. G.S.R. 893 in Gazette of India dated the 10th June, 1967.
- (iii) The Customs and Central Excise Duties Export Draw-back (General) Fortieth Amendment Rules, 1967, published in Notification No. G.S.R. 894 in Gazette of India dated the 10th June, 1967.

(iv) The Customs and Central Excise Duties Export Draw-back (General) Forty-first Amendment Rules, 1967, published in Notification No. G.S.R. 895 in Gazette of India dated the 10th June, 1967.

(v) The Customs and Central Excise Duties Export Draw-back (General) Forty-second Amendment Rules, 1967, published in Notification No. G.S.R. 914 in Gazette of India dated the 17th June, 1967.

[Placed in Library. See No. LT-741/67].

(3) A copy each of the following Notifications under section 38 of the Central Excises and Salt Act, 1944:

(i) The Central Excise (Twelfth Amendment) Rules, 1967, published in Notification No. G.S.R. 888 in Gazette of India dated the 10th June, 1967.

(ii) The Central Excise (Fourteenth Amendment) Rules, 1967, published in Notification No. G.S.R. 889 in Gazette of India dated the 10th June, 1967. [Placed in Library. See No. LT-742/67].

SECOND REPORT OF RULES COMMITTEE

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): I beg to lay on the Table, under sub-rule (2) of rule 331 of the Rules of Procedure and Conduct of Business in Lok Sabha, the Second Report of the Rules Committee. [Placed in Library, See No. LT-743/67].

12.49 hrs.

STATEMENT RE. CONTINUANCE OF EMERGENCY

Mr. Speaker: Now, the hon. Home Minister.

श्री कामेश्वर सिंह (खगरिया) :
प्रध्यक्ष महोदय, मंत्री के वक्तव्य के पहले

मेरा एक व्यवस्था का प्रश्न है। यह सदन की परम्परा रही है बराबर से कि जो भी वक्तव्य देना है मंत्री को वह पहले किसी प्रेस में नहीं दिया जाना चाहिये। सदन के सामने पहले दिया जाना चाहिये, उसके बाद अखबारों में आता है। परन्तु यह तो अखबारों में आ चुका है एमजेंसी के बारे में।

Mr. Speaker: Somehow, it may have leaked out. It is not a statement made by the Minister. If it is a statement made by him, then I could understand and he could be held responsible. But if somebody else has leaked it out, how could he be held responsible for it?

श्री कामेश्वर सिंह : कैसे लोक आउट हुआ ?

The Minister of Home Affairs (Shri Y. B. Chavan): Sir, I informed the House in March last that the Government have in actual practice already restricted the exercise of emergency powers to certain areas, and that it was our intention to seek necessary constitutional authority to terminate with effect from 1st July, 1967 the state of emergency in all parts of the country except where abnormal conditions still persist.

In making this announcement the Government had three related considerations clearly in mind. The first was that as a result largely of operation of external factors the situation in certain parts of the country was such that the Government had no alternative but to continue the Proclamation of Emergency in those parts. Secondly, it was our view that it would be more appropriate that the Government should have specific constitutional authority for the continuance of the Proclamation of Emergency in certain parts of the country. Thirdly, it was our intention that in the other parts of the country Emergency powers which were already not being exercised in practice, should be formally withdrawn.

[Shri Y. B. Chavan]

In pursuance of the announcement the Government intended to undertake an amendment of the Constitution to enable the continuance of the emergency only in certain border areas. The salient features of the proposal were informally discussed with the leaders of the different opposition parties. But the proposal did not meet with their support. We have, therefore, decided not to introduce at present a Bill to amend the Constitution.

The Government have recently reviewed the conditions obtaining in the border areas. The situation in some parts of Assam, particularly the Mizo Hills District and the adjoining areas, continues to be disquieting. The recent developments in Nagaland, Manipur and the adjacent areas leave no room for complacency. Gangs of Nagas hostiles had gone to China and some of them have returned to Nagaland. The Chinese have been taking special interest in the activities of the hostiles, which they describe as a "peoples liberation movement". Pakistan continues to give various kinds of assistance to the Nagas and the Mizos and also to certain other tribes; and its military preparations and plans for subversion, sabotage and infiltration into Jammu and Kashmir have proceeded apace. The collusion between China and Pakistan aggravates the situation.

In the interests of national security and defence, it is, therefore, necessary to continue the Proclamation of Emergency during the ensuing months when because of physical conditions there is a greater threat of external aggression. We are advised that in the absence of specific constitutional sanction, it would not be permissible to continue the emergency formally only in certain areas. We are, however, of the definite view that except to the extent demonstrably necessary for the purposes of meeting the situation in the border areas the emergency powers should not be exercised

in the rest of the country. We also propose to advise all the State Governments accordingly.

Shri Ranga (Srikakulam): I am shocked, and I am sure various sections of this House also are equally shocked, at this statement made by my hon. friend. There cannot be a more blatant example of breach of faith on the part of this Government.

We are second to none in our anxiety to ensure and help the people to see that the security of our country is assured and strengthened. But what we have found is that under that pretext, the Government have misused these emergency powers. If we are to judge by their conduct during the last five years....

Mr. Speaker: At this stage clarification only can be sought. If necessary, we shall have a discussion later. We have only ten minutes left before lunch hour.

Shri Ranga: There is no need to finish it in ten minutes. We have all got to ask questions.

He has conjured up all sorts of troubles for which this Government themselves were mostly responsible in order to justify the continuation of this emergency.

An hon. Member: Question.

Shri Ranga: He gives an assurance that it would be used only for this limited purpose and says he has given his advice to the State Governments that it should be used only for this limited purpose. How can we be sure when this Government here, the mother of all those Governments or their elder brother, have themselves been so dishonourable in the manner in which they have used these emergency powers, that those younger brothers are likely to show better behaviour or better regard to the civil liberties of the people. Do they want us to believe that the Mizo hills trouble, the Naga trouble, the Assam trouble and all these various troubles

are going to be solved by these emergency powers alone and not by the other powers that they have had all these five years? Yet more and more of these are coming to us just because of the ineptitude, as I have said earlier, and imbecility of this Government.

Therefore, we cannot be a party to the continuation of this emergency in the manner in which the hon. Minister wants us to agree with it.

Mr. Speaker: Normally, when a Minister makes a statement, there is no discussion. Some clarification is only sought. It started like that.

Shri Ranga: It is not a question of clarification here.

Mr. Speaker: Otherwise, it will take an hour.

Shri Ranga: It is bound to.

Mr. Speaker: You can ask for a discussion later on. After all, on every subject, I am allowing a discussion, one hour, two hours and so on.

Shri N. C. Chatterjee (Burdwan): It is a matter of very grave importance.

Shri Ranga: What about the Delhi affair alone on which we spent an hour?

Mr. Speaker: I am prepared to allow a discussion provided you ask for it.

Shri Hem Barua (Mangaldai): Assam is going to be the worst sufferer.

श्री अटलबिहारी बाजपेयी (बलरामपुर): अध्यक्ष महोदय, गृह मंत्री जी ने अभी जो वक्तव्य दिया है उस पर हम लोग वाद-विवाद चाहते हैं और मुझे विश्वास है कि आप उसके लिये समय निकालेंगे और सदन के सभी दलों को मौका देंगे कि वे गृह मंत्री के वक्तव्य के बारे में अपनी प्रतिक्रिया प्रकट कर सकें। मगर मैं एक स्पष्टीकरण पूछना चाहता हूँ—जब गृह मंत्री ने यह घोषणा

की थी कि शासन 1 जुलाई से संकटकाल की स्थिति को हटाने या उसमें संशोधन करने पर विचार कर रहा है, तब क्या जो कारण आज गृह मंत्री दे रहे हैं, वे कारण उस समय मौजूद नहीं थे। नागाओं और मीजो की असम में और अन्य पूर्वांचल क्षेत्रों में जो गड़बड़ियाँ आज चल रही हैं, वे उस समय भी चल रही थीं, उन गड़बड़ियों के होते हुए भी गृह मंत्री ने ऐलान किया था

श्री यशवन्त राव चव्हाण : क्या कहा था, पढ़कर देखिये, क्या ऐलान किया था ?

श्री अटल बिहारी बाजपेयी : आपने यह ऐलान किया था कि कुछ सीमित क्षेत्रों में आपात स्थिति रहेगी। मैं यह पूछना चाहता हूँ कि गृह मंत्री उसी आधार पर आगे क्यों नहीं बढ़ते हैं ? क्या वे इस परिणाम पर पहुंच गये हैं कि संविधान में संशोधन का उनका विधेयक पास नहीं होगा ? एक बैठक में इस पर विचार किया गया था, हम में से बहुत से लोग व्यस्थ थे, उस बैठक में नहीं आ सके, तब गृह मंत्री ने कहा था कि इस समस्या पर विचार करने के लिये वे विरोधी दलों के प्रवक्ताओं की दूसरी बैठक बुलायेंगे . . .

श्री यशवन्त राव चव्हाण : बुलाई थी।

संसद-कार्य तथा संचार मंत्री (डा० राम सुभग सिंह) : दूसरी बैठक भी बुलाई थी, उस दिन भी आप उपस्थित नहीं थे।

श्री अटल बिहारी बाजपेयी : क्या मैं यह समझूँ कि सरकार इस नतीजे पर पहुंच गई है कि उसका संविधान में संशोधन का विधेयक पास नहीं होगा, इसलिये वह अपने वायदे से मुकर रही है।

डा० राम मनोहर लोहिया (कन्नौज) : यही डर तो है। इसके भलावा और क्या हो सकता है ?

Shri Y. B. Chavan: I can certainly explain. These conditions in the border areas existed even then, and even then our intention was that we

[Shri Y. B. Chavan]

would seek a constitutional amendment to continue the emergency in those areas. On the basis of that, I held discussions twice with the different groups of the opposition, and in the second meeting I got the impression that they were not agreeable to that. The representatives of the Jana Sangh were also present there, though Mr. Vajpayee was not there. I am prepared to have discussions again, there is no question about that. (*Interruptions*).

डा० राम मनोहर लोहिया : ये साफ़ कह रहे हैं कि इन को सरकार के गिर जाने का डर है, इसीलिए यह आपत्काल नहीं उठा रहे हैं, इससे ज्यादा साफ़ और क्या कह सकते हैं ? कौसी यह लोक सभा हो रही है—एक दम साफ़ कह रहे हैं कि हम को निकाले जाने का डर है ।

Shri S. Kandappan (Mettur): The hon. Minister has stated categorically that they are going to strictly confine the exercise of these emergency powers to the border areas. A similar assurance was given by his predecessor that these emergency powers would not be used against labour unrest and against labourers, but on April 12th—they are not even listening. Do they want it to be repeated?

Shri Y. B. Chavan: Please repeat.

Shrimati Sushila Rohatgi (Bilhaur): On a point of order. Under rule 372 you cannot allow any questions. How is it that a barrage of questions has been put and they are eliciting information from the Minister?

Mr. Speaker: It is a point of order. You cannot answer, I will answer.

Normally the practice has been that they seek some clarification. That is how it started three years ago, and clarification has developed into speeches now. Therefore, I would say these clarifications will not do. We must have a discussion of one hour on this issue. (*Interruptions*). If you say one hour, as you all know,

it does not stop there. (*Interruptions*). We will see to that. What I am suggesting now is that this clarification for one minute or two minutes will not solve the problem.

Some hon. Members rose—

Mr. Speaker: Will you kindly sit down. If all of you stand, there is no use of my standing. Please sit down.

It is already 1 O'clock. I will have to adjourn now. Therefore, I say let us have some discussion. That is a very correct attitude. In the name of asking for clarifications if I allow every leader to make a speech, it is not proper.

श्री मधु लिमये (मुंगेर) : भाषण नहीं कर रहे हैं, सवाल पूछ रहे हैं ।

Mr. Speaker: After all, when some important issues come up, I want them to be discussed.

Shri Hem Barua: We have already given notice, but it has not been admitted.

Mr. Speaker: I will myself fix it up. (*Interruptions*). Until I complete, I am not going to hear anybody. Please hear my suggestion. Therefore, instead of asking clarifications they are making speeches. It is out of order, as she pointed out. The rule says that after a Minister's statement, no questions can be asked.

13 hrs.

Shri S. Kandappan: Mine is strictly a clarification.

Mr. Speaker: I know that. You may change the rule; I have no objection.

Shri Hem Barua: Fundamental Rights are going to be put in cold storage in Assam.

Mr. Speaker: Assam is very important for all of us, not for Barua alone, but for the whole of India. Let us change the rules. After the Minister's

statement if every leader of every party is allowed to make speeches, it may be difficult. I do not mind it if you change the rules. But on this issue, let us have a discussion, not today, because we have to finish the Railway Budget—I forgot about it—even if we have sit half an hour or one hour late. Tomorrow it has got to go to the Rajya Sabha. We are far behind the budget demands. The House must remember that. All will have to be guillotined on the 21st of July. Therefore, we have to ask ourselves whether we can waste the time of the House. Railway Budget must be finished today and it should go to the Rajya Sabha. If necessary, I will fix up some time for a discussion. Technically, somebody must give a notice:

Shri Umanath (Pudukkottai): There is a notice already.

Mr. Speaker: So, we shall now adjourn for lunch.

13.02 hrs.

The Lok Sabha then adjourned for lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RE. POINT OF PERSONAL EXPLANATION

श्री मधु लिमये (मुंगेर) : उपाध्यक्ष महोदय, आप से मेरी एक विनती है। दो दिन पहले जब आप कुर्सी पर बैठे हुए थे तब आप ने बनर्जी साहब के बारे में कुछ कहा था कि उन्होंने गलत झूजाभात लगाये हैं। आपने यह भी कहा था कि :

"Either Mr. Banerjee will have to produce evidence to substantiate these allegations or....he will have to apologize to the House."

यह आपका निर्णय है। उस दिन श्री बनर्जी नहीं थे। वह आज आये हैं। आप उनको 896 (Ai) LSD—7.

दो मिनट का मौका दीजिये क्योंकि वह गैरहाजिर थे जब यह बात कही गई थी। आप उनको दो मिनट के लिये सुन लीजिये।

Mr. Deputy-Speaker: I remember I have made that observation. On the same matter, a point of privilege was to be raised today, and the Speaker has said he would look into it.

Shri S. M. Banerjee (Kanpur): This has nothing to do with the privilege motion. Kindly hear me for a minute; just two minutes.

श्री मधु लिमये : क्या उनकी अनुपस्थिति में कोई बात यहां हो सकती है उनके बारे में ?

Mr. Deputy-Speaker: If it is only for two minutes, I am prepared to listen. We have to finish the railway demands for grants today.

Shri S. M. Banerjee: I am not taking more time.

श्री मधु लिमये : मैं विशेषाधिकार के प्रश्न पर नहीं कह रहा हूं। मैं श्री बनर्जी के बारे में कह रहा हूं। वह जो कुछ कह रहे हैं उसको सुन लीजिये। मान लीजिये कि विशेषाधिकार प्रस्ताव आता ही नहीं है तब उनको तो कोई मौका नहीं मिलेगा और उनके बारे में सदन में और सदन के बाहर एक तरह की गलतफहमी रहेगी। आप उनको सिर्फ दो मिनट दीजिये। वह व्यक्तिगत स्पष्टीकरण देना चाहते हैं, वह दो मिनट से ज्यादा समय नहीं लेंगे। इसके लिये नियम है। (व्यवधान) यह लोग समय बरबाद कर रहे हैं। उपाध्यक्ष महोदय, आप का व्यक्तिगत स्पष्टीकरण करने देने का अधिकार है।

Mr. Deputy-Speaker: I can allow, but the question is the time factor.

Shri S. M. Banerjee: I have given notice.

Mr. Deputy-Speaker: Let us proceed with the railway budget. I will permit him later.

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): He cannot be allowed to raise it just now. We are now on the Demands for Grants (Railways).

Shri Thirumala Rao (Kakinada): Before you allow him, I want to make a submission.

श्री मधु लिमये : आप सबमिशन क्यों करते हैं। आप सुनिये। सबमिशन नहीं हो सकता है।

Shri Thirumala Rao: You are not the man to decide it. I will speak through the Deputy-Speaker.

श्री मधु लिमये : अगर माननीय सदस्य नहीं बैठेंगे, तो मेरा प्वाइंट ऑफ आर्डर है। उपाध्यक्ष महोदय, आप को नियम 357 के मातहत अनुमति देने का अधिकार है।

Mr. Deputy-Speaker: I am reading the same rule No. 357:

"A Member may, with the permission of the Speaker, make a personal explanation although there is no question before the House, but in this case no debatable matter may be brought forward and no debate shall arise."

I am not saying he has no right to give a personal explanation. The question is, he should write to me what he wants to say, so that I can see if there is anything debatable in it.

श्री मधु लिमये : वह कोई डिबेटेबल प्वाइंट नहीं उठा रहे हैं। वह तो केवल एक स्पष्टीकरण कर रहे हैं। वह कोई विवाद उठावेंगे ही नहीं।

Dr. Ram Subhag Singh: I object to this kind of statement being made, because in the morning the Speaker has said that if there is any point, it should be discussed with him in his chamber. After the Home Minister's statement, there is nothing else on the agenda and you have to pass on to the railway budget,

Mr. Deputy-Speaker: This is not about the privilege motion. He just wants to say one sentence.

Dr. Ram Subhag Singh: What kind of statement does he want to make? (Interruptions).

श्री मधु लिमये : वह स्पष्टीकरण कर रहे हैं, वह कोई विवाद नहीं खड़ा कर रहे हैं। मंत्री महोदय क्यों भ्रष्टाचार डाल रहे हैं?

Shri S. M. Banerjee: Something was said in my absence. I must get an opportunity.

Mr. Deputy-Speaker: I will give you an opportunity. But whatever you want to say, you send me in writing and I will read it out. There would not be any debate.

Shri S. M. Banerjee: I have written to the Speaker yesterday. Kindly give me one minute. When I was sick and away, some charges were levelled against me. (Interruptions).

Dr. Ram Subhag Singh: After the Home Minister's statement, you must pass on to the railway budget.

श्री मधु लिमये : मेरा व्यवस्था सम्बन्धी प्रश्न है। उपाध्यक्ष महोदय आप ने अनुमति दी है। यह लोग संख्या बल पर आप को डरा धमका रहे हैं। जहाँ पहले दो तीन मिनट लगने वाले थे वहाँ अब दस मिनट लगा रहे हैं।

Mr. Deputy-Speaker: Under rule 357, you are perfectly entitled to give a personal explanation, I agree. Just now you said that you had discussed certain matters with the Speaker.

Shri S. M. Banerjee: You have said in your wisdom:

"If there is a *prima facie* evidence with him, we will deal with it and if he has not, he will have to apologise to the House."

I do not apologise to the House.

I say that many Cabinet Members are Birla's agents.

Dr. Ram Subhag Singh: Sir, how can you allow anything of this type at this moment?

Mr. Deputy-Speaker: He does not want to apologise, that is all.

श्री मधु लिमये : प्राप ने कहा था कि स्पीकर को लिखना चाहिये । उन्होंने लिखा है ।

Mr. Deputy-Speaker: Already he has made his statement. Let us proceed with the Railway Demands.

Shri K. K. Nayar (Bahraich): Sir, I rise to a point of order. At the outset, when the request was made, you were pleased to say that Shri Banerjee would be given a chance but he should not take more than two minutes. He agreed to confine his remarks to the limits imposed by you. Thereafter the relevant rule was read out and under that rule a Member is allowed a chance of personal explanation in your discretion. There is nothing in it about his giving it in writing. Hon. Members on the other side of the House certainly did not like Shri Banerjee to be allowed to make an explanation and they have raised this commotion. I respectfully submit that if you accept this attempt at eroding your privileges and circumventing your decision we shall not be able to proceed with any business in this House. It is not that the practice is new or unknown to us.

Mr. Deputy-Speaker: In between Shri Banerjee said that he had a talk with the Speaker regarding this matter. If he had already discussed it with the Speaker, then there was no question of my giving him a chance now.

Shri S. M. Banerjee: I had no talk; I had written to the Speaker. (*Interruptions*). Sir, kindly hear me for a minute.

Mr. Deputy-Speaker: You have already made your statement.

Shri K. K. Nayar: Sir, in the very beginning itself you had taken a stand and given your decision.

Shri S. M. Banerjee: Sir, you cannot say whatever you like in my absence. You have given a ruling. You want me to apologise. Apologise to whom? To the agents of Birlas?

Mr. Deputy-Speaker: A certain observation was made in his absence. On that he has said that that observation is not correct. That is enough. So far as other things are concerned he will have to write according to the Rules.

Shri K. K. Nayar: You agreed to allow him two minutes.

Mr. Deputy-Speaker: He is flourishing a big document.

Shri K. K. Nayar: If he exceeds two minutes you can always pull him up.

Shri M. Y. Saleem (Nalgonda): Sir, I rise to a point of order. Without going into the controversy whether Rule 357 is applicable or not—I am not inviting your attention to that—it is said in the rule that "a Member may with the permission of the Speaker . . .". Have you given your permission?

Some hon. Members: Yes, yes.

Mr. Deputy-Speaker: Initially I said that he is perfectly within his rights to make an explanation.

Shri M. Y. Saleem: That was the interpretation of the rule given by you. You have not yet given permission to him. You have . . . (*Interruptions*). Sir, at least I must be allowed to say what I want to say. Everybody is entitled to speak in this House.

श्री मधु लिमये : प्राप उपाध्यक्ष महोदय को बोलौट करना चाहते हैं ।

Shri M. Y. Saleem: I am entitled to say what I have to say.

Mr. Deputy-Speaker: I have followed your point.

Shri M. Y. Saleem: Sir, you are the best judge of your ruling. If you have permitted him, the question of any further permission does not arise.

Shri Krishna Kumar Chatterji (Howrah): Sir, I rise to a point of order. Rule 357 says:

"A Member may, with the permission of the Speaker, make a personal explanation although there is no question before the House, but in this case no debatable matter may be brought forward, and no debate shall arise."

Therefore, it will have to be seen by the Chair whether the hon. Member is introducing any debatable matter.

Shri A. K. Gopalan (Kasargod): Sir, you allowed him two minutes. Because Dr. Ram Subhag Singh did not agree to that we have already spent ten minutes. We are also sitting here. We are seeing what is happening.... (Interruptions).

Dr. Ram Subhag Singh: The hon. Member cannot accuse me like this. Who are you... (Interruptions).

Shri Umanath (Pudukkottai): Who are you? Who are you to question our arguing with the Speaker? Your police force is outside, not inside Parliament House.

Dr. Ram Subhag Singh: I am not going to be guided by you.

Mr. Deputy-Speaker: Order, order. Please resume your seat.

Shri Umanath: Let him sit down first. (Interruptions).

Mr. Deputy-Speaker: Shri Umanath, I would like to say one thing. When Shri Gopalan raised his voice of protest, he did it with decorum. So, I did not say anything. Then, where was the necessity for you to shout?

Shri Umanath: Immediately, Dr. Ram Subhag Singh stood up and said

Dr. Ram Subhag Singh: No, I did not.

Shri Umanath: I am not talking to you. I am addressing the Deputy-Speaker. Sir, you asked me where was the necessity for me to butt in. A valid and correct question. The moment this question arose, he asked how such a discussion can be allowed.

Dr. Ram Subhag Singh: Yes, I did it.

Shri Umanath: Who are you to do that? . . . (Interruptions).

Mr. Deputy-Speaker: Order, order. Let every hon. Member resume his seat. Let them say whatever they want when I give them permission. We must behave with some dignity. When we function here, we raise points regarding the privilege, dignity and decorum of the House. So, if we behave like this when outsiders are watching us, what impression will they have about us?

Shri A. K. Gopalan: The Minister must also be held responsible for this. I charge him. If only he had acted in a different way, it would have been over long ago.

Mr. Deputy-Speaker: I have never accused you, Shri Gopalan.

Shri A. K. Gopalan: We are sitting here from morning to evening. Shri Banerjee wanted only two minutes. Now, we have already spent 15 minutes. If only the Minister had acceded to the request for two minutes this controversy would not have arisen.

Dr. Ram Subhag Singh: Why should I make that gesture?

Shri A. K. Gopalan: He is the Minister in charge of Parliamentary Affairs.

Dr. Ram Subhag Singh: I did plead for it on the last occasion, but not today. Do you want to make Parliament a mockery?

Shri Umanath: You have done it. You have reduced it to pieces . . . (Interruptions). You have made it a laughing stock . . . (Interruptions).

Mr. Deputy-Speaker: The point is this. When a request for an explanation was made, I thought that it might get into a discussion. Therefore, I said that I will give only two minutes for a personal clarification, where no debatable matter should be brought in. I have already made it clear. To this suggestion, members on this side pointed out that he might bring in debatable matter. That was the only caution they gave. They never objected to the Chair giving permission to the Member to make his explanation. That is wrong.

Dr. Ram Subhag Singh: The Speaker advised both Shri Vajpayee and Shri Banerjee in the morning that they should discuss the matter with him. After that, he asked the Home Minister to make his statement. When the statement of the Home Minister is over, we should normally pass on to the Railway Budget, and not take up any other item. Now, there is a deviation. That deviation must be ended.. (Interruptions).

Mr. Deputy-Speaker: Please listen. What happened was this. When Shri Vajpayee gave notice of a privilege motion, Shri Banerjee also got up in that connection. The Speaker ruled that he will discuss the matter with him. The present clarification or explanation has nothing to do with the privilege motion. On that day some allegations were made and I said that if he makes them and he could not substantiate them, he will have to apologise to the House. It is only on that matter he is going to make a personal explanation, without bringing in any debatable matter. He should take only two minutes.

Shri Krishna Kumar Chatterji: Sir, you have not heard my point of order.

Mr. Deputy-Speaker: I am sorry. Let us hear him.

श्री स० श्री० बनर्जी : 20 तारीख को जब मैं इस हाउस में नहीं था और बीमारी के

कारण घा नहीं सका तो मुझे मालूम हुआ कि जब सत्य नारायण जी और पन्त जी के बारे में बहस छिड़ी थी, भर्जुन धरोड़ा जी ने जो आरोप लगाये थे, उनको ले कर तब आप ने कहा था :

"Either Mr. Banerjee will have to produce evidence to substantiate those allegations, show that evidence to the Chair or the Committee of Privileges, and in that case, if there is a *prima facie* evidence with him, we will deal with it, and if he has not, he will have to apologise to the House."

अगर मैं हाउस में रहता, तो मैं आप को और इस सदन को जरूर यह कहता कि मैंने 30 मई को जो कुछ जो आरोप की शक्ल में कहा था, . . . (व्यवधान)

श्री मधु लिख्ये : उपाध्यक्ष महोदय, ये माननीय सदस्य कदम कदम पर रकाबट डाल रहे हैं। आप इनको मना कीजिये।

श्री स० श्री० बनर्जी : जो आरोप मैंने लगाये थे या आरोपों की शक्ल में जो कुछ श्री भर्जुन धरोड़ा ने कहा था, आज मैं कहना चाहता हूँ कि उस के बारे में कोई माफ़ी मांगने की बात नहीं है। माफ़ी वे लोग मांगें, जो बिड़ला से पैसे लेते रहे हैं और लेते रहेंगे। कोई कमिशन या कमेटी इन आरोपों की जांच कर सकती है। (व्यवधान) मैं आप से निवेदन करूंगा कि आप ऐसे निर्णय देने से पहले यह सोच लें कि जितनी इज्जत उधर है, उतनी इज्जत हमारी भी है। जहां तक माफ़ी मांगने का ताल्लुक है, माफ़ी तो शायद सब लोगों को मांगनी पड़ती है। आप को भी मांगनी पड़ी थी। * *

(व्यवधान)

Mr. Deputy-Speaker: This is not fair. I will not allow it . . . (Interruption).

श्री स० मो० बनर्जी : इन बातों की एन्क्वायरी कराई जाये ।

Shri K. N. Tiwary (Bettiah): On a point of order, Sir.

Shri Vikram Chand Mahajan (Chamba): That must be expunged.

श्री मधु लिमये : एकसपंज करने का क्या प्रश्न है ? एकसपंज क्यों किया जाये ? अगर माननीय सदस्यों में हिम्मत है, तो इनको प्रिविलेजिज कमेटी के सामने ले जायें ।

श्री क० ना० तिवारी : भ्रान ए पायंट भ्राफ़ भ्रांडर, सर। माननीय सदस्य, श्री बनर्जी, की बराबर यह आदत है कि जब देखो, तब वह एलिगेशन लगा देते हैं बिना उनको सबस्टेंशिएट किये हुए। अभी उन्होंने फिर ऐसी ही एलिगेशन लगाई है। मैं प्रार्थना करना चाहता हूँ कि आप उसको रिकार्ड से निकाल दीजिये। अगर वह इस बारे में डेफ़िनेट हैं, तो वह इन व्यक्तियों के विरुद्ध चार्ज लायें।

श्री स० मो० बनर्जी : * *

Mr. Deputy-Speaker: Now this matter has come to an end.

श्री मधु लिमये : अगर आप आगे जायेंगे, तो मुझे व्यवस्था का प्रश्न उठाना पड़ेगा।

संसद्-कार्य विभाग में उपमंत्री (श्री मृत्पाल राव) : उपाध्यक्ष महोदय, माननीय सदस्य, श्री बनर्जी, ने आपके आदेश के विरुद्ध जा कर जो आरोप लगाये हैं, आप कृपा करके उनको रिकार्ड से निकाल दीजिये।

Mr. Deputy-Speaker: I will refer to the record. I will check it and get it removed.

श्री मधु लिमये : उपाध्यक्ष महोदय, यह क्या हो रहा है ? इस तरह नहीं हो सकता है।

Mr. Deputy-Speaker: He transgressed his limits. He had no business to bring in extraneous matter.

Shri S. M. Banerjee: I was provoked.

Mr. Deputy-Speaker: I had said, "You can make a statement concerning the statement that I had made and clear your own position". Where was the necessity for bringing in other matters? There was no necessity, no justification.

श्री मधु लिमये : उपाध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है।

उपाध्यक्ष महोदय : आप व्यवस्था का प्रश्न नहीं उठा सकते।

श्री मधु लिमये : कैसे नहीं उठा सकता हूँ? क्या आप मुझे व्यवस्था का प्रश्न भी नहीं उठाने देंगे ? आप हमें बता दीजिये कि आप ने रिकार्ड में से क्या काटा है। हम को पता चलना चाहिये। हमेशा यह होता है कि ये लोग अपने संख्या-बल के आधार पर आप को डराते-धमकाते हैं और आप को मजबूर करते हैं।

श्री डा० ना० तिवारी (गोपालगंज) : उल्टा चोर कोतवाल को डांटे।

Shri Tenneti Viswanatham (Visakhapatnam): On a point of order, Sir.

श्री मधु लिमये : सब से पहले मैंने पायंट भ्राफ़ भ्रांडर उठाया है। आपने पचासों सदस्यों को मौका दिया है, लेकिन मुझे नहीं बुलाया है। जो सदस्य पायंट भ्राफ़ भ्रांडर पर खड़ा होता है, पहले उसको मौका मिलना चाहिये।

Mr. Deputy-Speaker: Under what rule? What do you want to say?

श्री मधु लिमये : नियम 376 के मातहत। आप ने माननीय सदस्य को नियम 357 के मातहत व्यक्तिगत स्पष्टीकरण की इजाजत दी। आप ने कहा कि अगर कोई विवाद वाला मामला उठाया जायेगा, तो आप रोकेंगे। आप ने उनको रोका। लेकिन उसके बाद इन लोगों को हंगामा करने की क्या जरूरत

थी ? (व्यवधान) आप इस बात का जवाब दीजिये ।

Mr. Deputy-Speaker: He brought in extraneous matter and, therefore, I stopped him.

