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LOK SABHA DEBATES

**Seventh Session
(Fourth Lok Sabha)**



**LOK SABHA SECRETARIAT
New Delhi**

C O N T E N T S

No. 8—Wednesday, February 26, 1969/Phalguna 7, 1890 (Saka)

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LOK SABHA

Wednesday, February 26, 1969/
Phalguna 7, 1890 (Saka)

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

[MR. SPEAKER *in the Chair*]

Visit of Czechoslovak Parliamentary Delegation

MR. SPEAKER: I have great pleasure in informing the House that the Czechoslovak Parliamentary Delegation led by His Excellency Prof. Dr. Dalibor Hanes, Vice-Chairman of the Presidium of the Federal Assembly and the Chairman of the House of Nations of the Federal Assembly of Czechoslovakia, which is on a visit to India on our invitation, is now present in our Special Box. We are so happy that our invitation was accepted by Czechoslovakia and a Parliamentary Delegation has been sent to visit our country. We welcome the Delegation most heartily.

SHRI NATH PAI (Rajapur) : We know, we will take this opportunity of presenting the Resolution passed by this House.

ORAL ANSWERS TO QUESTIONS

Indo-Burma Border Demarcation

+

*181 **SHRI N.K. SANGHI :**
SHRIMATIILA PALCHOU-
DHURI :
SHRI Y. A. PRASAD :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the progress made in the Indo-Burmese border demarcation work ; and

(b) by what time the demarcation work is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) :
(a) The work of the physical demarcation

of the first 240 miles of India-Burma boundary, which started on the 1st December, 1968, has been progressing according to schedule.

(b) At the present rate of progress, it is anticipated that it will be completed by 1973-74.

SHRI N. K. SANGHI : We quite realise that the demarcation work is a very difficult work because the Indo-Burmese border terrain is the most difficult terrain. I would like to know from the Hon. Minister if any finalisation has been done regarding the demarcation of Indian boundary north of Diphu Pass at the trijunction of India, China and Burma.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : We are starting the boundary demarcation from the south. As the Hon. Member has mentioned, it is a very difficult terrain and, therefore, it will take some time. Our estimate is that this will be completed around 1973-74. When we come to that Pass, we shall see what is to be done there.

SHRI N. K. SANGHI : I find that the demarcation of territory is creating a lot of trouble for this country. I find from the Hon. Minister's reply that no attitude has yet been made by the Government regarding demarcation of the northern border with India and Burma. In the agreement signed by the Burmese regarding demarcation, a clause has been particularly put regarding demarcation of the northern area at the trijunction. The Burmese Government has now informed the Government of India that this is a matter between China and India and that they are not in a position to say anything about it. May I know what is the attitude of the Government regarding demarcation of this particular portion at the trijunction of India, Burma and China ?

SHRI DINESH SINGH : May I mention that there is no dispute between Burma and us about this border. It is clearly known and agreed by both the

sides. It is a question of putting the pillars. And whether facilities are available, whether one can go to the Pass or not, that will depend on the conditions prevailing there.

SHRIMATI ILA PALCHOUDHURI : It is known that the terrain is very hazardous and there are about 870 miles of the border to be demarcated. The Southern portion terrain is not so bad and there are about 290 miles in the Southern portion. May I know how far has demarcation gone there and when it is expected to be completed?

SHRI SURENDRA PAL SINGH : The demarcation of the 240 miles in the southern sector will be completed by March, 1969. As regards the total length of our border, it is nearly 906 miles and not 870 miles.

SHRI HEM BARUA : Is it a fact that the trijunction there on the border has not been demarcated so far to our advantage whereas China and Burma have demarcated together and we were not informed about it?

SHRI DINESH SINGH : As I mentioned just now, so far as we are concerned, between us and Burma there is no dispute about territory. It is a question of putting the pillars. When we come to that stage, then we shall see what is to be done in that Pass.

SHRI VIRBHADRA SINGH : May I know whether any part of the Indian territory in our possession has been transferred or is likely to be transferred to Burma as a result of border demarcation?

SHRI DINESH SINGH : These are historical boundaries well defined and accepted.

SHRI TINNETI VISWANATHAM : When this question came up on the floor of Parliament more than a year ago, it was said that there was no difference of opinion between Burma and India, nor between China and Burma. Now this is a trijunction point. The question which I then raised was, and which I raised now is, this. If India and Burma agree and Burma and China agree, how can there be difference of opinion between India and China? Can they solve this riddle on the trijunction point because it is a point?

SHRI DINESH SINGH : If the Hon. Member look at the map, it will be clearer that there is no dispute between Burma and us in that area. There is a unilateral claim by China. That is a matter in which Burma does not come.

श्री शिवचन्द्र नाना : मैं मंत्री महोदय से जानना चाहता हूँ कि क्या यह बात सही है कि हिन्दुस्तान और बर्मा की सीमा के डिमार्केशन का काम अभी चल रहा है और जो उस का निर्धारित समय था उस से वह कुछ आगे बढ़ रहा है? यदि यह बात सही है तो कितने क्षेत्रफल के डिमार्केशन की डिस्प्लॉट अभी चल रही है?

SHRI SURENDRA PAL SINGH : This question has already been replied to. If you like, I shall repeat it. The work of demarcation on the first 240 miles is going on according to schedule and is likely to be completed by March, 1969.

MR. SPEAKER : Q. N. 182.

SHRI HEM BARUA : May I suggest that Q. Nos. 201, 202 and 209 could be taken along with this.

MR. SPEAKER : Because they all relate to Nagas? The Hon. Member can ask supplementary questions if he wants. We can not club so many of the questions together.

विद्रोही नाना

*182. **श्री ओम प्रकाश त्यागी :** क्या बैदेशिक- कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रशिक्षण प्राप्त करने के पश्चात् चीन से वापस लौटे विद्रोही नानाओं में से सरकार द्वारा अब तक गिरफ्तार किये गये तथा गोली से मार दिये गये नानाओं की अलग-अलग संख्या कितनी है;

(ख) बर्मा सरकार द्वारा गिरफ्तार किये अथवा गोली से मार दिये गये विद्रोही नानाओं की संख्या कितनी है;

(ग) क्या यह सच है कि विद्रोही नाना अब बर्मा की सीमा से न आकर, समुद्री रास्ते से बरास्ता पाकिस्तान नानालैंड में प्रवेश करने का प्रयत्न कर रहे हैं; और

(घ) यदि हां, तो उनको नागालैंड में प्रवेश करने से रोकने के लिये सरकार ने क्या कार्यवाही की है ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) :

(a) On the basis of available information, one underground Naga trained in China has been captured and two killed.

(b) We have no direct information about the action taken by the Government of Burma on their territory.

(c) and (d). The underground have lately made attempts to proceed to East Pakistan but these attempts have been foiled by our Security Forces. It is possible that the Nagas returning from China who have so far failed to gain entry through Burma might attempt entry via Pakistan. The Security Forces are aware of this possibility and will continue their efforts to intercept these gangs from whatever route they might attempt to come in.

श्री ओम प्रकाश त्यागी : चीन सरकार के साथ हमारे दौत्य सम्बन्ध हैं और चाइना सरकार नागा विद्रोहियों को बाकायदा ट्रेनिंग दे रही है। वे लोग वहां से अस्त्र-शस्त्र लाते हैं और अपने जहाजों के द्वारा पाकिस्तान भेजते हैं यहां भेजने के लिये। मैं जानना चाहता हूं कि क्या भारत सरकार ने कभी चाइना सरकार से इस की शिकायत की है कि वह हमारे देश के विद्रोहियों को इस प्रकार से सहयोग क्यों दे रहे हैं? यदि शिकायत की है तो चाइना का क्या उत्तर आया है?

श्री सुरेन्द्र पाल सिंह : हम ने चाइना में शिकायत की है, लेकिन वहां से कोई जवाब नहीं आया है।

श्री ओम प्रकाश त्यागी : नागालैंड के गत चुनावों में यह मिछ हो गया है कि वहां के अधिकांश नागा लोग भारत सरकार के साथ हैं और भारतीय यूनियन में रहना चाहते हैं, फौजी दूप के साथ नहीं। अधिकांश विद्रोही

नागा भी अब भारत की मान्यता के साथ हैं। मैं जानना चाहता हूं कि क्या यह सच है कि असम के राज्यपाल महोदय ने यह घोषणा की है कि वह विद्रोही नागा नेता फौजों जो आज भी चाइना के साथ हैं और स्वतन्त्र नागालैंड का नारा छोड़ने के लिये तैयार नहीं हैं, अगर भारतीय नागरिकता स्वीकार कर ले तो वह भारत आ सकते हैं? यदि यह सच है, तो ऐसी घोषणा राज्यपाल महोदय ने क्यों की? दूसरी बात मैं यह जानना चाहता हूं कि इस में यह शर्त क्यों नहीं लगाई गई कि वह विद्रोही भावना को छोड़ कर ही भारत आ सकते हैं? तीसरी बात मैं यह जानना चाहता हूं कि आज भी फौजों नेता को बुला कर, जिनकी सत्ता समाप्त हो चुकी है, भारत सरकार कोन सा लाभ उठाने की बात सोच रही है?

MR. SPEAKER : He has raised the whole Naga Policy in his supplementary question.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : How can we discuss it now?

MR. SPEAKER : I would not allow the whole policy to be discussed now. The main question pertaining to the matter under discussion could be answered, not questions about Mr. Phizo and other things.

SHRI SURENDRA PAL SINGH : As regards the return of Mr. Phizo to India, the Governor of Assam has not said anything new. He has merely said that if Mr. Phizo is prepared to renounce his British citizenship and if he wants to come back to India, he can apply for our citizenship, his case will be dealt with according to our law. That is all that he has said. There is no question of Mr. Phizo meddling in our affairs, because he is a foreign national and we would not like him to take part in our affairs.

श्री ओम प्रकाश त्यागी : भारतीय नागरिक होने पर ही निमंत्रण क्या आपने दिया है? क्या उन में जो विद्रोही की भावना है, उसको भी रद्द कराया गया है? यह शर्त

क्यों नहीं लगाई कि उसने जो विद्रोह का नारा लगाया है, उसको छोड़ कर वह आये?

श्री विनेश सिंह : हर एक भारतीय नागरिक को भारत आने का अधिकार है। यहां आने के बाद फिर उसने क्या कहा है और क्या नहीं, ये जो दूसरी बातें हैं ये उठती हैं।

SHRI R. BARUA : Arising from the answer given by the Hon. Minister, may I know whether Government have already decided to withdraw the cases against Mr. Phizo if he wants to come back to India?

SHRI SURENDRA PAL SINGH : No such decision has been taken, but subject to correction, I think the position is that the moment he became a foreign national, and has no longer an Indian citizen, I suppose, all the cases against him stood automatically withdrawn and we cannot take any action against him; I say this subject to correction.

SHRI V. KRISHNAMOORTHI : The Hon. Minister was saying that the underground Nagas returning from China might enter through the sea-route also via Pakistan, and that the security forces were on the look out. But as we understand it, the security forces can operate only on land. How can they, therefore check infiltration or crossing by the sea-route? Will the Hon. Minister explain this?

SHRI DINESH SINGH : The question arises only when they attempt to come from Pakistan into India, and that will be land-route?

SHRI V. KRISHNAMOORTHI : We would not check them if they come by sea-route?

SHRI P. VENKATASUBBAIAH : The hon. Minister has made a very important statement with regard to withdrawal of cases against Mr. Phizo. If he accepts our Indian nationality and he comes here, the Hon. Minister has said that Government would withdraw the cases. Am I correct in saying this? I would like to ask the Hon. Minister to clarify the position. Certain cases are pending against Mr. Phizo, and if he agrees to come to India renouncing his British citizenship and participates in the talks, may I know whether the cases that are pending against

Mr. Phizo will be gone into or whether they will be withdrawn? I want a specific answer from the Hon. Minister on this point?

SHRI DINESH SINGH : The question will really arise when Mr. Phizo is able to acquire Indian nationality and come here, and it will be a technical matter for me to answer off hand, but I would say that we shall deal with him under our laws.

SHRI S. K. TAPURIAH : The Hon. Minister has spoken about the success of our security forces in prohibiting those rebels from coming back. But it has come to our knowledge that Government have reached some understanding with the Seema faction, because of which understanding the Seemas would give their assistance to Government in fighting the Mao-Angami gang in its attack by infiltration, and in preventing the Angami rebels from coming into Nagaland. May I know whether that is a fact? May I also know whether those few who have been allowed to come back to India are those who belong to the Seema faction and who have been allowed to come because of this understanding?

SHRI SURENDRA PAL SINGH : We are trying to prevent all underground Nagas from coming back to India, irrespective of what group or faction they belong to.

SHRI S. K. TAPURIAH : Have Government reached any understanding with the Seema faction?

SHRI SURENDRA PAL SINGH : There is no understanding.

श्री रघुवीर तिहू : अबबारों में नागार्इक के बारे में जो हालात निकलते हैं और जो मौके पर वहां हालात है उन में बड़ा फर्क है। बागी नागाओं में एक माझेबल संक्षण ऐसा है जो पीस के हक में है, जो हिन्दुतान से लड़ाई नहीं चाहता है। क्या भारत सरकार इस मामले में अपनी जो उसकी पलिसी है उस में तबदीली लाने के बारे में सोचेगी और सोचेगी कि केवल मिलिट्री एक्शन ही नहीं लिया जाना चाहिये, बल्कि पब्लिक के साथ मिशन की

बातचीत ज्यादा से ज्यादा होनी चाहिये, यहां से सभी पार्टियों के हमारे एम पीज भेजे जाने चाहिये जो उन से जाकर मिलें और खास तौर से वहां इंडस्ट्रीज लगें, वहां पर प्रोडक्शन ज्यादा हो, रोडज ज्यादा बनें ?

श्री दिनेश सिंह : यही पालिसी है। इस में कोई तबदीली की जरूरत नहीं है।

SHRI SWELL : May I know whether it is a fact that today in Nagaland there are two sections of Naga underground people estranged from each other and whether it is a fact that clashes between these two sections are taking place in Nagaland and areas of Manipur and that those clashes are occurring with greater frequency ? May I know also whether Government have at any time intervened in these clashes, and if not, whether they intend to intervene in order to prevent the situation in Nagaland from sliding into complete chaos.

SHRI DINESH SINGH : We are aware of the two main factions among the underground Nagas ; there are disputes among them and clashes on a small scale may have taken place. We are not aware of any largescale clashes between them. When it becomes a law and order situation, we shall deal with it as a law and order situation.

SHRI BASUMATARI : It is an established fact that Mr. Phizo went out of India to campaign against India and he did all he could do in that direction in the United Kingdom and in the United Nations. He has accepted the citizenship in England. Knowing fully well all those things, why does the Government want to decide these cases under the normal law ? May I know whether they would consider this as an exception and not go according to the normal law ?

SHRI DINESH SINGH : I take it that the Hon. Member is referring to the grant of nationality to Mr. Phizo. When it comes up it can be dealt with according to our law.

SHRI INDRAJIT GUPTA : Some apprehensions had been expressed before the recent mid-term elections that the hostile Nagas might try to prevent the

successful holding of elections in Nagaland. If there was any such intention, an overwhelming majority of the Nagas have belied their hopes and have participated in the elections which were conducted very successfully. Have the Government made any assessment whether this demonstration by the Naga people of their desire for a peaceful and constitutional way of development is likely to have an appreciable impact on the activities of the rebel Nagas or whether they are an entirely separate phenomenon and not likely to influence them ?

SHRI DINESH SINGH : We hope that it will have an impact on them. The Government of Nagaland has just been sworn in and it is also conscious of this fact. We hope it will be possible to bring about an end to the difficulties there in a peaceful manner.

SHRI CHENGALARAYA NAIDU : It appears that about five hundred Nagas had undergone military training in China and are now waiting in Burma to cross the border to come into India. Will the Government ensure this house that they shall prevent the crossing of those 500 Nagas into India.

SHRI SURENDRA PAL SINGH : It has already been stated on behalf of the Government that we have taken adequate measures to see that these people are not able to enter India.

श्री एस०एम० जोशी : जब वहां पर अगामी हुक्मत थी तब वे संविधान में रह कर हिन्दुस्तान के साथ रहना चाहते थे। तब हम लोग कहते थे कि हम को उनके हाथ मजबूत बनाने चाहिये। अभी वहां बुकिशो सेना की हुक्मत बन गई है। ऐसे मौके पर अगर हम फीजो के बारे में इस तरह के बयान देते हैं तो क्या उम्मका यह नतीजा नहीं होगा कि जो अंडर ग्राउंड लोग हैं उनको हम ज्यादा कीमत दे रहे हैं और जो हागरे माय तान्त्रिक रखते हैं, जो संविधान में रहते हैं, उनको हम कम कीमत देते हैं ?

श्री दिनेश सिंह : कोई ज्यादा कीमत नहीं दे रहे हैं। हम तो यह कह रहे हैं कि

वहां जो सरकार बनी है वही इन मामलों को ज्यादा अच्छी तरह से देख सकेगी। कोई अभी हम बातचीत भी नहीं चला रहे हैं।

श्री शिवकुमार शास्त्री : फीजो हमारे मुन्क को छोड़ कर चला गया और इंग्लैंड का सिटिजन हो गया। उसकी क्यों इनी खुशियावरदारी की जाती है। क्या हमें जो सरकार वहां बनी है, उसको मजबूत नहीं करना चाहिये? हमारी सरकार की पालिसी क्या है, इसको मैं क्लीयर जानना चाहता हूँ।

श्री दिनेश सिंह : यही क्लीयर पालिसी है सरकार की।

SHRI HEM BARUA : It is a fact that the pro-Phizo group in Nagaland is at present beating a retreat and the Pro-Sale group which is in ascendancy wants to resume talks with the Prime Minister. If so, may I know whether the Government are prepared to resume talks with those people with whom they broke off talks suddenly after having had a series of talks? And secondly, why is Mr. Phizo who is a fugitive from Indian Justice in England is told by the Governor of Assam and Nagaland that he would be received back in India provided he gives up his British citizenship; and will the cases of murder, arson and loot that are pending against him would be taken up against Phizo as demanded by a section of the hostiles?

SHRI DINESH SINGH : So far as the first question is concerned, we did not break off any talks. But at present we do not think that the time has come to start any talks. A new Government has been formed in Nagaland and we should like to consult them and see what should be done. As far as Mr. Phizo's question is concerned, the House is aware that the cases against him have not been withdrawn. What the Governor of Nagaland has said is that if he acquired Indian nationality, he can come to India. What we should do with him here is an entirely separate question.

श्री शिवकुमार शास्त्री : अभी यह प्रश्न पूछे जाने पर कि जब तक फिजो विद्रोह की भावना छोड़ने का आश्वासन नहीं देता है, उससे पहले भारतीय नागरिकता ग्रहण करने का उसका प्रस्ताव क्यों स्वीकार किया जाता है, इसका उत्तर देने के बजाये मंत्री महोदय ने कह दिया कि भारत के प्रत्येक नागरिक को भारत में आने का अधिकार है। मैं निवेदन करना चाहता हूँ कि जब वह ब्रिटिश नागरिक बन चुका है, तो उसकी भारतीय नागरिकता समाप्त हो गई है। इस लिए भारतीय नागरिकता ग्रहण करने का उसका प्रस्ताव तभी स्वीकार करना चाहिए, जब वह विद्रोह की भावना को छोड़ने का आश्वासन दे। उपमंत्री महोदय ने यह कहा है कि जब तक वह भारतीय नागरिक नहीं बनता है, तब तक उस पर कोई एक्शन नहीं लिया जा सकता है। मैं यह जानना चाहता हूँ कि क्या यह एक्शन लेने के लिए ही उसको यह दावत दी जा रही है।

श्री दिनेश सिंह : इस देश की नागरिकता प्रदान करने के बारे में कानून बने हुए हैं। जो व्यक्ति यहां की नागरिकता प्राप्त करने के लिए दररुवास्त देता है, उसके बेस पर इन कानूनों के हिसाब से एक्शन लिया जायेगा। उसको नागरिकता दी जायेगी या नहीं, यह तो एक लोगल बात है। मैं नहीं कह सकता कि.....(थथथान)

श्री हुकम चन्द्रकछवाय : क्या गवर्नर ने केन्द्रीय सरकार से बात करके ऐसा कहा है?

SHRI BAL RAJ MADHOK : What was the occasion for the Governor to go out of his way to make a statement that Mr. Phizo should apply for citizenship? (...Interruptions.)

SHRI DINESH SINGH: Mr. Speaker, Sir, you have been good enough to consider a call attention notice on the subject tomorrow; I shall take that opportunity to explain things in greater detail, if necessary.

श्री शिव नारायण : गवर्नर का एक्स्प्लेनेशन काल करना चाहिए।

MR. SPEAKER : You asked a supplementary question. Now you feel that the answer for every supplementary question is unsatisfactory. What can I do?

SHRI SHEO NARAIN : You are the guardian of the rights of this House. You must protest us; you must help us to get proper replies from the Government.

श्री क० ना० तिवारी : मैं यह जानना चाहता हूं कि फिजो के खिलाफ कितने क्रिमिनल केसिज हैं। गवर्नर ने यह जो स्टेटमेंट दिया है, उस में एक मेजर पालिसी की बात कही गई है। क्या उन्होंने स्टेटमेंट देने से पहले सेंट्रल गवर्नरमेंट को कनसल्ट किया था या नहीं? जैसा कि माननीय सदस्य, श्री जोशी ने पूछा है, क्या इस बात को एमरेटन किया गया है कि जो लोग केन्द्रीय सरकार के साथ सहयोग करना चाहते हैं, उन पर इसका इफेक्ट क्या पड़ेगा?

श्री दिनेश सिंह : फिजो के खिलाफ जो केसिज हैं, उनकी तक्षशील कई मतंबा मदन के मामने आ चुकी हैं। (व्यवधान)

श्री ओंकार लाल बेरवा : मंत्री महोदय ने कहा है कि हमने चाइना को चिट्ठी लियी थी, लेकिन उसने हमें कोई जवाब नहीं दिया। इस स्थिति में क्या सरकार तिब्बती शरणार्थियों को गुरुल्ला युद्ध का प्रशिक्षण दे कर और उन्हें आवश्यक अस्थ-शस्त्र देकर तिब्बत में वापस भेजेगी, ताकि वे वहां पर विद्रोह कर सकें?

MR. SPEAKER : Your question is so difficult to answer. Mr. Ranga.

श्री ओंकार लाल बेरवा : चाइना की तरफ से हमें जवाब न देने का मतलब यह है कि वह उन लोगों को शह दे रहा है। इस स्थिति में हम अपने यहां के तिब्बती शरणार्थियों को गुरुल्ला युद्ध का प्रशिक्षण देकर तिब्बत क्यों न भेजें?

SHRI RANGA : In view of the fact that already the Government have been informed of the views of the previous Nagaland Ministry, whom we had the honour to meet sometime ago that they were not consulted when some people very close to the Government, possibly within the Government also, had met Mr. Phizo in London without any prior consultations with them, would Government now see to it that the present Nagaland Government would be consulted before any such initiative as suggested by Mr. B. K. Nehru comes to be taken? Then, in view of our not very satisfactory experience of the majority-minority rule in our more developed States, would Government consult that ministry as well as the Governor to see whether it would not be advisable to invite the Ao people who now happen to be in the opposition, the Schemas and the Angamis into some kind of coalition or co-operation with the present Government, so that all the tribal attitudes can be brought into cooperation with the Government?

SHRI DINESH SINGH : So far as the first part is concerned, we do try to keep the Nagaland Government in the picture and consult them as and when necessary. We shall continue to do so. But the Constitution provides certain subjects for the Central Government and they have to exercise some judgment in regard to them. But as I said, we do try our best to keep the Nagaland Government in the picture. So far as the present Government there is concerned, it is the Government of Nagaland as a whole and I do not think there is...

SHRI RANGA : You have not followed my point. Would you ascertain from the present ministry there whether it would help Nagaland politics and social economy if they can call into cooperation the Aos—there is one Ao, an ex-Chief Minister, who is the leader of the opposition there—into partnership with the Government?

SHRI DINESH SINGH : I was coming to that. So far as the second part of the Acharya's question is concerned, Government of Nagaland is a Government elected by the people of

Nagaland. How they hold consultation among the tribes concerned is a matter for them to decide.

SHRI RANGA : He has no imagination at all. A more satisfactory approach should be made.

SHRI NATH PAI : We are not against talks as such if and when they become necessary. But may we have a categorical assurance from the Prime Minister that no talks or no agreement will be entered into or arrived at with the so-called Naga rebels except with the full previous consent of the legitimate and lawful Government of Nagaland? We hear that talks are often initiated with Sukhai State or whatever group it may be. We are not against talks, but they must have the prior consent and sanction of the legitimate and lawful Government of Nagaland.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : As Prof. Ranga is pointing out, this matter has been raised in the House of many occasions. There is absolutely no question of going behind the back of the Nagaland Government. I should also like to take this opportunity of adding to the answer to the previous question. We all know what a difficult and situation exists in Nagaland. If the Nagaland Government can get the support of any other group, I am sure they would welcome it and we would also welcome it.

श्री कबंर लाल गुप्त : अध्यक्ष महोदय, जो अंडरप्राउन्ड नामाज है उस में अब अधिकांश पूर्ण सुखायी प्रूप का है। क्या यह सही है कि सुखायी ने अपनी इच्छा व्यक्त की है लिल कर के या किसी तरह से भी, प्रधान मंत्री के पास कि वह बातचीत करना चाहते हैं? क्या यह बात सही है तो सरकार की उस पर क्या प्रतिक्रिया है?

दूसरा मेरा सवाल यह है कि वहां पर कुछ पाबन्दियां हैं परमिट आदि की, उस को लिबरलाइज करने के लिए ताकि यहां का द्वेष कामर्स और इंडस्ट्री भारत के इस

हिस्से में भी जाय और वहां का यहां भी आए, इस के लिए सरकार क्या कर रही है?

श्री दिनेश सिंह : जहां तक सुखायी का सवाल है, माननीय सदस्य ने जो कहा कि वह कुछ बातें करना चाहते हैं, वह बात ठीक है। वह कुछ बातें करना चाहते हैं और हम आम तौर से किसी से बातें करने से इनकार नहीं करते हैं। लेकिन आज नागालैंड की जो स्थिति है उस के हिसाब से हम नहीं समझते कि अभी हम को कोई बातें करनी हैं। नई सरकार अभी वहां आई है। सब से पहले तो उन को देखना है।

जहां तक दूसरा सवाल वहां उद्योग और वाणिज्य का है उस के लिए हम निरन्तर इस कोशिश में रहते हैं कि देश के और हिस्सों की तरह नागालैंड में भी उद्योग और वाणिज्य बढ़े और वहां की सरकार भी इस की कोशिश में है।

Supply of India-made Aircrafts to Afghanistan

*183. **SARI N. R. LASKAR :**
SHRI NARAIN SWARUP :

SHAMA :

SHRI RAM SWARUP :

VIDYARTHI :

SHRI BHARAT SIGH :

CHAUHAN :

SHRI BAL RAJ MADHOK :

SHRI SHRI CHAND GOYAL :

SHRI RANJIT SINGH :

SHRI HARDAYAL DEVGUN :

SHRI D. C. SHARMA :

SHRI BENI SHANKER :

SHARMA :

Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that Afghanistan has requested India to supply her Indian Aircrafts manufactured at Kanpur ;

(b) if so, the reaction of Government thereto ; and

(c) the time by which the aircrafts will be supplied and the mode of payment by Afghanistan ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L.N. MISHRA) : (a) No, Sir.

(b) Does not arise.
(c) Does not arise.

SHRI N.R. LASKAR : It is not a fact that the medium sized aircraft manufacturing unit at Kanpur is not utilising its full capacity because of there being no demand in the market and therefore it is facing a financial crisis? If that is so, I would like to know on what basis in 1959 production and the expected demand for this medium-sized aircraft was fixed at 150? May I also know what is the present demand and why is it that there is less demand at the moment?

SHRI L.N. MISHRA : It is not working under capacity. As a matter of fact we are not able to fulfil the demands and requirements of Indian Airlines and Indian Air Force. At the moment the demand from Indian Airlines is for about 23 aircraft. I do not want to disclose the demand from IAF.

SHRI N.R. LASKAR : In 1959 when they originally fixed the production target for this unit it was fixed at 150. I want to know what is the actual demand now.

SHRI L.N. MISHRA : I gave the demand of the Indian Airlines and about IAF I do not want to disclose.

श्री नारायण स्वरूप शर्मा : यह बात स्पष्ट होनी चाहिए कि क्या वहां पर जितनी प्रोडक्शन है होम कंजम्पशन में उसकी जरूरत नहीं है और इसीलिए वह एक्सपोर्ट किया जा रहा है?

दूसरे, यह कि अफगानिस्तान उसका पेमेंट किस तरह करेगा? रुपये में करेगा या अफगान मनी में करेगा?

श्री ल० न० मिश्र : एक्सपोर्ट करने का सबाल नहीं है। जैसा मैंने पहले कहा अफगानिस्तान से कोई मांग नहीं आई है कर्म ढंग से। एक एन्कवायरी दूर्दि थी उसकी मूचना हमने भेजी है और जहां तक देश की मांग का सबाल है काफी मांग है हमारे सामने और उसके लिए हम बनाने की कोशिश कर रहे हैं।

श्री राम स्वरूप बिद्धार्थी : मैं मननीय मंत्री से जानना चाहता हूं कि अफगानिस्तान ने एच.एस. 748 की डिमांड की है और क्या यह सच है कि आपकी मिनिस्ट्री ने उनकी डिमांड का स्पाल रखते हुए भी प्रोडक्शन में कोई वृद्धि करने की चेष्टा नहीं की? और वह यह भी चाहते थे कि बम्बई में, जो विमान यहां से दिए जायें उनकी मेन्टेनेस का प्रबन्ध हो तो उसके लिए भी आप ने इजाजत नहीं दी और इस बजह से वहां सप्लाई नहीं किया जा सका?

श्री ल० न० मिश्र : अफगानिस्तान सरकार तो नहीं अफगान पायर लाइन्स ने इन्डियन पायर लाइन्स के जरिए मेरे एच.एस. 748 के बारे में सूचना मांगी थी कि किस प्रकार का जहाज है। हमने उनको आकड़े भेजे हैं नवम्बर 1968 में। उनके यहां से मांग नहीं आई है। मांग आगयी तो विचार करेंगे कि देना है या नहीं देना है?

श्री राम स्वरूप बिद्धार्थी : मेन्टेनेस के लिए कोई भगड़ा तो नहीं हुआ?

श्री ल० न० मिश्र : जी नहीं।

श्री मारत सिंह चौहान : मैं यह जानना चाहता हूं कि यह लडाकू विमान कानपुर में निर्मित हुआ है। क्या वह लडाकू विमान के मानिन्द हैं और उनकी लात क्या आती है? लडाकू विमान जो बायु सेना में उपयोग हो सकते हैं उनकी लागत कानपुर फैक्ट्री में क्या आती है?