श्री मधु लिमये : वह बाद में हुआ, लेकिन ये लोग बीस पच्चीस मिनट से हंगामा कर रहे हैं ।

Mr. Deputy-Speaker: You agree with me that he exceeded the limit?

श्री मधु लिमये : आप को रोकने का अधिकार है, लेकिन इन लोगों को बीस पच्चीस मिनट तक हंगामा करने का कोई अधिकार नहीं है ।

उपाध्यक्ष महोदय : उन्होंने कोई नहीं किया है ।

श्री मधु लिमये : इस हंगामे को बीस पच्चीस मिनट हो गये हैं और आप कहते हैं कि उन्होंने कुछ नहीं किया है । आप धन्य हैं ।

Mr. Deputy-Speaker: They objected to only one sentence.

Shri S. K. Tapuriab (Pali): They cannot touch you for five years.... (Interruption).

Mr. Deputy-Speaker: Whatever they objected I also objected.

श्री मधु लिमये : यह घटना तो अभी हुई है, लेकिन यह हंगामा पच्चीस मिनट से चल रहा है । खूब हंगामा करवाते हैं ये मंत्री ।

Shri Tenneti Viswanatham: I rise on a point of order. Mr. Banerjee made some statement, there was a point of order raised by friends opposite, and there was a suggestion that that should be expunged. I would request you not to expunge it because I want to bring a motion of privilege against Mr. Banerjee so that the entire matter goes to the Privileges Committee. Mr. Banerjee made an allegation against not only two Ministers but also against other Ministers. All this should be considered by the Privileges Committee.

Mr. Deputy-Speaker: Mr. Viswanatham, you know law and you know the procedure very well. I had given him permission to make a personal explanation in the context of my statement or observation. I told him not to exceed the limit. But if he exceeds the limit and brings in some extraneous matter, then, certainly, I will examine the record and see that it does not go on record.

श्री जार्ज करनेगीख (दम्बई-दक्षिण) : मेरा व्यवस्था का प्रश्न है । मैं यह जानना चाहता हूँ कि आप किस नियम के मातहत श्री बनर्जी के कुछ वाक्यों को रिकार्ड से हटाना चाहते हैं ?

Mr. Deputy-Speaker: Mr. Viswanatham, do you agree with me or not?

Shri Tenneti Viswanatham: I agree with you upto a particular point.

Mr. Deputy-Speaker: If he exceeds the limit, what am I to do?

Shri Tenneti Viswanatham: The Member has made an allegation against not only the two Ministers but also against other Ministers and the Prime Minister. Therefore, the matter must go to the Privilege Committee. How can you expunge it?

श्री जार्ज करनेगीख : मेरा व्यवस्था का प्रश्न है । आप नियम 380 को देखिये ।

Mr. Deputy-Speaker: Please sit down.

I gave permission to him to make a personal explanation in the context of that observation and I immediately told him, "If you exceed the limit, I will not permit you". Now, if he exceeds the limit, that means he has done something without the permission of the Chair. Am I not right in seeing that it does not go on record?

श्री मधु लिमये : यह अधिकार नहीं है । यह तो तानाशाही अधिकार बन गया । नियमों में यह नहीं है ।

Shri Tenneti Viswanatham: You have raised a point. Let me answer it, if you have a little patience.

Mr. Deputy-Speaker: I am prepared to be patient with you but not with this type of (Interruption).

श्री तन्नेति विश्वनाथ : उपाध्यक्ष महोदय, प्राप नियम 380 को देखिये। इसमें लिखा है :

"If the Speaker is of opinion that words have been used in debate which are defamatory or indecent or unparliamentary or undignified, he may, in his discretion, order that such words be expunged...."

Mr. Deputy-Speaker: I have not called you.

श्री मधु लिये : माननीय सदस्य पावट साफ़ फ़ाईर पर बोल रहे हैं।

Shri Tenneti Viswanatham: According to you, the Member has exceeded your direction. (Interruptions). He has said one sentence more than what you wanted.

Mr. Deputy-Speaker: What could be permissible, not only wanted. Now let us talk like lawyers.

Shri Tenneti Viswanatham: I agree with you. I am in complete agreement with you.

Having been said.... (Interruption). it has become a part of the record. Unless the Member says that he withdraws it, how can it be expunged, because other consequences follow on what he has said. He has maligned not only two Ministers but some more Ministers.

Mr. Deputy-Speaker: I have followed your argument. In the same fashion, we can argue. You argue more patiently and to the point. The question is this. If some Member of the House is more or less bent on inviting certain things and inviting in such a way that the House or any Member of the House should feel almost, compelled.. (Interruption) to take it as a question of privilege, then

in such a position, as the guardian of the dignity of this House, is it not the responsibility—I am putting it to you as a lawyer—, is it not the responsibility of the Chair to see that no Member transgresses the limits; and if he transgresses the limits, then I will have to do.. (Interruptions). Order, order. Mr. Viswanatham is on his legs.

Shri Tenneti Viswanatham: If what you say is right, i.e., because he has transgressed, if you want to expunge..

Mr. Deputy-Speaker: I have not expunged. I have said that I will verify and if there is a transgression....

Shri Tenneti Viswanatham: I agree with you.

Mr. Deputy-Speaker: If you agree with me, then it is all right. You may sit down.

Shri Tenneti Viswanatham: Assuming that there is a transgression.. (Interruptions) what happens is this. If your suggestion is followed, anybody can make some statement, then you would expunge it and another and another will follow and then the whole record will become a farce. On the other hand, if what he has said goes into the record, that also, including the transgression of the Deputy-Speaker's orders, will go to the Privileges Committee. Supposing I transgress and talk something, which is not sense, against your direction and then you expunge, then another Member will speak, yet another Member will speak and so on without minding its being expunged. Therefore, please do not follow that line.

Mr. Deputy-Speaker: I have followed your argument. Will you see rule 380?

Shri Tenneti Viswanatham: You have perfectly got that right. But do not exercise that right.

Mr. Deputy-Speaker: If it is a defamatory statement, if it is a transgression of the limits prescribed and it could be.. (Interruptions).

बी बचु लिमये : नहीं, नहीं। यह कहाँ है उसमें ? यह बताइये कहाँ है ? प्रजातंत्र में ओर तानाशाही में बड़ा फर्क है।

Mr. Deputy-Speaker: If all sorts of allegations are bandied about with a view to maligning, absolutely maliciously, is the Chair to sit quiet here? Will it add to the dignity of the Chair and the House? I am exercising my right with full discretion keeping in view all the observations that you have made. I will keep your observations in view.

Shri Tenneti Viswanatham: Just one more sentence. If he makes a very malicious statement, you have got power under rule 327 or 227 to directly refer it to the Committee of Privileges. You need not do anything; immediately you can haul him up before the Privileges Committee.

Mr. Deputy-Speaker: I will exercise that power. The Chair should exercise all the powers that are inherent here. As you know, certain powers are written and certain powers are inherent in the Chair. I shall invoke those powers, provided I feel justified in doing so. Therefore, I have said that I shall examine the record and take my decision.

Now, **Shri K. P. Singh Deo:**

Shri S. M. Banerjee: On a point of order....

Shri K. Lakkappa (Tumkur): On a point of order....

Shri Zulfikar Ali Khan (Rampur): On a point of order....

Shri S. K. Tapuriah: You may kindly allow **Shri Zulfikar Ali Khan** at least. He has never spoken before.

Mr. Deputy-Speaker: If he has not spoken before, I shall give him an opportunity some other time, not now.

So far as the matter raised by **Shri S. M. Banerjee** is concerned, that is closed. Now, we are discussing the **Railway Demands**.

Shri M. Y. Saleem (Nalgonda): We on this side of the House should also be permitted to say something.

श्री जार्ज फरलेन्डीज : अध्यक्ष महोदय, व्यवस्था का प्रश्न है। व्यवस्था का प्रश्न क्या मैं नहीं खड़ा कर सकता हूँ। . . . (व्यवधान) . . . व्यवस्था का प्रश्न खड़ा करने का क्या मुझे अधिकार नहीं है . . .

Mr. Deputy-Speaker: If the hon. Member has got any point of order regarding **Shri K. P. Singh Deo's** speech, then I am prepared to hear him. Otherwise, let him resume his seat.

श्री जार्ज फरलेन्डीज : नहीं, अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न इस मसले पर है . . .

Mr. Deputy-Speaker: There is nothing before the House now except the **Railway Demands**.

Shri K. Lakkappa: On a point of order....

श्री जार्ज फरलेन्डीज : प्रोसीडिंग्स का एकसपंज करने के बारे में मेरा व्यवस्था का प्रश्न है।

Mr. Deputy-Speaker: I have said nothing to that effect. I have only said that I shall examine the record. So, there is no question of any expunction now.

Shri S. Kundu (Balasore): I have a suggestion and also a point of order. **Shri S. M. Banerjee** wanted just one more minute's time. But the hon. Minister....

Mr. Deputy-Speaker: That matter is closed now. We have passed that stage. There is no point of order. Let the hon. Member resume his seat. This is not fair.

Shri S. Kundu: **Shri S. M. Banerjee** wanted only one more minute. But the hon. Minister has blocked it and we have spent 20 minutes on it. He thinks that because he is a Member of the **Bhim Club** he is very strong and he can do it. This is the threat from the **Bhim Club**....

Mr. Deputy-Speaker: Order, order.
Now, Shri K. P. Singh Deo;

14.37 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1967-68—contd.

Shri K. P. Singh Deo (Dhenkanal): I have moved several cut motions to these Demands.

Cut Motion No. 220 relates to the urgency of the construction of a new railway link from Talcher to Bimlagarh in Orissa, which would connect Rourkela to Cuttack, since Rourkela is connected to Bimlagarh and Talcher is connected to Cuttack by metre gauge.

Cut Motion No. 221 refers to the urgency of construction of a new railway line connecting Ambaguda to Lanjigarh Road (DBK Railway). Cut Motion No. 222 refers to the urgency of the construction of a new railway line from Cuttack to Paradip Port in Orissa.

I have also moved cut motions Nos. 273, 543, 544, 536 and 537. All these are connected with each other. If these are implemented, it will have a profound effect upon the economy, industrial as well as agricultural, of Orissa at large as well as of the Union of India generally.

As you know, Orissa which has an area of more than 60,000 sq. miles and a population of more than 17½ million has hardly 908 miles of railway line, which works out to about 14 miles per every 1000 sq. miles, and 5.2 miles per every lakh of population, as compared to 31 miles per every 1000 sq. miles and 9.7 miles per lakh of population for the Union as a whole, which indicates that Orissa fares unfavourably in Railway communication as compared with the other States of the Indian Union.

Moreover, there is no interconnection between the railways existing in the western part of Orissa which is a

predominantly Adibasi area having vast forest resources but which is minerally rich and agriculturally a surplus area, and the coastal railways. During the last three years when Orissa was subjected to drought, it exposed the fact of the inadequacy of transport facilities when foodgrains had to be moved from one district to another and from one State to another. The inadequacy of the railway facilities affected the movement of food. The inadequate railway mileage in the State will also adversely affect the exploitation of known deposits of mineral resources as well as forest products which the present Government is trying to attempt and has already taken various measures to increase both the industrial and agricultural output. For this purpose, augmentation of railway communications in the State is absolutely essential.

Orissa's march forward in development to reach the standards of the more advanced States of the Union is to be expected. It is obvious that rapid industrial and agricultural expansion and the exploitation of the mineral wealth will depend mainly on the adequacy of the railway mileage represented by a network of railway linking the appropriate regions. During the Fourth Plan period, the Orissa Government have declared their intention to implement the Talcher industrial complex which, if implemented, will have immense possibilities for the future.

Also during the Fourth Plan period on wards, the entire area from Paradip port on the east coast upto Birmittapur in the N.W. will be humming with activities and the operation of the various projects for the exploitation of the mineral wealth through the richest mineral belt from Keonjhar to Birmittapur. All these areas which form the hinterland should be appropriately connected with the port by a direct railway link to facilitate large-scale movement for exports and imports through the port

so vital to the economy. In view of the programmes of the State Government in the Fourth Five Year Plan and also in view of the long-term plan for the development of Orissa, I would like to bring to the notice of the Railway Minister some railway lines which have to be laid and which has also been requested by the State Government to the Central Government.

One is the Talcher-Bimlagarh railway. As you know, in Talcher there is an extensive coal reserve of about 500 million tonnes with an ash content of between 11 and 15 per cent. Also there is a thermal power station which the Minister of Irrigation and Power recently visited, which would generate 250 MW of power in the first phase and this will be linked up with the Hirakud and Balimela power grids. In view of this, the Talcher industrial complex has been designed and planned for an annual production of 168,300 tonnes of pig iron and 138,600 tonnes of urea during the Fourth Plan period. For the required iron ore, the complex will depend on the Daitari mines and for limestone, 105,000 tonnes from Birmitrapur and Purunapuri in Sundergarh district and for manganese ore, 9,000 tonnes from Bonai and Sundergarh areas. If direct facilities are provided, then only it will be economical to undertake these operations. By the Fifth Plan period, the capacity of the complex would be doubled, which would require doubling the raw materials intake. This emphasises the urgency for the construction of this line from Bimlagarh to Talcher.

Moreover, the Industrial Development Corporation of Orissa have given a licence to set up (a) a ferrochrome plant at Jajpur, Keonjhar Road, which will need annually 46,000 tonnes of limestone; (b) a pelletisation plant at Daitari and pig iron plant at Paradeep needing 60,000 tonnes of limestone annually to be supplied from deposits from Birmitrapur, Purunapani in Sundergarh District. In addition, the Paradeep pig iron plant

will consume 8,000 tonnes manganese to be transported from Bonai and Sundergarh areas. The National Council of Applied Economic Research has suggested the exploitation of these deposits for the purpose of export through Paradeep.

For the purposes of the Rourkela steel plant, there is already a rail link laid till Bimlagarh laid to Dumaro. If this is linked with Talcher, it will facilitate the transport of raw materials like lime stone and manganese ore required for the Talcher complex, the ferrochrome plant at Jajpur Road and the pig iron plant at Paradeep. This link will facilitate export of iron ore from the Sarkhunda project through Paradeep via Talcher. The rail link from Talcher to Bimlagarh will obviously provide a nearer port to the Rourkela steel plant. It will also enable the fostering and growth of traffic in iron ore at Paradeep port, a major deep sea port capable of taking 60,000 ton iron ore carriers and 128,000-ton oil tankers, and it will be capable of exporting ten million tons of iron ore a year. This will also link up with the rich industrial areas of Sambalpur District, Sundergarh District and the coal belt of Talcher in Dhenkanal District. This will also help in extending the hinterland of the Paradeep port even to portions of Bihar and Madhya Pradesh.

Apart from the advantages of linking Talcher with Rourkela, it will very much shorten the distance for export of iron ore from Kiriburu, from 491 miles to 250 miles.

Moreover, there is no direct rail link from Rourkela to the Capital of Bhubhaneswar. Hundreds of passengers travel daily from Rourkela to Bhubhaneswar, but they have to take a circuitous route of 650 km. They have to change at Kharagpur, passing through three States of Bihar, Bengal & Orissa and from Kharagpur they have to go to Bhubhaneswar or Puri, whatever it is. For the time being, if an express train could be provided or a through carriage, it

[Shri K. P. Singh Deo]

would redress a lot of the hardship that the people are undergoing now. More than 300 passengers daily travel from Rourkela to the eastern coast, and they are being subjected to all this inconvenience.

Since, from the economic, industrial and administrative points of view, this rail link from Bimlagarh to Talcher should be taken up, amenities should be provided to railway passengers. There are no ladies waiting rooms, or drinking water facilities in Dhenkanal Station the district headquarter and Nurgundi Station leave alone retiring rooms. If this line from Rourkela to Bimlagarh to Talcher is connected, and as Talcher which is a fast growing industrial area, will have to have more facilities in the station like retiring rooms and so on, because there is a proposal, which depends on the Government of India, to connect Sambalpur with Talcher, which the State Government has recommended. It may not come this year, but may come in the fifth or the sixth plan.

Moreover, if this link between Cuttack and Paradeep, a distance of around 100 km. could be completed, then the steel city of Rourkela would be connected to the deep sea port of Paradeep, which at present is not connected at all with Rourkela. Also, it will facilitate the movement of passengers as well as freight, because the people of Rourkela then can link up with the State Capital of Bhubaneswar.

Coming to the western part of Orissa, I come to the Lanjigarh-Ambaguda railway link which benefits three states, Andhra, Madhya Pradesh and Orissa, which was constructed at a cost of Rs. 53 crores. Because of the gradient and other hard terrain, some 47 tunnels were bored within a stretch of 66 k.m. and it has reached the record altitude of 3250 ft. This was primarily to move iron ore from the Bailadila mines to be exported to Japan via Vizag. But

this is a blind line. The intention of the Government should be to open up this area for industrial development. The more backward areas of Dandakaranya and the Kalahandi district and Koraput districts should be connected with this by implementing the Ambaguda-Lanjigarh road which would connect Ambaguda, in the Kotavalasa, Kimande section and Lanjigarh road in the Raipur-Vizianagaram section. If this line is completed it will not only pass through the backward country but it will pass through an area helping in opening up the untapped resources of minerally rich and agriculturally surplus area and the vast forest wealth of the Dandakaranya area. It will connect Bhawanipatha, district headquarters of Kalahandi with Janagarh and Nowrangpur, two important commercial centres in West Orissa. Moreover, the Indrawati hydro-electric project is coming up. The Orissa Government is taking it up in the Fourth Plan along with Machkund and Sileru projects which will provide power. The possibility of availability of steel at railhead prices is bound to give impetus to industrial development and also export promotion which will earn us vital foreign exchange. While on foreign exchange and export promotion, I would like to say that iron ore and manganese ore are two of our main export commodities and the rise in the rate of freight by Rs. 5 per ton on iron ore and Rs. 13 per ton on manganese ore will not certainly boost our export. The Railway Minister should try to find some additional funds from export promotion scheme and fulfil the long-felt requirement of the people of Orissa. You would have been that my friends from Orissa in the Opposition and in the Treasury Benches have given various proposals for new railway lines but nearly every one is unanimous of the link from Cuttack to Paradeep and Talcher to Bimlagarh. I hope the Railway Ministry will share in the building and development of Orissa and would not

take into consideration the political colour of the State ministry.

Shri J. Ahmed (Dhubri): Mr. Deputy-Speaker, I thank you for giving me a chance to speak on the railway budget and on my cut motions Nos. 254 and 255. I come from a State which is backward and from a constituency which is the most backward in that state. My constituency is whole of the Garo Hills district and also the lower part of the Goalpara District in Dhubri sub division. The Dhubri sub division has some railway line, about 30—40s miles and it is a metre gauge line. Regarding Garo Hills, the hon. Minister knows very well that there is not even a yard of railway line in my constituency. You know the bottleneck of Assam. The whole of the southern part of Garo Hills district and Goalpara district are on Pakistan border which will be more than 200 miles in length. Dhubri was the biggest centre in India for producing and exporting jute which is a foreign exchange earner. Up till 1963-64, and 1964-65 it was the biggest jute centre of India. The jute export through the Dhubri town, in 1963-64, was more than 30 lakh maunds. So also, in 1964-65 more than 30 lakh maunds of jute used to be exported or dealt with from Dhubri town. The cheapest communication that we had with the outside world was the river communication which has been totally blocked by the last 1965 Indo-Pakistan war, and it has not yet been possible for us to have some talk with Pakistan regarding our river communication. As I understand, our businessmen in our country do not also favour the communication through Pakistan because of the loss that they had to sustain their goods worth crores of rupees having been detained by Pakistan on the last occasion, in 1965 September Indo-Pakistan war.

Anyway, the cheapest communication that is available to us at present from Assam to other parts of

India is the railway. If the Government of India wants that Assam should be linked with the cheapest communication that is possible now, the railway is the only link, and the Government should start in right earnest to establish immediately a through railway communication for Assam with the rest of India.

During the 1962 Chinese war, our late Prime Minister Jawaharlal Nehru gave up Assam and said that this time we cannot probably protect Assam because of the very bad communication; and you know the bottleneck of Assam with the East Pakistan which is just about 25 miles in width, and it is through this narrow portion that all the goods from Assam are to be exported and all the communications have to pass through it. From the defence point of view, if you want to keep Assam with the rest of India, you must have the communication of Assam improved without further delay, and at least you must extend the broad gauge line to Dhubri which was the biggest centre for jute export and which has now lost its jute business. As I said, the export of jute from this town which was 30 lakh maunds in 1963-64 and 1964-65 has now reduced to 15 lakh maunds in 1965-66.

15 hrs.

Now in 1966-67 it is only 9 lakh maunds. The quality of jute produced in Goalpara district is probably the best. It may be compared with jute produced in Narainganj in East Pakistan, which is the best quality of jute. Before partition, jute produced in Goalpara District used to be taken to Narayanganj and sealed as Narayanganj jute and sold as best quality jute which used to move. Now due to lack of cheap communication and our long border of more than 200 miles with East Pakistan, it has come down from 30 lakh maunds to 9 lakh maunds only. Probably the greater portion of our jute is being smuggled into East Pakistan and exported from there. This long border of more than 200 miles is not properly

[Shri J. Ahmed]

guarded. During the last election, I travelled in that area and my personal experience was that smuggling is very easy. I find people smuggling things easily even during day time. Probably the cultivators are getting a better price for their jute from East Pakistan and smuggling is going on. Due to lack of communication, the transport cost is very high on this side of our and therefore more or less 20 lakh maunds of jute are being smuggled into East Pakistan. There are no communication facilities in the whole of Garo Hills District and in Mahendraganj which part of it. It is a plain portion of Garo Hills where fine quality jute grows profusely. There is practically no communication except one road which has been newly constructed. It is not even a pitched road. It is only a gravelled road. The bridges on this road are not very strong enough to carry big trucks. So, jute is carried only in small trucks. Because of lack of communication, the whole of Garo Hills District is not getting or having any facilities for the improvement of trade. There is very meagre improvement. In the circumstances, I would like the Railway Minister to take a special note of this area and try to improve the communication on this part of the country.

I would request the hon. Minister to have a broad gauge connection from Fakiragram to Dhubri which was once the biggest jute exporting centre. If it is done it will surely revive its position. From Jogighopa, up to which the broad gauge line has been extended, the line may be extended to the south bank of the river—Jogighopa is on the north bank. There is a proposal also of constructing a bridge over the Bramhaputra river. Even if a bridge is not possible at the present moment, I would request the hon. Minister to have arrangements made for ferry crossing—previously it used to be at Pandu—and this railway line, i.e. broad gauge line, may be extended up

to Gauhati and also to Garo Hills where there are enough potential for export of coal, limestones, timber and other important minerals and also other things. A paper mill, cement factory can also be started in Garo Hills if facilities are given. For defence purposes also this will be an essential line, a life-line for us. I would, therefore request the hon. Minister to do something as early as possible so that our people may not be frustrated and they may not go astray.

Assam has all along been neglected by the Government of India. That is why Assam is now a State of so many problems. Because you have neglected it from the beginning there is the question of Nagas, there is the Mizo problem and the Hill state problem. Our friends from Tripura have been in a very bad state in our territory. If something is not done very early I do not know what will be the position. The Mizos are saying that they have been neglected. The people of Tripura are saying that they have been neglected. Hill people are saying that they are neglected. The people of Assam as a whole are saying that they have been neglected in the matter of communication and thereby all round improvement of it. Unless communication improves no place, no country can develop with all its resources. Therefore, from the point of view of communication and development and also from the point of view of defence, it is most essential and urgently necessary that the Government of India should do something immediately to mitigate the grievances of the people of Assam, especially the whole of Garo Hills and Goalpara District.

Mr. Deputy-Speaker: I would like to say one thing. I will not give even one second more than ten minutes to any hon Member from this side.

श्री क० ना० तिवारी (बेतिया) : मैं मंत्री महोदय को धन्यवाद देना चाहता हूँ

कि उन्होंने खर्च में कटौती की है। इस के साथ साथ मैं यह भी कहना चाहता हूँ कि जो भाड़ा वगैरह उन्होंने ने बढ़ाया है वह बहुत ही कम बढ़ाया है। यह बात कही जाती है कि रेलवे के खर्च में कमी की जाय लेकिन इस के साथ साथ दूसरी तरफ खर्चा बढ़ाने की बात भी कही जाती है। जैसे हमारे जो लेबर लीडर्स हैं वे लेबर को और अधिक सुविधायें देने की मांग करते हैं और दूसरे जो लोग हैं वे भी इस तरह की मांगें करते हैं कि रेलवे लाइन का डिवेलेपमेंट हो, रेलवे लाइन को बढ़ाया जाए। इस के साथ साथ यात्रियों को सुविधायें प्रदान करने के लिए अधिक खर्च किये जाने की मांग भी की जाती है। इन सब को अगर माना जाए तो खर्चा तो बढ़ेगा ही, कम कैसे हो सकता है लेकिन जब यह कहा जाता है कि सब खर्च किये जायें और साथ साथ कहा जाता है कि भाड़ा आदि न बढ़ाया जाए, भाड़ों आदि से जो आमदनी होती है उस को न बढ़ाया जाए तो ये दोनों बातें कैसे साथ साथ चल सकती हैं यह मेरी समझ में नहीं आता है।

सब से पहले मैं रेल मंत्री का ध्यान रेल से सम्बन्धित जो डाक्टर हैं उन की तरफ दिलाना चाहता हूँ। रेलवे में काफी तादाद में डाक्टर हैं। उन का जो स्टेटस है वह और डाक्टरों जैसा नहीं है। डी० एम० ओज० का जो प्रमोशन होता है उस में एक तिहाई रेलवे के डाक्टरों में से लिये जाते हैं और दो तिहाई बाहर से रिक्त किये जाते हैं। उन को प्राइवेट प्रैक्टिस एलाउड नहीं है। फोर्थ ग्रेड के जो एम्प्लॉईज हैं उन में तो वे (डाक्टर्स) प्राइवेट प्रैक्टिस नहीं कर सकते हैं लेकिन ऊपर की क्लासिज के जो एम्प्लॉईज हैं उन में वे कर सकते हैं। उन को ड्राई रुपया या तीन रुपया एक बार की फीस मिलती है। इस कारण से रेलवे में डाक्टरों की जो हालत है वह बहुत ही दर्दनाक है। यह सवाल काफी दिनों से मंत्री महोदय और रेलवे बोर्ड के सामने है। मैं कहना चाहता हूँ कि रेलवे में जो

डाक्टर हैं उन का स्टेटस कम से कम सी० एच० एस० में जो डाक्टर काम करते हैं, उस के बराबर कर दिया जाए। उन को भी यही सुविधायें और वही पे स्केल मिलें जो कि सी० एच० एस० के डाक्टरों को मिलते हैं। रेलवे के डाक्टरों की सर्विस थ्राल इंडिया सर्विस है। लेकिन मैं कहांगा कि जनरल पूल में भी उन को जाने दिया जाए और जनरल पूल में से भी उन को लिया जाए। अगर उन को उसी पूल में रखना है तो दो तिहाई जो आप बाहर से लेते हैं उन को बाहर से न ले कर, उन्हीं में से लिया करें, उन को ही इस तरह से प्रमोशन दिया करें।

रेलवे में आर० पी० एफ० और जी० आर० पी० ये दो तरह की आर्गेनाइजेशन काम कर रही हैं। हमारा तजुर्बा यह है कि इन दोनों आर्गेनाइजेशन में से आर० पी० एफ० जहां तक रेलवे की प्रापर्टी आदि का सम्बन्ध है, उस की सुरक्षा आदि का सम्बन्ध है, रेलवे की ज्यादा मदद करती है और जी० आर० पी० उतनी मदद नहीं करती है। जहां तक पैसंजर्स की सम्पत्ति का सवाल है उस की सुरक्षा का सवाल है उस में बड़ी कमी है। जी० आर० पी० उस में बहुत मददगार साबित नहीं होती है। आर० पी० एफ० जिस के खर्च में कटौती की गई है, मैं चाहता हूँ कि ज्यादा स्ट्रगगल होनी चाहिये। जो बाहर से लोग लिये जाते हैं इस सर्विस में मैं चाहता हूँ कि बाहर से ले न ले कर इन को ही प्रमोशन दिये जायें। हमारा तजुर्बा जी० आर० पी० के बारे में यह है कि इस में जो फोर्स है वह प्राविसिस से आती है। प्राविसिस में छंटीनी जिन लोगों को करना होता है या जिन को सजा देनी होती है जिन की प्राविसिस में जस्ट नहीं होतीर इस तरह के आफिसर्स को जी० आर० पी० में भेज दिया जाता है। थोड़े दिन यहां रह कर फिर वे वापिस चले जाते हैं। इस तरह से जो काम होता है वह ठीक नहीं होती है।

[श्री क० न० तिवारी]

मैं चाहता हूँ कि रेलवे की जो आर्गेनाइजेशन है इसी में से इस आर्गेनाइजेशन में काम करने वाले लोगों को प्रमोशन दिया जाए और उन की यह जो आर्गेनाइजेशन है इस को पक्का किया जाए इस का विस्तार किया जाए ।

देखने में आया है कि जब कहीं पर कोई गड़बड़ी होती है जैसे बिहार में हुई थी या बंगाल में हुई या दूसरी जगहों में हुई थी उस के कारण से रेलवे को काफी क्षति उठानी पड़ती है उस वक्त प्राविशल गवर्नमेंट की जो जी० आर० पी० है वह मददगार साबित नहीं होती है । इस का एक कारण यह भी है कि ड्यूल कंट्रोल होता है जी० आर० पी० पर भी काफी रूपया खर्च होता है । मुझे याद तो नहीं है लेकिन मेरा खयाल यह है कि तीन चार करोड़ रुपये की क्षति रेलवे को उठानी पड़ी थी जो गड़बड़ बंगाल में हुई थी । और बिहार में हुई थी । इस तरह से जो क्षति उठानी पड़ती है उस के फलस्वरूप आप को करों में भी बढ़ोतरी करनी पड़ती है । अखबारों में जो बातें आ रही हैं उन को आप जानते ही हैं । रेलों को रोका जाता है उन को समय पर रन करने नहीं दिया जाता है गड़बड़ियां की जाती हैं और इस काम में जो जी० आर० पी० है वह आप की मदद को नहीं आती है और इस कारण से ये सारी गड़बड़ियां होती हैं । रेलवे की जो अपनी प्रोटैक्शन फोर्स है वह अगर आप की मदद को आए तो ये गड़बड़ियां रुक सकती हैं इस काम के लिये अगर आप की अपनी प्रोटैक्शन फोर्स हो तो ये जो गड़बड़ियां ये हैं उस की मदद से आप इन को रोक सकते हैं ।

डीजल और कोयले से जो इंजन चलते हैं उन दोनों कोले कर काफी लोगों के मनों में भ्रम पाया जाता है । तरह तरह की भावनायें व्यक्त की जाती हैं । मैं चाहता हूँ कि कोई एक्सपर्ट लोगों की छोटी सी कमेटी बना कर

इस बात को तय करवा लिया जाए और पालिया-मेंट को बता दिया जाए कि डीजल क्यों जरूरी है और कोयले से चलाने में जितनी लेबर लगती है वह इकोनोमिकल है या डीजल से इंजनों को चलाना इकोनोमिकल है । इस में लेबर कम लगती है या उस में कम लगती है, रेलों को इस में फायदा है या उस में फायदा है । मैं चाहता हूँ कि जो सारी स्थिति है उस को हाउस के सामने रखा जाए ।

मैं ने आमदनी बढ़ाने के लिए कई बार सुझाव दिया है कि रेलवे के कम्पार्टमेंट्स के अन्दर और बाहर तथा दूसरी जगहों पर एडवर्टिजमेंट्स किये जायें, एडवर्टिजमेंट्स लिये जायें । लेकिन इस की तरफ अभी तक ध्यान नहीं दिया गया है । इस को ज्यादा से ज्यादा बढ़ाया जाए ताकि रेलों की आमदनी बढ़े ।

आमदनी बढ़ाने के काम में लेबर का कोआपरेशन भी लिया जाना चाहिए, जो लेबर आर्गेनाइजेशन हैं उन का भी सहयोग लिया जाए । जब तक उन का सहयोग नहीं होगा, जब तक उनके जो लीडर्स हैं, पब्लिक लीडर्स जो हैं उन का सहयोग नहीं होगा, तब तक जो क्षति रेलों को हो रही है वह क्षति होती चली जाएगी और आप की आमदनी नहीं बढ़ सकेगी । इस के लिये कोई रास्ता निकाला जाना चाहिये ताकि पूरा कोआपरेशन आप को उन का मिले । उन का अगर आप को सहयोग मिले तो रेलवे ठीक से चल सकती हैं । लेबर लीडर्स से भी मैं निवेदन करना चाहता हूँ कि वे लेबर के लिए एग्जेक्यूटिव की बात तो बहुत करते हैं, लेबर के लिए सुविधायें प्रदान किये जाने की बात तो हमेशा करते हैं लेकिन इस पर जोर नहीं देते हैं कि जो कर्मचारी हैं वे यात्रियों की सुख सुविधा का भी ध्यान रखें । जब रेलों पर लोग चलते हैं तो पाते हैं कि कहीं पर लाइट नहीं है, कहीं पर पंखा नहीं है और जब चोरी करनी होती है तो ये सब के

सब शामिल हो जाते हैं। इन चीजों को रोकने के लिये लीडर्ज का यह काम है कि वे पब्लिक ओपिनियन को मोबिलाइज करें और लेबर आर्गनाइजेशन से जो सम्बन्धित हैं उन का भी यह काम है कि वे लेबर को इस के बारे में समझाएँ और कोई ऐसा रास्ता निकालें कि काफी इस तरह के कामों में उन का और लेबर का सहयोग प्राप्त हो और रेलों में जो चारियाँ होती हैं वे बन्द हों इस से करोड़ों रुपये का नुकसान होता है साल में और कई लाख रुपये की चोरी सामान की रोज हो रही है।

अब मैं कुछ शर्तें प्रती कास्टिडियन्सों के बारे में कहना चाहता हूँ . .