श्री ल० न० मिश्र : एच.एस.-748 लडाकू जहाज नहीं है, वह ट्रांसपोर्ट का जहाज है और हम इन्डियन पायर लाइन्स को 83 लाख रुपये में बेचते हैं।

SHRI BAL RAJ MADHOK : Afghanistan is a friendly neighbour of our country and Pakistan has been putting all kinds of restrictions and hurdles in the way of proper trade and other things which Afghanistan wants to have with India.

In view of that, Afghanistan has been trying to have better transport facilities with India and for that purpose it has also suggested that the Government of India should put at the disposal of the Afghanistan Government some more transport planes, or Indian transport planes should bring cargo also. I think this question or suggestion has come in that context, because the land route has been closed and they have to come all the way by sea. Therefore, if the government cannot at the moment provide any transport planes manufactured at Kanpur, will the Defence Ministry or Civil Aviation Ministry provide more planes to Afghanistan for the purpose of sending cargoes to India and getting cargoes from here so that the bottleneck that has come in the field of trade may be removed and Indo-Afghanistan relations may be further improved?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : I agree that in view of our very friendly relations with Afghanistan we should do everything to help them. But the precise question here was about their desire to purchase transport planes manufactured here, and my colleague has answered that question. If there is any subsequent request by the Government of Afghanistan to help them by providing transport facilities, either by air or by any other means, I am sure we will give very favourable consideration to that.

श्री श्रीबन्द गोपल : अध्यक्ष महोदय, यह खुशी और गौरव की बात है कि आज हमें हमारे विमानों की दूसरे देशों में भी मांग होने लगी है। मैं यह जानना चाहता हूँ कि क्या हम इस प्रकार की मांग के लिए और अबसर पैदा करेंगे और हमारा इस समय उत्पादन कितना है? इसको बढ़ाने के लिए हमारी सरकार की तरफ से क्या पग उठाये जा रहा है ताकि हम विदेशों को अपने विमान बेच सकें और विदेशी मुद्रा अर्जित कर सकें?

श्री ल० ना० मिश्र : कितना उत्पादन कर रहे हैं या बना रहे हैं यह तो हम नहीं

कहना चाहते हैं लेकिन जैसा मैंने कहा 23 विमान इन्डियन एयर लाइन्स को हमें देने हैं और काफी संख्या में इन्डियन एयर फोस को दिए हैं। अगले साल में हम अपनी क्षमता को दोगुनी करना चाहते हैं।

श्री हरवयाल देवगुण : मैं यह जानना चाहता हूँ कि यदि अफगानिस्तान ने आर्डर दे दिया तो क्या कानपुर की फैक्ट्री में इतनी क्षमता है कि वह उसकी मांग को पूरा कर सके या इसके लिए हमें अपनी क्षमता बढ़ानी पड़ेगी? वर्तमान में जो उत्पादन हो रहा है क्या वह अपने देश की जरूरत के मुताबिक है या उससे कम हैं या उसमें ज्यादा है?

श्री ल० ना० मिश्र : इस का उत्तर हमने दिया है और फिर कहना चाहता हूँ कि अफगानिस्तान से अभी तक कोई मांग नहीं आई है। उनकी तरफ से कुछ एन्वायरी आई थी, उमकी सूचना हमने भेजी है। मांग आएगी तो सोचेंग कि देना है या नहीं देना है।

Mazagon Docks Ltd., Bombay

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*184. **SHRI K. LAKKAPPA : SHRI A. SREEDHARAN :**

Will the Minister of DEFENCE be pleased to state :

(a) Whether Government have made the assessment of the working of the Mazagon Docks Ltd. during the last 5 years;

(b) if so, the nature of the irregularities found during the same period; and

(c) the nature of action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L.N. MILHNA) : (a) to (c) : During the last 5 years the working of the Mazagon Dock Limited Bombay has been assessed periodically through various reports such

as Quarterly Financial Report, Monthly and Quarterly production reports submitted by the Undertaking to the Government. In addition, the production performance of the Company is periodically reviewed in meetings held under the

Chairmanship of the Minister of Defence production. The Company has been making steady progress as can be seen from the production, profitability Foreign Exchange earnings and dividends declared, given below :—

	(In lakhs of rupees)				
	1963-64	1964-65	1965-66	1966-67	1967-68
1. Production	454.94	386.63	390.91	501.27	692.84
2. Profit before tax	25.88	14.66	17.98	24.90	40.71
3. Profit after tax	15.88	6.86	8.23	17.59	40.71
4. Foreign Exchange earnings	88.00	112.00	66.54	107.00	149.00
5. Dividends	—	4.57	5.82	9.93	14.3
	(4½%)	(4½ %)	(5%)	(5%)	

No case of extraordinary irregularity has come to notice in the period.

SHRI K. LAKKAPPA : Mazagon Docks Limited is a company in the public sector which embarks on the venture of construction of new warships. In the answer the Hon. Minister has stated that "no case of extraordinary irregularity has come to notice in the period". I would like to know what ordinary irregularities have been noticed during the period.

SHRI NAMBIAR : What is the margin between ordinary and extraordinary ?

Mr. SPEAKER : He will explain it now.

SHRI L. N. MISHRA : Some minor irregularities were pointed out in the Audit Report and we have tried to rectify them. There is no major irregularity so far.

SHRI K. LAKKAPPA : Sir, the Hon. Minister is deliberately misleading the House. He has suppressed some irregularities which have come to notice during the course of investigation. In reply to an unstarred question it was stated that Mazagon Docks Limited, Bombay, has not incurred any loss on account of theft or shortage but a loss of Rs. 24,380 was suffered by the company due to acceptance of timber below specifications supplied by a contractor. A number of contractors are involved in this and they are in

connivance with the officers, sophisticated officers, who indulge in falsification and fabrication of accounts. There are a number of irregularities that are going on a large scale in this company. Therefore I want to know whether the Government of India would institute an inquiry committee or would refer it to the Public Undertakings Committee for further examination of the irregularities in this company.

SHRI L.N. MISHRA : I will again say that there has been no serious irregularity. So far as referring it to the Public Undertakings Committee is concerned, it is already seized of it and the Public Undertakings Committee is looking into the affairs of the Mazagon Docks Limited.

SHRI K. LAKKAPPA : A specific question was put but he did not answer my question. Irregularities have been accepted by the Minister in answer to an unstarred question.

MR. SPEAKER : You did not follow his answer. A specific answer has been given that the Public Undertakings Committee is looking into it.

SHRI LOBO PRABHU : I am very happy that in this one instance a public sector enterprise has proved to be profitable—it has shown a profit of 5 per cent.

SHRI K. LAKKAPPA : He is already in coalition with the Congress.

SHRI LOBO PRABHU : In spite of this unwarranted interruption I would like to proceed further and enquire whether this profit has arisen on the civil side or on the defence side. My next question is that as the funds available for our defence are rather limited, is it correct that the construction of this frigate, which has been built, has been twice the landed cost or the original cost of the frigate which we had bought and that we have spent on 50 per cent of the components more than the cost of a whole frigate? We cannot afford, with our limited funds, this luxury of making a boat of our own. My third question is whether this frigate has not been a subject of complaint and it is not as efficient as the one purchased from abroad.

SHRI L.N. MISHRA : This 5 per cent profit is mainly from the civil side and that too from the repair of foreign ships and others of the Indian Shipping Corporation etc. About the frigate, it is a fact that the first frigate has been a little costlier compared to the foreign one which we could have imported. But we are moving in the direction of self-reliance. Of course, we are paying more at the moment but the goal is self-reliance and, therefore, we are thinking that it would be advisable to have our own frigates than to purchase them from a foreign country.

श्री जार्ज फरनेन्डोज़ : अध्यक्ष महोदय, सबसे पहले मैं मत्री महोदय से एक लुलासा चाहता हूँ। इस स्टेटमेंट में पिछले साल का प्रोफिट 40.71 लाख रुपये बताया गया है और आफटर-टैक्स भी इतना ही बताया है मैं जानना चाहता हूँ कि इसमें क्या गलती है?

मजगांव-डाक में आप ने युद्ध नौकायें बनाना आरम्भ कर दिया है और इस स्टेटमेंट के अनुसार पिछले साल में विदेशी जहाजों की मरम्मत कर के करीब डॉक करोड़ रुपया मजगांव-डाक ने कमाया है। क्या सरकार के पास कोई योजना है जिससे मजगांव डाक में जहाज बनाने की अपेक्षा को

बढ़ाया जा सके तथा जहाजों की मरम्मत की क्षमता को बढ़ाया जा सके। इसके लिए जितनी पूँजी की आवश्यकता है, वह आप प्रोवाइड करें।

श्री ल० ना० मिश्र : फरनेन्डोज़ माहब मजगांव-डाक से सम्बन्धित हैं, वह जानते हैं कि वहाँ के विस्तार के लिये 8 करोड़ रुपया हमने लगाया है और विस्तार का काम इस साल में पूरा किया जायगा। विदेशी जहाजों की मरम्मत का काम वहाँ चल रहा है, खास कर मध्य एशिया के देशों के जहाज वहाँ आ रहे हैं और उनकी मरम्मत हम वहाँ कर रहे हैं।

श्री जार्ज फरनेन्डोज़ : 40 लाख के बारे में आपने खुलासा नहीं किया।

श्री ल० ना० मिश्र : प्रोफिट-विकोर-टैक्स 24 लाख 90 हजार है और उसके बाद 17 लाख 59 हजार हुआ है, दोनों को जोड़ लीजिये।

श्री जार्ज फरनेन्डोज़ : 1967-68 में प्रोफिट-विकोर-टैक्स 40.71 लाख है और टैक्स देने के बाद भी उतना ही प्रोफिट दिखाया गया है, मैं जानना चाहता हूँ कि आपने टैक्स दिया है या नहीं, या टैक्स को माफ कराया है?

श्री ल० ना० मिश्र : टैक्स दिया है।

श्री जार्ज फरनेन्डोज़ : कुछ समझ में नहीं आता, टैक्स दिया है तो उतना प्रोफिट किस तरह है?

SHRI L.N. MISHRA : After tax, it is Rs. 40,71,000. The turn-over in 1967-68 is Rs. 692 lakhs. Therefore, instead of Rs. 24 lakhs before, now it is 40.71 lakhs.

SHRI BEDABRATA BARUA : The expansion of the Mazagon Docks and also the production of frigates on our own, I think, is a very correct decision in spite of the possible high cost in the beginning. The foreign exchange component also can be justified. Even

countries like the United States do have certain foreign exchange component in the production of frigates, etc. It may be even 30 per cent; it can be justified. But the rate of production, I think, is one per year. Is it possible to raise it. I want to know whether, actually, the capacity for expansion has been laid down. How many frigates will be produced per year, say, in five years time ?

SHRI L.N. MISHRA : 5 frigates, one frigate every year, after 1971.

SHRI S. KUNDU : I am told, the existing capacity of the Mazagon Docks to build the frigates and other components and naval equipments is not fully utilised. I am told, if the existing capacity is utilised, the production will be doubled. May I know whether that is correct ? Secondly, may I know whether the Department of Defence Production has a scheme to diversify the production to other small ports, preferably in the less developed States ?

SHRI L.N. MISHRA : So far as the capacity is concerned, we are working to full capacity. So far as the construction of small boats is concerned, we have started making small fishing boats also.

Mr. SPEAKER : Mr. Kachwai.

SHRI S. KUNDU : He is so fast that I could not follow it. Before I could digest it, he sat down. Would he kindly repeat the answer ?

SHRI L.N. MISHRA : I said that we are working to our full capacity. We are not working under-capacity. So far as the making of small boats is concerned, we have started making small fishing boats at the Mazagon Docks also.

SHRI S. KUNDU : Is it the answer to my question ? Do you have any diversification programme to build such frigates, ships and components in other ports, preferably in the backward areas ? Please say 'yes' or 'no'. May I know whether the Ministry is going to consider the suggestion ? Give some sensible answer.

श्री हुकम चन्द्र कछवाय : इस कारबाने के अन्दर हम जो जहाज बनाते हैं, उन में कितने प्रतिशत पुर्जे दूसरे कारबानों से लेते हैं और कितने प्रतिशत पुर्जे वहीं बनाते हैं ? क्या यह सही है कि दूसरे उद्योगों से हम जो पुर्जे लेते हैं, वे काफी महंगे मिलते हैं, यदि हम उनको इसी कारबाने में बनाना चालू करें तो काफी सस्ते बन सकते हैं ?

श्री ल० ना० मिथ : जहां तक पुर्जे का मवाल है, वहां के उद्योगों से भी लेते हैं, विदेशों से भी मंगाते हैं, सब चीजें घर में नहीं बनाई जा सकती हैं।

श्री हुकम चन्द्र कछवाय : कितना प्रतिशत बाहर से लेते हैं ?

श्री ल० ना० मिथ : फिरेट में अभी हम लोग 19 प्रतिशत घर से लगाते हैं और 81 प्रतिशत बाहर से मंगाते हैं, परन्तु धीरे धीरे अब यह 33 प्रतिशत घर का हो जायगा और बाकी बाहर से मंगाना पड़ेगा ।

श्री हुकम चन्द्र कछवाय : बाहर के मुकाबले घर में बनाना सस्ता पड़ेगा ।

Aid to Nepal

185. **SHRI R. K. AMIN :**

SHRI R. R. SINGH DEO :

SHRI MEETHAL LAL MEENA :

SHRI N. SHIVAPPA :

SHRI K. M. KAUSHIK :

SHRI HIMATSINGKA :

SHRI J. B. SINGH :

SHRI SHARDA NAND :

SHRI SHASHI BHUSHAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India is planning to help the Nepalese Government to start a number of industrial projects in Nepal;

(b) whether discussions were held with a Nepalese Economic delegation last December about the aid for the development programme in Nepal;

(c) if so, the details thereof; and

(d) whether complaints from India have been taken into account regarding

the alleged violation of third country rule by Nepal concerning Indo-Nepalese trade agreement, as a result of which Nepal gets preferential treatment in our country?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH)

(a) India is already helping Nepal to start industrial projects in Nepal.

(d) Discussions were held with a Nepalese Delegation from 24th December to 28th Dec. regarding the implementation of the Indo-Nepal Economic cooperation programme.

(c) A copy of the joint communique issued at the end of the talks is placed on the Table of the House [*Placed in library see No. LT 141/169*]

(d) The matter was examined at the joint Ministerial talks held in Kathmandu from 15th to 19th November, 1968. The attention of the Hon'ble Members is invited to the statement placed on the Table of the House on the 19th November 1968.

SHRI R. K. AMIN : The Hon. Minister has been kind enough to lay on the Table a copy of the joint communique. If you go through the joint communique, you will find that it is so vague that we do not find any assurance about the nature of economic collaboration which we are going to have with Nepal. Especially, here, it is said :

“...Nepal's assessment of her future requirements of cooperation from India in the economic field...”

But what is that assessment, we do not know. When you have such an economic cooperation with a neighbouring country which was also the foreign policy implication, care should be taken that it should be durable, and there should not be any matter of conflict in future. Therefore, such a co-operation should be in the complementary aspects of the economy. There is no guarantee in the joint communique that they would confine themselves only to the complementary

aspects of the economy and will not indulge in the competitive aspects of the economy. We should also take up with them those projects which are already successful in India and we should avoid taking up those projects which have failed. When the Delegation came, they met the Finance Minister and the Commerce Minister but did not meet the Federation of Chambers of Commerce or anything like that where most of the projects are successful. You know, sir, that the public sector projects are unsuccessful. We do not want to export unsuccessful projects to that place. May I have an assurance from the Hon. Minister that we will have co-operation only in the complementary aspects of the economy and only in these fields where we have been successful?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): I am willing to agree with the Hon. Member that there should be complementarity and also that the projects which did not work should not be repeated. But in the development of developing countries you cannot say that they should not go to certain industries which may not be complementary but which may be essential for their own development. As such, certain industries which may be of essential requirements to them may not be complementary and yet which may be worthwhile developing in Nepal. About the question of utilising our experience in seeing that in regard to the goods which could not be manufactured here the same experiment need not be repeated in Nepal, I agree with the Hon. Member, but some goods may have advantage in being manufactured in Nepal which could not be manufactured in India. Therefore, with this proviso, in principle, I am willing to accept what the Hon. Member has said.

SHRI R.K. AMIN. It is well known that smuggling takes place between Nepal and on a large scale. A little while ago it was said that foreign terylene cloth is being sold at a cheaper rate than what is being sold in our country. Most of the smuggled goods are being delivered at Patna by the business community in Nepal. I do not find in the discussion or in whatever

details the Minister has given that anything has been discussed to stop such smuggling and action has been taken in order to avoid further smuggling between India and Nepal. May I have an assurance from the Minister that very soon action will be taken ?

SHRI DINESH SINGH : We have not attempted any agreement for stopping smuggling, but we have attempted to bring this to the notice of the Government of Nepal so that smuggling could be prevented. This is mentioned here in the press Note.

श्री भीठा लाल भीमा : अध्यक्ष महोदय, जैसा कि हमारे देश का नेपाल के साथ कस्टम ड्यूटी के सम्बन्ध में समझौता है, मैं जानना चाहता हूँ कि क्या सरकार का ध्यान इस ओर गया है कि नेपाल के जरिये जो विदेशों का माल भारत में आ रहा है उससे हमारी कस्टम ड्यूटी को कितना नुकसान हो रहा है ?

दूसरे यह कि विदेशों का जो सामान नेपाल से होकर आ रहा है वह सम्भव पड़ता जबकि यहाँ के कारबानों का बना हुआ माल भंगा पड़ता है, तो यहाँ के कारबानों के बने हुए माल को कितना नुकसान होता है, क्या इसका भी अनदाजा लगाया गया है ?

तीसरे यह कि जो प्रतिनिधि मंडल यहाँ आया था वह केवल पब्लिक सेक्टर वालों से ही मिला, प्राइवेट सेक्टर वालों से नहीं मिला था इसलिए क्या भविष्य में इस बात की योजना बनाई जायेगी कि ऐसे प्रतिनिधि मंडल प्राइवेट सेक्टर से भी मिलें ?

श्री दिनेश सिंह : जहाँ तक सवाल के पहले हिस्से का सम्बन्ध है, कितनी स्मरणिग होती है वह मालूम हो तभी उसके आकड़े हो सकते हैं । . . . (व्यवधान) आपको ज्यादा मालूम हो तो आपको हमें बताना चाहिए ताकि हम उसको रोकने की कोशिश करें ।

SHRI N SHIVAPPA : Under the guise of this agreement which is very friendly and which is necessary in the

interests of cordial relationship between India and Nepal and which gives exemption to the Nepalese articles imported freely into India from the levy of customs duty, may I know whether it is a fact that our business people and some mischief-mongers from other countries also are taking advantage of it and they are utilising this for their benefit and not for the benefit of the Nepal Government or the people ? Various complaints have been lodged in writing with the Hon. Minister and the Government repeatedly in the course of the last two years. Shri B. R. Bhagat who was then the Minister in charge visited Nepal and had a discussion with the Government of Nepal. May I know whether any specific understanding has been reached and whether any effort has been made to solve this problem and to see that the business may not be misappropriated ?

SHRI DINESH SINGH : This matter was discussed by my colleague the then Minister of State for External Affairs when he went to Nepal and the decision reached was communicated to the House.

SHRI HIMATSINGKA : Has the attention of Government been drawn to the complaint that certain exporters in India have been sending goods from India and from there they are being re-exported to other countries, this depriving the Government of India of the export duty revenues ?

SHRI DINESH SINGH : Yes, this matter was also brought to the notice of the Government of Nepal and they have offered full collaboration in stopping this.

श्री मधु लिम्बे : अध्यक्ष महोदय, मैं अगस्त मास से इस सरकार को समझाने की कोशिश कर रहा हूँ कि नेपाल के साथ इन्होंने जो कागरी है.....(व्यवधान) मैंने जनवरी महीने में दो पत्रों के द्वारा इनका ध्यान दो बातों की ओर बीचा था । एक तो यह कि इन्होंने अभी नवम्बर महीने में जो कागर किया उसके अनुमार जितना कपड़ा भारत में निर्यात करने का निर्णय नेपाल ने किया उससे पांच लाख गुना

अधिक उत्पादन वहां पर हो रहा है और वह चौरी के गत्ते से भारत में आ रहा है और उमके अंकड़े मैं ने उन्हों की नायलान यार्न के आयात सम्बन्धी जानकारी के आधार पर इनके सामने पेश किये थे।

दूसरे यह कि भारत का निर्यात माल नैपाल के द्वारा आज विदेशों को भेजा जा रहा है और उसमें भारत को विदेशी मुद्रा नहीं मिल रही है। इसके कई उदाहरण मैं ने सरकार के सामने प्रस्तुत किए हैं। तो इन दोनों पत्रों के बारे में... जो दोनों मेरे मुद्रे हैं - सरकार ने क्या ठोस कार्यवाही की है, यह मैं जानना चाहता हूँ?

श्री दिनेश सिंह : माननीय सदस्य अगर देखेंगे तो नवम्बर के करार का जो प्रेस कम्युनिकेशन के द्वारा है उसमें इन दोनों सामानों पर बातें नैपाल सरकार से हुई हैं। जहां तक इस बात का सम्बन्ध है कि नैपाल में यह सामान ज्यादा बनता है बाहर के कच्चे माल से, उसके बारे में उन्होंने कहा है कि पिछले साल जितना सामान वहां से यहां से आता था और उतने पर वह रोक दिया जायगा, उससे ज्यादा नहीं आयेगा। जहां तक इस बात का सम्बन्ध है कि यहां का सामान नैपाल के जरिए से और जगह जाता है उसके बारे में भी उन्होंने अपना पूरा सहयोग देने के लिए कहा है। कुछ शायद गलत लाइन्सेस भी हो गये हैं, उनको भी देखने के लिये कहा है कि दोनों सरकारों को मिलकर इसे रोकना चाहिए। उसके बाद इसके इम्प्लीमेंटेशन का सवाल आता है कि जल्दी से जल्दी इसका इम्प्लीमेंटेशन हो जाये। इसके लिये नैपाल की सरकार और हम दोनों प्रयत्नशील हैं कि जल्दी इसका इम्प्लीमेंटेशन होना चाहिए।

WRITTEN ANSWERS TO QUESTIONS

Broad Gauge line from Raxaul to Hitooda in Nepal

186. SHRI S.K. TAPURIAH :
 SHRI P.C. ADICHAN :
 DR. SUSHILA NAYAR :
 SHRI VALMIKI CHAUDHARY :
 SHRI SURENDRANATH DWIVEDY :

SHRI SAMAR GUHA :
 SHRI SHIVA CHANDRA JHA :
 SHRI K.P. SINGH DEO :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Indian Railways have undertaken a feasibility survey for the construction of a 60-kilometre long broad gauge railway from Raxaul to Hitooda in Nepal;

(b) if so, the likely expenditure to be incurred by Government in this regard;

(c) the progress made in this behalf so far and by what time the survey would be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH)

(a) to (c) No, Sir. The Government of Nepal have, however, evinced keen interest in India's programme to convert the existing metre gauge railway line from Samasthipur to Raxaul into broad gauge and have requested for the extension of this railway line upto Hitouda in Nepal. In keeping with the Government of India's policy to assist Nepal in her economic development, the Government of India have agreed to consider this proposal sympathetically. Subject to the receipt of a detailed technical request from H.M.G. of Nepal, it is proposed to start the necessary survey for the railway link from Raxaul to Hitouda, a distance of about 80 kilometre, in October, 1969. The work of surveys is expected to take 12 months to complete. The cost of the project can be assumed only after a survey has been made.

Assistance to States

187. SHRI B.K. DASCHOWDHURY : Will the PRIME MINISTER be pleased to state :

(a) whether the National Development Council has evolved any formula in the wake of deciding the broad dimensions of the plan outlays to meet the special formulas of some States, such as the repayment liabilities of States in respect of Central loans, inability of mobilization or resources, industrial backwardness etc.

(b) whether it is proposed to give any special weightage to the States which

intend to embark on major irrigation, power and agro-industrial projects?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) and (b) The National Development Council is expected shortly to consider the Draft Fourth Five Year Plan.

पूर्वी क्षेत्र की नदियों के पानी के बंटवारे के संबंध में भारत और पाकिस्तान के बीच समझौता

*188. श्री रघुवीर सिंह शास्त्री : क्या बंदेशिक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी क्षेत्र की नदियों के पानी के बंटवारे के संबंध में पाकिस्तान के साथ बातचीत करने की दिशा में क्या प्रगति हुई; और

(ख) इस संबंध में यदि कोई समझौता हुआ है तो उसकी शर्तें क्या हैं?

बंदेशिक कार्य मंत्री (श्री दिनेश सिंह) :

(क) पूर्वी नदियों पर संवदध परियोजनाओं के बारे में तकनीकी आंकड़ों के आदान प्रदान के प्रश्न पर महायोग की भावना से पाकिस्तान के साथ बातचीत हो रही है। अगली बैठक 18 मार्च को इरलामाबाद में होनी है।

(ख) प्रश्न नहीं उठता है।

बैमानिकी संबंधी समिति

*189. श्री सी. के. चक्रपाणि :

श्री के. एम. अब्दुहाम्मद :

श्री गणेश घोष :

श्री नमिद्यार :

श्री सूरज भान :

श्री अटल बिहारी वाजपेयी :

श्री राम गोपाल शालकाले :

श्री रूब भूषण लाल :

श्री जगन्नाथ राव जोशी :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बैमानिकी संबंधी समिति ने अपना प्रतिवेदन प्रस्तुत कर दिया है;

(ख) यदि हां, तो उनकी मुख्य-मुख्य सिफारिशें क्या हैं और उनके प्रति सरकार की क्या प्रतिक्रिया है; और

(ग) यदि नहीं, तो समिति कब तक अपना प्रतिवेदन प्रस्तुत कर देगी तथा इस सम्बन्ध में विलम्ब के क्या कारण हैं?

प्रतिरक्षा मंत्रालय में राज्य मंत्री : (श्री ल. ना. मित्र) :

(क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) ऐरोनाटिक्स कमेटी डग हस्टगत किंग गग अध्ययन पूर्व अनुमानों की तुलना में अधिक विस्तृत क्षेत्र के तथा अधिक गम्भीर थे। आशा है अब कमेटी अपनी रिपोर्ट मार्च 1969 के अन्त तक या उसके शीघ्र ही प्रकाशन करेंगी।

आकाशवाणी का "स्पाट लाइट" कार्यक्रम

*190. श्री रूब भूषण लाल ; क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1967 और 1968 के दौरान "पैट्रियट" तथा अन्य समाचार पत्रों से सम्बन्धित व्यक्तियों अथवा पत्रकारों को आकाशवाणी के "स्पाट लाइट" कार्यक्रम में भाग लेने के लिए कितनी बार आमन्त्रित किया गया, तथा उन्हें पारिश्रमिक के रूप में कितनी धनराशि दी गई,

(ख) क्या अन्य समाचार पत्रों की अपेक्षा "पैट्रियट" से अधिक व्यक्तियों को आमन्त्रित किया गया; और

(ग) यदि हां, तो इसके बया कारण हैं?

सूचना तथा प्रसारण और संचार मंत्री (श्री सत्य नारायण सिंह) : (क) एक विवरण

सदन की भेज पर रख दिया गया है। (पुस्तकालय में रख दिया गया। देखिये संख्या LT—142/69)

(ब) "स्पाट लाइट" कार्यक्रम में भाग लेने के लिये जिन व्यक्तियों को आमन्त्रित किया गया उनमें "पैट्रियट" से सम्बन्धित व्यक्तियों की संख्या अन्य समाचार-पत्रों से सम्बन्धित व्यक्तियों की तुलना में अधिक नहीं थी। परन्तु इन व्यक्तियों को कुल जितनी बार बुक किया गया उसकी संख्या अन्य पत्रों के व्यक्तियों को बुक करने की अपेक्षा अधिक थी।

(ग) "स्पाट लाइट" एक प्रकार की गोली है जिसमें हर प्रकार के ट्रिटिकोण स्वतन्त्र रूप से व्यक्त किये जाते हैं। इस कार्यक्रम में भाग लेने वालों का चयन, विषय कितने विवादास्पद हैं, इस पर तथा विभिन्न ट्रिटिकोणों को व्यक्त करने वाले व्यक्तियों की उपलब्धि पर निर्भर करता है, फिर चाहे वे किसी भी पत्र से सम्बन्धित हों।

Discussions with States

Re : Draft Plans of States/Union Territories

*191. SHRI C. JANARDHANAN :
SHRI RAMAVATAR SHASTRI :
SHRI ESWARA REDDY :
SHRI CHINTAMANI PANIGRAHI :
SHRI MOLAHU PRASAD :
SHRI YAJNA DUTT SHARMA :
DR. RANEN SEN :
SHRI VASUDEVAN NAIR :
SHRI BHOGENDRA JHA :
SHRI K. M. MADHUKAR :
SHRI YOGENDRA SHARMA :
SHRI KUSHAK BAKULA :
SHRI RABI RAY :
SHRI M. MEGHACHANDRA :
SHRI MAHANT DIGVIJAI NATH :
SHRI S. M. SOLANKI :
SHRI YASHPAL SINGH :
SHRIMATI TARA SAPRE :
SHRI PRAKASH VIR SHASTRI :

Will the PRIME MINISTER be pleased to state :

(a) whether the planning Commission's discussions with representatives of the State Governments/Union Territories regarding their proposals for the Fourth Plan have been concluded ; and

(b) if so, the outcome of these discussions in relation to (i) the outlay for the States/Union Territories' Plans, (ii) Central assistance, and (iii) mobilisation of additional resources by the States etc. in respect of each of these States, Union Territories ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDRA GANDHI) (a) and (b). The Draft Fourth Five Year Plans of States were discussed with the Chief Ministers. The details regarding outlays, Central assistance, State resource etc. will be finalised after the National Development Council has considered the Draft Fourth Five year Plan.

अन्दमान तथा निकोबार द्वीपसमूह में प्रतिरक्षा व्यवस्था

*192. श्री म. ला. सोंधी :

श्री प. मु. सईद :

श्री शिव कुमार शास्त्री :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने अन्दमान-निकोबार के सब द्वीपसमूहों की प्रतिरक्षा की व्यवस्था पूरी कर ली है;

(ख) यदि नहीं, तो उक्त व्यवस्था कब तक पूरी हो जाने की संभावना है;

(ग) क्या अन्दमान-निकोबार द्वीपसमूह के सामरिक महत्व को देखते हुए वहां पर रथायी रूप से एक नई सैनिक बेड़ा तैनात करने के प्रश्न पर सरकार विचार करेगी; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) (क) से (घ) : अन्दमान तथा निकोबार हीप-समूह की रक्षा, देश की रक्षा के लिए समय योजनाओं द्वारा आवृत है। नोसेनिक सुविधाओं के उपबंध समेत आवश्यक पग उठाए गए हैं।

Newsprint Advisory Committee

*193. **SHRI BIBHUTIMISHRA :** Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the proposals made by the Newsprint Advisory Committee for the allocation of newsprint for 1969-70 ; and

(b) the steps Government propose to take to ease the newsprint difficulties of the low-priced dailies and small newspapers ?