श्री ज्योतिर्मय बसु (डायमंड हार्बर) : कुछ आमेसन के बारे में भी कहिये।

श्री क० ना० तिवारी : उस के बारे में मुझे कुछ पता नहीं है। उस के बारे में आप कहियेगा।

बेतिया में एक रिटायरिंग रूप की जरूरत है। इस की व्यवस्था की जानी चाहिये। आदापुर में प्लेटफार्म के ऊपर शब्द हम चाहते हैं। यह बहुत जरूरी है। मैं चाहता हूँ कि इस की भी व्यवस्था की जाए। टेलीफोन तो वहाँ पर है लेकिन रेलवे से उस टेलीफोन का सम्बन्ध नहीं है। इस वास्ते लोगों को काफी खर्चा कर के स्टेशन जाना पड़ता है। मैं चाहता हूँ कि इस और भी आप का ध्यान चाहिए।

रक्सौल में बहुत सी रेलवे की जमीन है। वह बहुत कीमती जमीन है। उस पर नौग एन्क्रोचमेंट करते चले जा रहे हैं। इस वास्ते इधर भी आप का ध्यान जाना चाहिये ताकि उस जमीन पर एन्क्रोचमेंट न हो। नीगली अगर उस जमीन को देना हो तो आप देख सकते हैं। सड़क जो खराब है बगहा-रकनीन प्रादि की इस को भी ठीक करवा दिया जाना चाहिये।

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बगहा से भंसावोटन एक रेलवे लाइन की हम लोगों ने मांग की है। गंडक प्रांजक जो बन रहा है उस पर पुल बना दिया गया है। उस कारण से रेलवे लाइन को बगाने में बड़ी सुविधा हो गई है। इस को गंगखपुर लाइन में मिला दिया जाए तो यह एक एंडाइनस लाइन आप को मिल जाएगी और ग्राम के बोंडर तक जाने के लिए आप को काफी मदद मिलेगी।

जहाँ पर गांधी जी ने काम किया था, वहाँ के लिए एक हाल्ट की मैं मांग करता था रहा हूँ। यह मांग मैं छः बरस से करता आ रहा हूँ। यह हाल्ट भीदीकरवा के लिए मैं मांगता आ रहा हूँ। लेकिन मेरी इस मांग पर रेलवे अधिकारियों ने अभी तक ध्यान नहीं दिया है। यह कहा जाता रहा है कि इस से नुकसान होगा, पैसे का नुकसान होगा। लेकिन ऐसी और भी बहुत सी जगहें हैं जहाँ आप को नुकसान होता है। वे डिफीसिट में रन करती हैं। गांधी जी ने यहाँ काम किया था और यह एक टूरिस्ट प्लेस हो सकती है। अभी हो सकता है कि यह नुकसान में रन करे लेकिन अगर चल कर यह नुकसान में नहीं रहेगी, यह हमारा खयाल है। इसलिए यहाँ एक हाल्ट देने की बात के लिए मैं आपसे कहना चाहता हूँ।

मैं इन बातों की तरफ मंत्री महोदय का ध्यान दिलाना चाहता हूँ और प्रार्थना करता हूँ कि जहाँ तक सम्भव होगा वह इन के बारे में उपयुक्त कार्यवाई करेंगे।

Shri S. D. Somasundaram (Thanjavur): Mr. Deputy-Speaker, Sir, I beg to move some of the cut motions about the working of the Railway Department with specific reference to Tamil Nad. It is a well known fact, and I need not emphasise it, that our railways are always over-crowded. Sometimes, people have to wait for two or three days before getting a railway ticket. There has been a great demand for railway travel from Madras to

[Shri S. D. Somasundaram]

Karaikudi via Thiruvavoor, Thiru Thirai Pundi Pattukottai and Aranthanki. At present, only one bogie is attached to Remeshwaram Express. That bogie consists of I class and II Class. People going from Madras to Karaikudi find it extremely difficult to get accommodation in that bogie. Therefore, I would like to suggest to the Railway Minister to attach one more bogie for III Class passengers only.

Pattukottai is about 30 miles from Thanjavoor. From 4 O'Clock in the morning to 10 O'Clock in the night, private buses are running between the two places at an interval of 15 minutes. In spite of the frequent bus service, it is extremely difficult to get a bus on that route. Sometimes, one has to wait for 3 or 4 buses to go till one gets a bus. In this connection, I would request you to construct a railway line on that route. This will prove to be a profitable investment.

There is another case too for putting up this line. Before Independence and nationalisation of the railway, i.e. in 1938, the private railway company made a survey of the project and acquired land for railway line. Unfortunately, due to the Second World War, the proposal was postponed. Even before 30 years, the proposal was considered to be profitable by the private company. But I am sorry to say, in this connection, that our Indian Railways did not try to implement the proposal. May I bring to the imagination of the hon. Minister for Railways as to how much improvement, both in population and economy would have taken place during the past 30 years and consequently how much necessary the line is?

Viruddhachalam is a big commercial centre. The route between Viruddhachalam and Pattukottai via Manargudi and Kumbakonam passes through agricultural lands. Presently, the commercial transport is done by private lorry service in that area. The

railway line between Pattukottai and Viruddhachalam is an indispensable one for the improvement of the area. This line also will prove to be a profitable one and hence I hope the hon. Railway Minister will take necessary action on this line also.

It is not an exception that the trains are running late between Madras and Tuticorin. This is because the line is congested and I am afraid that it may be impossible to introduce additional trains on this line. I suggest that a double line may be put up between Madras and Tuticorin and the line should be a broad-gauge one.

There is one halt station by name Raja Madam Road in Thanjavoor district. This is remaining as a halt station for the past 30 years. The revenue from this station has increased and has become substantial. I am sure that there is a strong case to make this station permanent.

Before I finish my speech, I would like to say a few words about the grievances of the railway employees.

On the eve of the Chinese aggression, the working hours of government departments were increased to meet the emergency. At present there is no emergency and there is no point in sticking to the increased hours of work. I hope the hon. Minister for Railways will revert to the old timings.

I understand that the retirement age of the railway workers was increased from 55 to 58. In the circumstances of large scale unemployment of youth, raising of the retirement age seems unjustified. I suggest that the age of retirement should be reduced to 55. I wish to add that the proposal of retiring persons who have completed 25 years of service should be withdrawn.

Presently, accidents in railway workshops causing death are classified into avoidable and unavoidable. Full compensation is paid to the unavoidable accidents and only half

compensation is paid to avoidable accidents. The classification of accidents is done according to the whims and fancies of the officials. I wonder how accidents can be classified into avoidable and unavoidable. I feel that all accidents are unavoidable. If it is not unavoidable, it is not an accident, it may be a suicide. Therefore, the system of paying half compensation should be scrapped and full compensation should be paid.

The housing problem for the Golden Rock railway workers is a serious one. The number of houses are inadequate. Workers are coming to the workshop from places more than 30 miles. Of course, workers coming daily to the workshop from within the range of 30 miles are issued free season tickets. A special train is also run to bring such workers. When the train comes late, the workers are not able to report to duty in time. In such cases the late-coming workers are punished with salary cut. This is an injustice because they are punished for a fault not of their own. This practice should be scrapped and accommodation should be provided to all workers.

As it is, only 25 per cent of the vacancies arising in the 3rd grade is filled from the 4th grade employees. But this 25 per cent is too meagre. Only a very few 4th grade workers get promotion. I recommend that about 50 per cent of the vacancies in 3rd grade should be filled by persons from 4th grade employees.

Grade II clerks i.e., Lower Division Clerks in the accounts section of the railway department in Golden Rock, Madras, Tiruchi, etc., retire as grade II clerks, even after putting in 30 years of service. They should have a chance of getting at least one promotion in their life-time. Late Prime Minister, Shri Lal Bahadur Shastri, when he was the Railway Minister, gave an assurance in the Lok Sabha in 1956 that every employee in railway service should be permitted to reach a reasonable high level of at least Rs. 220 on the basis of seniority and suitability alone.

The cost of living is increasing day by day. Prices of essential commodities are soaring like anything. In the circumstances, it will be inhuman to pay the casual workers a wage less than Rs. 3. Rs. 4 and Rs. 4 should be paid to the women and men employees respectively on the Southern Railway. The employees in the railway dining cars and the attenders in the first class compartments should be on a permanent basis and should get regular pay scales.

Mr. Deputy-Speaker: Now, Shri Bharat Singh Chauhan.

Shrimati Lakshmikanthamma (Khammam): Normally, the practice is to call one Member from that side and then one Member from this side alternately...

Mr. Deputy-Speaker: Today it is a question of balancing the time properly. I shall be calling two from the Opposition and one from the Congress. Time is very much rationed for the Congress Members; there can be not more than 10 from the Congress side who can speak. The time is rationed strictly. The Opposition would get whatever time they are entitled to.

श्री भारत सिंह चौहान (धार)
उपाध्यक्ष महोदय, मैं जो, कटमोशन है मेरा, उस पर बोलना चाहता हूँ और मंत्री महोदय का ध्यान दिलाना चाहता हूँ, इस मांग के पीछे एक इतनी बड़ी दर्दभरी कहानी है जो आजादी के बाद अभी तक उस क्षेत्र को नेगलेक्ट किया गया। वहाँ के क्षेत्र की आदिवासी जनता मध्य प्रदेश के चार जिलों से संबंधित है, 25 लाख की आबादी है पर शासन ने उस क्षेत्र को बिल्कुल ही नेगलेक्ट किया रेल के आवागमन के बारे में जिस से वह क्षेत्र इतना पिछड़ा हुआ रहा। वहाँ की गरीब जनता, मूक जनता को इस आजादी के बाद इस रेल के आवागमन का लाभ बिल्कुल ही नहीं मिला। वहाँ की गरीबी, वहाँ की निरक्षरता वहाँ की तमाम

[श्री भारत सिंह चौहान]

उन की अज्ञानता की वजह से वह आजादी के बाद 20 साल तक वहीं के वहीं रहे। अंग्रेजों के वक्त में भी कुछ लाइनों का जरूर वहां पर सर्वे हुआ था लेकिन आजादी के बाद बिल्कुल ही उस क्षेत्र को नेगलेक्ट किया गया। मैं आपका ध्यान दिलाना चाहता हूं कि उस 25 लाख की आदिवासी क्षेत्र की जनता के साथ अन्याय किया गया वहां कोई भी नवीन रेलवे का निर्माण नहीं किया गया। दामोत-खण्डवा और दामोत से इन्दौर इन दो लाइनों का बड़ा भारी इतिहास 20 साल से बना हुआ है। वहां के प्रतिनिधियों ने वहां की संस्थाओं ने और दूसरे विधायक लोगों ने समय समय पर सरकार का ध्यान आकर्षित किया। लेकिन किन्हीं कारणों से उस इतिहास को मैं यहां दोहराना नहीं चाहता। उस मूक जनता की आवाज यहां पर पूरी तरह से नहीं पहुंच पायी। इस की वजह से उन को इस से वंचित रहना पड़ा। तो मैं मंत्री महोदय का ध्यान दिलाना चाहता हूं कि दरअसल मैं अगर हमें उस गरीब जनता को, उस मूक जनता को आगे बढ़ाना है जबकि हमारे संविधान में यह पूर्णतया एक विधान बनाया गया है कि इस आदिवासी जनता को शीघ्र ही दस साल के अन्दर अन्दर अन्य जातियों के मुकाबले में ला देंगे और उनको शैक्षणिक और आर्थिक दशा को उन के मुकाबले में पहुंचा देंगे, परन्तु मैं मंत्री महोदय का ध्यान दिलाना चाहता हूं कि ऐसे महत्वपूर्ण स्थान और ऐसी उचित मांग पर ध्यान नहीं दिया गया। मैं आप का ध्यान उस ओर दिलाना चाहता हूं कि जो खण्डवा दामोत का क्षेत्र है वह पूरा वेल्ट आदिवासी क्षेत्र से गुजरता है और उस क्षेत्र में वह 200-250 माइल का जो क्षेत्र है उस में वन-उपज का बड़ा भारी खजाना है। वहां खनिज पदार्थ का बहुत बड़ा खजाना है। लेकिन रेल के न होने की वजह से न तो बड़े कारखाने वहां बनाये जा सकते हैं, सीमेंट के कारखाने के बारे में कई मर्तबा योजना

ऊपर आई लेकिन जनरली यह कहा जाता है कि रेल का आवागमन न होने से बड़े बड़े कारखाने स्थापित नहीं हो सकते हैं और न किए गए। इस से लाखों जनता उस से वंचित रही। इसी तरह वहां वन उपज का इतना बड़ा वेल्ट है 200 माइल का लेकिन वह रा मैटीरियल वन उपज का जो होता है वह बिल्कुल ही बेकार जाता है। आप का ध्यान मैं उस ओर दिलाना चाहता हूं कि जो खासकर आदिवासी जनता वहां की है उन के लिए वन उपज का ही एक साधन है। उन का ठीक उपयोग न होने से, उनका उचित लाभ न मिलने से वहां की जनता आज भी वैसी ही गरीब है जैसी गरीबी हजारों वर्षों से वह भोग रही है। वहां पर वह उसी तरह से शोपडियों में रहते हैं उसी तरह से नगें हैं उसी तरह से भूखे हैं और अक्सर यह देखा गया है इन्हीं आदिवासी क्षेत्रों में ही अकाल का प्रभाव पड़ता है। उस से वहां लाखों करोड़ों रुपया खर्च करने की बात आती है। तों मंत्री महोदय का मैं ध्यान दिलाना चाहता हूं कि दामोत से खण्डवा का जो वेल्ट है बिना रेल के बीस साल से बारबर एक तरह से नेगलेक्ट किया गया है इसलिये इस के ऊपर मंत्री महोदय सहानुभूतिपूर्वक ध्यान दें, उस 25 लाख जनता की आवाज पर, उस मूक जनता की आवाज पर ध्यान दें। कई ऐसे भी कारण हैं कि जिन को मैं इस वक्त सामने नहीं लाना चाहता। कुछ झूठी नेतागिरी के कारण भी उस स्थान में रेल की लाइन नहीं बनी। कुछ जगह रेल की लाइन बनी जहां कि नहीं होनी चाहिए और जहां होनी चाहिए वहां नहीं है। इस तरह के अन्याय इस आजादी के बाद बीस साल से बराबर होते रहे हैं और आज भी वही स्थिति है। तो इस चौपी पंच वर्षीय योजना में मैं आप का ध्यान दिलाना चाहता हूं और यह केवल वहां की आर्थिक और औद्योगिक उन्नति का ही सवाल नहीं है बल्कि सुरक्षा की दृष्टि से भी यह दामोत-खण्डवा लाइन होना जरूरी है। इसी तरह

से दामोदर-इन्दौर एक बड़ा औद्योगिक स्थान है। लेकिन उसका लाभ नहीं मिल रहा है। रेल के अभाव में जो उस का लाभ मिलना चाहिए वहां की जनता को वह पूरी तरह से उससे वंचित है। तो इस ओर मैं आपका ध्यान खींच रहा हूँ कि दामोदर और खण्डवा का जो प्रश्न है वह पश्चिम और पूरब का और साथ ही साथ दक्षिण का हिस्सा इस से जुड़ जाता है। जगजि आज वह बिल्कुल ही खब से वंचित है। आप रेण का नक्शा देखिए कि सेंट्रल रेलवे और वेस्टर्न रेलवे दोनों पास से निकल जाती हैं और बीच का एरिया 40-50 हजार वर्ग माइल है, जो उस से वंचित है। कोई ऐसी प्रगति या आवागमन का साधन वहां नहीं जुटाया गया जिस से वहां की सम्पत्ति जो छिपी हुई है वो गड़ी हुई है उस वा कोई उपयोग नहीं हो रहा है। इससे करोड़ों रुपये का नुकसान जनता को तो हुआ ही है। लेकिन शासन को भी इस के अभाव में नुकसान हुआ है। एक उदाहरण देता हूँ। श्री नालवहादुर शास्त्री जब थे, जिस वक्त उन का दौरा इन्दौर में हुआ था तो उन्होंने स्पष्ट कहा था कि केन्द्रीय शासन की पहली नीति यह है कि वह ऐसी जगह रेल का काम चालू करेंगे जहां करोड़ों की सम्पत्ति है, उन को हम पहले लिक करेंगे लेकिन साथ साथ उन्होंने यह भी कहा था कि हमारा ध्यान उस तरफ रहेगा जोकि 'बैकवर्ड क्लासेज' हैं। तो मैं मंत्री महोदय का ध्यान दिलाता हूँ कि वहां की 25-30 लाख जनता आदिवासियों से परिपूर्ण है और उन्होंने आज तक रेल तक का नाम तक नहीं सुना है। अगर उन को रेल की बात कही जाय तो उन को पता नहीं कि रेल कैसी होती है। ता क्या यह इस शासन के ऊपर धब्बों की बात नहीं है? वहां की जनता आज भी उसी तरह अज्ञान में है जैसे हजारों वर्षों से रही है यह बहुत बड़ी दुखभरी कहानी है, वहां की कुछ दलबन्धियों के कारण ऐसा हुआ है, वहां से कुछ गलत प्रतिनिधित्व हो कर यहां आया; जिसके कारण कुछ गलत चीजें बनी हैं। मैं उन बातों में नहीं जाना चाहता

हूँ, मैं तो उन 25-30 लाख आदिवासियों की तरफ से ही बोलना चाहता हूँ, रेल का लाभ उन को पूरा तरह से मिलना चाहिये, उन के काम के लिये आपको प्राथमिकता देनी चाहिये तथा चौथी पंच वर्षीय योजना में इस को अवश्य करना चाहिये, ताकि यह जो समय समय पर उन्हीं के एरिये में अकाल पड़ता है, उन्हीं के एरिये में जो गरीबी छाई हुई है, उन की शक्ति का उपयोग नहीं होता है, उस का पूरी तरह से उन को लाभ मिले तथा इस काम को आप प्रायोरिटी दें।

मैं आपका ध्यान अजमेर-खण्डवा लाइन की तरफ भी दिलाना चाहता हूँ। जब से यह लाइन बनी है, इस में न किसी प्रकार की बढ़ि हुई है और न कमी हुई है, उसी तरह से चली आ रही है, जिस तरह से बनी थी। दिल्ली से यदि हम रतलाम जाते हैं तो उस में 12 घण्टें लगते हैं, लेकिन जब रतलाम से इन्दौर जाते हैं जोकि केवल 80 मील की दूरी पर है, उसमें चार-साढ़ें चार घण्टें लग जाते हैं। 500 मील की दूरी तय करने में 12 घण्टें लगते हैं, जब कि 80 मील की दूरी तय करने में 4 घण्टें लगते हैं—इस तरह की इस तरह की बातें जो हैं उनको आप दूर करें वहां पर आप फास्ट ट्रेन्ज चलानी चाहियें, जिन्हें कि यात्री दो-ढाई घण्टें में इन्दौर पहुँच सकें। इन्दौर एक बहुत बड़ा शहर है, औद्योगिक शहर है, इस लिये उस को यह सभी सुविधायें प्राप्त होनी चाहियें।

मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि वे मेरे सुझावों पर सहानुभूति-पूर्वक विचार करें और चौथी पंच वर्षीय योजना में इन को अवश्य लेने की कृपा करें।

श्री नाथू राम अहिर्बार् (टीकमगढ़): उपाध्यक्ष महोदय, मैं आपको बहुत धन्यवाद देता हूँ कि इतने दिनों के बाद मुझे यहां पर बोलने का अवसर मिला। मैं रेलवे मंत्री का ध्यान मध्य प्रदेश की ओर दिलाना चाहता हूँ जो कि एक बहुत ही पिछड़ा हुआ

[श्री नाथू राम ग्रहिवार]

प्रान्त है। मैं इस प्रदेश के ऐसे हिस्से से आता हूँ जो कि इस प्रदेश का एक सब से पिछड़ा हुआ इलाका है, जिसमें कोई रेलवे लाइन नहीं है। मेरे चुाव क्षेत्र से मानिकपुर-झांसी लाइन एक किनारे से छूकर निकलती है, इस लाइन का नाम कंगाल लाइन है, वहाँ के सभी लोग इसको कंगाल लाइन के नाम से पुकारते हैं और वास्तव में वह इलाका कंगाल है भी।

उपाध्यक्ष महोदय, वहाँ पर एक गाड़ी सुबह चलती है और एक शाम को चलती है, न उस में रोशनी होती है और न पंखा, थर्ड क्लास पैसेन्जर्स के लिये तो उस में कोई सुविधा नहीं है। दो वर्ष पूर्व वहाँ पर यह बतलाया गया था कि इस लाइन पर एक एक्सप्रेस गाड़ी चलने वाली है, लेकिन बजाय किसी एक्सप्रेस गाड़ी को चलाने के, उसी पैसेन्जर गाड़ी को फास्ट पैसेन्जर बना दिया गया। जिसका नतीजा यह हुआ कि पहले वह गाड़ी आधा घन्टा लेट होती थी, और फास्ट पैसेन्जर बनने के बाद वह तीन-चार घन्टे से कम लेट कभी नहीं होती-यह प्रगति वहाँ पर हुई है।

उपाध्यक्ष महोदय, बुन्देलखण्ड में टीकमगढ़, छतरपुर, पन्ना, सतना—ऐसे जिले हैं, जिसमें व्यापार का बहुत बड़ा साधन है। टीकमगढ़ जिले में अदरख, गन्ना, मछली, तिलहन, आलू घुइयाँ आदि अनेकों सब्जियाँ तथा खाद्यान्न बहुत बड़ी मात्रा में पैदा होती हैं, जो वहाँ से कलकत्ता और दूसरे नगरों तक ट्रकों द्वारा ले जायी जाती हैं। पन्ना और छतरपुर के जंगलों में वन-सम्पदा बहुत बड़ी मात्रा में उपलब्ध है, सतना से सीमेन्ट, कोयला मिट्टी तथा पन्ना का पत्थर छतरपुर के पान आदि ट्रकों द्वारा वहाँ भेजा जाता है, रेलवे के न होने की वजह से वहाँ के उद्योग पनप नहीं पाते हैं। वहाँ से कई बार मांग की गई है कि ललित पुर से टीकमगढ़ होते हुए छतरपुर, खजराहो होते हुए

पन्ना और सतना से मिलाया जाय। खजराहो वहाँ का एक प्रमुख दर्शनीय स्थान है, इस रेलवे लाइन से खजराहो जाने वालों को भी सुविधा हो जायगी।

सतना से रीवा के लिये रेलवे लाइन का प्रथम पंच वर्षीय योजना में प्रावधान रखा गया था, लेकिन चौथी योजना प्रारम्भ हो गई है, अब तक उस लाइन का पता नहीं है—वह चालू होगी या नहीं होगी? माननीय रेलवे मंत्री जी से मेरा यह निवेदन है कि इस चौथी पंच वर्षीय योजना में ललितपुर—टीकमगढ़, छतरपुर, पन्ना और सतना को मिलाने की योजना पर विचार करें, ताकि इस इलाके कि पिछड़ी हुई गरीब जनता को, विन्ध्य प्रदेश में जिनकी संख्या 35 लाख के लगभग है, सुविधा हो सके। उन की बुविधाओं और वहाँ के उद्योग धन्धों को पनपने की दृष्टि से, वहाँ के लोगों की हालत अच्छी हो—इस दृष्टि से रेलवे मंत्री महोदय इस के लिये प्रावधान करने की कृपा करें।

मैं थोड़ा सा मानिक पुर रेलवे लाइन पर जो स्टेशन हैं, उनके बारे में कहना चाहता हूँ। वहाँ पर झांसी से चौथा स्टेशन निवाड़ी है, जो कि टीकमगढ़ जिले का एक मात्र स्टेशन है। इस रेलवे लाइन में कुछ हिस्सा उत्तर प्रदेश का और कुछ मध्य प्रदेश का पड़ता है। टीकमगढ़ निवाड़ी से 50 मील की दूरी पर है। टीकमगढ़ जिले के लिये जितना भी फर्टीलाइजर, चीनी खाद्यान्न या अन्य चीजें जैसे नमक आदि हैं, जो वहाँ के व्यापारी मंगते हैं, इसी स्टेशन पर उतारा जाता है। लेकिन वहाँ पर कोई मालगोदाम नहीं है। बरसात में जितना भी फर्टीलाइजर वहाँ पर आता है, यह स्थान सिंचाई की दृष्टि से अन्य स्थानों की अपेक्षा अच्छा है, इसी वजह से वहाँ के लोग फर्टीलाइजर का इस्तेमाल करते हैं, लेकिन वहाँ मालगोदाम न होने की वजह से प्लेटफार्म पर पड़ा पड़ा अथवा 50 मील दूर टीकमगढ़ जाते जाते

बराब हो जाता है। इस के अतिरिक्त इन स्टेशन का प्लेटफार्म इतना नीचा है कि बूढ़े तथा बच्चे ठीक प्रकार से गाड़ी में चढ़ नहीं पाते हैं, विशेषकर रात के समय हर साल 10-15 एक्सीडेंट्स ऐसे होते हैं, जिसमें आदमी रेल के नीचे आ जाते हैं और उनकी मृत्यु हो जाती है। इस के बारे में भी लिखा-पढ़ी की गई कि इस प्लेटफार्म को ऊंचा कराया जाय, लेकिन कोई सुनवाई नहीं हुई। वहां पर सागर, जबलपुर होते हुए टीकमगढ़ के लिये बसें चलती हैं, लेकिन रात के समय जो ट्रेन झांसी से मानकपुर के लिये चलती है वह 9-911 बजे वहां पहुंचती है, उस समय टीकम गढ़ जाने के लिये कोई बस नहीं मिलती है, जिसके कारण यात्रियों को रातभर वहीं पड़ा रहना पड़ता है। वहां पर मुसाफिर-खाना इतना छोटा है कि जिसमें लोग ठहर नहीं पाते हैं। पानी का प्रबन्ध वहां पर केवल नर्मियों के चार महानों के लिये होता है, शेष महानों में वहां पानी का कोई प्रबन्ध नहीं है तथा यात्री प्यासे पड़े रहते हैं। इस लिये मैं रेलवे मंत्री से प्रार्थना करूंगा कि वे इस बात के लिये अपने रेलवे विभाग को लिखें कि इस रेलवे स्टेशन पर स्थायी प्याऊ बनाने की कृपा करें।

उपाध्यक्ष महोदय, मैं यह भी निवेदन करना चाहता हूं कि टीकमगढ़ जिले के लिये निवाड़ी एक सब से प्रमुख स्टेशन है, यहां पर जितना भी व्यापार लोग करते हैं, हजारों मन अदरक, बुइयां, गन्ना आता है, सब इसी स्टेशन से लादा जाता है, यदि इस स्टेशन को अधिक सुविधायें उपलब्ध करा दी जायें, तो इस से रेलवे विभाग का भी काफी फायदा हो सकता है। क्योंकि सुविधायें न होने की वजह से सारा माल ट्रकों से जाता है तथा उस से प्राइवेट ट्रक आपरेटर्स को फायदा होता है, रेलवे विभाग को उसका फायदा नहीं पहुंच पाता है।

इन शब्दों के साथ मैं रेलवे मंत्री महोदय के पुनः कहना चाहता हूं कि ललितपुर, टीकम गढ़, उत्तरपुर, पन्ना होते हुए रीवा तथा

सतना रेलवे लाननों के लिये इस चौबीस वर्षीय योजना में अवश्य प्रावधान करेंगे।

Shrimati Lakshmikanthamma: Sir, I have a proposal. Either you extend the time or we sit late because this is the one subject which is of direct concern to our constituency as Members of Parliament. It is also a central subject. We have suggestions to make. So, please allow us. If we do not get a chance to speak for five minutes, why are we here?

Mr. Deputy-Speaker: Firstly,—

Shrimati Lakshmikanthamma: This is the only time, if at all, when you can stress the need for one railway station here or there or something.

Mr. Deputy-Speaker: Already Members should remember—

Shrimati Lakshmikanthamma: You sit late; or you can't give time to us. not say that you can't give time to us

Mr. Deputy-Speaker: You have made a suggestion. It is for me to lay down the procedure. You cannot dictate like this. Remember one thing. you are a member on the Panel of Chairman, I need not remind you. Secondly, —

Shrimati Lakshmikanthamma: That does not deprive me, as a Member, of the opportunity to speak on the Demands.

Mr. Deputy-Speaker: These who have participated in the general discussion normally are not called because they have had their say.

Shrimati Lakshmikanthamma: It is an appeal to you.

Mr. Deputy-Speaker: Therefore, I will leave it to the Speaker who would be here in the chair after some time, and then, if he finds it convenient, he may extend the time. But one thing is certain: we have got to finish this business today.