THE MINISTER OF INFORMATION AND BROADCASTING, AND COMMUNICATIONS (SHRI SATYA NARAYAN SINHA)

(a) Certain suggestions regarding the allocation of newsprint to newspapers during 1969-70 were discussed at the meeting of the Newsprint Advisory Committee held on 8.1.1969 and they mainly related to (i) fixing the entitlement of newsprint on the average circulation of 1968-69 and (ii) an increase in the number of permissible pages for dailies and periodicals. These suggestions are under consideration.

(b) A liberal policy is being followed in the matter of allocation of newsprint to small newspapers which are generally low priced. Government are not aware of any special difficulties experienced by these papers.

Israel Attack on Beirut Airport

*194. **SHRI SARJOO PANDEY :**
SHRI MAHENDRA MAJHI :
SHRI D. AMAT :
SHRI DHIRESWAR KALITA :
SHRI NANJA GOWDER :
SHRI MANIBHAI J. PATEL :
DR. KARNI SINGH :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether an explosive situation has arisen in West Asia following the recent Israeli attack on Beirut International Airport.

(b) whether India has made any effort to ease the situation in West Asia ; and
(c) if so, the steps taken by Government in this direction ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) The situation deteriorated considerably with the Israeli attack on Beirut International Airport.

(b) and (c). India continues to support the Security Council Resolution of November 22, 1967 and efforts to implement it. It has also voted for the Security Council resolution on the Israeli attack on Beirut International Airport.

Broadcast of Important programmes

*195. **SHRI GADILINGANA GOWD :** Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that there is no literature readily available showing the important programmes broadcast on the Broadcasting Stations of foreign countries ;

(b) whether Government propose to include such items in "Akashvani" magazine published by Government to improve the scale of the magazine ; and

(c) if not, the reasons therefor ?

THE MINISTER OF INFORMATION AND BROADCASTING, AND COMMUNICATION (SHRI SATYA NARAYAN SINHA) : (a) Such literature is not freely available, but those who are interested can get this information from the publications which foreign broadcasting organisations produce.

(b) No, Sir.

(c) It is not the function of AIR journals to publicise the programmes of other broadcasting organisations.

Press Council of India

*196. SHRI BABURAO PATEL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of complaints made before the Press Council of India against newspapers and periodicals during the last year ;

(b) whether "journalistic ethics and ethical canons of news paper practice" have been precisely defined, codified and passed as a law in consonance with the provisions of Article 19 (1)(a) guaranteeing the right to freedom of speech and expression ; and

(c) if not, the specific provisions of the existing law under which periodicals and newspapers have been hauled up before the Press council on vague and indeterminate definitions of journalistic ethics ?

THE MINISTER OF INFORMATION AND BROADCASTING, AND COMMUNICATIONS (SHRI SATYA NARAIN SINHA) : (a) Thirtyone.

(b) Although there is no precisely defined, codified and enacted interpretation, there are certain principles, tacitly acknowledged and observed by journalists and newspapers as the unwritten ethics of their profession, which have been serving as a guide to what constitutes a breach of journalistic ethics or an offence against public taste.

(c) Section 13 (1) of the Press Council Act, 1955 empowers the Council to hold enquiry into complaints against newspapers which, the Council has reasons to believe, have offended against the accepted standards of journalistic ethics or public taste.

Control Over Daily Newspapers

*197. SHRI BEDABRATA BARUA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the major daily newspapers in India have come under the control of a few 'Newspaper Barons' ; and

(b) if so, what are the different chains of newspapers ?

THE MINISTER OF INFORMATION AND BROADCASTING AND COMMUNICATIONS (SHRI SATYA NARAIN SINHA) : (a) The number of newspapers under Common ownership has been showing a trend towards increase.

(b) The lists of different common ownership units alongwith the details of number and circulation of newspapers owned by them are given in "Press in India"—1968-Part I (Pages 87 to 104), a copy of which was laid on the table of the House on the 28th August, 1968.

Aircraft with better Performance than MIGs

*198. SHRI R. BARUA : Will the MINISTER OF DEFENCE be pleased to state :

(a) whether it is a fact that Government have been able to find out aircrafts which would be better in performance than even MIGs ;

(b) if so, which type of aircrafts and from which country ; and

(c) how far their performance will be better as compared to MIGs ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) to (c). It is a continuing effort of Government to equip the IAF with better types of aircraft from time to time to meet its operational requirements. It would not be in the public interest to disclose further details.

छापामार युद्ध का प्रशिक्षण

*199. श्री यशवन्त सिंह कुशवाह : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

क्या सरकार ने इस बात को ध्यान में रखते हुए कि चीन तथा पाकिस्तान की सेनाएं छापामार युद्ध में प्रशिक्षित हैं, भारतीयों को छापामार युद्ध का प्रशिक्षण देने के लिए कोई कार्यक्रम तैयार किया है ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) :

जी हैं ।

Demonstration by Tibetan Refugees outside Chinese Embassy in New Delhi

200. SHRI R. V. NAIK :
 SHRI ONKAR LAL BERWA :
 SHRI DINKAR DESAI :
 SHRI S. KUNDU .
 SHRI HUKAM CHAND
 KACHWAI :
 SHRI RAMACHANDRA
 VEERAPPA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether a demonstration was organised outside the Chinese Embassy in New Delhi on the 30th December, 1968 by several hundred Tibetan refugees ;

(b) whether there was any clash between the demonstrators and officials of the Chinese Embassy, and if so, the details thereof ;

(b) whether the Chinese Government have sent any protest note in this regard and if so, the contents thereof ; and

(c) Government's reply to the protest note ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH)

(a) About 150 persons, many of whom were Tibetans, demonstrated outside the Chinese Embassy in New Delhi on 30th December, 1968.

(b) Stones were thrown at Chinese Embassy officials by some of the demonstrators who broke through the police cordon outside the Chinese Embassy. Chinese Officials also threw some stones back at the advancing crowd while withdrawing inside their Embassy building.

(c) Yes, Sir. A copy of Chinese protest note dated 3rd January, 1969, is placed on the Table of the House. [Placed in Library see No. LT-143/69]

(d) An appropriate reply will be sent in due course.

Naga Hostile Camp

*201. SHRI HEM BARUA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Naga Hostile camp so far belonging to the pro-Phizo group of hostiles has been taken over recently by the pro-Kaito group at Chedema, near Kohima of Nagaland ; and

(b) if so, the details of this incident and whether the leadership of the Naga hostiles of late has passed into the hands of the Kaito-group ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) :

(a) and (b) : According to our information, the so called Zungti faction of the underground Nagas have occupied the Chedema camp, near Kohima which was previously controlled by the pro-Phizo faction. The camp was reported to have been found vacant when the Zungti faction moved in. The struggle for power between the Underground factions is continuing. The Government is watching the situation.

Naga Hostile

*202 SHRI R.K. SINHA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the moderates among the rebel Nagas led by Mr. Sukhai have gained control of the underground headquarters till recently controlled by the extremists or pro-Phizo sections ;

(b) whether it also a fact that the moderates are willing to continue negotiations with the Central Government ; and

(c) whether Government have received any communication from them in this behalf ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) :

(a) According to information available with the Government, the underground

faction of Mr. Sukhai have occupied the Chedema Camp which was previously occupied by the pro-Phizo faction. The camp was vacant when Mr. Sukhai's followers occupied it.

(b) and (c). Government of India have received a communication from Mr. Sukhai's faction for the resumption of talks. Government are of the view that in the present context, there is little scope for further talks. Government are in close touch with lawfully constituted Government of the State.

**Attack on a Police Post at
Kiltan Island (Laccadives)**

*203. SHRI CHENGALRAYA NAIDU: Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that about 300 persons attacked the Police out-post at Kiltan Island in the Laccadive group of Islands on the 19th December, 1968 ;

(b) whether it is also a fact that Pakistani element is very active there and is out to create trouble ;

(c) whether the assurance given by the Defence Minister in the last session that everything is all right has proved untrue ; and

(d) whether Government are considering to take firm steps so that it may not be difficult at later stage to defend the Laccadive Islands where Pakistani agents are active ?

**THE MINISTER OF DEFENCE
(SHRI SWARAN SINGH) :** (a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) Government are fully alive to the need to ensure the security of this group of islands and have taken necessary steps in regard thereto.

Communal Writings

*204. SHRI SITARAM KESRI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have agreed to the decision taken at the Information

Ministers' Conference in December, 1968 to take stringent measures against the Newspapers and Periodicals exciting communalism in the country ; and

(b) the steps taken by Government in this regard ?

THE MINISTER OF INFORMATION AND BROADCASTING, AND COMMUNICATIONS (SHRI SATYA NARAIN SINHA) : (a) and (b). The question of dealing with writings in the Press likely to inflame communal passions was discussed at the East, West, North and South Zonal Conferences of Information Ministers recently. The Conferences were unanimously of the view that close scrutiny by the Central and State Governments should be maintained over writings of a communal character in the Press. Failing persuasion, the habitually defaulting newspapers may have to be prosecuted under the law. It was agreed that in such cases a co-ordinated approach would be maintained between the Central and State Governments in the matter of issue of Government advertisements.

Indians Residing in African Countries

*205 SHRI ONKAR SINGH :
SHRI SHRI GOPAL SABOO :
SHRI N.K. SOMANI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that some African Countries are driving the Indians out of their countries ;

(b) whether it is also a fact that Governments of some of these countries have taken over the trade and industry belonging to Indians;

(c) if so, the details of the action taken by the Governments of each of these countries ; and

(d) the action taken by Government in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) to (d). So far as the Government are aware Indian nationals have not been

driven out nor have the trade and industry belonging to Indians been taken away, by the Governments of African countries. But some countries in East Africa are taking legislative and other measures to restrict the role of aliens in commercial and industrial activities. With a few exceptions the persons affected, or likely to be affected, are British passport holders and are, therefore, primarily the responsibility of the Government of United Kingdom. However, the Government of India, have been giving and will continue to give, on humanitarian and compassionate considerations, such facilities as are possible to persons of Indian origin who are compelled to leave the countries of their domicile.

सीमावर्ती क्षेत्रों पर तैनात जवानों तथा सैनिक अधिकारियों को मुविधाएँ :

*206 श्री कंवरलाल गुप्ता : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) सीमावर्ती क्षेत्रों पर तैनात जवानों और सैनिक अधिकारियों को वेतन के अतिरिक्त अन्य क्या-क्या मुविधाएँ प्राप्त हैं;

(ख) जो जवान और सैनिक अधिकारी सीमा क्षेत्रों में अपने परिवार के बिना रहते हैं, उन्हें क्या भत्ते दिये जाते हैं;

(ग) सरकार प्रत्येक जवान और सैनिक अधिकारी के निवास और भोजन की व्यवस्था पर पृथक-पृथक क्या खर्च करती है; और

(घ) क्या सरकार जवानों को अधिक मुविधाएँ देने के लिये कोई योजना बना रही है?

प्रतिरक्षा मंत्रालय में उपमंत्री (श्री श्रं. र० हृष्ण) :

(क) से (घ) : एक विवरण सभा के पटल पर रख दिया गया है। (पुस्तकालय में रख दिया गया देखिये संख्या LF144/69)

D.A. and Medical Facilities to Other Ranks in Army

*207. SHRI HEM RAJ : Will the MINISTER OF DEFENCE be pleased to

state : (a) whether it is a fact that the Dearness Allowance and medical facilities available to civilians are not available to other ranks in the Army;

(b) if so, the steps Government propose to take to equalise them?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI M.R. KRISHNA) : (a) No, Sir. Other Ranks in the Army receive Dearness Allowance at 80% of the civilian rate, which, taken together with certain concessions in kind, or monetary allowances in lieu thereof, admissible for Other Ranks, approximates to the Dearness Allowance admissible to civilians. Similarly, Other Ranks in the Army obtain free all available treatment in Armed Forces hospitals and Dental Centres, and, in certain special cases, at civil or private hospitals.

(b) Does not arise.

Release of Foreign Fishing Boats by Andaman and Nicobar Islands Administration

*208. SHRI GEORGE FERNANDES :
SHRI J. AHMED :
SHRI BADRUDDUJA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the crew of the Singapore fishing boat detained by the Andaman and Nicobar Islands authorities in the last week of December, 1968 have been released;

(b) the circumstances of their arrest and the conditions under which they were released;

(c) whether there have been similar cases of detention of fishing boats of other nations in the past; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) No, Sir. All the crew were prosecuted and convicted by the Court of the Additional District Magistrate, Port Blair, on the 15th January, 1969, under Section 14 of the Foreigner's Act and sentenced to 4 months' imprisonment each.

(b) The fishing boat was arrested by an Indian Naval Ship off Narcondum Island inside Indian territorial waters. The boat was arrested under Section 14 of the Foreigners Act read with paragraph 3 of Foreigners (Restricted Areas) Order, 1963.

(c) Yes, Sir.

(d) A statement showing foreign poaching vessels which were sighted or arrested in the same area during the years 1958 to 1968 is placed on the Table of the House. [Placed in Library. See No. LT 145/69].

Encounters with Nagas

*209. SHRI NARENDRA SINGH MAHIDA : Will the Minister of EXTERNAL AFFAIRS be pleased to state : (a) the details of each encounter with the Naga hostiles that took place on the border with China and East Pakistan and other places during the last three months ; and

(b) the steps that have been taken to ensure that the Naga hostiles may not get any military assistance from countries such as China and Pakistan ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) No encounter has taken place between our Security Forces and the Underground Nagas in the vicinity of Indo-Pakistan or Indo-Burma border, during the last three months. However, a gang of Underground Nagas attempting to proceed to East Pakistan was successfully intercepted in December, 1968 in North Cachar area of Assam and was made to disperse.

(b) Intensive patrolling is being carried out by our Security Forces to prevent the movement of Underground Nagas to and from China and Pakistan. The Underground Nagas returning from China, who have been on the border since August 1968 have not found it possible to gain entry into India so far, because of the vigilance of our Security Forces.

Role of India in South-East Asia

*210. SHRI KAMESHWAR SINGH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn towards the views of Malaysia's Permanent Secretary to the Foreign Ministry regarding the role of India in South-East Asia ; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) The reference is presumably to a speech by Tan Shri Mohd. Ghazali Bin Shafie, Permanent Secretary for Foreign Affairs, Malaysia, at the Singapore Institute of International Affairs on December 10, 1968. Government have seen a report of the speech.

(d) India is fully aware of her role and position in South East Asia.

Cantonment Board Poona

1160. SHRI HEM RAJ : Will the Minister of DEFENCE be pleased to state ;

(a) whether it is a fact that the Commandant of the Cantonment Board, Poona has deprived the Civil Area Committee of its revenues by suspending all building applications ;

(b) whether it is also a fact that the Cantonment Board in its resolution No. 4, dated the 29th October, 1968 has protested against the Commandant's action ; and

(c) if so, the action Government propose to take in the matter ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) No, Sir.

(b) The resolution dated 29-10-68 is of the Civil Area Committee and protests against the suspension by the GO C-in-C of the sanctions to building applications accorded by the said Committee.

(c) The cases in question pertain to 'Old Grant' holdings. On receipt of

the application from the 'Old Grant' holder for a lease of the land, Govt. examines the request and grants the same on appropriate conditions including premium and rent in case there is no objection. A few such applications have been received and are under consideration.

Indian Properties in E. Pakistan

1161. SHRI BABURAO PATEL : SHRI SAMAR GUHA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number and approximate basic value of cotton mills, tea gardens, cinema houses and other properties belonging to the Indian and described as "enemy property" in East Pakistan sought to be auctioned by the Government of Pakistan ;

(b) the type of protest made by our Government and the result thereof ; and

(c) whether Government propose to take any retaliatory action in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) The number of approximate basic value of Indian properties seized by the Government of East Pakistan as "enemy property", as far as Government is aware, is given in the statement laid on the Table of the House. [Placed in Library See No. LT—146/169]

(b) The Government of India have repeatedly protested to the Government of Pakistan against illegal seizure and intended auction of Indian properties by them and urged them to discuss the restoration of such properties by both sides. There has been no response from the Government of Pakistan to these protests.

(c) No such proposal is under consideration of the Government.

Data Regarding Distribution of National Income

1163. SHRI JYOTIRMOY BASU : Will the PRIME MINISTER be pleased to state :

(a) whether Government possess any data regarding distribution of national

income amongst different sections of population in India ;

(b) if so, the share of (1) factory workers, (2) persons other than workers, (3) independent workers, (4) profits, (5) rents, (6) interests, and (7) agricultural labourers, in the total national income during the years 1950-51, 1955-56, 1960-61, 1965-66 and 1967-68 ;

(c) if the answer to part (a) above be in the negative, have Government any plan to compile necessary data for this purpose ; and

(d) if not, the reasons therefor ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) and (b). Data in regard to national income is being compiled according to sectors of the economy such as agriculture, mining and quarrying, large and small scale manufacturing, trade etc. and not on the basis of the classification listed in part (b) of the question.

(c) and (d). The matter will be examined on receipt of the recommendations of the Committee on Distribution of Income and Levels of Living.

Indians in Zambia and Uganda

1164. SHRI RAMACHANDRA VEERAPPA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Prime Minister had discussion with the leaders concerned on the issue of Indians in Zambia and Uganda during her recent visit to London for Commonwealth Conference ; and

(b) if so, what are the details of the discussion and their results ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) The Presidents of Zambia and Uganda agreed to look into the matter sympathetically.

Scheduled Castes and Scheduled Tribes Employees in Gujarat

1166. SHRI S. M. SOLANKI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state the number of Government servants belonging to the Scheduled Castes and Scheduled Tribes in the Radio Stations of Gujarat in clerical and class IV posts with details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : The number of employees belonging to Scheduled Castes and Scheduled Tribes in clerical and Class IV posts at AIR Stations in Gujarat State is as in the statement below :—

No. of Scheduled Caste employees at AIR Station in Gujarat State :

Clerical	Class IV	Total
8	26	34

No. of Scheduled Tribes Employees at AIR Stations in Gujarat State :

Clerical	Class IV	Total
5	15	20

Chowkidars in A.I.R., Delhi

1167. SHRI ABDUL GHANI DAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to State :

(a) the number of posts of Chowkidars and Studio Guards in All India Radio, Delhi ;

(b) the number of posts lying vacant ; and

(c) the channel of promotion for chowkidars in All India Radio ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) (a) 115 posts of Chowkidars (including 4 work charged) and 21 of Studio Guards respectively.

(b) 6 posts of Chowkidars and 1 of Studio Guard respectively,

(c) There is no provision for promotion for chowkidars.

Holidays for Chowkidars in A.I.R.

1168. SHRI ABDUL GHANI DAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that Chowkidars of All India Radio are not given Gazetted Holidays, Restricted Holidays and overtime ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL)

(a) According to Government orders, Chowkidars of AIR are entitled to three national holidays but no other Gazetted holidays and restricted holidays. They are paid overtime allowance as admissible under Government orders.

(b) Does not arise.

Duties of Chowkidars and Studio Guards

1169. SHRI ABDUL GHANI DAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is a fact that duties of departmental Studio Guards and Chowkidars are the same but the pay scales are different ; and

(b) if so, the reasons for not giving chance of promotion to Chowkidars for the post of Studio Guards ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) :

(a) No, Sir. The duties of Studio Guards and Chowkidars are different. The pay scales are also different as the qualifications for Studio Guards are higher.

(b) Does not arise.

**प्रतिरक्षा मंत्रालय के बारे में आयोगों
के प्रतिवेदन**

1170. श्री भारत सिंह चौहान : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि गत बीस वर्षों में उनके मंत्रालय तथा उसके अधीनस्थ संस्थानों और कार्यालयों से सम्बद्ध सभी प्रकार के आयोगों, अध्ययन दलों तथा समितियों द्वारा प्रस्तुत ग्रंथ प्रकाशित प्रतिवेदनों के नाम, उनके प्रकाशन की तिथियां, उनकी भाषा उनके मूल्य क्या-क्या हैं और उनकी उपलब्धता की स्थिति क्या है ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) : सूचना इकट्ठी करने में अन्तर्गत थम और प्रयास परिणाम से संगत नहीं होगा।

Interview given by the Minister of Tourism and Civil Aviation to the Ceylon Broadcasting Corporation

1171. SHRI R. K. AMIN :

SHRI S. K. TAPURIAH :

SHRI D. R. PARMAR :

SHRI K. P. SINGH DEO :

SHRI J. MOHAMAD IMAM :

SHRI R. R. SINGH DEO :

SHRIMATIILA PALCHOU-

DHURI :

SHRI C. C. DESAI :

SHRI INDRAJIT GUPTA :

DR. KARNI SINGH :

SHRI D. N. PATODIA :

SHRI BHARAT SINGH

CHAUHAN :

SHRI HUKAM CHAND

KACHWAI :

SHRI S. M. BANERJEE :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Minister of Tourism and Civil Aviation recently gave an interview to the Ceylon Broadcasting Corporation :

(b) whether certain references were made during the course of the interview about Pakistan and Kashmir ;

(c) whether the same had been deleted from the broadcast ; and

(d) if so, the reaction of Government in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) and (b). Yes, Sir.

(c) The questions and answers on Kashmir and Pakistan did not figure in the actual broadcast presumably following the usual policy of the Ceylon Government, which has friendly relations with both India and Pakistan.

(d) Does not arise.

Pak Boats captured at Okha Port

1172. SHRI R. K. AMIN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that boats from Pakistan which were caught by our officers at Okha Port sometime back have been handed over to Pakistan ; and

(b) if so, the reasons therefor ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) and (b). Out of 30 Pakistani vessels apprehended during January-February 1968, 27 vessels were released and handed over to Pakistan in December 1968, as they were not found to be involved in any subversive activities.

Establishment of a Chemical Explosive Factory in Gujarat

1173. SHRI R. K. AMIN : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that toluene is the basic raw material for the manufacture of explosives ; and

(b) if so, whether Government propose to establish one chemical explosive factory in Gujarat State in view of the manufacturing of 14,000 tonnes of toluene in the Gujarat Petro-chemical complex ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) Toluene is one of the raw materials for the manufacture of TNT.

(b) There is no proposal at present to establish a Chemical Explosive Factory in Gujarat.

लंदन में मंसूर के व्यापार प्रतिनिधि

1174. श्री बज्रभूषण लाल :

श्री रणजीत सिंह :

श्री जगन्नाथ राव जोशी :

श्री सूरज भाल :

श्री अटल बिहारी वाजपेयी :

क्या वैदेशिक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लंदन में मैसूर के व्यापार प्रतिनिधि के कार्यालय के भविष्य के बारे में कोई निर्णय किया गया है; और

(ख) यदि हां, तो उसका व्यौरा क्या है?

वैदेशिक कार्य मंत्री (श्री दिनेश सिंह)

(क) और (ख). जी नहीं। मामला अभी विचाराधीन है।

भारत-चीन सीमा पर चीनी सेना का जमाव

1175. श्री म० ला० सोंधी :

श्री प० मु० सईद :

श्री राम स्वरूप विद्यार्थी :

श्री नारायण स्वरूप शर्मा

श्री ओम प्रकाश त्यागी :

कुमारी कमला कुमारी :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत-चीन सीमा पर चीनी सेना का जमाव तथा उसकी गतिविधियां हाल में असाधारण बढ़ गई हैं;

(ख) यदि हां, तो सरकार के विचारानुसार चीनी सेना के इस जमाव के पीछे चीन का क्या उद्देश्य है; और

(ग) इस पर सरकार की क्या प्रतिक्रिया है?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) :

(क) चीनी सेनाएं अब भी भारी संख्या में हमारी उत्तरी सीमाओं के पार विचमान हैं। तदपि, उनकी गतिविधि में हाल में कोई विशेष परिवर्तन नहीं हुआ है।

(ख) प्रश्न नहीं उठता।

(ग) अपनी भूमे त्रीय अखण्डता की सुरक्षा के लिए अपनी सीमाओं के उस पार पर सतर्कता से ध्यान रखा जाता है।

Indian Quota For U.N. Jobs

1176. SHRI M. L. SONDHI :

SHRI M. N. REDDY :

SHRI K. LAKKAPPA :

SHRI SAMAR GUHA :

SHRI SURENDRANATH-DWIVEDY :

SHRI V. VISHWANATHA MENON:

SHRI C. K. CHAKRAPANI:

SHRI UMANATH:

SHRI GANESH GHOSH:

SHRI VASUNDEVAN NAIR :

SHRI YASH PAL SINGH :

SHRI S. K. TAPURIAH :

SHRI HIMATSINGKA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that there is some resentment over Indian quota for U.N. Jobs; and

(b) if so, what is the real picture of the affair and government's reaction thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) and (b). According to a report submitted by the U.N. Secretary-General to the General Assembly, Indian nationals were occupying 65 posts in the professional and executive grades in the U.N. Secretariat on the 31st August, 1968, as against the prescribed range of 26 to 31 posts. Several other Member States are similarly "over represented" and this has caused some adverse comment from the "under represented" Member States.

India's so-called over representation is due largely to historical reasons. When the U.N. was established its Secretariat had to be formed by those founder Members which had an adequate reservoir of qualified and trained personnel. India was among the Member States which provided the trained manpower needed by the U.N. Secretariat. The U.N. Secretary-General is trying to ensure equitable representation for all Member States in the U.N. Secretariat, and this is being achieved gradually and in such a manner as not to impair the efficiency of the Organisation.

**Withholding of Work and Residence
Permits from Kenya Indians**

1177. SHRI M. L. SONDHI :
 SHRI B.K. DASCHOWDHURY :
 SHRI R.K. AMIN :
 SHRI S.K. TAPURIAH :
 SHRI GADILINGANA GOWD :
 SHRI MEETHA LAL MEENA :
 SHRI R. V. NAIK :
 SHRI SITARAM KESRI :
 SHRI BALRAJ MADKOK :
 SHRI RAM AVTAR SHARMA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of Kenya have taken a decision to withhold Work and Residence Permits to Indians holding British Passports ;
 (b) if so, the number of such Indians who will be affected thereby ;
 (c) the reaction of the Government of India in the matter ; and

(d) whether any discussion has been held with the Government of U.K. in this regard and if so, the result thereof ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :
 (a) Yes, Sir.

(b) The exact number of the affected persons is not known.

(c) and (d). The people holding British passports are primarily the responsibility of the Government of United Kingdom. So far as the citizens of U.K. of Indian origin are concerned, arrangements have already been made between the Governments of India the United Kingdom in regard to the resettlement of those who may be compelled to leave Kenya and wish to come to India.

Grant of Visas for Indians by Pakistan

1178. SHRI M. L. SONDHI :
 SHRI GEORGE FERNANDES :
 SHRI B. K. DASCHOWDHARY :
 SHRI R. V. NAIK :
 SHRI GADILINGANA GOYAL :
 SHRI S. K. TAPURIAH :
 SHRI R. K. AMIN :

SHRI SAMAR GUHA :
 SHRI K. LAKKAPPA :
 SHRI SURENDRANATH DWIVEDY :
 SHRI J. AHMED :
 SHRI DINKAR DESAI :
 SHRI RANJIT SINGH :
 SHRI BALRAJ MADHOK :
 SHRI BENI SHANKER SHARMA :
 SHRI HARDAYAL DEVGUN :
 SHRI D. C. SHARMA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) Whether it is a fact that the Pakistan Government have stopped issuing visas to Indian Citizens intending to visit Pakistan ; and

(b) If so, the reaction of Government of India thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) No, Sir.

(b) Does not arise.

Cease Fire Violations by Pakistan

1179. SHRI G. C. NAIK :
 SHRI D. AMAT :
 DR. SUSHILA NAYAR :
 SHRI A. SREEDHARAN :
 SHRI K. LAKKAPPA :

Will the Minister of DEFENCE be pleased to state :

(a) The number of cease-fire violations committed by Pakistan during the period from 1st April, 1968 to 31st December, 1968 ;

(b) the figures for the corresponding period in the last year ; and

(c) the action taken by Government in each case ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) During this period, Pakistan committed 1,471 violations of the Ceasefire Agreement of 1949, in J. & K.

(b) 1,480.

(c) Ceasefire violation complaints have been lodged with the U. N. Military Observers in all these cases. Besides, necessary precautionary measures have also been taken.

फरीदाबाद में मार्टीय वायु सेना के कर्मचारियों द्वारा दंगे

1180. श्री विभूति मिश्र :

श्री बाबूराव पटेल :

श्री म० ल० सोंधी :

श्री ओंकार सिंह :

श्री हुकम चन्द कछवाय :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 7 जनवरी, 1969 को फरीदाबाद (हरयाणा) में दंगा फसाद करते हुए कुछ वैमानिकों को पुलिस ने गिरफ्तार किया था तथा सेना अधिकारियों को सौंप दिया था; और

(ख) यदि हां, तो उनके विरुद्ध सेना अधिकारियों ने क्या कार्यवाही की है?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) :

(क) फरीदाबाद में भगड़ा करने के लिए 7 जनवरी, 1969 को पुलिस द्वारा 1 सार्जेंट और 4 अवर श्रेणी सैनिकों को गिरफ्तार किया गया था। वाद में उन्हें वायु सेना पुलिस के हवाले कर दिया गया था।

(ख) उक्त घटना की जांच के लिए एक कोर्ट आफ इन्वेयरी आदिष्ट की गई थी, और रिपोर्ट निरीक्षणाधीन है।

हिन्दी समाचार कतरन

1181. श्री ओम प्रकाश त्यागी :

श्री रामस्वरूप विद्यार्थी :

श्री नारायण स्वरूप शर्मा :

कुमारी कमला कुमारी :

श्री मोलह प्रसाद :

क्या सूचना और प्रसारण मंत्री 18 दिसम्बर, 1968 के अताराकित प्रश्न संख्या 4955 के उत्तर के सम्बन्ध में यह बताने

की कृपा करेंगे कि :

(क) इस समय प्रेस इन्फारमेशन ब्यूरो किन हिन्दी तथा अंग्रेजी दैनिकों में से समाचार कतरन लेते हैं,

(ख) क्या यह सच है कि विभिन्न मंत्रालयों को भेजी जाने वाली हिन्दी समाचार कतरनों की संख्या अंग्रेजी समाचार कतरनों से बहुत कम है जबकि हिन्दी समाचार पत्रों से अधिक समाचार कतरनों की आवश्यकता है तथा उनसे अधिक समाचार कतरन प्राप्त हो सकती हैं, और

(ग) अंग्रेजी तथा हिन्दी की समाचार कतरने काटने के लिए अलग-अलग कितने कर्मचारी नियुक्त हैं तथा उनके वेतनमान क्या-क्या हैं?