Shri Vasudevan Nair (Peermade): Will you request the lady Member not to be so aggressive?

Shrimati Lakshmikanthamma: I copied it from the Communists!

Shri Tenneti Viswanatham (Visakhapatnam): Sir, I am very happy to hear all that has happened just now. The cut motion which I have moved is for the abolition of the Railway Board. I have nothing personal against the members of the Railway Board. In fact I have not had much dealings with them, but it looks to me as if the Railway Board is a survival of a primitive organisation of Government. At a time when the British Government was ruling here, and when the Executive Council consisted only of five or six members, they required certainly a lot of aid from their departmental heads and in order to make it more comfortable for themselves, they devised this system of the Railway Board. But today, there is nothing on which a question is not put to the Railway Minister and nothing for which he does not take the responsibility. There is practically nothing for which the Railway Board by itself can take the responsibility or be answerable to the people. Everybody in the country, all the 50 crores of people look to the Government and the Railway Minister, and therefore this Railway Board is a very great anachronism.

I have heard from several Members, those who have got experience with the Railway Board, that the members always felt that it is somewhat of an imperialistic body. However, I do not like to pass any remarks, but I say it is out of tune with the present times. The Railway Minister is doing all the work; the Government is doing all the work, and there is not much that the Railway Board is doing by itself. If credence is to be given, as must be given, to all the complaints made by Members both during the general discussion and now, complaints about the railway administration, about its inefficiency or its delays and so many other things about which we have been hearing on the floor of this House, the Railway Board has not justified its existence, nor has it helped the Railway Minister to be absolved from these various criticisms. Therefore, I earnestly appeal to the Government

that this Board should be soon, as soon as possible, what shall I say, done away with. (Interruption).

An hon. Member: Abolished.

Shri Tenneti Viswanatham: All right; abolished. It has never had perhaps much of utility except when the British were ruling here. But after Independence, in the democratic set-up, it has never had any utility.

Now, maps are published by the Railway Board; I was surprised to see that there is somebody in the railway administration who is friendly with China. The word 'Tibet' itself is wiped out of our map. North of India and Nepal, immediately, only the word 'China' is printed. The word 'Tibet' even in small letters or within brackets is not found. And if I remember aright, I showed one of these maps supplied to us, to the Minister himself, and I think he will set it right and see that this thing should not happen again.

Another cut motion of mine relates to the South Central Zone which was formed last year but with which we are not satisfied. We want Waltair Division and Guntakal Division to be included in it. We want that Gudur which has been unnecessarily removed from Vijayawada Division should also be added to it. If it becomes unmanageable, Hubli and Raichur may be removed from it. Thus, the South Central Zone should be made into a compact one. Officers have got difficulties about their families and children's education. Nowadays the regional language is becoming more and more the medium of instruction. So, when officers are transferred, they find it difficult. For instance, recently Telugu people living in Waltair were transferred to somewhere near Titlagarh where there are no facilities for their children's education. They cannot maintain to establishments. The railways are not giving double pay to them. Therefore, it will be more convenient to have a compact SC zone more or less co-extensive with the linguistic province. The Railway Board often says "linguistic" provinces

should not be the guide for our railway provinces; we have got our own system of administration". Let them have it, but they must look to the convenience of the people. Therefore, a compact South Central Zone may be formed as I have already indicated.

There is the DBK Railway—opening of about 480 KM. Last time I pleaded that it should be handed over to the South Central Zone. I suppose before the session ends, the Railway Minister would be able to say that it has been so done.

There is somebody in the Secretariat here who, I think, is very angry with Visakhapatnam.

15.57 hrs.

EXPUNCTION OF REMARKS MADE

BY SHRI S. M. BANERJEE IN
COURSE PERSONAL EXPLANATION

Mr. Deputy-Speaker: I have to attend the meeting of the privileges committee. Before that, I have to say something about Mr. S. M. Banerjee's remarks exceeding the limits I laid down. I have got the text now. Before I leave the Chair, I would like to say. . .

Shri Tenneti Viswanatham (Visakhapatnam): Take this matter to the privileges committee and be done with it.

Shri Vasudevan Nair (Peerwade): It is only proper that you should do this when he is present in the House.

Mr. Deputy-Speaker: I have already ruled that I shall get the original record and if I find that he has exceeded the limits I laid down when I permitted him to make a personal explanation, I shall expunge those portions. I will now read out those sentences.

Shri Umanath (Pudukkottai): Already on the question of a previous statement of his, he had a grievance that it was made in his absence. Nothing will be lost if it is postponed

till tomorrow or till he is present here today. Again there should not be a grievance for a member to say that it was taken up today itself in his absence. Do not give any ground for that.

Mr. Deputy-Speaker: All sorts of imaginary issues can be made about a point of grievance or point of order. I have already ruled that I will go through the record and if he has gone beyond the permission I have given, those things will stand expunged. I have got the record here. Only two sentences stand expunged according to that ruling. He has no say in that matter.

16 hrs.

श्री जार्ज फरनेन्जीस (बम्बई-दक्षिण) : मेरा एक व्यवस्था का प्रश्न है। रूल 380 की ओर मैं आपका ध्यान खींचना चाहता हूँ। उसमें सफ़ और स्पष्ट लिखा हुआ है :

"If the Speaker is of opinion that words have been used in debate which are defamatory or indecent or unparliamentary or undignified, he may, in his discretion, order that such words be expunged from the proceedings of the House."

मैं "चार कारणों से किसी भी चीज़ को एक्सपंज करने का अधिकार स्पीकर ने अपने हाथ में रखा है। इन चार के बाहर किसी भी बात को जो इस सदन में कही गई हो, एक्सपंज करने वाला मामला यहाँ नहीं आता है। आपने अभी कहा है कि जितनी आपने उनको इजाजत दी थी उसके बाहर जा कर उन्होंने कोई बात कही है तो आप उसको एक्सपंज करना चाहते हैं मेरा निवेदन यह है कि इन चार बातों के आधार पर ही आप एक्सपंज करने का आर्डर दे सकते हैं, इनके बाहर जाकर नहीं दे सकते हैं।

Mr. Deputy-Speaker: From the words you will realise that they are defamatory *per se*, if you know something about law.

Shri C. K. Bhattacharyya (Raiganj): Sir, the Chair's authority is not a matter of argument. It is not final because it is right, but it is right because it is final. You have given the ruling and that is final. Let not the whole thing be reopened *de novo*.

Mr. Deputy-Speaker: These sentences—for the record I am making it clear—

are absolutely defamatory, beyond the permission that I have accorded to him, and these remarks stand expunged.

Shri Gunanand Thakur (Saharsa): rose—

Mr. Deputy-Speaker: Order, order. If everybody gets up after the Chair has given a ruling, this House has no meaning. Please sit down.

16.03 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1967-68—Contd.

Mr. Deputy-Speaker: Shri Tenneti Viswanatham may continue his speech. I am sorry I had to interrupt him.

Shri Tenneti Viswanatham: That does not matter, Sir, I will take another 15 minutes.

Sir, I had just come to Visakhapatnam when this Privileges matter came in again. I was saying that there is somebody who is very angry with Visakhapatnam here in this Secretariat. I will tell you why. A steel plant was promised in 1963, and it was denied in 1966. A zinc smelter plant was almost about to be included and, then, the Budget Explanatory Memorandum says that somehow or other it could not be included and it was taken away. Then, Rs. 50 lakhs was provided for a dry dock at Visakhapatnam shipyard and Rs. 15 lakhs were spent. Suddenly it was dropped by the time of the elections. Finally,

coming to the Railways, what happens to the railway station at Visakhapatnam? The re-construction of Waltair station was taken half way and then it was stopped. What has Visakhapatnam done to members of the Secretariat here, I really cannot understand. Let the blot be removed by the Railway Minister. Let the reconstruction of the railway station be completed and for the sin of having stopped it in the middle let him make it a much better building and one of the best buildings in India.

16.05 hrs.

[SHRI C. K. BHATTACHARYYA in the Chair]

On the question of employees' machinery, we have got great difficulty with regard to dealing with these employees of the railways. The railway employees are not expected to go to Members of Parliament. There is no good machinery with a judicial frame of mind set up by the Ministry to hear their grievances or complaints. The present methods of hearing their appeals or representations are so involved and so time-consuming that people get frustrated. If they do not work well, we cannot really complain. What I say is that you should have an officer who is unconnected with the regular administration, who has got some judicial training to receive the complaints directly. Whenever somebody has got any grievances, he must receive them, immediately go through the complaints, hear both sides, the employees as well as the officers complained against, and then advise the final authority who has got to pass the order. If the Government pass orders like that, there would not be much scope for complaints and the employees need not hang about the corridors of Members of Parliament. It is not dignified, either to the officers of the railways or the Members of Parliament to hear these complaints and frustrations daily.

So far as travelling facilities are concerned, I think hon. Members of this House are unanimously of the view that the facilities at present provided are next to nothing. Just see the platforms. I do not know what is happening in North India, perhaps the platforms there are much more crowded, but I would invite all Members of Parliament to come and see the platform at Vijayawada, the overcrowding, the dirt, want of facilities and so on; it is absolutely a no-man's land.

An hon. Member: The temperature also.

Shri Tenneti Viswanatham: Yes, it is hotter than Delhi, about 122° F. We want more facilities to be given to the passengers. We are not asking for facilities as charities from the railways. The way the railways view the matter makes us feel that the railway is a patronising authority and that we are receiving some benefits or favours from the railways. In the olden days the benefits of British rule were being advertised, printed and pasted on walls. The attitude of the railway authorities in the matter of grant of facilities is even now not much different. That approach must go. We are entitled to those facilities as a matter of right. As you know, 89 per cent of the revenues of the railways come from third class passengers. Yet, there are no waiting halls for them. The waiting halls are constructed only for first and second-class passengers, even though 89 per cent of the revenue come from third-class passengers. They are our own brethren. The third-class passengers are sovereign in this country, and their vote we go and beg every five years or everytime there is a by-election. There is no point in treating them as our equal at the time of the election and then, later on, treating them like a piece of soiled cloth. But that is exactly what is happening in this country. So, I would request the Railway Minister who, as I said, is a very good Minister, a very good-looking Minister, to do something in this matter . . .

Shri D. C. Sharma (Gurdaspur): I would suggest that the Minister should go to the films.

Shri Vasudevan Nair: He is too old for it.

Shri Tenneti Viswanatham: I think all the Members are in unanimous agreement with it. Let it be said that after Shri Poonacha became Railway Minister there was a new approach in the railway administration and that the travelling public in India started receiving a much better deal, and that they can now travel wherever they like with comfort as real sovereigns of this country and that they are getting *quid pro quo* for what they are paying.

Mr. Chairman: I think the Minister is already taken in by the remarks of the hon. Member. So, he should conclude.

Shri Vasudevan Nair: You should say that the Chair is also good-looking.

Shri Tenneti Viswanatham: I know that the Chair is very indulgent to me.

I suggest that there should be one children's special in India. Every child of this country, before he leaves the educational institution, must have the opportunity of travelling free to every important place in India in that train. All facilities should be given to them not only to see the places but also feeding and other arrangements during the travel should be made. Details can be worked out. In India it should be that every child, every Indian knows his country. Today I dare say half of us do not know our country. We have not got the facilities to travel. You have recently given some facilities to Members of Parliament to go about, but I believe more than 70 per cent are not using your passes because excepting for the railway fare everything is very costly for Members of Parliament if they travel outside their constituencies. However, with the children's special it should be different. I request you to give these facilities and inaugurate

[Shri Tenneti Viswanatham]

a free children's special running through the country year in and year out.

श्री फो गो० सेन (पूर्विका) : सभारति महोदय, मैं रेलवे मंत्रों और रेलवे बोर्ड को यह बजट पेश करने के लिए बधाई देता हूँ। परन्तु मैं निवेदन करना चाहता हूँ कि इस बजट में जो भाड़े की बढ़ोतरी की गई है, उससे हमारी गरीब जनता को और ख़ास कर लांशर इनकम ग्रुप के लोगों को तक़्तिक पड़ुंगी, यद्यपि मन्त्री महोदय कहते हैं कि चूँकि रेलवेज का ख़र्चा बढ़ गया है, इसलिए भाड़े में वृद्धि करने की आवश्यकता पड़ी है।

अगर मन्त्री महोदय रेलों में जनजान को रोमुव कर दें, तो यह बड़ा प्रशंसनीय कार्य होगा। हर गाड़ी में, और ख़ास कर बर्डक्लास में, बहुत भीड़ रहती है। जिस एरिया से हम आते हैं, वह एक सेन्सिटिव एरिया है। दिल्ली से जो आसाम मेल चलती है, उसमें इनने मिलीटरी पर्सनल होते हैं कि बाकी लोगों के लिए स्थान नहीं रहता है। उसमें जनबाद बोगी भी जोड़ी जाती है और मुवने-श्वर बोगी भी जोड़ी जाती है। मैं समझता हूँ कि जनबाद बोगी जोड़ने की कोई आवश्यकता नहीं है, क्योंकि एक तो दोनों बोगीज न ज़्यादा पैसेंजर नहीं होते हैं और दूसरे, वह गाड़ी जनबाद होकर जाती है। हालत इतनी ख़राब है कि आसाम मेल का डीज़लाइजेशन किया जाना चाहिए। अगर आसाम को दिल्ली के साथ नहीं जोड़ा जायेगा, तो आसाम हमारे हाथों से निकल जायेगा। पहले मिलीटरी स्पेशल चला करती थीं, लेकिन उनको बन्द कर दिया गया है। अब जितनी गाड़ियाँ चलती हैं, उन में 75 प्रतिशत मिलीटरी पर्सनल भरे रहते हैं।

सभापति महोदय, आप को उस क्षेत्र के बारे में तज़ुर्बा है, क्योंकि आप को रायगंज की तरफ़ जाने का मौका मिलता है। आप की और मेरी कांस्टीट्यूएन्सी का एक ही बार्डर

है। ख़ास तौर पर डिलिमिटेशन से दालकोला, बारसोई और ब्राजमनगर सेक्शन हमारी कांस्टीट्यूएन्सी में आ गया है। मैं आप के पड़ोस में हूँ। आप ने भी देखा होगा कि तलता, मुडानी, बारसोई और ब्राजमनगर की लाइन में एक हाँ रॉजेर ट्रेन है। इसलिए हम लोग अपनी कांस्टीट्यूएन्सी में नहीं घूम सकते हैं। अगर यहाँ से लखनऊ मेल से जायें, तो बारसोई उतरना पड़ेगा और वहाँ से पैसेंजर ट्रेन से जाना पड़ेगा। एक फ़ास्ट ट्रेन का स्टोपेज दिया गया है, लेकिन चूँकि वह रात के बारह, एक बजे है, इसलिए उसकी यूटिलिटी नहीं है।

ब्राडगेज में कटिहार आने के लिए कुमेत-पुर में कोई कनेक्शन नहीं है। कम से कम उस सेक्शन के लिए ब्राडगेज पर एक शटल ट्रेन देनी चाहिए। मीटरगेज पर किशनगंज से पूर्णिया के लिए भी एक शटल ट्रेन देनी चाहिए।

कटिहार न केवल एक रेलवे डिस्ट्रिक्ट है, बल्कि एक बड़ा बिज़िनेस सेंटर भी है। लोग अपनी डेली नेसेसिटीज के लिए वहाँ जाते हैं। छोटी-छोटी लाइनों के रेलवे स्टाफ़ को अपना सारा सामान, खाना, कपड़ा, लत्ता आदि कटिहार से लाना पड़ता है। लेकिन दिन और रात में सिर्फ़ एक ही गाड़ी दी गई है। उससे कैसे काम चल सकता है ?

कटिहार स्टेशन पर ब्राडगेज लाइन और मीटरगेज लाइन में लगभग आधे मील का फ़ासला है और लोगों को एक जगह से दूसरी जगह रिक़शा से जाना पड़ता है। उन दोनों को एक स्थान पर कर दिया जाये।

बरोनी से लेकर जोगबनी तक ब्राडगेज कर देना चाहिए, जिस से नेपाल बार्डर पर स्थित यह 110 मील का टुकड़ा भी ब्राडगेज हो जाये।

जहाँ तक केंटरिंग का सम्बन्ध है, अलग अलग जोन्स में अलग अलग भाव हैं। उदाहरण के लिए नार्दर्न जोन में बैजिटेरियन

डाइट का दाम 1 रुपया 80 पैसे और नान-वजिटोरियन डाइट का दाम 2 रुपये 30 पैसे है। इसको तुलना में बरोनो स्टेशन पर वजिटोरियन डाइट का दाम 1 रुपया 30 पैसे और नान-वजिटोरियन डाइट का दाम 1 रुपया 80 पैसे है। मैं यह जानना चाहता हूँ कि यह जो पचास पैसे का डिफरेंस है, क्या यह सर्विसिंग के लिए बार्ज किया जाता है या किसी और कारण से। इस तरीके से यह जो भाव बढ़ा दिया गया है, वह उचित नहीं है।

सभारति महोदय, मैं आप को धन्यवाद देता हूँ कि आपने मुझ समय दिया।

Shri Sequeira (Goa Daman and Diu): Mr. Chairman, Sir, the Railways, at the moment, as I understand, consist of nine operating units, three manufacturing units, one development organisation and, on top of which, there is the Railway Board, and the Railway Ministry. I would like to question the effectiveness of the Railway Board as presently constituted.

I know that most of the Members of the Railway Board are railwaymen with a long experience. But I would like to submit, when they have been from the actual operation of the Railways for several years, since they have been away from the smell of steam and the chug of diesel, they have forgotten what it is like actually to run the railways, they have become good bureaucrats and the papers that rise from the General Managers of the Railways get stuck in the desks of the Railway Board. I would like to suggest to the hon. Minister that he should consider doing away with the Railway Board, as presently constituted, that he should upgrade the General Managers of operating units and, at the same time, see that the functions presently handled by the Railway Board, are handled by one or the other of the upgraded General Managers. For example, the General Manager of the Central Railway, in addition to being responsible for the running of the Central Railway, could

be made responsible also for the mechanical engineering of the whole of the Indian railways. Similarly, the General Manager of the Western Railway, in addition to being responsible for the running of the Western Railway, could be made responsible also for the civil engineering for the whole of the Indian Railways. The advantage that I feel would accrue from such a system would be that once these General Managers realise that they are inter-dependent on each other's permissions to keep their own railway running, they will see that the permissions are given very much faster than at present and, I believe, the efficiency of the Railways will improve considerably. I also feel that if you adopt this system, it may be possible for you to cut down the number of Directorates that you have got, at present, under the Railway Board—I think, there are 21 of them—and also you may be able to prune staff in the other organisations of the Railways.

There is one more thing to which I would like to draw the attention of the hon. Minister and that is that on ordinary working expenses, repairs and maintenance, there is a difference between the estimates presented in March and what are now proposed. A part of this difference is attributed to an increase in the price of steel. I understand from his speech that the traffic expected this year is less than what was originally envisaged. So, as a result of this, the repairs and the maintenance costs would come down. I would like him to examine how this increase of Rs. 70 lakhs has come about over the original figure when the repairs and the maintenance costs would come down as a result of less usage of the equipment.

There are four Railway Service Commissions and in each of these Commissions, there is the Chairman, a Member and a Secretary. I would like him to consider whether it would be possible to have one Commission for the whole of India with others functioning merely as branches. That will probably save quite a bit of money.

[Shri Sequeira]

On the question of material, like, coal, fuel and other things, I believe, you are planning to spend about Rs. 17.5 crores this year. I would like to draw the attention of the Minister to the fact that even one per cent saving with better control, better purchase control, and better recovery of materials, will give him about Rs. 17.5 lakhs.

Then there is the question of goods lost or damaged. I do not know what the system is for the control of this, but may I suggest that the Ministry should consider an incentive scheme? Statistics should be collected for each booking station, each transshipment point—because I believe that the majority of the damages occurs during transshipment—and each end station, and the staff directly concerned with this should be given some sort of an incentive for any improvement in the statistics with regard to breakages or damages.

On staff canteens and departmental catering, I see that a loss of Rs. 3.40 lakhs is estimated for this year. The figures are: turnover Rs. 6 crores and loss Rs. 3.40 lakhs. If the Railways are unable to run this at a profit, I would suggest that it be considered that they be given out to some other people; there are many establishments run by private individuals, small firms and so on. They will be able to help other people and at the same time save the Railway exchequer some money.

Turning to my part of the country, the employees who have been absorbed from the West India Portuguese Railways have a dispute with the Railway Board about their terms of service, etc., and this has been pending for quite some time. May I request the hon. Minister to look into it and see that it is sorted out?

I would like to remind the hon. Minister that Goa produces $7\frac{1}{2}$ million tonnes of iron ore out of which the Railways carry only half a million. We need a new line for this if they

are to carry more. If he cannot consider it this year, I would request him kindly to consider it next year and he would probably end up carrying 3 million tonnes.

There is one request that I would like to make. In fact, I would like to make a plea. I plead with the Minister that for meeting the deficit of this year, he should look for saving within his own organisation and should not overburden the already overburdened people.

श्री यशपाल सिंह (देहरादून) : जिन्होंने कटमोशन दिए हैं क्या उन को भी मौका मिलेगा?

सभापति महोदय : कटमोशन तो सब कोई का है, वह तो मूड्ड एज्युम कर लिया गया है।

Shri Yashpal Singh: We must discuss that.

Mr. Chairman: Mr. M. S. Muri.

Shri M. S. Murti (Ankapali): During the limited time at my disposal, I would like to say a few words about my constituency.

We have been requesting for a shuttle train from Waltair to Tuni, so that Visakhapatnam, which is a growing industrial city, might be fed with vegetables and other daily necessities, but this has been turned down a number of times on the plea that the line capacity is not there. When there are trains running from Tuni to Tadepaligudam, from Kakinada to Rajahmundry and from Kakinada to Renw Renigunta, I wonder how it is said that line capacity is not available between Tuni and Waltair. This point must be examined.

Another point is this. Trains run from Waltair to Bezvada section. There are seven trains running on either side and of these, one shows its face once a week, on mail and two

express trains run long distance passengers and about the other three passenger trains, nobody knows when they come and when they go; they come at odd times in this area. So, my request for a shuttle train is to cater to the needs of passengers who are in between Waltair and Tuni. I would like that the hon. Minister should examine this case and not reject it on the ground that there is no line capacity or anything of that kind.

Then, there is a feasibility?cum-preliminary survey that is going on to carry the iron ore from Bailadilla for export to Japan to a satellite port, that is, from Sukma to the Varha estuary of Polavaram. That line survey is being carried out now. I would like to request the hon. Minister that this line should be laid at any cost. If you look at the railway map of India you will see that North India has got large facilities; that may be due to historical reasons. But South India has been totally neglected. This kind of regional imbalance cannot be continued for ever. I would, therefore, request the hon. Minister to take this opportunity to see that this line is laid at any cost, at least for the export of iron ore now. Later on, it may cater to the people there. From the Dandakaranya this line comes to the rice-growing bowl of Andhra Pradesh area, and, therefore, this line must be laid.

The former Railway Minister Shri S. K. Patil had promised a line from Ongole to Hyderabad via Nagarjunasagar. The Nagarjunasagar project is going to be completed shortly and the foodgrains grown there have to be carried to North and South India. Unless we prepare for a line survey from now onwards and make room for a line there, it will become very difficult afterwards to carry the foodgrains that are grown there. Even now, if we want to send foodgrains from Andhra Pradesh to the people living in Kerala, we find it very difficult because of scarcity of wagons etc. I do not know what lines are being

planned now for this purpose. Unless there is perspective planning in this regard, it will become very difficult later on to find the necessary finances for this purpose. Why should the people have to suffer for the fault of those people who are now at the helm of affairs? I would, therefore, request that this line should also be taken up.

Under the community project scheme, certain roads were laid to connect the villages. Unfortunately, these village roads have had to pass through railway lines. Unless the railway people agree to have a level crossing there, those roads cannot be laid. When we apply for the level crossings, they say that if it is an unmanned level crossing, then Rs. 8000 should be paid, and if it is manned level crossing, then the whole capital expenditure should be borne by the local people and the recurring expenditure would be borne by the railway people. I do not know what the recurring expenditure would be, in the case of an unmanned level crossing. After all, the charges for laying those roads are going to be borne by the local people. Simply for having a gate there or some chain there, why should the local people have to pay Rs. 8000 to the railways? Is it going to cost so much? I really do not understand this. This point must be looked into, and the grievances of the people in that area should be redressed.

In this connection, I would like to mention that between Namavaram and Gullupadu in the Vijayawada-Waltair section, there used to be one level-crossing previously. After the doubling of the railway line, that has been closed. The people who have their lands on the other side of the railway line cannot cross the railway line with their *samaans* and their cattle, and if they do so, they are being prosecuted for trespassing the railway line. It is the duty of the railways, when they closed the level-crossing, to form another level-crossing there and then have the doubling. But they have not done that. Instead, the

[Shri M. S. Murti]

blame is being thrown on the people and they are asked to pay Rs. 8000 for an unmanned level crossing and Rs. 25,000 for a manned level-crossing. The railways are not justified in asking for this amount from the local people; instead, they should themselves provide a level-crossing there for the benefit of the people living on both sides of the railway line.

With regard to the departmental catering, under Demand No. 9, a cut-motion has been tabled. I think that it is better to close down departmental catering if it cannot be run well. When we make a complaint against the catering people what we find is that somebody else is punished. We do not want that somebody else should be punished for the fault of some catering manager or somebody in the catering section. I would like to mention one instance in this connection. Once, when we were travelling from Secunderabad to Waltair, at the Secunderabad station, the conductor-guard had taken orders to serve us meals at Kazipet. But when we went to Kazipet we could not get our dinner there. When we had made a complaint that the conductor-guard had given the message already and the manager had received the message and yet we were not supplied with the meals, what happened actually was that the conductor-guard was asked to explain why he should not be suspended for the fault of the catering manager in not having supplied us with meals. This is how the railway administration is going on. As my hon. friend who spoke just before me had pointed out, the railways are incurring a loss of Rs. 3.4 lakhs on departmental catering. The railways say that they want to manage it on a no-profit-no-loss basis but they are actually sustaining a loss on it. If they cannot manage it properly, it is better to wind it up completely and hand it over to private contractors.

Another point I would like to mention is concerning the train that passes

from Puri to Hyderabad. It takes 26 hours from Puri to reach Hyderabad. Hyderabad is the headquarters of Andhra Pradesh and people coming from the north-easternmost part of the State to the capital find it very difficult to reach the Hyderabad station in time. So the duration of the journey should be reduced by speeding up the train. As it is, passengers have to lose two days for coming to Hyderabad and going back. If this is not possible, I would suggest that an Express train should be run from Waltair to Hyderabad so that passengers could cover this to and from journey quickly.

Shri Sriraj Meghrajji (Surendranagar): Mr. Chairman, Sir, I shall be brief and come straight to the points tabled in my cut motions Nos. 564—567 which I moved two days ago. The Jhund-Dhrangadhra-Kandla railway connection was sanctioned and taken in hand in 1964. The work is now scheduled to be completed in October 1969. One of the main reasons for selecting and finally sanctioning this route was, I believe, the heavy traffic to and from Dhrangadhra which is a station on the metre gauge line. This is the biggest station in the Rajkot division of the Western Railway, and in 1963 it earned Rs. 1,59,39,000 for the Indian Railways. At present, this heavy traffic accumulates on the already over-burdened Surendranagar-Viramgam metre gauge section.

The Hon'ble Shi S. K. Patil was kind enough to convey to me the assurance, in late 1964, through the Chief Minister of Gujarat that "the construction will be pushed through at the maximum speed possible". This is highly gratifying in view of the vital strategic importance of the line and the long-pending development of Kandla port. But there is no reason why the work should be so phased that the entire length of the Jhund-Kandla line is got ready at about the same time. On the contrary, there is every reason why the short

35-mile Dhrangadhra-Jhund section should be given priority. Dhrangadhra is a Brigade Headquarters and there is a considerable movement of military transport to and from it each year. At present, the huge salt industry in the Dhrangadhra Rann or Little Rann suffers from a chronic wagon shortage. Quite often, the piled up salt is washed away and wasted due to lack of wagons. Given adequate rail transport, the Dhrangadhra Rann has immense possibilities of industrial exploitation. As against the capital outlay on this section, the railway earnings will be substantial, apart from the convenience to the local salt and chemical industries and to the military establishment and the much-needed relief to the Surendranagar-Viramgam section. I believe the Dhrangadhra-Jhund section can be completed before the end of this financial year if the work is taken up in right earnest. I should like an assurance that it will be.

The Morvi-Shapur-Susvav-Halvad railway link seems to have been quite overlooked by the railway authorities and the Government. The Morvi-Halvad link was the subject of an agreement between the Dhrangadhra and Morvi States. The project was scrutinised by the Railway Board and the Government of India's sanction for the construction of this line was conveyed to the two contracting States on 15th December 1941. Construction had, however, to be deferred for the duration of the war. Under the final agreement between the States, executed on 16 April 1945, it was expressly stipulated that the line would be completed and in operation in 5 years, that is, in April 1950. The States of Dhrangadhra and Morvi were integrated with Saurashtra in early 1948. Under the terms of the Covenant, the public commitments of the covenanted States have become the constitutional, legal and moral obligations of the successor authorities. I brought this to the notice of the Government in late 1963. It is 896 (A1) LSD—9.

surely to be wondered that this project, which was scrutinised by the Railway Board and obtained the sanction of the Government of India, should have been altogether neglected. The people of the region have been waiting for the fruition of this project with exemplary patience. I sincerely trust, Sir, that this neglect will now end and that the Government will prove itself true to its public obligations and pledges. The distance involved is a mere 32 miles, of which nearly half is even now a narrow-gauge line.

A most important project which even before the war was I believe, under active consideration seems to have passed out of consideration for some reason. But the need of it has now become emergent and I would say imperative. I mean the project to connect Jamnagar-Jodiya-Piplia-Shapur-Susvav-Halvad. I had submitted the proposal for this Saurashtra Northern Line to the Railway Ministry in 1964. I offer the following cogent reasons for the connection.

(1) The whole Okha-Mithapur-Dwarka-Jamnagar traffic at present moves along the central, rather, tortuous, and highly congested line via Rajkot, which ends with the bottleneck at Viramgam, I believe the railways are even now thinking of doubling some part of the track. Instead, the proposed line will relieve the congestion;

(2) it will open up a new area to development; and

(3) it will be a shorter, quicker route.

(4) Navalakhi Port is connected by metre-gauge with Piplia; therefore, the Piplia Shapur Susvav section of the proposed line will afford to Navalakhi Port direct access to the Gujarat and Indian interior. This excellent port must go into a decline as the major port of Kandla develops. The proposed linkage will drastically reduce the rail distance between Navalakhi, Viramgam and Ahmedabad and so

[Shri Sriraj Meghrajji]

give a boost to this small port and to the trade of Morvi.

(5) The proposed connection will also afford shorter, quicker access to the hinterland to all the ports of northern Saurashtra: Okha, Salaya, Sika, Bedi, Jodiya and Navalakhi. Finally.

(6) the proposed line has a high military importance. Jamnagar is a naval, air force, and army station. The proposed line will give the Brigade Headquarters at Jamnagar, a shorter, unimpeded, rail route via the Brigade Headquarters at Dhrangadhra, to the Divisional Headquarters at Ahmedabad. Moreover, it will bring about the shortest possible railway connection between Jamnagar and the whole of western Saurashtra and Kutch.

I now come to my final submission. It is a small matter. Along the southern border of the Little Rann there is a major district road which is under constant use by heavy salt-laden trucks and military transport. This road is severed in two between Kuda and Nimaknagar by the railway line which terminates in the salt-fields in the Rann. The road is literally severed and has been so for a long time. There is no level crossing. All transport has to make a detour through rough country and the Rann before it can come on to the road again. We have had many complaints about this curious oversight of the railway authorities, including from senior army officers. I trust, Sir, that this will be put right and that a level crossing will be provided at the earliest.

That, Sir, concludes the submissions I have to make at this time.

श्री संयव घाली (जलगांव) : सभापति महोदय, जब रेलवे बजट पर डिस्कशन हो रहा था तब मुझे बोलने की इजाजत नहीं दी गई थी। इसलिये मैंने रेलवे मिनिस्टर साहब को जो मुझे कहना था वह मैंने लिख कर

भेज दिया था। उसके अलावा मैं यह कहना चाहता हूँ कि तमाम रेलवेज के अन्दर जो कोलसा खर्च किया जाता है उससे कोल ऐश निकलती है। अगर इस कोल ऐश को देखा जाये तो कोलसा का जो वजन होता है उसका चौथाई वह होता है। लेकिन रेलवे में इसका कोई हिसाब-किताब नहीं होता है जिसकी वजह से बहुत नुकसान होता है। मैं कहूंगा कि कोल ऐश का हिसाब रक्खा जाये। इसका अन्दाजा लगाया जाय कि वह कितना होता है और उसकी आमदनी क्या हो सकती है। कोल ऐश के हिसाब से कोलसा खर्च होता है या नहीं यह बहुत जरूरी है।

इसी तरह से रेलवे कम्पाउण्ड्स के अन्दर जो रेलवे मजदूर झोंपड़ियां बना कर रहते हैं वह सब कोलसा जलाते हैं। वह कोलसा चुराते हैं और कोलसा बेचते हैं। इसलिये मैं यह गुजारिश करूंगा कि इसके ऊपर बहुत देखभाल करनी चाहिये, ताकि रेलवे का नुकसान न हो और आमदनी बढ़े।

मैं रेलवे मिनिस्टर साहब को लिख चुका हूँ कि रेलवे की गाड़ियां कम होने की वजह से लोगों को बहुत ही तकलीफ होती है। बाज-भ्रीकात तो ऐसा होता है कि लोगों को खड़े होकर और खास तौर से श्रीरतों को अपने बच्चों को गोद में लेकर खड़े खड़े सफर करना पड़ता है। इसलिये गाड़ियों के बढ़ाने की बहुत जरूरत है और उनको बढ़ाया जाना चाहिये। मेरे जिले में आमलनेर से जलगांव तक जो लाइन है वहां पर सुबह एक गाड़ी आती है और फिर शाम को जाती है और लोगों को काफी तकलीफ उठानी पड़ती है। इसलिये वहां दोपहर में भी एक गाड़ी शुरू की जानी चाहिये।

श्री महाराज सिंह भारती (मेरठ) : सभापति महोदय, प्लानिंग के अर्थ होते हैं कि सब बातों का हिसाब पहले से लगा लिया

जाये, लेकिन रेलवे विभाग, जो एक ऐसा विभाग है कि शायद दुनिया की बड़ी रेलों में से एक है, वह यह हिसाब भी नहीं लगा पाया कि भाप का इंजन बनाने के साथ-साथ डीजल का इंजन भी बनाना पड़ेगा, और फिर बिजली वाला भी बनाना पड़ेगा। स्थिति यह है कि भाप वाला आपके पास फालतू हो गया जिसके लिये आप दुनिया में बाजार ढूँढ़ रहे हैं और बिजली के इंजन की कमी पड़ रही है। इतना बड़ा विभाग, जो छोटे मोट देशों से बड़ा बजट रखता हो, उसकी प्लानिंग इतनी घटिया चले कि वह अपनी आवश्यकताओं का हिसाब भी न लगा सके, यह बड़े शर्म की बात है।

तीसरी श्रेणी के डब्बे इन देश में बहुत बन सकते हैं, और बना कर चलाये जा सकते हैं, लेकिन बीस साल होने के बाद भी उनमें उतनी ही भीड़ भरी होती है। हालांकि सैलून एक हजार पड़े हुए हैं जिन से 100 गाड़ियां चल सकती हैं, लेकिन तीसरे दर्जे की, जिसकी वजह से यह महकमा चल रहा है, बड़ी भारी उपेक्षा की गई है। ट्रक प्रतियोगिता में हम से बाजी ले रहा है। गाज रेलवे घाटे में चलती जा रही है और ट्रक वाले मुआफे में चत रहे हैं, केवल इसलिये कि ट्रक वाले माल को भाराम के साथ ले जाते हैं। जो भी माल बक करने आते हैं उनके साथ वे बड़ी अच्छी तरह पेश आते हैं और आदमी सहसूस करता है कि हम किसी बढ़िया आदमी के यहां गये हैं। रेल में जो माल बक करने आते हैं वह अपने को घटिया समझ कर आते हैं। उनके साथ अच्छा व्यवहार नहीं होता। माल की अच्छी तरह से सुरक्षा नहीं होती। माल को पहुंचाने में जल्दी नहीं होती। एक व्यापारी की तरह से काम नहीं किया जाता। परिणाम यह होता है कि ट्रक वाले जीत जाते हैं और रेलवे घाटे में चलती जाती है।

इसी तरीके से इतने बड़े विभाग के अन्दर, जिसका इतना बड़ा बजट है, बड़ा भारी खोज

कार्य होना चाहिये। छोटे-छोटे कारखाने खोज का कार्य करते हैं, जिससे नई-नई किस्म की चीजें ईजाद की जायें और दुनिया की तरक्की के साथ वह भी जुटे रहें। विदेशों से किसी खोज को खरीद कर उसको अपने यहां बनाने का कोशिश करनी या वहां से मशीनें मंगाना कोई बड़ा काम नहीं है। हम तो खोज कर ही नहीं रहे हैं। अगर यहां कोई खोज हो भी तो वह हिन्दुस्तान में रखनी नहीं चाहिये। हम जानते हैं कि सूरी ट्रांसमिशन को हम नहीं ले पाये, जर्मनी ने उस चीज को ले लिया। जर्मनी में वह इस्तेमाल होता है, और फिर हम को वहां से वापस करता है। अगर यह विभाग अपने यहां खोज का बढ़िया इन्तजाम नहीं करेगा और दुनिया के और देशों के मुकाबले में खोज में आगे नहीं बढ़ सकेगा, तो हमेशा यही इतिहास रहेगा कि बढ़ता हुआ रेल का महकमा बिना खोज किये हुए पुर्जों को और मशीनों को या दूसरी चीजों को बाहर से खरीदता रहेगा और देश की विदेशी मुद्रा हमेशा संकट में पड़ी रहेगी।

शाहदरा से सहारनपुर तक एक छोटी सी लाइन चल रही है। उसकी बाबत इतनी बार कहा गया कि उसको ले लिया जाये, लेकिन वह नहीं ली गई। वह इतनी छोटी लाइन है कि दिल्ली से उसका कोई कनेक्शन नहीं रहता है। शाहदरा के बाद उसका कनेक्शन खत्म हो जाता है। उसका राष्ट्रीयकरण होना चाहिये।

10.43 hrs.

[Mr. SPEAKER in the Chair]

उसको बड़ा बनाया जाना चाहिये ताकि दिल्ली का हरिद्वार के साथ, देहरादून के साथ और सहारनपुर के साथ सीधा सम्बन्ध हो जाये। इस तरह से मेरठ भी दिल्ली से सीधा मिल जायेगा। श्यामली का इतना बड़ा इलाका है वह दूसरी ओर मिल जायेगा। वहां के जागरूक किसान जो हैं वह मंडी को अपना सारा माल सुव्यवस्थित से ला सकेंगे।

[श्री महाराज सिंह भारती]

इसी तरह हस्तिनापुर केन्द्र में बहुत पैसा लगा कर शहर बसाया गया। काफी पैसा लगा कर वहाँ रेल ले जाने की योजना बनाई गई। वहाँ के किसान किस कदर जागरूक थे कि मवाना से हस्तिनापुर तक बिना कुछ कहे सुने सब ने अपनी जमीनें चक-बन्दी की छोड़ दी; लेकिन आज भी वह जमीन रेल का इन्टर्रार कर रही है। सरकार ने इस रेलवे की स्कीम को तोड़ दिया। पहले तो बनाया था लेकिन बाद में पता नहीं क्यों इसे तोड़ दिया।

इसी तरह से मेरठ जो वह दिल्ली के एकदम नजदीक है और उत्तर प्रदेश के पश्चिम में है। पश्चिमोत्तर प्रदेश में एक करोड़ की आबादी है, जिस के लिये कोई सीधी गाड़ी लखनऊ और इलाहाबाद हाई कोर्ट तक जाने के लिये नहीं है। बहुत बार हमने लिखा, बहुत बार कहा, बहुत लोगों ने कहा, जनता की करीब 25 या 30 साल पुरानी मांगें हैं, लेकिन वह आज तक मंजूर नहीं की गई है। जहाँ इतनी गाड़ियां चलाई जाती हैं, अगर एक गाड़ी मेरठ तक बढ़ा दी जाये जो कि लखनऊ होते हुए इलाहाबाद 9 बजे तक पहुंच जाये, तो इस से बहुत बड़ी आबादी कवर हो सकती है।

इसी तरह से मेरठ कागज पर चाहे किसी की भी मिल्कियत हो, लेकिन मौके पर तो वह दिल्ली की ही मिल्कियत है। मेरठ से दिल्ली बहुत से लोग आते जाते हैं। वह दिल्ली का ही एक सुबर्ब बन गया है। जिस को दिल्ली में जगह नहीं मिलती वह मेरठ में जगह लेता है। मेरठ एक जंक्शन है लेकिन उस जंक्शन पर जो एंजिन को मुंह मोड़ने वाली मशीन है वह आजसे पचास साल पुरानी लगी है बाबा भ्रामद के जमाने से, जिस से एक छोटा सा इंजिन ही घुमाया जा सकता परिणाम यह होता है कि मेरठ को जो शटल दिल्ली से जाती है वह मेरठ में नहीं घूमती बल्कि नंगल डैम जा कर घूमती है।

यहां से शटल लेकर जायेगी, वहां से भाखरा वाली गाड़ी ले कर जाती है और वहां से घूमकर गाड़ी वापस ले कर आती है, तब यहां की शटल वापस ले कर आती है। एंजिन घुमाने के लिये कोई बड़ा कारखाना नहीं बनाना है, कुछ थोड़ा से पैसा लगाना है, लेकिन इस के बिना देने से दिल्ली मेरठ का जो ट्रैफिक है उस को बढ़ी सहूलियत हो जायेगी। दिल्ली से मेरठ का जो ट्रैफिक है उस की आश्चर्य कल्पना नहीं कर सकते, अगर उस के लिये यह डबल लाइन बना दी जाये तो उन का काम बड़ी आसानी से चल सकता है। दिल्ली में सब चीजें बाहर से आती हैं क्योंकि दिल्ली में कुछ पैदा नहीं होता। दिल्ली के अन्दर मास पंजाब से आता है या हरियाणा से आता है। इस लिये इस को डबल लाइन जरूर हो जाना चाहिये। इसी के साथ-साथ इस में डीजल इंजन चला दिया जाना चाहिये तो टाइम थोड़ा बच सकता है और लोग जल्दी से पहुंच सकेंगे।

इसी के साथ साथ गाजियाबाद शटल है। मैंने मंत्री साहब को लिखा था कि उसको मेरठ तक बढ़ा दिया जाये तो बड़ी सहूलियत हो सकती है क्योंकि मुरादनगर ब्रांडेन्स फेक्ट्री में मेरठ से चार या पांच सौ आदमी आते हैं। ब्रांडेन्स फेक्ट्री उन को क्वार्टर नहीं देती है, उस ने क्वार्टर्स बनाये ही नहीं हैं। इस लिये मेरठ से आना पड़ता है और काफी टाइम सर्फ होता है। 8 बजे कोई भी गाड़ी मेरठ से नहीं पहुंचती है। नतीजा यह होता है कि वह रोज सेट पहुंचते हैं और आध पौन घंटा उन को फालतू बैठना होता है। उन्होंने काफी रिप्रेजेंट किया, ब्रांडेन्स फेक्ट्री के अफसरों ने भी रिप्रेजेंट किया लेकिन वह कहते हैं कि मेरठ से इंजन का मुंह नहीं घूमता तो गाजियाबाद कैसे पहुंचें यह मंत्री महोदय के लिये एक बहुत छोटी सी चीज है। इसपर ध्यान देने की बहुत ज्यादा जरूरत है।

जिस कदर ट्रैफिक बढ़ रहा है उस को आप पूरी तरह से जानते हैं। जनता को सुविधा

देवे के लिये यहां पर डीजल कार्स चलाई जानी चाहिये। इससे काफी सहूलियत रहेगी। यहां से एक गाड़ी 3.45 पर चलती है उस के बाद 6 बजे ही गाड़ी मिलेगी और इस से जमता को बड़ी दिक्कत होती।

सूबर्ब के लोगों में से कोई किसी वक्त जाता है और कोई किसी वक्त में। जिस तरह से लखनऊ और कानपुर के बीच में डीजल कार्स चलती है उसी तरह से दिल्ली के चारों तरफ जो शहर पड़ते हैं उन के बीच में डीजल कार्स की सर्विस हर आध पौन घंटों के बाद होनी चाहिये।

जो लोग मासिक टिकट लेते आ रहे हैं उन लोगों का जो किराया बढ़ाया गया है उस से उन पर बड़ा भारी असर पड़ा है। मैं चाहूंगा कि मंत्री महोदय इस पर दुबारा गौर कर ले क्योंकि इस से उन लोगों को बड़ी भारी परेशानी हो जायेगी।

मैं थोड़ी सी बात दिल्ली की बाबत कहना चाहता हूं। आज दिल्ली के हिसाब-किताब बढ़ रही हैं। हिसाब लगाया जाता है कि 5 लाख आबादी बढ़ेगी, लेकिन बढ़ जाती है एक दम से 10 लाख यह बढ़ती हुई आबादी कई परेशानियों को जन्म दे रही है। दिल्ली में जो कालोनीज बसाई जा रही हैं उन में कम तन्खवाह पाने वाले लोगों को रेलवे कोई स्थान नहीं दे रही है इस लिये यह झुग्गी झोंपड़ी वाले बढ़ते चले जा रहे हैं। यहां दिल्ली से बाहर के लोग आते हैं अपनी सेवायें देने के लिये। इन बाहर से आने वालों की तदाद निरन्तर बढ़ती चली जा रही है। जो भी ऐसे लोग हैं, जो कि लड़ाई के पहले से रेलवे की सर्विस में हैं या माल डिपो में काम करते हैं, वे पच्चीस पच्चीस मील साइकिलों से आते हैं और उतने ही मील वापस जाते हैं साइकिल से। यह शहर तो बढ़ता चला गया है लेकिन उस में जो कोलोनीज बसाई गई हैं उन में से किसी में भी गरीब आर्दमियों के बसने के लिये कोई जगह नहीं बनाई। जो

भी लोग अपनी सेवायें देने के लिये आते हैं अगर उन को यातायात की सुविधा नहीं मिलेगी तो काम कैसे चलेगा? मैं निबंदन करना चाहता हूं कि बम्बई और कलकत्ता की तरह से इस शहर के लिये भी कोई प्लैन बनाई जाय और हिसाब किताब लगाया जाये। जिस तरह से दिल्ली से हावड़ा तक बिजली से गाड़ियां चलाने का इन्तजाम किया जा रहा है उसी तरह से दिल्ली के चारों तरफ से आने वाली गाड़ियों के बिजली से चलाने का इन्तजाम कर दिया जाये। इस में कोई लम्बा चौड़ा खर्च नहीं करना पड़ेगा। सिर्फ पचास मील इधर से और पचास मील उधर से इस तरह का इन्तजाम कर दें।

हमारे यहां एक रिंग रेलवे बनाने की बात चल रही है : पता नहीं उस में सौ साल लगेंगे या दो सौ साल लगेंगे। पता नहीं कितने दिनों से बात चल रही है लेकिन इस स्कीम के पूरी होने की नौबत नहीं आती। कभी सीमेन्ट नहीं मिलता, कभी ठेकेदार नहीं मिलते, कभी लेबर नहीं मिलती हैं, कभी कुछ और गड़बड़ हो जाती है, इस गड़बड़ की वजह से जो यह रिंग रेलवे लाइन बनने वाली थी वह भी नहीं बन पा रही है। अगर यह बन जाती तो दोनों तरफ से गाड़ियां आ जा सकती थीं और दिल्ली के लोगों को और आस पास के लोगों को भी सहूलियत हो सकती थी।

मैं आशा करता हूं कि मंत्री महोदय इन सब बातों की ओर ध्यान देंगे।

Some hon. Members rose—

Mr. Speaker: I have got the list here.

Shri Sonavane (Pandharapur): That is one method. The other method also is adopted of calling those who catch the eye of the Chair.

Shrimati Lakshmikanthamma: One-third of the revenues come from the

[Shrimati Lakshmikanthamma]

women passengers. Not a single woman has spoken on the railway demands.

श्री यशपाल सिंह जिन की कट मोरांज
हैं उनको भी मौका मिलना चाहिये ।

Mr. Speaker: All right. I will call the lady member.

Shrimati Lakshmikanthamma: Thank you, Sir. First of all, let me request the railway minister to improve the facilities for women passengers in the railways. Women travelling with children should be given the lower berths. Even that much chivalry is not shown. Often I have seen in buses women with a child in arms standing and no man gets up and offer his seat.

Mr. Speaker: This is railway budget.

Shrimati Lakshmikanthamma: I have seen women giving their lower berths to heart patients.

Some of the demands on behalf of my State have already been made by Mr. Thirumala Rao, Mr. Viswanathan and others. I will now come to other demands of my State. It is rightly felt by the people of Andhra Pradesh that unless a railway line has to cut through Andhra Pradesh, the State has been neglected to that extent that there is no separate railway line for the development of the State. Railway lines connecting Madras with the north cannot be constructed in the air; they have to cut through Andhra Pradesh. Only such lines are being given to Andhra and not others. For so many years, since the time you were Chief Minister of Andhra, we have been pleading here for a separate line, not from the parochial point of view, but from the point of view of supplying foodgrains to different parts of the country. Nagarjunasagar is going to bring 22 lakh acres under production and 6 lakh tonnes of paddy have to be exported to other parts of the country. There is a demand for a broad gauge line from Ongole

to Hyderabad via Nagarjunasagar and that has to be connected to Sirpur Kagajnagar and to Abilabad. At present there is only a metre gauge line from Guntur to Macherla and from Vijayawada to Guntakkal which terminates at two congestion points.

Sir, within five years the density of population in this area also will be doubled. Even as a commercial concern you must realise that it will be profitable for you to undertake this work. When progress in other directions has taken place, transport should not be a bottleneck in the transportation of foodgrains to other parts of the country. We have been asking for a survey of this line to be undertaken but no action has been taken so far. If you do not take up the survey of this line and start the work in right earnest I am afraid you will be in great trouble at a later date.

Survey work has been undertaken of the broad gauge line from Bailadilla to Kothagudim and the branch line from Bhadrachalam Road to Kovvur. I would like to know what has happened after that.

I now come to the question of railway wagons. I have seen certain press reports where the Railway Board has said that railway wagons are not being used, they are lying idle and all that because there has not been much demand for wagons. On the one hand we see such reports that the wagons are lying idle and, on the other, we get complaints from our place saying that the railways have failed to supply their requirements of wagons. Sir, Singareni colliery is in my constituency. I have copy of a letter here from the Secretary, Singareni Colliery Mazdoor Sangh addressed to the Secretary, Railway Board. This copy was sent to me in March. Then I was told by the railway authorities that they would send sufficient number of wagons. I had been to my constituency three or four days back. Again the same complaint is there.

Heaps of coal are lying at the collieries and the workers there are being threatened with being thrown out of employment. This is what he writes:

"You will please note that the Railways have failed to meet the requirement in full, resulting in accumulation of huge stock of coal on the pit mouth. This has caused unemployment to several hundreds of workers at the collieries. Apart from this, the workers are being deprived from getting more profit sharing bonus because the company is not in a position to lift the coal due to shortage of wagons.

There is a stock of approximately 8 lakh tons of coal lying at Kothagudium collieries alone excluding the stocks lying at Ramagundom, Mandamari and Belampalli divisions. There also the workers are made to suffer—some due to unemployment and some due to retrenchment and resulting in their profit sharing bonus."

There is another complaint here which shows how the railways are treating public undertakings compared to private firms. This is what he writes:

"In this connection I would like to mention here that Messrs. Shaw Wallace Company (a coal mining concern) which despatched 35 lakh tons of coal in 1965-66 (within a period of 11 months) were supplied the required number of wagons and in 1966-67, the railways supplied wagons to enable them to despatch 45 lakh tons. Most of the consumers who were previously taking coal from Singareni have gone to this firm simply because they get the coal from Messrs. Shaw Wallace without any delay whereas in Singareni since the wagons are not supplied the coal has to be spread over on the surface."

Because the Singareni Collieries are not in a position to supply due to failure on the part of the Railways

to supply wagons, their customers have shifted and they have started getting their coal from this private company. I would like the hon. Minister to look into this.

17 hrs.

Then, I would like to suggest to you that a booking office should be opened in a station called Alantanpet, between Dhornakal and Kasipet, where there is no booking office due to which the passengers are put to great inconvenience.

Also, during the time of the Sriram Navami special bogies used to be attached from Hyderabad and Vijayawada to Bhadrachalam Road station. This year the railways have stopped it, for reasons best known to them. This is a very important festival and because of the absence of this bogie the pilgrims are put to a lot of inconvenience.

Then, in a place called Madurai there is no over-bridge. The people living in that area are so poor that they are not able to contribute to the extent to which they should contribute to become eligible for the bridge. So, I would request that this over-bridge should be built. After being a Member of Parliament for five years the only thing we can do is to have one over-bridge here or a small station there. We cannot do much more than that.

Shri M. R. Krishna (Peddapali): You are lucky if you are able to get them.

Shrimati Lakshmikanthamma: About the facilities for passengers, Member after Member has stressed the need for more facilities and comforts to the third-class passengers. I do not want to repeat them. Much of what Gandhiji said about his third-class journeys and the campaign he undertook to improve the conditions of third-class travel hold good even today. He said:

"Educated men should make it a point of travelling third class

[Shrimati Lakshmikanthamma]

and reform habits of people, as also never let the railway authorities rest in peace and send in complaints wherever necessary... Trains and steamers are the best media for the practical education of millions of travellers in spotless cleanliness, hygiene, sanitation and camaraderie between different communities of India."

This is what he has said. I do not want to go into more details for want of time. I feel that in order to improve the conditions in the railways the Members of Parliament and also Minister should hereafter, as far as possible, try to travel third class and see that more facilities are provided to the third-class passengers.

Shri Thirumala Rao (Kakinada): Sir, on a point of order. Is it permissible to read Bhagvat Gita in the House. Shri Sharma is doing it.

Mr. Speaker: I am glad he is doing it.

श्री शिकरे (पंजिम) : अध्यक्ष महोदय, मैं गोध्रा से आया हूँ, जिस का वर्णन स्वर्गीय पंडित जी ने इस प्रकार किया था कि गोध्रा एक अजब प्रदेश है। गोध्रा के लोग अजीब हैं। गोध्रा एक छोटा सा प्रदेश है, लेकिन वह इस देश को हर साल 45 करोड़ रुपये की फारेन एक्सचेंज देता आया है। हाँ वह एक छोटा सा प्रदेश है, लेकिन वह भारत के लिए साढ़े सात मिलियन टन मैंगनीज और आयरन और देता है। इस लिए मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि वह गोध्रा की ओर जरा लक्ष करें और उस के लिए कुछ काम करें, क्योंकि स्वातंत्र्य के बाद इन पांच वर्षों में हमारी सरकार का ध्यान उस की तरफ नहीं गया है। इस कारण वहाँ ऐसी भावना फैल गई है कि हमारा एक्सप्लायटेशन हो रहा है शोषण हो रहा है और हमारे लिए कुछ नहीं किया जाता है।

स्वातंत्र्य से पहले हमारे वहाँ जो रेलवे थी, उसका नाम वीस्टर्न इंडिया पोर्चुगीज रेलवे था। बाद में उस का नाम सदरन रेलवे हुआ और अब उसका नाम साउथ सेन्ट्रल रेलवे हो गया है। हमारी रेलवे का नाम तो बदल गया है, लेकिन उस की परिस्थिति बिल्कुल वही है, जो कि पहले थी। पोर्चुगीज जमाने में गोध्रा में जो मेल थी, लोग उस को "बांगड़ा मेल" कहते थे। पंजाबी भाई शायद "बांगड़ा" का अर्थ बांगड़ा नृत्य समझेंगे, लेकिन वास्तव में "बांगड़ा" का अर्थ है "मैकारेल फ़िश"। जिस तरह बांगड़ा फ़िश को डिब्बे में भरते हैं, उसी तरह उस ट्रेन में घादमी भरे जाते हैं। अभी भी वही हालत है। गोध्रा के लिए कुछ नहीं किया गया है। मैं गोध्रा के लिए कुछ नहीं मांगता हूँ। मैं तो भारत के लिए मांगता हूँ। जैसा कि मैंने कहा है, गोध्रा इस देश को 45 करोड़ रुपये की फारेन एक्सचेंज देता है। लेकिन मैं समझता हूँ कि गोध्रा में 90 करोड़ रुपये की फारेन एक्सचेंज देने की ताकत है उनका भूगर्भ भी समृद्ध है, सम्पन्न है। इसलिए सरकार को गोवा के लिए जरूर कुछ करना होगा।

मैं रेलवे मंत्री को बताना चाहता हूँ कि गोध्रा में, मर्मगोध्रा बन्दरगाह तक साढ़े सात मिलियन टन आयरन और मैंगनीज और का ट्रांसपोर्ट होता है, लेकिन उस में सिर्फ़ आधे मिलियन टनका ट्रांसपोर्ट हमारी रेलवे करती है। कहा जाता है कि वहाँ पर जो बहुत से वाजिज हैं, वे रिवर से नदियों से ट्रांसपोर्ट कर सकते हैं, लेकिन मैं रेलवे मंत्री को बताना चाहता हूँ कि पोर्चुगीज जमाने में वाजिज के लिए जितनी चाहे उतनी फारेन एक्सचेंज मिलती थी, इम्पोर्ट लाइसेंस मिलते थे, जो कि अब नहीं मिलते हैं। अब स्पेयर पार्ट्स के लिए भी इम्पोर्ट लाइसेंस नहीं मिलते हैं। इस लिये हमें दूसरा रास्ता खोजना पड़ता है और वह दूसरा रास्ता है रेलवे का।

इसी लिए मेरी यह मांग है कि गोघ्रा में कुछ डेवलपमेंट करो। केवल गोघ्रा के लिए नहीं, बल्कि भ्राखिल भारत के लिए वहां की डीटरगेज लाइन को ब्राडगेज किया जाये और डबल लाइन बनाई जाए। वह लाइन सिर्फ चालीस मील लम्बी है अगर उस को ब्राडगेज लाइन और डबल लाइन बनाया जाये, तो ज्यादा ट्रांसपोर्ट हो सकता है। मैं नहीं कहता कि वह पैसंजर्ज के लिए हो, क्योंकि पैसंजर्ज के लिए गोघ्रा में प्राईवेट बसिज का बहुत बड़ा फ्लीट है। इस के अतिरिक्त वहां स्टीमर हैं, जो बम्बई में रहने वाले हमारे डेढ़ लाख लोगों के गोघ्रा तक आने जाने और हम लोगों के भी बम्बई आने जाने के काम आते हैं। लेकिन हमारे लिए भारत के लिए वह ट्रांसपोर्ट जरूरी है, जो आयरन और और मैंगनीज और को बन्दरगाह तक पहुंचा सके।

इस को दृष्टि में रखते हुए मैंने गुंजी के साबन्तवाड़ी और चोरला घाट से शुरू गोघ्रा की एक और लाइन की मांग की है। वह सुझाव मेरा नहीं है, बल्कि पिछले रेलवे मंत्री, श्री एस० के० पाटिल का है। इस इलेक्शन से पहले उन्होंने गोघ्रा का शोध (डिस्कवरी आफ गोघ्रा) किया था। इलेक्शन के पहले ऐसे शोध लगते हैं। इलेक्शन से पहले जब वह गोघ्रा गए, तो उन्होंने वहां के प्रतिष्ठित लोगों से कहा कि हम वह लाइन दे सकते हैं। वह लाइन गोघ्रा के उत्तरी भाग में जा सकेगी। जब कोंकण रेलवे कम्पलीट होगी, तो वह साबन्तवाड़ी तक आयेगी। इस तरह गोघ्रा कोंकण रेलवे के मिल सकता है।

मैं निवेदन करना चाहता हूं कि मंत्री महोदय को गोघ्रा के बारे में अवश्य कुछ करना होगा, क्योंकि वहां पर जो भावना फैली हुई है, अगर वह ज्यादा बढ़ जायेगी, तो लोग यह अनुभव करेंगे कि सरकार उन

की महत्वाकांक्षाओं और भाषा-अपेक्षाओं को मान्यता नहीं देती है।

मैंने यह भी मांग की है कि गोघ्रा में कुरशोरेंम स्टेशन और वास्कोडे गामा स्टेशनों का एक्सपेशन और रेनोवेशन किया जाये, क्योंकि यद्यपि स्वातंत्र्य से पहले गोघ्रा में प्रवास(ट्रेफिक) बहुत कम था, लेकिन अब वहां पर प्रवासियों की संख्या इतनी बढ़ गई कि उन स्टेशनों का एक्सटेंशन जरूरी हो गया है। मार्मिगोघ्रा बन्दरगाह एक अन्तर्राष्ट्रीय महत्व की बन्दरगाह है और वास्कोडेगामा एक महत्वपूर्ण शहर है। इसलिए उस बन्दरगाह और रेलवे स्टेशन के विकास की और ध्यान देना जरूरी है। मुझे आशा है कि मंत्री महोदय मेरे इन सुझावों पर ध्यान देंगे।

श्री धोंकार लाल बोहरा (चित्तौड़-गढ़): अध्यक्ष महोदय, मैं आप के द्वारा माननीय रेलवे मंत्री महोदय से राजस्थान की रेलों के बारे में कुछ कहना चाहता हूं। राजस्थान जैसा कि आप जानते हैं बराबर राजे रजवाड़ों का प्रान्त रहा और जब तक यह राजेरजवाड़ों का प्रान्त रहा आवागमन के साधन वहां विकसित नहीं हुए। ऐसी कई रियासतें थीं, खासकर के आदिवासी इलाके के अन्दर तो उन लोगों को आजादी के पहले तक आवागमन की कोई सुविधा प्रदान नहीं की जा सकी। अब जबकि परिस्थितियां बदल गई हैं मुझे अच्छी तरह मालूम है कि रियासतों ने जिनकी रेलें अपनी अपनी थी, उन्होंने जब अपनी रेलें केन्द्र को सौंपी तो उन के पास कई योजनाएं थीं। उन योजनाओं में से एक ऐसी योजना मैं आप के सामने रखना चाहता हूं और मुझे इस बात का एहसास है कि पिछले तीन मंत्री महोदयों से बराबर अपील करने के बाद भी वह योजना अभी तक खटाई में पड़ी हुई है पर मुझे पूरा विश्वास है कि हमारे नये रेलवे मंत्री पूनाचा साहब इस तरफ विशेष ध्यान देंगे।