सूचना तथा प्रसारण मंत्रालय और संचार विभाग में राज्य मंत्री (श्री इ० क० गुजराज) : (क) पत्र सूचना कार्यालय जिन अंग्रेजी और हिन्दी के समाचारपत्रों की करतने लेता है, उनकी सूची सभा पटल पर रखदी गई है। (पुस्तकालय में रखी गयी। देखिये संख्या LT-7 147/1969)

(ख) सरकार के विभिन्न मंत्रालयों विभागों इत्यादि को भेजी जाने वाली हिन्दी समाचारपत्रों। पत्रिकाओं की संख्या आज-कल कम है, परन्तु फिलहाल इसको पर्याप्त पाया गया है।

(ग) पदनाम नियुक्त कर्मचारी वेतनमान

**हिन्दी अंग्रेजी
कतरनों कतरनों
के लिए के लिए**

सहायक सूचना 1	1	350-25-500-
अधिकारी		30-530 द. अ.
		30-800रुपये

पदनाम	नियुक्त कर्मचारी	वेतनमान
हिन्दी	अंग्रेजी	
करतरनों के लिए	करतरनों के लिए	
सूचना 5 सहायक	2 270-10-290-15-410- द.अ. 15-485 रुपये	
सहायक/ 4 उच्च श्रेणी लिपिक	— सहायक-210-10-270- 15-300 द.अ. 15-450- द.अ.-20-530 रुपये उच्च श्रेणी लिपिक : 130-5-160-8-200- द.अ.-8-280 रुपये	
लिपिक 1	— 110-3-131-4-155-द. अ.-4-175-5-180 रुपये	
दफतरी 12	2 75-1-85-द.अ.-2-95 रुपये	
चपरासी 1	— 70-1-80-द.अ.-1-80 रुपये	

प्रेस ट्रस्ट आफ इंडिया और समाचार
भारती को वित्तीय सहायता

1182. श्री ओम प्रकाश त्यागी :

श्री रामस्वरूप विद्यार्थी :

श्री नारायण स्वरूप शर्मा :

कुमारी कमला कुमारी :

श्री हुकम चन्द कछवाय :

क्या सूचना और प्रसारण मंत्री 18
दिसम्बर, 1968 के अतारांकित प्रश्न संख्या
4959 के उत्तर के सम्बन्ध में यह बताने की
कृपा करेंगे कि :

(क) क्या प्रेस ट्रस्ट आफ इंडिया तथा
'समाचार भारती' को दूसरी किश्तों का
भुगतान करने के सम्बन्ध में इस बीच विचार
किया गया है ;

(ख) यदि हां, तो किश्तों का कब भुगतान
किया गया था और वे किश्तें कितनी राशि
की थीं ;

(ग) यदि नहीं, तो विलम्ब के क्या कारण
हैं और इसका भुगतान कब तक किये जाने
की सम्भावना है ;

(घ) क्या उपकरण खरीदने के लिये
'हिन्दुस्तान समाचार' को ऋण देने के प्रश्न
पर इस बीच विचार किया गया है ; और

(ङ) यदि हां, तो इस सम्बन्ध में सरकार ने
क्या निर्णय किया है ?

सूचना तथा प्रसारण मंत्रालय और सचार
विभाग में राज्य मंत्री (श्री ह० क० गुजराल) :

(क) से (ग) प्रेस ट्रस्ट आफ इंडिया को
12 लाख रुपए और समाचार भारती को
75,000 रुपए की ऋण की दूसरी किश्तों
को रिलीज़ करने की वित्तीय मंजूरियां पहले
ही दी जा चुकी हैं, और उनके जनरल
मैनेजरों को ट्रेजरी से अपनी-अपनी राशियां
लेने के लिए अधिकृत कर दिया गया है।

(घ) और (ङ). मामला विचाराधीन है।
बंदेशिक सेवाओं में हिन्दी प्रसारण

1183. श्री ओम प्रकाश त्यागी :

श्री रामस्वरूप विद्यार्थी :

श्री नारायण स्वरूप शर्मा :

कुमारी कमला कुमारी :

क्या सूचना और प्रसारण मंत्री, 18
दिसम्बर, 1968 के नारांकित प्रश्न संख्या
820 के उत्तर के सम्बन्ध में यह बताने की
कृपा करेंगे कि :

(क) आकाशवाणी के विदेश सेवा प्रसा-
रणों में अंग्रेजी प्रसारण की तुलना में हिन्दी

प्रसारण के लिए बहुत कम समय नियत किया गया है ;

(ख) क्या सरकार का विचार हिन्दी तथा अंग्रेजी प्रसारणों के लिए वरावर समय नियत करने का है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

सूचना तथा प्रसारण मंत्रालय और संचार विभाग में राज्य मंत्री (श्री इंद्रकुल गुजराल) :
(क) वैदेशिक सेवा कार्यक्रम का मुख्य कार्य विदेशों के श्रोताओं तक उनकी ही भाषा में पहुँचना है। आकाशवाणी की अंग्रेजी में जनरल ओवरसीज सर्विस ही एक मात्र विश्व सेवा है और यह विदेशों में सभी अंग्रेजी जानने वाले श्रोताओं के लिए है। हिन्दी में कार्यक्रम और इस मामले में अन्य भारतीय भाषाओं में कार्यक्रम विदेशों में रहने वाले उन लोगों के लिए हैं जो भारतीय हैं या प्रवासी भारतीय हैं। वैदेशिक सेवा के दृष्टिकोण से यह एक अलग ही श्रेणी के श्रोता हैं। अंग्रेजी और हिन्दी को जो समय अलाट किया जाता है उसका निर्णय विभिन्न कस्टियों के आधार पर किया जाता है और दोनों की तुलना सार्थक नहीं है।

(ख) जी, नहीं

(ग) जैसे ऊपर (क) में बताये गये हैं।

फिल्म सेंसर नियमों सम्बन्धी जांच समिति

1184. श्री ओम प्रकाश त्यागी :

श्री रामस्वरूप विद्यार्थी :

श्री नारायण स्वरूप शर्मा :

कुमारी कमला कुमारी :

क्या सूचना और प्रसारण मंत्री 3 अप्रैल 1968 के तारांकित प्रश्न संख्या 1023 के उत्तर के मम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) फिल्मों की सेंसरशिप के प्रश्न की जांच के लिए नियुक्त जांच समिति अपना प्रतिवेदन कब तक पेश कर देगी ; और

(ख) इस समिति के सदस्यों के चयन के लिए क्या कस्टीटी अपनाई गई है ?

सूचना तथा प्रसारण मंत्रालय और संचार विभाग में राज्य मंत्री (श्री इंद्रकुल गुजराल) :

(क) फिल्म सेंसरशिप सम्बन्धी जांच समिति को आशा है कि वह अपनी रिपोर्ट यदि पहले नहीं तो 31 मई तक पेश कर देगी।

(ख) चयन की कस्टीटी (1) सार्वजनिक मामलों का ज्ञान (2) शिक्षा (3) कलाएं और (4) फिल्म में जानी मानी प्रसिद्धि थी।

Akashvani Magazines

1185. SHRI GADILINGANA GOWD : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) The number of "AKASHVANI" magazines published languagewise during the years 1967 and 1968 and the cost thereof ;

(b) the total amount of sale effected during the years ;

(c) the number of magazines left language-wise unsold ; and

(d) The steps taken to avoid losses on this account ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) to (d) : The information is being collected and will be laid on the Table of the House.

Closure of Suez Canal

1186. SHRI GADILINGANA GOWD : SHRI BHARAT SINGH CHAUHAN : SHRI HUKUM CHAND KACHWAI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) Whether it is a fact that India is incurring additional expense on account of higher freight charges as a result of closure of Suez Canal ; and

(b) if so, the additional freight charges incurred during the year 1968 ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH)

(a) Yes, Sir.

(b) It is not possible to give the additional freight charges incurred during the year 1968.

Radioactivity Fall-Cut as a Result of Hydrogen Bomb Explosions

1187. **SHRI S.K. TAPURIAH :**

SHRI N. SHIVAPPA :

SHRI HIMATSINGKA :

SHRI A. SREEDHARAN :

SHRI R. R. SINGH DEO :

SHRI K. M. KOUSHIK :

SHRI PRAKASH VIR SHASTRI :

SHRI MAHANT DIGVIJAY

NATH :

SHRI D. N. PATODIA :

Will the PRIME MINISTER be pleased to state :

(a) whether the level of radio-activity in the atmosphere over India has risen on account of the repeated nuclear blasts including the last Hydrogen Bomb explosions by China and France ;

(b) if so, what is the latest estimate in this regard ;

(c) whether this has resulted in any disease or epidemics in India or in the region around this country ;

(d) the nature of preventive steps taken to counter-act the harmful effects of such explosions ; and

(e) what efforts have been made by Government to persuade China and France to refrain from such nuclear tests?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) Yes, Sir.

(b) The latest estimates on the level of radioactivity in the atmosphere show that the levels have been decreasing since 1963 and the present levels are quite negligible. The latest H-Bomb explosion by China has not produced any measurable increase in India so far.

(c) No, Sir.

(d) Does not arise.

(e) The Government of India's views on the question of nuclear tests have

been stated publicly in national as well as international forums.

Delegations sent Abroad by Ministry of External Affairs

1188. **SHRI K. LAKAPPA :**
SHRI SUSHILA NAYAR :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of delegations sent abroad during the last two years by his Ministry ;

(b) The name of country visited by those delegations ;

(c) the amount spent by each delegations ; and

(d) the result achieved ?

THE MINISTER OF EXTERNAL AFFAIRS ? (SHRI DINESH SINGH) :

(a) Forty.

(b) to (d). The details are given in the statement laid on the Table of the House. [Placed in Library. See No. LT—148/69].

Delegations sent abroad by the Planning Commission

1189 **SHRI K. LAKKAPPA :**
DR. SUSHILA NAYAR :

Will the PRIME MINISTER be pleased to state :

(a) The number of Delegations sent abroad during the last two years by the Planning Commission ;

(b) the name of countries visited by those delegations ;

(c) The amount spent by each delegation ; and

(d) the result achieved thereby ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI)

(a) to (c) : During the last two years two delegations were sponsored by the planning Commission. One of these delegations visited Thailand in November, 1967 for participation in the Third Asian Planners Conference and the Conference on Inter-Governmental Consultation on

Regional Plan Harmonisation and Economic Cooperation convened by the ECAFE. The other delegation visited the U.S.S.R. in September-October, 1968 to study current methods of Soviet Planning and for discussions on Indo-Soviet Co-operation in the field and trade of industry. The amount spent on the delegation to Thailand was Rs. 16,550/- and on delegation to the U.S.S.R. was Rs. 34,100/-.

(d) The Third Asian Planners Conference reviewed the major problems and obstacles faced in the implementation of Plans including the special problems in the agriculture sector and export promotion policies and schemes. At the Conference on Plan Harmonisation, discussions were held on the question of forms of economic cooperation and harmonisation in the ECAFE region.

हैदराबाद में यूरेनियम आक्साइड का अधिक उत्पादन करने के लिये संयंत्र

1190. श्री महाराज सिंह भारती : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि हैदराबाद में यूरेनियम आक्साइड का अधिक उत्पादन करने के लिये स्थापित किये जाने वाले सन्यन्त्र के बारे में अब तक क्या प्रगति हुई है ?

प्रधान मंत्री, अष्टु शक्ति मंत्री तथा योजना मंत्री (श्रीमती इन्दिरा गांधी) : संयंत्र के विरुद्ध डिजायन तथा नवशे संयार किये जा रहे हैं।

इन्डियन रेयर अर्थस लिमिटेड

1191. श्री महाराज सिंह भारती : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि चौथी योजना के दौरान इंडियन रेयर अर्थस लिमिटेड कारखाने में "रेयर अर्थ" से विभिन्न तत्व निकाले जाने के लिये परियोजना तैयार की गई है ; उन तत्वों का नाम तथा मात्रा क्या है जिनका पता लगने की सम्भावना है और उन तत्वों की देश के अन्दर और बाहर कितनी मांग है ?

प्रधान मंत्री, अष्टु शक्ति मंत्री तथा योजना मंत्री (श्रीमती इन्दिरा गांधी) :

अगले पन्द्रह महीने में सीरियम आक्साइड लन्थैनम नाइट्रेट तथा इट्रियम आक्साइड का उत्पादन करने की योजना इन्डियन रेयर अर्थस लिमिटेड ने तैयार करली है। देश के अन्दर और बाहर इन तत्वों की मांग का पता लगाने का कार्य अभी बाकी है।

भारतीय विभानों द्वारा इसराइल में रुके बिना यूरोप की उड़ान

1192. श्री महाराज सिंह भारती : क्या बैदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यूरोप को जाने वाले भारतीय विभान इसराइल से होकर नहीं जाते क्योंकि भारत की विदेश नीति संयुक्त अरब गणराज्य के पक्ष में रही है और सरकार उसको नाराज नहीं करना चाहती ; और

(ख) यदि नहीं, तो ऐसा करने के और क्या कारण हैं ?

बैदेशिक-कार्य मंत्री : (श्री दिनेश सिंह) :

(क) जी नहीं।

(ख) भारतीय वायुयानों को यूरोप जाने के लिए जो वर्तमान मार्ग और सुविधाएं उपलब्ध हैं, वे पर्याप्त सिद्ध हुई हैं।

स्वेज के साथ-साथ तेल पाईप बिछाने के बारे में संयुक्त अरब गणराज्य से बार्ता

1193. श्री महाराज सिंह भारती : क्या बैदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या संयुक्त अरब गणराज्य सरकार ने स्वेज नहर के साथ-साथ उनके द्वारा डाली जा रही तेल पाईप लाइन के बारे में भारत सरकार से कोई बातचीत की है ; और

(ख) यदि हां, तो क्या इससे भारत को लाभ होने की सम्भावना है ?

बैदेशिक-कार्य मंत्री (श्री दिनेश सिंह) :

(क) जी नहीं।

(ख) प्रश्न नहीं उठता।

Return of Naga Hostiles from China
After training

1194. SHRI HEM BARUA :
SHRI VALMIKI CHOUDHARY :
SHRI CHINTAMANI
PANIGRAHI :
SARIMATIILA
PALCHOUDHURY :
SHRI D.N. PATODIA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that 1,000 China-trained Naga hostiles under Mowu Angami have entered Nagaland by now;

(b) if so, what steps Government have taken to immobilise them; and

(c) whether any Chinese arms and ammunitions have been recovered from them ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH)

(a) Over a period of several months, underground Nagas trained in China have managed to secure entry, in small numbers, into Nagaland. Mowu Angami and a major part of his gang are, however, still on the other side of the Indian border; the vigilance of the Security Forces is making it very difficult for them to come in.

(b) Crossing illegally into China and Pakistan and importing arms from outside is a serious breach of Agreement for Suspension of Operations as well as of our normal laws. The Security Forces have been seeking out foreign arms and camps where the China returned gangs operate. As a consequence, the Underground Nagas who have entered Nagaland are being kept constantly on the move.

(c) Some Chinese arms and ammunition have been recovered in operations by our Security Forces against gangs trained by China.

Shri C. Rajagopalachari's Suggestion
Re : Jammu and Kashmir

1195. SHRI HEM BARUA :
SHRI YAJNA DATT SHARMA :
SHRIMATIILA
PALCHOUDHURY :
SHRI CHENGALRAYA NAIDU :

SHRI SITARAM KESRI :

SHRI D.R. PARMAR :

SHRI P.N. SOLANKI :

SHRI DEVEN SEN :

SHRI KIKAR SINGH :

SHRI ONKAR LAL BERWA :

SHRI RAMACHANDRA J. AMIN :

SHRI R.K. AMIN :

SHRI S.M. BANERJEE :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the attention of Government has been drawn to a suggestion made by Shri C. Rajagopalachari towards putting the State of Jammu and Kashmir under three World powers for a period of ten years; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH)

(a) Yes, Sir.