स्वर्गीय लाल बहादुर शास्त्री जी जब चित्तौड़ पधारे थे तो उन्होंने वहां चित्तौड़ से

[श्री श्रीकार लाल बोहरा]

कोटा की रेलवे लाइन के बारे में चित्तौड़ की जनता को और उदयपुर में भी राजस्थान के लोगों को आशवासन दिया था कि यह रेलवे लाइन जल्दी बनेगी। बाद में रेलवे मंत्री श्री जगजीवन राम पधारे थे तब भी उन्होंने इस बात की घोषणा लाखों लोगों के सामने की थी और मैं आप से बताना चाहता हूँ कि पिछले दिनों डाक्टर राम सुभग सिंह ने भी यह घोषणा की थी कि यह रेलवे लाइन जल्दी बन रही है। चित्तौड़ एक ऐसी जगह पर है जहाँ चम्बल प्रोजेक्ट है। चम्बल प्रोजेक्ट के बारे में जैसा कि आप जानते हैं चम्बल की बिजली सब तरफ फैल रही है और इसी तरह रावत-भाटा में एटामिक एनर्जी स्टेशन भी है। तो यह चित्तौड़ से कोटा तक सारा इलाका एकदम बिना आवागमन के साधन के पड़ा हुआ है। वहाँ पर बरसात के दिनों में सड़कों के लिए भी कठिनाई होती है और कभी कभी ऐसी स्थिति आती है कि कोटा से चित्तौड़ आने के लिए कम से कम 60-70 मील का चक्कर काटना पड़ता है। इसलिए मेरी यह पुरजोर अपील है कि चित्तौड़ कोटा रेलवे लाइन का जिसका सर्वे पहले कराया जा चुका है और जिस के लिए बार बार इस सदन में आवाजें गूजी हैं उसे इस बार रेलवे मंत्री महोदय अपने हाथ में लें और यह कोशिश करें कि इस का काम शीघ्रताशीघ्र शुरू हो।

जैसा कि मैंने पहले कहा राजे रज-वाड़ों के जमाने में आवागमन की सुविधाएं विकसित नहीं हो सकीं, राजस्थान का दक्षिणी पश्चिमी इलाका डूंगरपुर बांसवाड़ा प्रतापगढ़ जहाँ 25 लाख आदिवासी रहते हैं उस इलाके में एक रेलवे लाइन अभी भारत सरकार ने बनायी है जिस के लिए मैं उन्हें साधुवाद देता हूँ उदयपुर से हिम्मत-नगर जो बाद में अहमदाबाद से जुड़ जाती है। लेकिन फिर भी डूंगरपुर बांसवाड़ा प्रतापगढ़ का इलाका जो कम से कम 15 लाख आदिवासियों का इलाका है जहाँ कि कई तरह की साधन-सुविधाएं हैं, अतुल खनिज

भंडार भरा पड़ा है, औद्योगिक दृष्टि से भी वह बड़ा इलाका है लेकिन उन आदिवासियों में हजारों लाखों ऐसे हैं कि जिन को रेलवे का दर्शन तक करने को नहीं मिलता है और बड़ी दूर तक आकर बसों पर चढ़ कर आस पास के इलाकों में उन को जाना पड़ता है। तो मेरा उस के लिए सुझाव है कि कम से कम बांसवाड़ा से प्रतापगढ़ होते हुए रतलाम तक एक छोटी रेलवे लाइन और बनाई जाय तो वह लोग जो आदिवासी क्षेत्र में रहते हैं उन को आधुनिक जीवन एवं विज्ञान से सम्पर्क करने का अवसर मिलेगा और जो अतुल भंडार हैं खनिज के उन्हें विकसित करने में भी उद्योगपतियों को या व्यवसायियों को सुविधा मिलेगी।

जैसा मैंने निवेदन किया था राजस्थान के अन्दर केवल एक दिल्ली से सवाई माधोपुर होते हुए कोटा को जाने वाली एक ब्राडगेज लाइन है, बाकी सारे राजस्थान का इलाका मीटर गेज लाइन पर है।

जयपुर जैसे शहर जो कि राजस्थान की राजधानी है और जोधपुर, बीकानेर उदयपुर यह सब मीटर गेज पर हैं। मीटर गेज की वजह से बड़ी तकलीफें होती हैं। सामान समय पर नहीं पहुँच पाता है क्योंकि बाहर से जो सामान आता है उस की अनलोडिंग करनी पड़ती है। उस में काफी समय लग जाता है। इसलिए कम से कम बड़े शहरों को मीटरगेज से बदलकर ब्राडगेज पर कर सकें तो राजस्थान को बहुत बड़ी सुविधा होगी।

इसी तरह एक सुझाव मेरा और है। दिल्ली से उदयपुर जो स्पेशल कोच आप लगाते हैं उस में थर्ड क्लास की सुविधाएं इस तरह की हैं कि सारी रात भर लोगों को सिंगिल सीट पर जाना पड़ता है जबकि बड़े शहरों में आप स्लीपिंग कोच लगाते हैं। तो मेरा निवेदन है कि दिल्ली से उदयपुर तक जो कोच लगता है उसमें स्लीपिंग कोच चालू करें

ताकि जो मुसाफिर रात भर सफर करते हैं उन्हें सुविधा रहे ।

इन्ही शब्दों के साथ मैं फिर घ्राप से प्रील करना चाहता हूं कि चित्तौड़ गढ़ से कोटा की जो लाइन है उस के बारे में जो तीन भूतपूर्व रेलवे मंत्रियों ने आश्वासन दिए हैं उन्हें मेरा विश्वास है कि पुनः साहब इस बार पूरा करने की कोशिश करेंगे ।

Mr. Speaker: Mr. P. Gopalan.

If members take five minutes each, another five or six members can speak.

Shri P. Gopalan (Tellicherry): Our Railway Minister is well aware of our problems. (Interruptions).

I am coming from a State which is the most neglected State in respect of development of railways. The case of Kerala has been argued here several times. It has been pointed out here that for every lakh of people, we have about 15.2 kilometres of railway. It has also been pointed out that for Kerala we are having only 4 kilometres of railway. Altogether we are having 700 kilometres of railway, while Madras is having 4,000 kilometres and Andhra Pradesh and Mysore are having 2,500 kilometres. This itself proves that Kerala has been neglected in the development of railways during all this period.

I would like to bring to the notice of the Railway Minister that what has already been sanctioned to Kerala has also been taken out of Kerala. Recently, the Signal Construction Office at Olavakkot has been shifted to a place in Madras State, Podanur. I do not know what official justification the Railway Ministry can give to this. This office has been functioning in Olavakkot for the last six years very efficiently. The Railway Ministry or the Railway Department can advance no logic or reason for the shifting of this and I say that this

is due to injustice and negligence towards Kerala. This is another example of negligence and injustice to Kerala. The injustice meted out to Kerala has been brought to the notice of the Railway Ministry several times. New lines have not been opened in Kerala recently. The Railway Minister who comes from our neighbouring State is well aware of the fact that people of Kerala have been clamouring and raising their voice during the last so many years for the construction of a railway line, linking our Railway Minister's State, Mysore, with Kerala. It was before 1914 that the first proposal for this railway line came. It was during the time of the British that a survey was conducted. But unfortunately owing to the outbreak of the First World War, the survey could not be completed. Since the attainment of Independence, the people have been raising their voice for the construction of this link line. The total distance would come to about 90 miles. If Kerala is connected with Mysore with a link line, the total distance would come to about 90 miles. If I have to come to north India, if I have to come to Delhi, I should take a circuitous route coming to Jolarpet. If this link line is constructed, the distance to Delhi will be reduced by 400 miles from Kerala. Even during the time of the British, they found it to be an urgent thing and so, they conducted a survey. The people of Kerala repeatedly raised their voice and our late Prime Minister, Shri Lal Bahadur Shastri, when he was holding the portfolio of Railways, came to Kerala and assured us while addressing a meeting in Tellicherry before thousands of people that within a few years we would be having a railway link with Mysore. A survey was also ordered to be conducted, but I do not know why the survey report was not published and why that link line has not been constructed yet. As far as the people of Kerala are concerned, this is one of the important rail links that they want. I submit that the Railway Ministry should give utmost thought

[Shri P. Gopalan]

and serious consideration to this pressing demand of ours.

17.20 hrs.

[Shri C. K. BHATTACHARYYA in the Chair]

Moreover, the areas lying in the border of Mysore and Kerala, where the hill products are grown are also going to be covered by this railway line. The hill products which earn crores of rupees worth of foreign exchange for our country are produced in these areas. We want these areas to be opened to the other world and goods traffic to be made possible, and the people who are producing these dollar-earning products should be given some railway facilities in these areas. Therefore, I would request the Railway Minister to give utmost importance to the construction of this railway line.

The hon. Minister is also aware that north of Ernakulam we have a broad gauge line but south of it we have only metre gauge line. When rice comes to Kerala from Andhra Pradesh, it comes up to Ernakulam by broad gauge and then the rice has to be unloaded and reloaded on the metre gauge wagons. Because of this break of gauge, we are having so much of difficulty. The Kerala State Government as well as the representatives of the people in the south have demanded several times that the metre gauge should be substituted by broad gauge and thus the pressing demand of the Kerala people should be met. I am sure the Railway Minister who is well aware of this problem and who understands the feelings of the people of Kerala will give his serious consideration to this appeal of mine.

In conclusion, I would request that the injustice meted out towards Kerala during the three plan periods should be put an end to and this neglect towards Kerala should be ended. That is our demand and that is our request to the Railway Minister.

I hope that these points will be given serious consideration by the Minister.

डा० महादेव प्रसाद (महाराजगंज) :

सभापति जी, अभी एक बहिन ने गांधी जी का उल्लेख करते हुए रेलवे मंत्री जी का ध्यान उधर आकषित किया। मैं नहीं समझता कि बार बार गांधी जी का नाम तो हम लेते हैं लेकिन जो कुछ अनुभव करते थे, उस की तरफ शायद ही हमारा ध्यान जाता हो; हम को रेलवे मंत्रालय की तरफ से जो टाइम-टेबिल की कम्प्लीमेंट्री कापी मिलती है उस के आखरी पृष्ठ पर गांधी जी का फोटो छपा है और उस में लिखा रहता है कि अगर हम रेलवे के सर्वोच्च अधिकारी होते तो यह-यह काम करते। मैं नहीं समझता कि उस फोटो के साथ गांधी जी के इस वाक्य का छापना किन के लिये है—मंत्री महोदय सर्वोच्च अधिकारी हैं या बोर्ड के चेयरमैन हैं—वह सर्वोच्च अधिकारी हैं। मुझे तब और ज्यादा भ्रम हो जाता है जब हम रेलवे में जो घाटा हुआ है, किराये में वृद्धि हुई है, माल भाड़े में वृद्धि हुई है—इसकी बात सुनते हैं।

सभापति जी, आपने भी अखबारों में फरवरी में पढ़ा होगा कि जब हमारे वर्तमान रेलवे बोर्ड के चेयरमैन ने अपना पद भार सम्भाला, उस समय चुनाव हो रहे थे, चुनावों के दरमियान ही उन्होंने घोषणा कर दी कि 25 फीसदी किरायों में वृद्धि होगी। जैसे उन को इतना भी धैर्य नहीं है कि इन्तजार करते, नई गवर्नमेंट बनती, नये रेलवे मंत्री आते, बजट पेश करते और तब सारी चीजें लोगों को मालूम होतीं। रेलवे बोर्ड के सम्बन्ध में हमारे अन्य मित्रों ने जो बातें कहीं हैं, वे तो अपनी जगह पर हैं ही, लेकिन यह चीज खत्म होनी चाहिये और हमेशा-हमेशा के लिये स्पष्ट हो जाना चाहिये कि मंत्री महोदय सर्वोच्च

अधिकारी हैं या रेलवे बोर्ड के चेयरमैन । अगर यह नहीं होता है, तो यह फैसला हो जाय कि रेलवे बोर्ड को यदि रखना है तो सारी रेलवे को एक स्वायत्त संस्थान बना दिया जाय, रेलवे मिनिस्ट्री को खत्म कर दिया जाय । इन दो में से एक बात अवश्य खत्म होनी चाहिये—या तो रेलवे मिनिस्टर खत्म हों या रेलवे बोर्ड जो कि सुपर-मिनिस्ट्रियल संस्था बन गई है, वह खत्म हो जाय ।

कुछ मित्रों ने कहा कि किराये में वृद्धि रेलवे का खर्चा बढ़ जाने की वजह से हुई है । लेकिन मैं यह समझता हूँ कि यह सारी की सारी जो परेशानी हो रही है वह हमारे इन्तजाम में गड़बड़ी की वजह से हो रही है । जी० एम० की शान को देखिये किस शानो-शौक्त से रेलवे के सैलूनों में सफर करते हैं । मैं आपसे कहना चाहता हूँ कि जहाँ तक रेलवे संस्थान का प्रश्न है उसकी कार्यक्षमता कितनी निकम्मी, निचले स्तर की हो गई है, कितना खराब इन्तजाम है, इस की तरफ आपको विशेष रूप से ध्यान देना चाहिये । मैं गोरखपुर से आता हूँ वहाँ पर रेलवे का कारखाना है, वहाँ जा कर देखिये कि क्या होता है—कहीं छल्ले बन रहे हैं, कहीं चाकू बन रहे हैं, छुरियां बन रही हैं, इसलिये कि रेलवे बोर्ड के बड़े बड़े अफसर भ्रमसागियों बनवाते हैं । अगर इस प्रकार की कार्यवाही चलेगी तो किस प्रकार आप खर्च को पूरा कर सकते हैं । एक तरफ शानोशौक्त और दूसरी तरफ इस तरह से लापरवाही—ऐसी हालत में आप खर्च को कैसे पूरा कर सकेंगे ।

चूँकि मजदूरों के वेतन का सवाल है, इस लिये किराये में वृद्धि करना चाहते हैं, लेकिन उन्होंने यह नहीं सोचा कि किरायों में वृद्धि करने से, जो नज्दाक के स्टेशन हैं उन के किरायों में वृद्धि करने से जो आवश्यक वस्तुएँ हैं, उन के ले आने और ले जाने में वृद्धि हो जायगी और इस तरह से मंहंगाई और ज्यादा बढ़ जायगी । मंहंगाई को आप

अपने-आप बढ़ा रहे हैं, फिर किस तरह से वेतन वृद्धि कर के आप मजदूरों का सन्तोष कर सकते हैं । असल में रेलवे का जो तना बड़ा ढाँचा है, वह इस तरह से चल रहा है कि मैं तो परेशान हो गया हूँ, पिछले पांच सालों से मैं इस हालत को देख रहा हूँ । मुझे बड़े अफसोस के साथ कहना पड़ता है कि रेलवे के जो बड़े आफिसर हैं, खास तौर से एन० ई० रेलवे के जो जी० एम० साहब हैं, उन का व्यवहार जिस प्रकार का है, उस से तो मैं आजीब आ गया हूँ चिट्ठी लिखता हूँ 6 महीने तक जवाब नहीं आता है । कर्मचारियों के केसेब उन के सामने पुट-अप होते हैं, वह उस को मानते हैं, लेकिन फिर भी कोई सुनाई नहीं करते हैं, कार्यवाही नहीं करते हैं । मैं एक केस के बारे में कहना चाहता हूँ, मैं नाम नहीं लेना चाहता क्योंकि न्डो-विजुअल केस सदन में नहीं आना चाहिये, मैं रेलवे मंत्री जी को चिट्ठी लिखकर बाद में बतलाऊंगा । मैंने एक चिट्ठी जी० एम० साहब को लिखी साल भर के बाद मैंने उन को लिखा कि इतनी मेहरबानी तो कीजिये कि चिट्ठी का जवाब दे दिया जाय । उन्होंने जवाब दिया कि ये सब चीजें ऐसी हैं जो मैं नहीं बता सकता, आप रेलवे मिनिस्टर साहब को लिखिये । मैंने कहा कि उन को तो मैं लिखूंगा लेकिन इतना तो कहिये कि इस में अन्याय हुआ है या नहीं । उन्होंने कहा कि अन्याय तो हुआ है, इन्जस्टिस हुआ है लेकिन स्पेशल इन्जस्टिस नहीं हुआ है । जब स्पेशल इन्जस्टिस होगा तब उन को परेशानी होगी । मैं अपनी मारफ्त रेलवे मंत्री का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ कि अगर रेलवे को एक संस्थान के रूप में चलाना है जिसमें घाटा न हो तो ऐसी स्थिति बनानी होगी कि वहाँ पर जो रेलवे मजदूर काम करते हैं, जो छोटे छोटे कर्मचारी हैं, उन के रहने-उन के काम करने की जो व्यवस्था है, वह उन के अनुकूल हो जिससे कि वे सन्तुष्ट हो कर काम कर सकें ।

[डा० महादेव प्रसाद]

मैंने एक चिट्ठी लिखी कि आनन्द नगर में एक हजार से ज्यादा कर्मचारी रहते हैं, वहां पर उन के लिये एरुडिस्पेंसरी खोली जाय। उन्होंने जवाब दिया कि यहां से 78 किलोमीटर पर ऐसी डिस्पेंसरी है, यहां क्या जरूरत है। यहां पर डिस्ट्रिक्ट बोर्ड और शुगर फैक्टरी की डिस्पेंसरी भी है। अगर डिस्ट्रिक्ट बोर्ड और शुगर फैक्टरी की डिस्पेंसरी से ही काम चलाना है तो बड़ी बड़ी जगहों पर जहां जी० एम० साहब को इलाज कराना है, क्यों अस्पताल खोले जाते हैं, वहां पर भी सिविल अस्पताल से ही काम क्यों नहीं ले लिया जाता। यह बड़ी खराब बात है, उस चिट्ठी पर उन्होंने अभी तक ध्यान नहीं दिया है।

आपने फरमाया है कि जो ऐसी रेलवे लाइनें हैं जिनका आर्थिक दृष्टि से कोई महत्व नहीं है, उन को कम किया जाय। मैं आप से कहना चाहता हूँ कि जो अनुपयोगी रेलवे लाइनें हैं उनको आप खत्म करें जो कोई एतराज की बात नहीं है। लेकिन जो ऐसी जगहें हैं जिन की प्रगति इंडस्ट्रियल, औद्योगिक या दूसरी तरह की, बिना रेलवे लाइन के नहीं हो सकती हैं, उन में रेलवे लाइनें बनाई जानी चाहिए।

मेरे अपने क्षेत्र में महाराजगंज निच-खीख, ठूठीबारी, या अपने जिले में बांस गांव है, वह ऐसी जगहें हैं जहां रेलवे लाइन न बिछाये जाने से उन को तरक्की नहीं हो सकती। इसी तरह से एक लाइन बना दी गई बरहून से एटा तक, लेकिन अगर उस को बढ़ा कर आप कासगंज तक नहीं ले जाते तो उस से कोई फायदा नहीं है। आप पूरी लाइन न बनाते हुए अगर सोचते हैं कि इस पर 1 करोड़ 37 लाख ६० खर्च आता है और यह अनएकानमिक है, तो यह बात गलत है। मैं मंत्री साहब से प्रार्थना करूंगा कि आप कहीं भी कभी कीजिये, लेकिन इन कामों को जरूर करवाइये। छोटी छोटी बातें हैं जिन के बारे में हम को जनरल

मे जर से कहना पड़ता है। एक बार मैं रेलवे उपभोक्ता समिति में बैठा था। कंसी छोटी छोटी बातें उस में होती हैं जिन के लिए हम लोगों को कहना पड़ता है। उस डब्बे में पानी नहीं था जिस में हमें लाया गया था। मैंने जनरल मेनेजर साहब से कहा कि मेहरबानी कर स्वयं देखिये लेकिन उनके कानों पर जूं नहीं रेंगी।

यहां पर लूप लाइन्स की बात उठी। गोरखपुर में लखनऊ से चार फास्ट ट्रेन्स हैं। मैंने उन में से एक यानी गोरखपुर से गोंडा तक सीधे लूप लाइन से डाइवर्ट कर दिया जाये। किन्तु किया यह गया कि एक गाड़ी को सीधे लखनऊ के लिए कर दिया गया। पार्सल भी जोड़ दिया गया तो पांच छः घंटे तक गाड़ी लेट होने लगी। इस के न होने से यह होता है कि आदमी लोग तीन-तीन, चार-चार घंटे लेट आते हैं।

मैं एक बात और कहना चाहता हूँ कि आज कल ट्रेनों में बहुत भीड़ चलती है। इस लिए सिववा और नवतनवा लाइन पर गाड़ियां बढ़ाई जायें।

अन्तिम बात यह कहना चाहता हूँ कि सारे देश में आज इस बात का शोर है कि अन्नोत्पादन ज्यादा से ज्यादा होना चाहिये और इस के लिये ज्यादा से ज्यादा सुविधा दी जानी चाहिये। रेलवे में आज एक अजीब स्थिति है। रेलवे लाइन के एक तरफ तो ट्यूबवैल हैं और दूसरी तरफ खेत हैं। खेतों में पानी ले जाने के लिये लाइन को फास करने की जरूरत होती है। इस के लिये ग्रिड लगाये जाते हैं। अब कारगर बेचारे इस के लिये कहाँ से दो-दो, तीन-तीन हजार रुपये लगा सकते हैं? इस की तरफ रेलवे विभाग को ध्यान देना चाहिये।

इसी तरह से बिजली लाइनों का सवाल है। हम देश में रेलवे लाइनें बढ़ा रहे हैं। आज जब अन्न संकट है तब इस काम को जितनी जल्दी किया जा सके और जितनी किफायत

से किया जा सके, जितने कम से कम खर्च में किया जा सके उतना ही बड़ा कट्रिब्यू रेलवे का होगा इस देश को ग्रन संकट से बचाने के लिये ।

Shri Lobo Prabhu (Udipi): I had the pleasure of reading the hon. Minister's budget speech only today. I was not present on the occasion when he made it.

I have great respect for the hon. Minister who is elected from my district, but I am slightly mystified how he has proceeded to various conclusions in this budget speech.

He opens up by maintaining that he expects a fall in the goods earnings of Rs. 13 crores. He ends up by increasing the goods revenue by Rs. 20 crores and the passenger fares by Rs. 19 crores. I would like, even at this stage, to seriously appeal to him to consider first whether there is likely to be this shortfall of Rs. 13 crores in the goods revenue.

In the White Paper which the Ministry has issued, when the question of expenditure arises in any one of the seven demands, it is always maintained that there is increased traffic, which justifies more staff. How does the Minister reconcile this statement made in connection with expenditure that the traffic is likely to increase, with his conclusion that there is going to be a shortfall of Rs. 13 crores?

The reason given by him for the shortfall is that though the revenue rose in January, it fell in February and March. On the basis of two months, on the basis of a slight fall, is the Minister justified in thinking that we have reached a stage of economic stagnation, we have reached a stage of economic regression, that the revenue in the current year is going to be less? He should have tried to tally his conclusion with the conclusion of the Finance Minister in General Budget that the period of

stagnation is over, that there is going to be an increase in excise revenue, that there is going to be an increase in all taxes. It is due to be explained to the House why he presumes on the basis of two months experience that there is going to be a short fall in goods revenue?

The second question is: even if there is this shortfall, is he justified in adding 39 or 40 crores to the total earnings of the Railways during the 9.5 months left. He has to remember that in respect of fares this is the third revision since 1962 and in respect of freights this is the third revision since 1963. Is there no limit to the burdens which are laid upon the people in this way? He may argue that the incidence is small, that in respect of ordinary trains it is a matter of rounding off at 5 n.p. and it is a matter of increasing the lowest ticket from 10 to 15 paise. But has he considered what this amount means to the poor people. When he comes to the freights, he thinks that an increase of 19 or 24 crores for the year is a small amount. But has he considered how that is going to be carried into the price of the goods conveyed by the railways? Has he considered what this means in terms of the food prices? I would like him not to make the excuse of a shortfall of Rs. 13 crores to justify the raising of the total traffic earnings by Rs. 39 crores. He is due to explain to the House and to the people why he has raised the traffic earnings to this extent at a time when there is unemployment and when on his presumption the industry is going down. He will probably say that there is an increase in the working expenses of the railways. I would refer him to his own statement that our railway staff compared with the staff of railways in other countries is far too excessive and that we have reached a stage when the staff is a burden on the economy, on the railways and on the people. In those circumstances, what do these demands reveal? In each of the seven demands there is mention

[Shri Lobo Prabhu]
that the staff appointed before for a shorter period is going to be appointed for the whole year and therefore the demand has to be raised. How far is this consistent with the statement that recruitment has been stopped when in these demands the provision for staff is continuously increased? I will refer to one demand alone, the demand for social services and amenities to staff. During the third Plan period, amenities to the staff have increased from Rs. 84 per head to Rs. 124 or so. But the Minister is not content with this. He provides Rs. 13 crores which the Finance Minister does not do to the other staff on account of dearness allowance committee report. Was it necessary that he should think so much of the staff when he could not think of the people on whom he is raising these fares and of the goods on which he is increasing the freights? No one grudges higher salaries to the railway staff; no one grudges better amenities to the staff, but just think about who pays for this. It is paid by the poor people who are supposed to overcrowded these trains. Is it fair? Is it socialism? That is the question I would like the Minister to consider seriously even at this stage when he is hoping that his party will endorse these two increases of revenue. It is a question which will remain unanswered, if he does not seriously admit.—“I have made perhaps a miscalculation! I have been guilty of some pessimism in assessing a fall in the goods traffic when there is not going to be a fall as the country is not going to suffer much longer from stagnation if it suffered at all.” If he would make that admission to himself, it would be possible for him to give up these increases in freights and fares.

I particularly ask him to be very careful about this increase for rounding off in multiples of five. They look very innocent but in the total, I think, he will realise very much more from the fares of the people than he has made us believe. Though the budget

has been supported by many Members, by all those Members who have asked for amenities for staff or passengers, all those who have asked even for overbridges like Shrimati Lakshmikanthamma. They forget that as long as we are not able to make two ends meet, as long as the existing demands are not satisfied, to add to them at the cost of higher rates, higher freights and higher fares is not in the interests of the country.

Mr. Chairman: Shri N. P. Yadab— not present. Shri Kotoki.

Shri Surendranath Dwivedy (Kendrapara): Is the Minister replying tomorrow?

Mr. Chairman: Today.

Shri Randhir Singh (Rohtak): It goes beyond 6?

Shri K. N. Tiwary: Suppose they go away, and if there is voting, what will be the fate?

An hon. Member: Members must be informed.

Mr. Chairman: Let Mr. Kotoki proceed.

Shri Liladhar Kotoki (Nowgong): Sir, I rise to support the Demands for Grants of the Ministry of Railways. In doing so, I wish to make a few suggestions for the earnest consideration of the Ministry and I do hope that they will seriously try to accept them. First of all, I reiterate the demand of the people of Assam and the Government of Assam and raised in this House over and over again by Members from the State of Assam that the broad gauge line should be extended from Joghichopa in the first phase to Gauhati with a bridge on the Brahmaputra and a branch line to Garo Hills and in the second phase to Tinsukia, the alignment running along the southern bank of the Brahmaputra. I know that the first reaction of the Ministry to this demand will be of a negative character. But that has been so in the case of the extension of the metre made us believe. Though the budget

gauge line on the north bank and the extension of the broad gauge line to Joghghopa.

The main reasons which weighed upon the Government for taking up these extensions were the purposes of defence. Our proposal for the extension of the broad gauge line to Tinsukia, apart from the urgent necessity for economic development, is also very much weighed on the need for defence. Therefore, I would urge on the hon. Minister to take this matter at the Cabinet level and to impress upon the Cabinet to take up the line for the purposes of economic development and defence purposes.

My second point is that the Ministry should nationalise the Chaparmuhk-Silghat land Katakhal-Lala bazar railway branch lines in the N.F. Railway. The present term is going to expire very soon and it is high time the Ministry took the decision to take over these two private lines.

My third point is about the amenities of passengers and other railway users, particularly amenities for third-class passengers—a point which has been raised by all sections of the House. I suggest that more and more sleeper coaches for third class passengers for long distances should be provided. In particular I suggest that more sleeper coaches in the Assam Mail, both in the broad gauge and metre gauge should be provided.

There is urgent need for construction of staff quarters. I know personally in the N.F. Railway, even in the headquarters at Pandu, there are not enough quarters for the employees. There are some *kutchra* quarters which are not fit for habitation. Some of them are lying idle. Therefore, they should increase the allocations for the construction of quarters, particularly for class III and class IV employees.

I would not take up the time of the House by referring to various demands of the people which have already been raised. But I have one

point for the consideration of the Railway Board. Officers like General Manager and others are transferred frequently in the N.F. Railway, which is a strategic zone.

Shri J. H. Patel (Shimoga): Spoke a few words in Kannada.

श्री कामेश्वर सिंह (खगरिया) : सभापति महोदय इन्होंने कोरम का सवाल उठाया है। चूंकि इन्होंने कन्नड़ में कहा है क्या इस वास्ते आप नोट नहीं ले रहे हैं ?

सभापति महोदय : इनको उठाने दीजिये।

श्री कामेश्वर सिंह : ये उठा चुके हैं।

Shri Liladhar Kotoki: From the point of view of expansion, operation and maintenance of this strategic zone. I would urge that the officers should not be transferred so frequently. Regarding the proposals for increasing freights and fares . . .

श्री कामेश्वर सिंह : कन्नड़ में चूंकि यह बोले हैं इस वास्ते इनकी बात नहीं सुनी जाती है। मैं कोरम का प्रश्न उठाना चाहता हूं। हाउस में कोरम नहीं है।

Mr. Chairman: The bell is being rung.

There is quorum now. Has Shri Liladhar Kotoki finished?

Shri Liladhar Kotoki: I will conclude in a minute.

Sir, I urge that so far as the long-distance passengers are concerned and, also, long distance traffic of goods, particularly essential commodities, and, more especially, the traffic to and from Assam is concerned, the hon. Minister should kindly consider whether a special concession could be given in order that the economy is not handicapped further.

With these submissions, I support the Demands for Grants of the Railway Board.

श्री कबरलाल गुप्त (दिल्ली सदर) : सभापति महोदय मैं केवल दिल्ली के विषय

[श्री कंवरलाल गुप्त]

में ही कुछ कहना चाहता हूँ। लेकिन इससे पहले कि मैं दिल्ली की समस्याओं के बारे में कुछ कहूँ, मैं रेलवे मन्त्री महोदय का ध्यान इस बात की तरफ दिलाना चाहता हूँ कि रेलवे डिपार्टमेंट में, जिसमें अन्य सरकारी विभागों की तुलना में सबसे ज्यादा लोग एम्प्लायड हैं, सब कर्मचारियों में और खास तौर से छोट कर्मचारियों में डिस्सेटिसफ़ैक्शन है। ऐसा मालूम होता है कि वह एक आर्मी है डिस्सेटिसफ़ाइड सोलजर्स की। जैसा कि मन्त्री महोदय ने बताया है यह ठीक है कि रेलवे के इतिहास में इस बार जो घाटे का बजट रखा गया है, उसका कारण यह है कि रेल कर्मचारियों का भत्ता बढ़ाया है और रेलवेज की अपरेशनल कास्ट बढ़ गई है, लेकिन मैं समझता हूँ कि उसका सबसे बड़ा कारण रेल-कर्मचारियों की डिस्सेटिसफ़ैक्शन है।

आज से चार दिन पहले की बात है कि कुछ रेलवे कर्मचारी मेरे पास आए। उन्होंने कहा कि हमारे बतन पिछले पच्चीस बरस से नहीं बढ़े हैं। मुझे यह सुन कर आश्चर्य हुआ। जब मैंने उनसे पूछा कि आप ने रिप्रेजेंटेशन क्यों नहीं किया, तो उन्होंने कहा कि अगर हमारे पास बीस हजार रुपये हों तो हम सब का वेतन बढ़ सकता है। परसों और लोग मेरे पास आए और उन्होंने कहा कि हमने पैसा दे दिया है, अब हमारा वेतन बढ़ जायेगा। मैं रेलवे मन्त्री से यह मांग करना चाहता हूँ कि वह कोई सब-कमेटी या कोई ऐसी मशीनरी स्थापित करें, जो यह एन्क्वायरी करे कि रेलवे डिपार्टमेंट में ऊपर से लेकर नीचे तक कैसे काम चलता है और स्टाफ में अपनी प्रमोशन सीनियारिटी और पे-स्केल आदि के बारे में जो डिसकन्टेन्ट है, उसको दूर करने की दिशा में प्रयत्न करे। अगर ऐसा नहीं किया जायेगा तो रेलवे के बजट में जो घाटा दिखाया गया है उसमें और वृद्धि होती जायेगी।

जहां तक दिल्ली का सम्बन्ध है, मैं मन्त्री महोदय का ध्यान रेलवे कालोनीज की तरफ, खास तौर से पहाड़गंज और सब्जी मण्डी की रेलवे कालोनीज की तरफ, दिलाना चाहता हूँ। मैंने इस बारे में उन को पत्र भी लिखा है। अगर वह उन कालोनीज को जाकर देखें, तो वह कहेंगे कि इससे बुरा स्लम कहीं नहीं हो सकता है। वहां किसी भी सिविक ऐमिनिटी की व्यवस्था नहीं है। उन कालोनीज में ड्रेनेज का कोई इन्तजाम नहीं है। वहां पर जो सियुअर ब्राज से पच्चीस साल पहले बनाया गया था, वह रोजाना बन्द रहता है। वहां पर पानी की ठीक व्यवस्था नहीं है और सब तरफ मलबे के ढेर लगे हुए हैं। अगर कोई प्राईवेट आदमी इस तरह की गन्दगी करे, तो कारपोरेशन उस का चालान कर सकती है। रेलवे विभाग को अपनी कालोनीज में सफ़ाई आदि से बारे में एक माडल पेश करना चाहिए। आज उन कालोनीज में बेयरेस्ट मिनिमम सिविक ऐमिनिटीज भी नहीं हैं। अगर मिनिस्टर साहब किसी दिन जाकर उन कालोनीज को देखें, वो उन को सही तस्वीर का पता लगेगा कि उनके कर्मचारी किस ढंग से रहते हैं। उन लोगों के क्वार्टर बहुत ख़राब अवस्था में हैं।

आज दिल्ली में रेलवे लाइन के साथ साथ कई हजार झुग्गियां पड़ी हुई हैं जिन में कई तरह के लोग रहते हैं। वे इस प्रकार की एक्टिविटीज कर सकते हैं जिससे कोई एक्सिडेंट हो सकता है। लेकिन उस तरफ ध्यान नहीं दिया जा रहा है। इस बारे में कुछ पत्र-व्यवहार करने से कुछ कार्यवाही शुरू की गई है लेकिन वह तेजी से नहीं हो रही है।

दिल्ली में मकानों के किराये और जमीन के दाम बढ़ रहे हैं। इस स्थिति में सरकारी कर्मचारियों के लिए इतने अधिक किराये देकर प्राईवेट मकानों में रहना बड़ा मुश्किल है। दिल्ली में रेलवे विभाग के बहुत से कर्मचारी

रहते हैं। इसलिए हर साल उन लोगों के लिए कुछ क्वार्टरों का प्राविजन किया जाना चाहिए।

रेलवे मन्त्री भी दिल्ली में रहते हैं और रेलवे बोर्ड के सदस्य भी दिल्ली में रहते हैं। वे जानते हैं कि दिल्ली में सैकड़ों रेलवे क्रासिंग हैं और उनकी वजह से दो तीन घंटे तक ट्रेफिक रुका रहता है और एक दो मील लम्बी कतार लग जाती है। मन्त्री महोदय को एक फ्रेण्ड प्रोग्राम बनाना चाहिए, जिसके अन्तर्गत अगले चार पांच साल में इन क्रासिंग के ऊपर ओवर ब्रिज बनाए जायें और मौजूदा ब्रिजज को चौड़ा किया जाये। खास तौर से मैं उनका ध्यान शक्तिनगर और सराय रोहिल्ला के बीच में स्थित तीन रेलवे क्रासिंग की ओर दिलाना चाहता हूं, जो नई दिल्ली और शहर के उस हिस्से के रास्ते में पड़ते हैं।

दिल्ली में ट्रांसपोर्ट की समस्या बहुत बड़ी समस्या है। लोगों को बसों के लिए कई कई घंटे खड़े रहना पड़ता है। यहां की सड़कें छोटी हैं और इसलिए उन पर ज्यादा बसें नहीं चलाई जा सकती हैं। इस स्थिति में यहां की ट्रांसपोर्ट समस्या को हल करने का एक ही उपाय है और वह है रिंग रेलवे। सरकार ने इस बारे में जो टारगेट मुकर्रर किया था, पूरी एटेंशन देने की वजह से हम उससे बहुत पीछे जा रहे हैं। हम देखते हैं कि कहीं किसी ठेकेदार के साथ झगड़ा होता है और वह दो साल तक चलता रहता है। रेलवे मिनिस्टर को यह तय करना चाहिए कि फ़लां डेट तक रिंग रेलवे पूरी कर दी जायेगी और अगर वह तब तक पूरी नहीं होती है, तो जो आफिसर उसके लिए जिम्मेदार हों, उनसे एक्सप्लेनेशन लिया जाये और उन के खिलाफ़ कार्यवाही की जाये। दिल्ली के लोगों की यह मांग है कि रिंग रेलवे जल्दी से जल्दी पूरी की जाये।

जैसा कि मैंने कहा है, दिल्ली की सड़कें छोटी हैं और दिल्ली बाफ़ी तेन्नी से बढ़ी जा रही है।

आज आप को आवश्यकता इस बात की की है कि दिल्ली के अन्दर कुछ हिस्से में आप ग्रण्डराउण्ड रेलवे की व्यवस्था जरूर करें अन्यथा सड़कें जितनी हैं उन सड़कों पर जितना भार है ट्रेफिक का उसको आप सम्भाल नहीं पायेंगे। आप बड़े एक्सपर्ट्स को बुला कर के इस के ऊपर विचार करिए और दिल्ली की ट्रेफिक की समस्या को साल्व करिए। बाद में आपने बनाने का भी तय किया तो आप ग्रण्डराउण्ड रेलवे नहीं बना पाएंगे। यह अभी से प्लानिंग कीजिए शुरूआत कीजिए।

आखिरी एक सेंटेंस कह कर खत्म करता हूं। शक्ति नगर के पास आप एक रेलवे स्टेशन बनाइए। मैंने एक चिट्ठी लिखी थी। आपने कृपा करके उसका उत्तर दिया है लेकिन जो कारण बताये हैं वह गलत हैं। वह आफसर जिसने लिखा है वह वहीं बैठ कर उसने लिख दिया है। आज जो सब्जी मण्डी स्टेशन है वह करीब डेढ़ दो हजार आदमियों को फीड कर सकता है। वह सब्जी मंडी का स्टेशन डेढ़ दो मील पड़ता है। उससे काम नहीं चलता है। हजारों आदमी आते जाते हैं। मैं चाहता हूं कि मन्त्री जी इस ओर ध्यान दें।

Mr. Chairman: Professor D. C. Sharma. Is he still reading the Bhagwad Gita?

18 hrs.

Shri D. C. Sharma: Mr Chairman, as you know, I cannot make a speech; I will only enumerate some points.

My first point is that Cape Comorin should be connected with Tinneveli, Trivandrum and Madras. Cape Comorin should also be connected with Ernakulam. It is because Cape Comorin is not only a sacred place for the people of the south but it is a sacred place for the whole of India. So, I want that as many facilities as possible should be provided for that place.

I also have a soft corner in my heart for Hyderabad and I support

[Shri D. C. Sharma]

all the demands that have been put forward about Hyderabad by my hon. friend, Shri Thirumala Rao. I wish that Hyderabad should become the keypin in that zone and Hyderabad should be connected with all the big places in India. People should not try to look upon Hyderabad as a place which is not on the regular map of the railways.

My third point is that I find that there is more of casteism, not in the sense in which we use it, in the railways than in any other body. By that I mean that there are so many grades. Look at the grades that the loco people have; look at the categorisation of the goods people; look at the classification of other people. I think, the railways have been true to the division, sub-division and sub-sub-division of casteism that we had here. I would, therefore, say that a Pay Commission should be appointed and that Pay Commission should rationalise the pay structure of all the people from the railway coolie up to the station master or the members of the Railway Board.

I do not want that the railway coolies should be treated as they are being treated now, that is, as casual labour. They have to pay licence fee and have to work under the jemadars. I think, the railway coolie should be given his due place in the economy of the railways. He should be treated as a human being who has self-respect, dignity and who is a wage earning person. He should not be treated as casual labourer as is being done now.

I want to say a good word for the Railway Board also. These ministers come and go; I have seen so many ministers come and disappear and I hope the present ministers will also disappear after some time. I have no doubt about it. But I must say that the Railway Board provides the continuity of traditions, efficiency and of administrative services so far

as railways are concerned. But I would like to say that the Railway Board should be democratically decentralised. All the people should not be sitting here in air-conditioned rooms. You should send some to one zone, some to another zone and all of them should not congregate here in the Rail Bhawan as they are doing now. But the Railway Board has been doing useful service and it should continue to perform better and better service as time goes on. I once visited the Jamalpur Workshop and I saw all the good work they were doing. But those foremen are not given the status which is even allowed to railway jemadars. Of course, that is the problem for the Pay Commission and, I hope, the hon. Minister will accept my suggestion of appointing the Pay Commission. I think, that problem will be solved that way. These foremen who have invented cranes and so many other things should be given a better status, a better scale, and a better place in life.

Mr. Chairman, Sir, you and I represent the masses and, I think, so does the hon. Minister, Mr. Poonacha. I must tell you that it is not merely the question of looking after the I Class passengers but III Class passengers should also be looked after. The Railway Ministry will be judged by what is done for III Class passengers. If the Pay Commission cannot be appointed just now, I think, the Railway Minister should appoint a committee or a commission just now to look to the amenities of the III Class passengers. That must be done. Unless that is done, it will not help the masses whom we represent.

Now, look at the new lines that are going to be surveyed. On the Northern Railway, there have been only two surveys in respect of two new lines. Why are you giving step-motherly treatment to the Northern Railway? What harm has the Northern Railway done to you? It is said that it will take 400 years to have a

line from Pathankot to Srinagar. I think that should not be allowed to happen.

Then, there is a place in my constituency—I think, most of the people know it; the Minister, I think, must have gone there sometime in a saloon—Pathankot and there is the Tangu road and I want that on that road, an over-bridge should be built as early as possible.

Then, there is a place called Shri Hargobindpur in my constituency. It is a frontier town and it should be connected with Gurdaspur. A survey was made in British days and that has been neglected. Also, a flag station should be put up at Panyal near Gurdaspur. I have made that appeal many times before and, I hope, Mr. Poonacha will do that.

I think, the railways are our pride and we should see to it that the railways become a joy for those who travel and a joy for those who want to see India. This should be the real source of national integration in the country.

18.08 hrs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): Sir, as the House will be desirous of commencing the discussion on the Demands for Grants from Monday, the 26th June onwards, Government have reconsidered the programme before the House and have come to the conclusion that the Consideration Motion of the Unlawful Activities (Prevention) Bill may be postponed to a date after the conclusion of the financial business. It is, therefore, proposed to remove this item from the Order Paper of tomorrow. The Government business for tomorrow, the 23rd June will now be as under:

(1) Consideration and passing of the Companies Tribunal (Abolition) Bill.

(2) Reference to a Joint Committee of the Central Industrial Security Force Bill.

18.10 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1967-68—contd.

Shri K. Haldar (Mathurapur): After reading the Railway Budget carefully I find that almost every year the fares and freights are increased and so, the sufferings of the passengers increase. What is the reason? It is because the number of trains has not been increased to cope with the rush of passengers. Before electrification, we were told that the number of trains would be increased. I particularly mention the Sealdah section and the Howrah section of the Eastern Railway. These are the two sections where the highest number of passengers travel every day as compared to any other Indian railway, but we see that the passengers who go to Calcutta to attend their office are compelled to travel on foot-broad, roofs and engines even risking their lives. I do not know why the number of trains is not increased. In Bombay, every five minutes there is a train running. In Calcutta, when there is electrification in Sealdah and Howrah, I do not know why the same thing is not done and that is what I want to ask the Railway Minister. In this connection I draw the attention of the Chairman and the Railway State Minister who have frequently travelled by these sections of railways. They have also seen the sufferings of the passengers who frequently clash with the railway authorities or with other passengers for want of accommodation in the compartments. For that reason, I request the Railway Minister that the number of trains be increased. In their reply, they should say that they have already increased the number.

[Shri K. Haldar]

If we analyse what has happened during this period, we will find that the number of some trains has no doubt increased, but the accommodation in these trains has decreased to that extent. In this connection I also wish to draw the attention of the Government to the fact that almost every day there are clashes in these two sections of the railways. What are the reasons? Have the people become rude or indisciplined? No. It is due to shortage of trains because there are thousands of employees who come every day to Calcutta for their jobs. If, by any chance, they fail to catch one train, they may even lose their jobs. So, what arrangements are government making either to increase the accommodation in the existing trains or to increase the number of trains? I suggest that the number of trains should be increased as soon as possible.

I would also like to mention in this connection that the employees of Kanchrapara Railway Workshops who are Central Government employees, receive allowances and house-rent according to the rates applicable to category 'B'. Why are they not given allowances according to category 'A'? In Bombay, the railway employees in Thana and Kollyan, which are 35 and 34 kilometres, respectively, from Bombay, get allowances according to 'A' grade. So, I request that the employees working in these sections, Sealdah section and between Kollyani and Calcutta, which are industrial areas and which have so many Central Government employees working in Railways, should also be given allowances at rates which are applicable to 'A' category. I would also like to mention in this connection that in the southern sections of the Sealdah division in the first class compartment there are so many railway coaches but without any sitting accommodation. There are not even any wooden seats in those compartments. We have been told that it is because the rexin seats are stolen. But I would like to know what the

railway protection force is doing and how they are safeguarding the railway property. At least wooden seats should be provided for the passengers who are now obliged to travel by standing all the time. I would request that steps should be taken to provide seating for the passengers so that they can travel sitting instead of standing as at present.

The House is shortly going to discuss some emergency Bills. But the border States of Assam and Tripura are not properly connected with railway the big cities like Calcutta and others by railway line. It is obvious that the railway communication with these border States should be improved. If Government do not take proper steps in this regard immediately, then in future if any aggression takes place, there will be a great difficulty and the people of those areas will be compelled to leave those areas for fear of loss of their lives. Communication facilities not only in Assam and Tripura but also in other border States of our country should be looked into.

I would also point out that the emoluments and other service conditions of the railway employees who work in various departments of the railways should be improved. Government are increasing the fares and freights. So, I do not see any reason why the amenities should not be increased.

I hope the hon. Minister would look into these matters very favourably.

Shri B. K. Daschowdhury (Cooch-Bihar): The peculiar tendency that we are noticing is that the hon. Railway Minister increases fares and freights in each and every year. Whenever he comes forward to present the Railway Budget, he says that in order to balance the budget, increases in fares and freights are very essential. I should like to point out in a very brief manner that the proportionate increase in fares and

freights every years not commensurate with the real income that accrues to the railway administration every year.

In 1963-64, the railway fare, was increased especially for the third class passengers by 7 np. That is one fact that we should remember. The real income that came to the railways from the third class passengers in 1963-64 was Rs. 182 crores as against Rs. 171 crores in 1962-63. This obviously shows that when the third class passenger fare was increased by 7 np, there was a certain improvement in the railway earnings, but here we have to consider other factors also. The total number of passengers travelling in third class in that year was also more by 426 crores than in the previous year. In the previous year, 1962-63, there were 8,022 crores of third class passengers. In 1963-64, the figure was 8,448 crores. So, when the number of passengers increased, the income has also increased.

There is another factor. The average railway mileage covered in 1963-64 was also more by nearly 500 odd crore miles. So what do we find? There is no proportionate increase of income, to the railway administration. If the income from third class passengers has increased, it is because there are more passengers who travel by third class and there is more mileage covered by the railway department. So it is not true to say that if we just increase the fares of third class passengers, there will be a proportionate increase in the receipts.

I have here the figures quoted from 'India 1966'. In 1962-63, the income was Rs. 171 odd crores. In 1963-64, it was Rs. 182 odd crores. In 1964-65, it was nearly Rs. 194 odd crores. If we examine the figures for 1963-64, we find that really the income ought to have been Rs. 40 crores more, but actually we get only Rs. 11 crores. In 1964-65, the real income ought to have been Rs. 22 crores more as the third class fare was increased by 3 np., but actually we find only Rs. 12

crores increased. This year also the expectation of the increased income from the increase in the fares of third class is not correct. I would like to point out that this is a wrong thesis, that if we increase the fares, it would automatically yield a proportionate increase in real income to the department.

The hon. Minister should take this into consideration that the budget should not be balanced by increasing fares, but it should be done by effecting economy measures. I will read a few lines from the Public Accounts Committee's 72nd Report in this connection.

Mr. Chairman: There will not be time enough for that. Only five minutes have been fixed.

Shri B. K. Daschowdhury: I would request you to give me some more time.

This is from page 86-87:

"The Committee are distressed to find that contracts for a total sum of Rs. 52.49 lakhs were entered into by the Railway Administration, South-Eastern Railway, with a firm for execution of earth-work, bridges etc. even though it was brought to their notice that the particular firm had not tendered for bridge work and as such similar work had not been entrusted to them by the Northern Railway to whom a reference was made".

That is, we do find certain corruption and corrupt practices in the railway department and the Railway Board. A firm which did not submit a tender was given a contract for Rs. 52 lakhs, even though it was not entrusted with such work by a sister railway.

Again on page 87:

"They are also unhappy to note that the Railway Administration could not recover the balance of Rs. 3.72 lakhs from the firm due

[Shri B. K. Daschowdhury]

to wrong advice given to them by the Law Officer for going for arbitration as it was found later that arbitration proceedings were untenable".

I would like the hon. Minister to disclose the facts concerning these transactions and say what action has been taken against the erring officers concerned. Who was actually responsible for allotting tender to one firm which had not actually submitted a tender at 11? Who was actually responsible for the loss of Rs. 3.72 lakhs to the railway department? In this way, if the hon. Minister tries to consider to economise the whole department, even if possible by abolishing the Railway Board, by abolishing certain other unproductive expenses, this increase in fares and freights will not be required.

The North East Frontier Railway is probably the worst administered railway by the railway department. Especially the condition of the third class passengers here, those who cover 87 per cent of the travelling passengers of the railway, is pitiable. In that North East Frontier Railway zone, I have not seen any single item this year that has been mentioned in the various demands for development, except for the expansion of a station or two. I do not understand how the Railway Minister presented the budget without considering the particular aspect of the North East Frontier Railway. The North East Frontier Railway needs certain special consideration because of its importance in Defence and communications, being continuously troubled by China and Pakistan.

Further, Coochbehar grows Rs. 1½ crores worth of tobacco and nearly Rs. 80 lakhs worth of jute, but I have great doubt whether even 5 per cent of these commodities are being transported by the railways. Government's reply will be shortage of wagons. I request the hon. Minister to arrange for more wagons in order

to remove transport bottleneck. I also request the hon. Minister through you to look to the better amenities of the third class passengers of Coochbehar, and to arrange for better accommodation for all passengers concerned.

Mr. Chairman: The hon. Minister.

Some hon. Members rose—

Shri Abdul Ghami Dar (Gurgaon): No, no. We must speak.

श्री सीठा लाल (सवाई माधोपुर) :
सभापति महोदय, मैं ने इतने सारे कटौती प्रस्ताव दिये हैं मुझे ज्यादा नहीं तो कम से कम 2-3 मिनट का समय तो अवश्य दिया जाय।

श्री हुकम चन्द कछवाय (उज्जैन) :
यह इतने महत्व का विषय है इस पर दो, दो मिनट जिन्होंने कटौती प्रस्ताव दिये हैं उन्हें बोलने के लिए दिये जाएं।

श्री मणीभाई जे० पटेल (दमोह) :
मैं कल से कोशिश कर रहा हूँ दो मिनट मुझे दिये जाएं।

Mr. Chairman: Almost all the parties have exhausted the time allotted to them. There should be no complaint on that score.

Shri Ranga (Srikayulam): He may be given two minutes.

Mr. Chairman: You yourself suggested that Mr. Lobo Prabhu should be allowed, and he exhausted the time.

Some hon. Members rose—

Mr. Chairman: Please resume your seat. I wanted to call the hon. Minister at 6.30. What is the position?

The Minister of Railways (Shri C. M. Poonacha): I would need about 30 minutes.

Mr. Chairman: Shri Meetha Lal. Three minutes.

श्री मीठा लाल (सवाई माधोपुर) : सभापति महोदय, मैं माननीय रेल मंत्री का ध्यान अपने कटौती प्रस्ताव नम्बर 421, 422 और 496 से लेकर 502 तक की ओर दिलाना चाहता हूँ।

अभी कुछ देर पहले राजस्थान के एक माननीय सदस्य ने कहा कि राजे रजवाड़ों के जमाने में रेलवे लाइनों के साधन कम थे और इसलिए यातायात के साधन बहुत कम व अपर्याप्त थे। मैं आप से निवेदन करूंगा कि अगर राजे रजवाड़ों के जमाने के बाद राजस्थान में एक चौथाई भी रेलवे लाइनें बिछा दी गई होती तो शायद राजस्थान में नई रेलवे लाइनों की आवश्यकता ही नहीं होती।

चूँकि तीन मिनट में मुझे समाप्त करना है इसलिए मैं विशेष न कह कर रेलवे मंत्री जो से निवेदन करूंगा कि जैसे मैंने अपने कटौती प्रस्ताव 421 व 422 में मांग की है एक रेल लिंक सरमरवा से गंगापुर सिटी बाया करोलोने जायी जाय। करौली राजस्थान में एक रियासत है और वहाँ का पत्थर बड़ा मशहूर है और उस पत्थर से राष्ट्रपति भवन जैसी बिल्डिंग बनो हुई हैं। इस पत्थर को खानों वालों एरिया में जनता के आसपास कोई रेलवे लाइन या मड़क आदि के यातायात का साधन नहीं है। ऐसी जगह पर अगर यह रेलवे लाइन निकाल दी जायगी तो बहुत अच्छा होगा और इस पिछड़े हुए इलाके में जिसमें डाकुओं का हमेशा आतंक रहता है उसे भी छुटकारा व राहत मिल जायेगी। इस से जो वहाँ पर कीमती पत्थर की खानें हैं उन से पत्थर हमेशा देश को मुलम रहेगा।

सन 1952 में श्री लाल बहादुर शास्त्री आशवासन दे कर आये थे कि गंगापुर सिटी से दोसा तक वह रेलवे लाइन जरूर निकालेंगे लेकिन वह आज तक भी पूरी नहीं हो सकी है।

इसी तरह से खंदीप स्टेशन के बारे में मंत्री जी ने एक लिखित प्रश्न के उत्तर में बतलाया था कि वह खंदीप स्टेशन को नहीं हटा रहे हैं। लेकिन वहाँ स्टाफ को कम कर दिया गया है, सिग्नल बगैरह कम कर दिये गये हैं, कई गाड़ियों के टिकट नहीं दिये जाते हैं, इस से लोगों में यह भावना फैल रही है कि उस स्टेशन को हटाया जा रहा है। स्टेशन बनाने के बजाय हटाना तो और भी खराब है।

सवाई माधोपुर से जयपुर तक जो रेलवे लाइन है उस में प्रत्येक स्टेशन पर मोठे पानी की कमी की बड़ी गम्भीर समस्या है। किसी भी स्टेशन पर पानी नहीं मिलता है। मंत्री महोदय का कहना है कि 400 स्टेशनों पर जरूर खारी पानी दिया जाता है। जयपुर से जो गाड़ी जाती है उस का एंजिन पानी ले कर जाता है। मेरी समझ में नहीं आता कि जब एंजिन पानी ले कर जाता है तो यात्री उतर कर पानी पीने के लिये एंजिन तक कैसे जायेंगे? पहले से पानी का साधन उपलब्ध होना चाहिये तभी सुविधा हो सकती है।

गंगापुर सिटी जैसे जो बड़े बड़े स्टेशन हैं जहाँ पर डोलक्स गाड़ी पहुँचती है वहाँ छाया का कोई इन्तजाम नहीं है। गंगानगर सिटी पर एंजिनपानों लेते हैं, वहाँ पर सारा स्टाफ बदलता है। इस के लिये गाड़ी कम से कम आधा घंटा ठहरती है। वहाँ पर यात्रियों के लिये कोई छाया का इन्तजाम नहीं है और उन को बड़ी परेशानी होती है।

गंगापुर सिटी में रेलवे का हाई स्कूल तो है लेकिन कोई डिग्री कालेज नहीं है। वहाँ पर एक डिग्री कालेज खोला जाये तो अच्छा होगा।

श्री मोल्लू प्रसाद (बांसगांव) : सभापति महोदय, आपने मुझे कटौती प्रस्ताव पर बोलने का जो अवसर दिया है, उस के लिये आपको धन्यवाद। मैं उत्तर प्रदेश के

[श्री मोलहू प्रसाद]

पूर्वी जिले गोरखपुर से चुनकर आया हूँ, और जिस जनता ने मुझ को चुना है उस जनता की गाड़ी में जब मैं गोरखपुर से लखनऊ आया तो उस गाड़ी में न तो नहाने का पानी था, न उस में पंखा था, न बत्ती थी और और न सफाई थी। जब वह जनता की रेल है, जनता का राज्य है, जनता की यह लोक सभा है और जनता के चुने हुए मंत्री हैं तब इस जनता की ट्रेन में कोई सुविधा नहीं है। यहां पर जनता का राज्य नहीं दिखलाई पड़ रहा है, यहां नेता का राज्य है, मंत्री का राज्य है या भ्रष्टारों का राज्य है। इस लिए मेरी आपसे शिकायत है कि आज जनता के ऊपर टैक्स तो बढ़ाया जा रहा है लेकिन जनता को कोई सुविधा नहीं दी जा रही है आज मंत्री महोदय नोट कर लें कि जब जनता अपने ऊपर हमें अधिकार दिलाती है तो उस के प्रति कर्तव्यों का पालन भी होना चाहिये। लेकिन आज अधिकार बढ़ते जा रहे हैं और कर्तव्य घटते जा रहे हैं। आज का यह मूल सिद्धान्त बन गया है।

जहां तक प्रथम श्रेणी का सम्बन्ध है, अपने खानदान में मैं पहली बार प्रथम श्रेणी में चढ़ा हूँ। शायद इस से पहले कोई भी नहीं चढ़ा होगा, और मैं भी 1967 में चढ़ा हूँ। उस में एक डब्बे में चार बर्थ होती हैं, चार पंखे होते हैं, चार बत्तियां होती हैं, लेकिन जो जनता वाला डब्बा होता है उस में जिस तरह से मिर्चें में लकड़ी से मसाला ठूंसा जाता है उसी तरह से जनता ठूंसी होती है। चाहे एक डब्बे में पचास आदमी क्यों न हों लेकिन दो पंखे भी नहीं रहते। इस लिये ध्यान रक्खा जाना चाहिये कि जनता के राज्य में जनता को कितनी तकलीफ होती है।

मैं दो तीन बातें और कहना चाहता हूँ। सहजनवा स्टेशन से दोहरीघाट तक, जिस पर खलीलाबाद और मगहर से मऊ शहर तक, वहां के हथकरघा बुनकरों को आने जाने

की काफी तकलीफ है। इस लिये सहजनवा से दोहरीघाट तक लाइन बिछाई जाये।

दूसरी बात यह है कि इलाहाबाद से गोरखपुर तक आने वाली एक्सप्रेस ट्रेन के चौरीचौरा स्टेशन पर स्टापेज कर दिया जाये। सन 1922 से चौरीचौरा एक ऐतिहासिक स्थान है, जहां पर अंग्रेजी राज्य से लोहा लिया गया था। चौरीचौरा से गोरखपुर यूनिवर्सिटी जाने वाले विद्यार्थियों को बड़ी तकलीफ होती है। इस लिये इलाहाबाद-गोरखपुर लाइन पर चौरीचौरा स्टेशन पर स्टापेज जरूर करना चाहिये।

मैं सिर्फ इतना ही कहना चाहता हूँ।

श्री चन्द्रिका प्रसाद (बलिया) : सभापति महोदय, मैं जिस क्षेत्र से आता हूँ वह बहुत उपेक्षित है। बनारस तक तो बड़ी लाइन है लेकिन बिहार में समस्तीपुर से लेकर अर्थात् वेस्ट बिहार से लेकर इस्टर्न 500 पी० तक का जो एरिया है वह बहुत ही उपेक्षित है। वहां पर कोई इंडस्ट्री नहीं है। कारण यह है कि वहां पर छोटी लाइन है जो कि महापाप है। इस लिये बनारस से समस्तीपुर तक जो 150 मील की लाइन है उस को बड़ी लाइन बना दिया जाये तो वहां के लोगों के कष्ट दूर हो जायेंगे।

बलिया, आजमगढ़, देवरिया, गाजीपुर यह सब मिलिटरी का एरिया है। बलिया से चार हजार लड़के और मिलिटरी वाले गाड़ी पकड़ते हैं। गाजीपुर में अब्दुल हमीद हुए, आजमगढ़ में ब्रिगेडियर उस्मान हुए इसी तरह से और भी लोग हो चुके हैं। जब आइनीज एप्रेशन हुआ तो वहां से तेजपुर असम को सिपाही गये थे। एक ट्रेन इलाहाबाद से जाती है कटिहार तक। वहां गाड़ी रुक जाने से जो मजदूर और सिपाही असम को जाते हैं उन को वहां पर चार घंटे तक बिटेन होना पड़ता है। मैं चाहता हूँ

कि यह ट्रेन असम तक चलाई जाये। इस से इन लोगों की समस्या हल हो जायेगी।

बड़ी लाइन को इंडस्ट्रियल प्वाइंट आफ व्यू से देखना चाहिये। गोरखपुर में मीटरगेज है। चाइनीज एग्जेशन के बाद इस प्वाइंट को जरूर ध्यान में रखना चाहिये।

हमारे एरिया में चैन पुलिंग बहुत होती है। इस के लिये मेरा कहना यह है कि जहां पर ट्रेन रोकी जाती है यानी सांवरा छाता, दलछपरा, यहां पर हाव्ट बना दिये जायें। तो यह समस्या हल हो जायेगी।

बलिया में धोवरब्रिज का मसला बस सालों से चल रहा है। हम लोग लिखते लिखते परेशान हो गये लेकिन यह मामला तय नहीं होता है। मैं मंत्री महोदय का ध्यान खींचना चाहूंगा कि यह बहुत ही इम्पॉर्टेंट बात है क्योंकि इस से लोगों का दिन दिन नष्ट हो जाता है। इस की तरफ रेल मंत्री का ध्यान जाना चाहिये।

श्री भणिभाई जे० पटेल (दमोह): सभापति महोदय, मैं मंत्री महोदय जी का ध्यान इस बात पर आकर्षित करना चाहता हूँ कि जो लोग विदेशों से भारत में यात्रा करने के लिये आते हैं उन को बहुत तकलीफ होती है। कई विदेशी यात्रियों ने मुझ से शिकायत की, इस लिये मेरा निवेदन है कि जिन यात्रियों के पास हिन्दुस्तान का पासपोर्ट हो उन के लिये बर्ड, सेकेन्ड, फर्स्ट और एअर कंडिशन्ड क्लासेज में स्पेशल कोटा रखा जाना चाहिये जिस में कि उन के आते ही तुरन्त उन को ट्रेन मिल जाया करे।

दूसरी बात मैं आपकी माफ़त यह कहना चाहता हूँ कि भारत के ग्रन्दर बुंदेलखंड एक ऐसी जगह है जो कि बहुत प्रसिद्ध है। उस का इतिहास 1842 से शुरू होता है। बाकी जगहों का इतिहास 1857 से शुरू होता है। बुंदेलखंड एरिया वैसे ही पड़ा हुआ है। अंग्रेजों

के जमाने में बम्बई से दिल्ली लाइन भोपाल और भलसा, सागर ललितपुर छतरपुर होकर आनी थी। लेकिन चूंकि वहां के लोग बड़े लड़ाकू थे, उन्होंने अंग्रेजों को वहां से बार बार भगाया, इस लिये उस का ब्लू प्रिंट पूरा होने के बाद भी वह पूरी नहीं हो सकी। इस की ओर ध्यान दिया जाये।

तीसरी बात यह कि ललितपुर से छतरपुर, खजुराहो और वहां से पन्ना हो कर सतना तक रेलवे लाइन का होना बहुत जरूरी है। वहां बहुत से मिनरल्स हैं, जिन का इस्तेमाल नहीं हो पाता है। इस लिये वहां के लोगों को बहुत परेशानी है।

खंडवा से ले कर खारगोन तक 45 मील की दूरी है। वहां के उद्योगपतियों और व्यापारियों ने बहुत बार कहा कि वहां रेलवे लाइन बना दी जाये। वहां की जनता बड़े कष्ट में है। सरकार को रुपये की आवश्यकता है तो वह लोग श्रमदान देने के लिये तैयार हैं। वह कहते हैं कि 45 मील लम्बा रेल का रास्ता बना दिया जाये। वहां पर जंगल बहुत पड़े हैं और काफी ग्रामदानी रेलवे की हो सकती है।

Shri Sonavame (Pandharpur): Sir, the ministers in the railway department are fresh gentlemen and I hope they will bring to bear a fresh outlook on the problems I shall mention briefly. My first point is about the reorganisation of the Sholapur division which was bifurcated recently. There are a lot of complaints. Trains are delayed and operational difficulties are there. Therefore, I suggest that that part of the Sholapur division that has been given to the South Central Railway should be brought back and the inter-change point should be made Wadi and Guntakkal may be added to the S.C. Zone.

Secondly, the Railway Board does not need a Chairman. The Chairman's post should be abolished and the Minister should act as the Chairman.

[Shri Sonavane]

Thirdly, the narrow gauge line from Latur via Kurduwadi to Miraj should be converted into broad gauge or at least metre gauge. For several years representations and resolutions have been sent, but to no effect. I request this conversion may be done.

My last point is about certain establishments. Our general policy from the point of view of raising the economic standard of scheduled castes and scheduled tribes is not being followed. When applications come in from such people, there is interference by some of the Board members and the poor people are deprived of their chance. Therefore, the policy of allotting catering establishments to scheduled castes and scheduled tribes should be followed. This encouragement should be given to the backward classes.

Mr. Chairman: Shri Mahida.

श्री हुसम निज़ा कश्वाय : कोरम नहीं है।

Mr. Chairman: The bell is being rung. Now there is quorum.

Shri Narendra Singh Mahida: (Anand): Sir, I have just one point it concerns all Members of Parliament. When we go to the railway reservation office on the top floor in Parliament House, we find that the peons and Lok Sabha staff are sitting there in chairs and we have to stand back for half an hour or so. Outsiders take advantage of this reservation. They get accommodation and we do not get accommodation for days. I want the Railway Minister to enquire into this matter.

श्री अब्दुल गनी दार : भगवान कृष्ण की भूमि, गुरु द्रोणाचार्य की धरती गुह्यम से ले कर अलवर तक 80-84 मील तक कोई रेल नहीं, बीस मील इधर और बीस मील उधर कोई रेल लाइन नहीं है। इसकी तरफ आप ध्यान दें।

दूसरी बात यह है कि जंडीगढ़ को आप मेन लाइन पर लायें।

तीसरी बात यह है कि गल्ले की जो सब से बड़ी मंडी है हिसार उसको दिल्ली से सीधे रोहतक के जरिये मिलाया जाए। चौथी बात यह है कि जिस बैली पर दुनिया की निगाहें लगी हुई है और जिसकी हिफाजत के लिए हम इतना रुपया खर्च करते हैं कि यह बोझ हम उठा नहीं सकते हैं और जहां हमारी हाफ ए मिलियन फीज पड़ी हुई है उसको रेलवे लाइन से मिलाया जाए। श्रीनगर को रेलवे लाइन से मिलाया जाए। छम्ब जैरियां सैकशन पर हमें जो तजुबा हुआ है उसकी वजह से मैं यह कह रहा हूं यह वह धरती है जिस के लिए हम सब कुछ करबान कर रहे हैं। यह हम से छीनी जा रही थी और तब लाल बहादुर जी ने सीधे लाहौर पर अटक किया था। मैं चाहता हूं कि बख्शी गुलाम मुहम्मद की बात को टाला न जाए और काश्मीर बैली को रेलवे लाइन से मिलाने की कोशिश की जाए।

यह घाटे का बजट क्यों लाना पड़ा है। इस बजह से लाना पड़ा है कि रेलवे बोर्ड मुगल दरबार है —

Mr. Chairman: The hon. Member's time is up.

Shri Abdul Ghani Dar: Sir, I have every right to criticise the corruption in the Railway Board.

Mr. Chairman: The hon. Member will resume his seat.

Shri Abdul Ghani Dar: Kindly give me a minute.

अगर आप पार्लिमेंट के इतिहास को देखें तो हमारे स्पीकर साहब ने जितना इन दस दिनों में बोला है उतना पहले सब स्पीकरर्स ने नहीं बोला है। आप हमें बोलने नहीं दे रहे हैं। रेलवे बोर्ड जो है वह कुरूपान का

बम्बा है उसने तीस हजारिये, पचास हजारिये स्टेशन मुकरर कर रखे हैं। स्टेशन बिकते हैं आमदनी के लिहाज से और बीस बीस साल से एक एक आमदमी के पास हैं

Mr. Chairman: As I said, all parties have exhausted their time. The hon. Member will please resume his seat.

Shri Abdul Ghani Dar: Kindly give me a minute.

Mr. Chairman: Now I call Shri Kachwai.

Shri Abdul Ghani Dhar: चैयरमैन साहब

Mr. Chairman: I have called the next speaker. This will not be recorded.

Shri Abdul Ghani Dar: **

[श्री عبدالغنی دار - بھکوان کرشن کی بیوی - کو درونا چارہ کی دھرتی گروگرام سے لے کر الور تک ۷۰ - ۸۴ میل تک کوئی ریل نہیں - بیس میل ادھر اور بیس میل ادھر کوئی ریل لائن نہیں ہے - اس کی طرف آپ دھیان دیں -

دوسری بات یہ ہے کہ چلتی گڑھ کو آپ مین لائن پر لائیں -

تیسری بات یہ ہے کہ غلہ کی جو سب سے بڑی ملتی ہے حصار اس کو دلی سے سیدھے روہتک کے ذریعہ ملایا جائے -

چوتھی بات یہ ہے کہ جس ویلی پر دنیا کی نگاہیں لگی ہوئی ہیں اور جس کی حفاظت کے لئے ہم

اتنا روپیہ خرچ کر رہے ہیں کرتے ہیں کہ یہ بوجھا ہم اٹھا نہیں سکتے ہیں اور جہاں ہماری ہاف اے ملوں شوج پڑی ہوئی ہے اسکو ریلوے لائن سے ملایا جائے - سرینگر کو ریلوے سے ملایا جائے - چھب چھریاں سیکشن پر ہیں جو تجربہ ہوا ہے اس کی وجہ سے مین یہ کہہ رہا ہوں - یہ وہ دھرتی ہے جس کے لئے ہم سب کچھ قربان کر رہے ہیں - یہ ہم سے چھلی جا رہی تھی اور تب لال بہادر جی نے سیدھے لاہور پر اٹک کھا تھا - میں چاہتا ہوں کہ بعضی غلام محسد کی بات کو تالا نہ جائے اور کھمبہ ویلی کو ریلوے لائن سے ملانے کی کوشش کی جائے -

یہ گہٹے کا بھت کہوں لانا پڑا ہے - یہ اس وجہ سے لانا پڑا ہے کہ ریلوے بورڈ منل دوبار ہے -

Mr. Chairman: The hon. Member's time is up.

Shri Abdul Ghani Dar: Sir, I have every right to criticise the corruption in the Railway Board.

Mr. Chairman: The hon. Member will resume his seat.

Shri Abdul Ghani Dar: Kindly give me a minute.

اگر آپ پارلیمنٹ کے اتھاس کو دیکھیں تو ہمارے سیکر صاحب نے جتلا ان پچھلے دس دنوں میں بولا ہے - پہلے سب

[شری عبدالغلی دار]

سہمکروں نے نہیں بولا ہے - آپ
مدھی بولتے نہیں دے رہے ہیں -

دیلوے بورڈ جو ہے ولا کرپشن کا
بمبا ہے - اس نے تھس ہزارہے -
پچاس ہزارہے سٹیشن متار کر رکھے
ہیں - سٹیشن بکٹے ہوں آمدنی کے
لصاف سے - اور بھس بیس سال سے
ایک ایک آدمی کے پاس ہوں -

Mr. Chairman: As I said all parties have exhausted their time. The hon. Member will please resume his seat.

Shri Abdul Ghanl Dar: Kindly give me a minute.

Mr. Chairmān: Now I call Shri Kachwai.

Shri Abdul Ghanl Dar: چیئرمین
ساہب

Mr. Chairman: I have called the next speaker: This will not be recorded.

Shri Abdul Ghanl Dar: **

شری کھنن چند کاشی : آپکو
ध्यान होगा कि इस देश के धन्दर बड़े बड़े
चार कुम्भ होते हैं और इन चार कुम्भों में
में से एक कुम्भ उज्जैन में होता है। धाने वाले
साल में उज्जैन में बहुत बड़ा कुम्भ होने जा
रहा है। उस वक्त वहां पर लाखों की भीड़
एकत्र होगी। बहुत बड़ी संख्या में लोग वहां
आएंगे। उसको ध्यान में रखते हुए और
साथ साथ पिछला जो अनुभव है उसको ध्यान
में रखते हुए ट्रेफिक की व्यवस्था को ठीक
तरह से बनाये रखने के लिए रेलवे
ऑफिस के ऊपर जिस संख्या में पुलों की
आवश्यकता है, उनको बनाने का प्रयत्न
आपकी ओर से होना चाहिये। पुलों के ऊपर

से भावागमन हो, इसकी व्यवस्था आपको
करनी चाहिये। इसके बारे में मध्य प्रदेश
की सरकार ने आपको लिखा भी है परन्तु
अभी तक आपकी ओर से उसको कोई उत्तर
नहीं मिला है। मैं समझता हूँ कि वहां पर
तीन पुलों की अत्यधिक आवश्यकता है।
मैं चाहता हूँ कि इन तीन पुलों को तुरन्त
आप सैंकशन करें।

जिस तरह से तीर्थों में पंढे होते
हैं और जिस प्रकार से वे यात्रियों से पैसा
कमाते हैं उसी प्रकार रेलवे में जो पंढे हैं,
जो टी० टी० हैं, वे भी रेलों का गढ़ा हुआ
पैसा खोया हुआ पैसा उखाड़कर, उसको
कमा कर लाते हैं। उन के साथ जिस प्रकार
का व्यवहार होता है, उसको कोई पसन्द
नहीं कर सकता है। उनको खाकी वर्दी दे
कर आपने जोकर बना कर रख दिया है।
कभी पैट एक तरफ से ढीली होती है और
कभी दूसरी तरफ से, कभी कोट ढीला
होता है और कभी कुछ और ढीला होता
है। इस तरह से जोकर जो आपने
उनको बना दिया है, इस की तरफ आपका
ध्यान जाना चाहिये। उनकी वर्दी सफेद
चाहिये और वह ठीक से फिट होनी चाहिये।

पैसा किस प्रकार गबन किया जाता
है इसके बारे में मैंने मंत्री महोदय को
लिखा था। जयपुर के धन्दर सवाई माधोपुर
में जयपुर उद्योग नामक एक सिमेंट कारखाना
है। उस सिमेंट कारखाने के धन्दर रेलवे ने बीस
महीने से रेल वैगन तोलने के लिए कांटा ला
कर रखा है। साठु जैन की वह कम्पनी है।
नियम यह है कि एक वैगन के धन्दर 22 टन
सिमेंट भरना चाहिये। मैंने मंत्री
महोदय के पास प्रमान भेजे हैं कि एक
एक वैगन के धन्दर 36 से ले कर 40 टन
या इससे ऊपर माल भरा जाता है। लेकिन
इसकी कोई जांच नहीं की जाती है। इससे

रेलवे को लाखों रुपये का घाटा हो रहा है। यह जो गबन हो रहा है, इसकी छानबीन होनी चाहिये। इसके अन्दर सरकार को रुचि लेनी चाहिये और जो नुकसान हो रहा है, इसको रोका जाना चाहिये। पिछले कई दिनों में कई लाख रुपये का गबन इस तरह से हुआ है। बम्बई से जो गाड़ी आती है उस में बहुत रश होता है। देहरादून के लिए इतना रश होता है कि लोगों को जगह नहीं मिलती है। मैंने रेलवे कंसलटेंटिव कमेटी में भी कहा था कि एक पार्सल गाड़ी चलाई जानी चाहिये। दो बोगीज लगती हैं। लेकिन रश को देखते हुए यह बिल्कुल नाकाफी है। मैंने इस तरह रश को अपनी आँखों से देखा है। भयंकर रश होता है। उस में अगर पांच बोगीज कर दी जाएं तो काफी हद तक जो समस्या है वह हल हो जाएगी।

श्री अब्दुल गनी दार : चूंकि आपने मुझे मौका नहीं दिया है कि करप्शन के खिलाफ मैं बात कर सकता हूँ, इस वास्ते मैं वाक आउट करता हूँ।

[श्री عبدالغنی دار - چونکہ آپ نے مجھے موقعہ نہیں دیا ہے کہ کرپشن کے خلاف میں بات کر سکوں - اس واسطے میں واک آؤٹ کرتا ہوں -]

(Shri Abdul Ghani Dar then left the House).

Shri C. M. Poonacha: Mr. Chairman, Sir, I am grateful to you for having spared sufficient time for a thorough and full discussion of the railway budget and the Demands for Grants that I am about to move. I am also thankful to the hon. Members for having spared so much of their time to analyse the budget thoroughly and also to make useful suggestions, which will naturally receive the most serious and earnest consideration of the Railway Board.

Coming to a few general points, my hon. friend, Shri Lobo Prabhu made the point that the calculation as, made by me in assessing shortfall of Rs. 13 crores in traffic receipt was on wrong premises. I am sorry, he is not here at the moment. He has gone away with the impression that the shortfall of Rs. 13 crores relates to this year. Actually, this has happened last year, which we have closed recently. So far as this year is concerned, we have taken into account an additional traffic of about 8½ million tonnes and proceeded to formulate our budget on that basis. Last year's drop has been, as I mentioned to the House earlier, a phenomenal one, an unusual one, for the reason that till January end we had cleared 3.8 million tons of additional traffic already. But, unfortunately, during the months of February and March, unusually though, we had, against an anticipation of 1 million tonnes of additional traffic, we had a shortfall of 3/4 million tons traffic each month. So from 3/8 million tons of additional traffic which we were able to carry by the end of January, there was another shortfall of 1½ million tons; therefore, the overall anticipated additions goods traffic of 12 million tons dropped to 2½ million tons. That is how the deficit of 13 crores of rupees on goods earnings has occurred during last year. This has been explained in the papers that have been furnished.

As for this year, without the enhanced fare and freight rates, under the existing fares and freights, the deficit would have been Rs. 17 crores. That is what we have said, and it has been correctly calculated. On that basis, the present budget has been prepared and submitted to the House. In addition to that, there is the anticipated addition to the working cost in relation to dearness allowance and the increase in steel prices. These are the three elements which have gone to make the deficit, to create the deficit, of Rs. 31 crores. So, we have come with a proposal for a slight revision

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of the freights and fares to give us additional earnings to balance this gap. The point of my hon. friend, Shri Lobo Prabhu was that there has been wrong calculation, despite the fact that there has been increased goods traffic. That is not the case. On the other hand, there has been a steep shortfall. As such, we closed last year with a deficit of Rs. 24 crores and this has been adjusted against the revenue reserves as I had mentioned to the House earlier. We could not do so this year because the revenue reserves now stand at a depleted level of Rs. 35 crores. Therefore we could not do that and perforce had to resort to for a slight upward revision of fares and freight rates.

Now, this year's position is that there is going to be a raise so far as dearness allowance is concerned. Hon. Members may be knowing that the Gajendragadkar Commission Report is now under the examination of everybody; it is also being examined by Government. We anticipated an additional increase due to enhancement of dearness allowance to the tune of Rs. 13 crores. But the scheme of things, as presented by the Gajendragadkar Commission, is such that during this very year there is likely to be too increases of dearness allowance. That would increase the cost on the railways not by Rs. 13 crores but by Rs. 20 crores. That is going to be the effect of the Gajendragadkar award as it stands today. That will be its impact and that also has to be taken into consideration when we discuss the increase of freights and fares.

Then, hon. Members are aware that there are certain other questions. The Coal Wage Board Report has come and it is being discussed. I am not trying to forestall certain things, but as it appeals, every rupee increase in the price of coal would mean Rs. 1.72 crores so far as the railways are concerned.

That way the operational costs are mounting up. With these things glaring at us, naturally, we had to do something by way of adjustments and revisions with a view to see to some extent that we could cover the gap. No doubt, as it stands, the gap would not be fully covered. Therefore, strict instructions have been issued to the Railway Board that they will exercise all care and attention to effect economy all round and try to save as much as possible so that with the economy that could be effected and with the additional earnings that we would be making, and also hopefully anticipating some improvement in the economy of the country, ultimately things may balance themselves. That is the hope that we have.

Shri Sonavane: Will the hon. Minister give us later on as to what economy he would effect as a result of his statement?

Shri C. M. Poonacha: Unfortunately I do not have the time. But we will try on fuel economy. We are now proposing to effect economy through various measures. As hon. Members would be knowing, we are trying to reduce certain programmes so that we would be well within our financial resources. These exercises are of various nature and also continuous. It would naturally take some time to illustrate by facts and figures to what extent we have been able to achieve success; but all the same, the fact is that the Railway Board and the railways are now fully conscious of the fact that utmost economy will have to be observed and that as long as this financial difficulty would be exerting in various shapes and forms, the railways will have to observe the maximum economy, of course not endangering the efficient working of the railways.

There has been a reference that the road transport is competing and that road transport is taking away much of our custom. It is a fact. I have

explained earlier that road transport is competing and in the present scheme of things and in the nature of developments that we are having, it is but natural that road transport which has developed fully its capacity should take its share in the demand for traffic. That is happening in almost all the progressive countries and it need not surprise us. The fact is that railways will now have to take note of this and improve their operations so that they do not yield easily to road transport and withstand and face that competition. Probably in that competition the community, the society will benefit. The railways will be trying to do their best, the road transport will endeavour to do their best and in that process both the road transport and the railways will serve the community better. That would be a good thing in the overall scheme of things. If you look into the working of other Railways, take, for example, the U.K. Railways, they had a proposal to cut down the length of rail track from 13000 miles to 7,000 miles, that is a reduction of 6,000 miles and later after certain discussions they have now reduced their rail track length from 13,000 miles to 10,000 miles because the road competition has been such that certain sections of the railways in U.K. are not working on profit—they are losing, as such they themselves have reduced their track length from 13,000 miles to 10,000 miles. This is a thing which is inherent in certain aspects of development and, probably, indications are now being experienced in our country also in this regard. This is a sign that our country also is marching in the direction of all round development. Therefore, I am not very much surprised by this competition, it should be a lesson to the Railways to improve their efficiency and we have already taken certain steps in this regard.

19 hrs.

We have introduced, as a pilot scheme, what is known as the container transport service between Bombay and Ahmedabad and there is a proposal to extend it between

Bombay and Delhi. The experiment so far has proved to be promising and, if this proves successful I think, we will be able to give better service to the people by introducing this container transport service by which we will be able to render door-to-door delivery service.

Another important point raised has been with regard to the Railway Board. The hon. Members have said that there is no necessity to have the Railway Board. Perhaps, if they had examined the question a bit more carefully, they would have come to different conclusion. What is the Railway Board? The Railway Board is a technical body with top managerial capacity. It is a management-cum-technical body which not only controls the working of the Railways but deals with management and secretariat work. Supposing, there is no Railway Board, there will have to be a body of senior officers as in any other Ministry. I was wondering as to what special point or advantage they were trying to argue by saying that the Railway Board was superfluous and need not be there.

The Railways account almost for one-third of the total working expenses of the Government of India, about Rs. 1,400 crores, and so necessary controls, administrative, financial, welfare, technical and scientific, will have to be exercised and for these purposes, a set-up is necessary. That set-up today consists of technocrats, instead of civilians, who have grown with the Railways, who know every inch of the working of the railways. That is a more competent and efficient set-up to handle the work. Of course, others have a different opinion. But the fact is that this management-cum-technical body is the most competent body to run a concern like the Railways.

This is the pattern in other countries of the world. The hon. Members would be interested to know that, quite recently, the British Government had adopted the Railway Board pattern—it is about three years or so—and they have set up a Railway

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Board to control and work the U.K. Railway system.

So, let us not go away with the idea that this is something which is not rational, which is not efficient, and which is not quite fitting to the pattern of administrative systems that we have in our country.

An hon. Member: What about the States?

Shri C. M. Poonacha: In the States, the Railways are privately owned. There is only a small sector which is owned by the Government. Therefore, there is a difference between the United States and our country. In U.K. it is owned by the Government and it is run by the Government. Now they have changed over to the pattern of Railway Board, i.e., management-cum-technical board. This pattern has stood the test of time and has done well, any suggestion in the direction of improving its efficiency should of course, be considered. But to say that it is redundant and superfluous would not appeal to reason because such a body would be essential in any case. They are not only attending to the technical side of the work but they are also doing the administrative work alongside. I feel that it is economical in itself to have a body, a set-up of the type of Railway Board. (Interruptions).

श्री मोतीलाल प्रसाद : क्या भारत की तरह से इंग्लैंड में भी चार दर्जे हैं ?

Shri C. M. Poonacha: Some specific points have been raised by my hon. friends. My hon. friend, Mr. Tenneti Viswanatham, made some points with regard to works connected with Waltair Station and Bezwada Railway Station. My hon. friend, Mr. Thirumala Rao, also raised one or two points and several others also made suggestions in respect of new lines, improvement to certain sectors, increasing passenger amenities and things like that.

So far as Waltair Station is concerned, I may inform my hon. friend that the work will be completed as has been programmed; there will be reduction in the programme of work; nothing will be altered, whatever has been sanctioned will be completed.

So far as Bezwada Station is concerned, my hon. friend was telling us that the Bezwada Station was one of the oldest ones or something which had not received any attention. To my knowledge, Bezwada Station has the second largest platform in India; it is one mile long. We have also got Waiting Hall and all other amenities. That Station is receiving all the attention that it should and I am surprised why my hon. friend Mr. Tenneti Viswanatham.....

Shri Tenneti Viswanatham (Visakhapatnam): There is not even a decent Waiting Room, let alone the Third Class passengers, even for the First Class passengers. I would invite the Railway Board Members to visit that place. (Interruptions).

Shri C. M. Poonacha: There are so many things we want. My hon. friends from Kerala were saying certain things... (Interruptions).

Mr. Chairman: Order, order. The Minister should not be disturbed like this.

Shri C. M. Poonacha: There have been several suggestions from my hon. friends from Kerala, Bihar, Punjab, Assam, Rajasthan, and Madhya Pradesh and all these suggestions will be carefully examined and we will certainly try to do our best. But all the same, the hon. Members will share the view with me that the financial resources and the scope of the Fourth-Five-Year-Plan programmes will have to be such as to enable the Railways to consider to the extent possible the various suggestions that the hon. members have put forth before this House. (Interruptions).

Shri K. N. Tiwary: What about doctors?

Shri J. H. Patel: Let the Minister say something about Karnatak from where he comes.

Shri Rajaram (Salem): He is from Coorg and not from Karnatak.

Shri C. M. Poonacha: My senior colleague on my right, Mr. D. N. Tiwary, is mentioned that certain circulars which are being issued from time to time are not given effect to and that they remain on paper and no action seems to have been taken on them. I will certainly take up this matter. I have made a note of it. All circulars issued by the Railway Board are circulars for necessary action and not for being left over on the files. I shall personally take up the matter and see that in regard to such circulars necessary action is taken.

Shri K. N. Tiwary: What about railway doctors?

Shri C. M. Poonacha: My hon. friend Shri K. N. Tiwary has referred to railway doctors. So far as the medical services are concerned, to the extent possible, we have brought them on a par with the CHS scheme, but it is only in connection with the licentiates, a small number of them, that there is some difficulty. We are currently looking into these matters and we shall see how best we can solve this problem. But that could not be very different from what the CHS pattern has given us. We shall, in conformity with what has been done by the Health Ministry for CHS doctors, examine the specific problems to the extent possible.

The House has had to sit for longer hours in connection with these Demands, and I do not have much time to cover the various points that have been made. Some of the points mentioned in the course of the general discussion have been repeated during the discussion on these Demands also.

I shall certainly look into all the proposals that have been made and we shall also try to inform hon. Members of the action taken on some of the more important suggestions made by them.

With these words, I would request the House to grant these Demands.

Mr. Chairman: I shall now put all the cut motions together to vote.

All the cut Motions were put and negatived

Mr. Chairman: I shall now put all the Demands together to vote.....

Shri Tenneti Viswanatham: On a point of order. Each Demand has to be put separately. I think the rules are very clear on this point.

Mr. Chairman: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1968, in respect of the following Demands entered in the second column thereof—

Demands Nos. 1 to 11, 11A, 12 to 18 and 20."

The motion was adopted.

[The motions for Demands for Grants (Railways) which were adopted by the Lok Sabha, are reproduced below—Ed.]

DEMAND NO. 1—RAILWAY BOARD

"That a sum not exceeding Rs. 85,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Railway Board'."

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 3,06,26,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 24,96,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Payments to Worked Lines and others'."

DEMAND No. 4—WORKING EXPENSES-ADMINISTRATION

"That a sum not exceeding Rs. 44,53,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Administration'."

DEMAND No. 5—WORKING EXPENSES-REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 1,41,51,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Repairs and Maintenance'."

DEMAND No. 6—WORKING EXPENSES-OPERATING STAFF

"That a sum not exceeding Rs. 91,46,16,000 be granted to the President to complete the sum

necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Operating Staff'."

DEMAND No. 7—WORKING EXPENSES-OPERATION (FUEL)

"That a sum not exceeding Rs. 88,45,09,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Operation (Fuel)'."

DEMAND No. 8—WORKING EXPENSES-OPERATION OTHER THAN STAFF AND FUEL

"That a sum not exceeding Rs. 25,24,41,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Operation other than Staff and Fuel'."

DEMAND No. 9—WORKING EXPENSES-MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 21,39,05,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Miscellaneous Expenses'."

DEMAND No. 10—WORKING EXPENSES-STAFF WELFARE

"That a sum not exceeding Rs. 15,37,76,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Staff Welfare'."

DEMAND NO. 11—WORKING EXPENSES-APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 71,99,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 11-A—WORKING EXPENSES-APPROPRIATION TO PENSION FUND

"That a sum not exceeding Rs. 10,03,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses-Appropriation to Pension Fund'."

DEMAND NO. 12—DIVIDEND TO GENERAL REVENUES

"That a sum not exceeding Rs. 1,35,55,86,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Dividend to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

"That a sum not exceeding Rs. 7,50,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Open Line Works (Revenue)'."

DEMAND NO. 14—CONSTRUCTION OF NEW LINES

"That a sum not exceeding Rs. 25,34,18,000 be granted to the President to complete the sum necessary to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Construction of New Lines'."

DEMAND NO. 15—OPEN LINE WORKS-CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

"That a sum not exceeding Rs. 3,57,79,39,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Open Line Works-Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16—PENSIONARY CHARGES-PENSION FUND

"That a sum not exceeding Rs. 2,75,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Pensionary Charges-Pension Fund'."

DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES FUND AND INTEREST THEREON-DEVELOPMENT FUND

"That a sum not exceeding Rs. 41,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Repayment of loans from General Revenues and interest thereon-Development Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs. 1,27,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 20—WITHDRAWAL FROM
REVENUE RESERVE FUND**

"That a sum not exceeding Rs. 2,05,49,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Withdrawal from Revenue Reserve Fund'."

19.14 hrs.

**APPROPRIATION (RAILWAYS) NO.
3 BILL,* 1967**

The Minister of Railways (Shri C. M. Poonacha): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1967-68 for the purposes of Railways.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1967-68 for the purposes of Railways."

The motion was adopted.

Shri C. M. Poonacha: I introduce** the Bill.

Shri C. M. Poonacha: I beg to move†:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1967-68 for the purposes of Railways, be taken into consideration".

Mr. Chairman: The question is:

"That the Bill to authorise payment and appropriation of certain

sums from and out of the Consolidated Fund of India for the service of the financial year 1967-68 for the purposes of Railways, be taken into consideration".

The motion was adopted.

Mr. Chairman: The question is:

"That clauses 2 and 3 and the Schedule stand part of the Bill".

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1—(Short title)

Amendment made:

"Page 1, lines 3 and 4,—for 'Appropriation (Railways) No. 3 Act, 1967', substitute—"Appropriation (Railways) No 2 Act, 1967".

(Shri C. M. Poonacha).

Shri C. M. Poonacha: This is a consequential amendment.

Mr. Chairman: The question is:

"That clause 1, as amended, stand part of the Bill".

The motion was adopted.

Clause 1, as amended, was added to the Bill.

The Enacting Formula and the Title were added to the Bill.

Shri C. M. Poonacha: I beg to move:

"That the Bill, as amended, be passed".

Mr. Chairman: The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

19.18 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Friday, June 23, 1967/Asadha 2, 1889 (Saka).

*Published in Gazette of India, Extraordinary, Part II, section 2, dated 22-6-1967.

**Introduced with the recommendation of the President.

†Moved with the recommendation of the President.