(b) The State of Jammu and Kashmir is an integral part of India. The question of submitting it to foreign control, therefore, does not arise.

आकाशवाणी में नियुक्ति के नियम

1196. श्री राम स्वरूप विद्यार्थी :

श्री जिं ब० सिंह :

श्री हुकम चन्द कछवाय :

श्री बलराज मधोक :

वया सूचना और प्रसारण मंत्री 18 दिसम्बर, 1968 के तार्गतिक प्रश्न संस्था 817 के उत्तर के सम्बन्ध में "विविध भारती" कार्य-क्रम के संचालन के लिये कर्मचारियों की भर्ती के लिए निर्धारित नियमों की प्रति सभा पट्ट पर रखेंगे ?

सूचना तथा प्रसारण मंत्रालय और संचार विभाग में राज्य भवी (श्री इ.क० गुजराल) : निम्नलिखित कर्मचारियों, जो आकाशवाणी के "विविध" भारती कार्यक्रमों से सीधे सम्बन्धित हैं, की भर्ती के नियमों की एक-एक प्रति अंगेजी उत्तर के साथ देखें जो सदन की मेज पर रख दी गई है [पुस्तकालय

में रख दी गई है। देखिये संख्या LT-149/
169]

1. प्रोग्राम एक्जीक्यूटिव
2. प्रोड्यूसर-सहायक प्रोड्यूसर
3. स्ट्रिट लेवक
4. अनाऊन्सर

Commercial Broadcast from Delhi
and Madras

1197. SHRI CHENGALRAYA NAIDU :
SHRI HARDAYAL DEVGUN :
SHRI SITARAM KESHRI :
SHRI SHRI CHAND GOYAL :
SHRI RANJIT SINGH :
SHRI BAL RAJ MADHOK :
SHRI D.C. SHARMA :
SHRI BENI SHANKER SHARMA :
DR. RANEN SEN :
SHRI BIBHUTI MISHRA :
SHRI BEDABRATA BARUA :
SHRI SRADHAKAR SUPAKAR :
SHRI BABURAO PATEL :
SHRI P.C. ADICHAN :
SHRI S.R. DAMANI :
SHRI RAGHUVIR SINGH
SHASTRI :
SHRI MATI TARA SAPRE :
SHRI HIMATSINGKA :
SHRI S.K. TAPURIAH :
SHRI MANIBHAI J. PATEL :

Will the Minister of INFORMATION
AND BROADCASTING be pleased to
state :

(a) whether Government have decided
to introduce commercial advertising in
the Vividh Bharati programme for Delhi
as well as for Madras Stations of All
India Radio;

(b) if so, whether the scheme of
commercial broadcast in other stations of
All India Radio introduced earlier has
helped Government in earning the profit;

(c) if so, the profit earned so far and
how far the scheme has proved success;
and

(d) when it is likely to be introduced
in other stations and the names of
stations thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF INFORMATION AND
BROADCASTING AND IN THE
DEPARTMENT OF COMMUNICA-
TIONS (SHRI I. K. GUJRAL) : (a) Yes,
Sir.

(b) Yes, Sir,

(c) The net profit, after deducting
expenditure, from the Bombay-Poona-
Nagpur Commercial Service from 1st
November, 1967 to 30th September, 1968
is Rs. 33,13,301. The figures for the
Calcutta Service which started from 15th
October, 1968 are not yet available.
The service has been a success as the
demand for time exceeds the availability
and Government is making a profit.

(d) Extension of the service to other
centres in the country will be undertaken
according to a phased programme. The
details have not been worked out as yet.

Licencing in Electronics Field

1198. SHRI SITARAM KESARI : Will
the Minister of DEFENCE be pleased to
state :

(a) whether Government have decided
to resume licencing in electronics field ;

(b) if so, the number of new establish-
ments likely to be set up in the private
and public sectors ; and

(c) the main items in respect of which
new licences are to be issued ?

THE MINISTER OF STATE IN THE
MINISTRY OF DEFENCE (SHRI L. N.
MISHRA) : (a) to (c). Licensing in the
electronics field had at no time been
suspended. For planned development,
however, applications in respect of a few
components were not being considered.

The requirements of electronic compo-
nents by 1973 have now been reassessed
and applications have been invited from
entrepreneurs. The number of new estab-
lishments which would be set up would
depend on the applications received.
The items for which applications have
been invited are :

- (1) Semiconductors.
- (2) Carbon Resistors.
- (3) Potentiometers.
- (4) Thermistors/Varistors.
- (5) Electrolytic.
- (6) Plastic Film & Styroflex.
- (7) Ceramic Capacitors.
- (8) Gang Condensers.
- (9) Trimmers.
- (10) Loudspeakers.
- (11) Band Change Switches.

रुक्की में ईसाई स्कलों का निर्माण

1199. श्री कवरं साल गुप्तः क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पिछले चार वर्षों में रूड़की में ईसाई स्कूलों के निर्माण-कार्य पर रूड़की में तैनात कुछ सैनिक अधिकारियों ने मिपाहियों को लगाया था तथा इस कार्य के लिये सेना की मशीनों का उपयोग किया गया :

(ख) क्या सरकार जांच कार्रायेगी ; और

(ग) क्या सरकार को इस बारे में कोई शिकायत मिली है; यदि हां, तो उस शिकायत में क्या कहा गया है तथा दोषी व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) :
 (क) से (ग). कुछ मशीनों सहित इन्जी-
 नियर सैनिकों ने रुडकी में तीन स्कूलों के
 निर्माण में भाग लिया था। इन स्कूलों में
 थे सेंट्रल स्कूल, एक रेजीमेंटी स्कूल और
 सेट पैन्ज कान्वेंट। यह कार्य बंगाल
 इन्जीनियर गूप्त और सेंटर द्वारा मुरुख्यतः
 चालू निर्माण प्रायोजनाओं में सेना के
 इन्जीनियर शिल्पियों को प्रशिक्षण देने के
 उद्देश्य से किया गया था, और बिनियमों के
 अनुसार अनुमेय है। इस मामले में सरकार
 को कोई शिकायत प्राप्त हुई जान नहीं
 पड़ती, और न कोई जांच ही इंगित है।

Praga Tools Limited

1200. SHRI PREM CHAND VERMA :
DR. SUSHILA NAYAR :
SHRI K. LAKKAPA :

Will the Minister of DEFENCE be pleased to state:

(a) the loss suffered by the Praga Tools Limited since its inception on account of (i) irregularities (ii) theft (iii) stock shortages (iv) fire or any other such causes;

(b) whether these matters were looked into : and

(c) if so, the result thereof and if not, the reasons therefor?

THE MINISTR OF STATE IN THE
MINISTRY OF DEFENCE (SHRI L. N.
MISHRA):

(a) to (c). Praga Tools Limited was first set up as a Limited Company in the Private Sector in 1943 and it came under the control of the Central Government only in 1958-59. Information in regard to loss, if any, suffered by the Company on account of irregularities, theft, stock shortages, fire or any other such causes for the period prior to that year is not at this stage available. As regards the period from 1958-59 onwards, Praga Tools has not so far suffered any loss on account of irregularities, theft, fire or any other such causes. Details of the loss suffered by the Company on account of stock shortages during this period are as under :—

Year	Loss on account of stock shortages.
1958-59	Nil
to	
1960-61	Nil
1961-62	Rs. 2,658/-
1962-63	Rs. 2,332/-
1963-64	Rs. 953/-
1964-65	Nil
&	
1965-66	Nil
1966-67	Rs. 32,794/-
1967-68	Nil

The stock shortages leading to loss as indicated above were mainly on account of discrepancies in record due to clerical errors or omissions. The company is also satisfied that the percentage of discrepancy in all these years was very marginal and did not exceed 1% of the total consumption of the item in any case. In order to control and avoid such discrepancies, the Company has a system of checks and verifications of postings of Store Cards and Bin Cards in the Accounts Department.

Broadcasting of News in Sanskrit

1201. SHRI SHRI CHAND GOYAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Sanskrit Parishad, a body consisting of Members of Parliament, has demanded that some time should be allotted for the broadcast of news in Sanskrit ; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION & BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL)

(a) Yes, Sir.

(b) It is not considered necessary to introduce regular news bulletins in Sanskrit language due to very limited audience which the bulletins are likely to have. News Reviews in Sanskrit are, however, broadcast fortnightly from Bombay, Patna, Bhopal, Indore, Ranchi, Poona and Jaipur stations of All India Radio.

A.I.R. Station, Baroda

1202. **SHRI NARENDRA SINGH MAHIDA** : Will the Minister of INFORMATION & BROADCASTING be pleased to state :

(a) whether any decision has been taken by Government in regard to the location of new All India Radio station building in Baroda City of Gujarat State ;

(b) if so, the details thereof ; and

(c) if not, the reasons for the delay, and when a decision is likely to be taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL)

(a) Yes, Sir,

(b) Land measuring 3.5 acres on Makarpura Road, near Bhartiya Vidya Bhavan, is being acquired for the purpose.

(c) Does not arise.

Replacement of Vampire Jets

1203. **SHRI NARENDRA SINGH MAHIDA** :
SHRI CHENGALRAYA Naidu :

SHRI R. V. NAIK :
SHRI J. MOHAMED IMAM :
SHRI C. MUTHUSAMY :
SHRI MANIBHAI J. PALEL :
SHRI P. M. SYEED :
SHRI N. K. SOMANI :

Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that India made H. J. T-16 are to replace the Vampire jets which are in use with the I.A.F. since 1948 ;

(b) if so, the outstanding features of H. J. T-16 aircraft ; and

(c) its performance compared to that of the Vampire jets ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH)

(a) to (c). Vampire fighters have been in service in the Fighter Squadrons and Vampire trainers in the Fighter Training Wing. The HJT-16 is a jet trainer aircraft and hence will not replace the Vampires in the Squadron service. In the training role, the HJT 16 is intended to impart the training which at present is carried out in Harvard aircraft.

Removal of British Symbols from the Indian High Commission in London

1204. **SHRI KAMESHWAR SINGH** Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the reply given to Starred Question No. 514 on the 4th December, 1968 and state :

(a) whether instructions have been issued to remove British Symbol and inscriptions (insignia) from the Office of the Indian High Commissioner, London ;

(b) if so, whether it has since been removed ;

(c) If not, the reasons therefor, and when it is likely to be removed ; and

(d) whether it is likely to be replaced by Indian Symbol ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH):
(a) Yes, Sir.

(b) to (d). The matter is receiving attention. Expert advice is being obtained regarding the removal of the inscriptions and their substitution by suitable Indian symbols. It is important that the work should be done in such a manner that the architectural beauty of the building is in no way affected. It involves expenditure also. These require thorough examination. It is proposed to replace the existing inscriptions with Ashok Chakra and Lion Capitol.

विभिन्न मंत्रालयों में कार्य का विभाजन

1205. श्री मोलहू प्रसाद : क्या प्रधान मंत्री 18 दिसम्बर, 1968 के अतारांकित प्रश्न संख्या 4989 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) विभिन्न मंत्रालयों में किन-किन मंत्रियों को कौन-कौन से विषय दिये गये हैं जिनके लिये वे अन्ति रूप से उत्तरदायी हैं ; और

(ख) क्या उम आदेश एक की प्रति सभा पटल पर रखी जायेगी जिसके आधार पर मंत्रालय अथवा विभाग में राज्य मंत्रियों और उप-मंत्रियों द्वारा निपटाये जाने के लिये कार्य बांटा जाता है ?

प्रधान मंत्री, अषु शक्ति मंत्री तथा योजना मंत्री (श्रीमती इन्दिरा गांधी) : (क) और (ख) 18 दिसम्बर 1968 को अतारांकित प्रश्न संख्या 4989 के उत्तर में जैसा कि बताया गया है कि किसी विशेष मंत्रालय अथवा विभाग को भी गये गये कार्य के संचालन का उत्तरदायित्व उक्त मंत्रालय अथवा विभाग के प्रभारी मंत्री पर है। कार्य-वितरण किन्हीं औपचारिक आदेशों द्वारा नियंत्रित नहीं है। यह विशुद्ध रूप से आन्तरिक मामला है। अतः माननीय सदस्य द्वारा अपेक्षित विशेष विवरण देना संभव नहीं है।

सूचना और प्रसारण मंत्रालय में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कर्मचारी

1206. श्री मोलहू प्रसाद : क्या सूचना और प्रसारण मंत्री 13 नवम्बर, 1968 के अतारांकित प्रश्न संख्या 496 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या मंत्रालय में अनुसूचित जातियों, तथा अनुसूचित आदिम जातियों तथा अन्य जातियों के बारे में इस बीच जानकारी एक-त्रित कर ली गई है ;

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

(ग) यदि नहीं, तो असाधारण विलम्ब के क्या कारण हैं ?

सूचना तथा प्रसारण, और संचार विभाग मंत्रालय में राज्य मंत्री (श्री इ० क० गुजराल)

(क) से (ग). लोक सभा के 13 नवम्बर, 1968 के अतारांकित प्रश्न संख्या 496 के उत्तर में सूचना और प्रसारण मंत्री द्वारा दिये गये आश्वासन की पूर्ति करते हुए, सूचना पहले ही सदन की बेड पर रख दी गई है।

अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कर्मचारियों को लाभ

1207. श्री मोलहू प्रसाद : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अनुसूचित जातियों तथा अनुसूचित आदिम जनतायों के सरकारी कर्मचारियों को यह मंत्रालय के दिनांक 20 अप्रैल, 1961 के कार्यलय जापन संख्या 9-45-60-इन्टेर्लिंगमेंट (ही) के अनुसार विरुद्ध निर्वाचित करने के मामले में प्राप्य लाभ आर्मी और्डरेन्स कोर के उन धर्मनिक कर्मचारियों को नहीं दिये जाने हैं जो गिराह आफिसर, सिकन्दराबाद के नियंत्रणाधीन आते हैं तथा जिन्हें प्रतिरक्षा प्राक्कलन निषि से बेतन दिया जाता है;

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

(ग) यदि नहीं, तो दिसम्बर, 1968 तक श्रेणीवार अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कितने सरकारी कर्मचारी आभान्वित हुए थे?

प्रतिरक्षा मंत्रालय में उपमंत्री (श्री म. र. कृष्ण)

(क) जी हां।

(ख) यह मंत्रालय का यह स्मरण पत्र (अन्त सेवा संगठनों समेत) सशस्त्र सेनाओं के मुख्यालयों के असैनिक कर्मचारियों और इस मंत्रालय के अधीन निम्न विरचनाओं में प्रथम श्रेणी और द्वितीय श्रेणी कर्मचारियों के संबंध में कार्यान्वित किया गया है।

इस स्मरण पत्र में दिए व्यापक मिदान्त इस मंत्रालय के अन्तर्गत निम्न विरचनाओं में दृतीय श्रेणी और चतुर्थ श्रेणी कर्मचारियों की वरिष्ठता नियत करने के लिए नहीं अपनाए जा सके। चूंकि इस से असैनिक स्थानों में पुनः नियुक्त किए भूतपूर्व सैनिकों और फालतू तथा कमियों के समन्जन की योजना के अन्तर्गत फालतू बैकल्पिक नियुक्तियों में व्योग गए रक्षा संस्थानों के फालतू असैनिक कर्मचारियों की वरिष्ठता पर बुरा असर पड़ेगा। इस लिए सरकार का दिनांक 24-10-1961 का स्मरण पत्र आर्मी आर्डनेन्स कोर के असैनिक कर्मचारियों समेत जो रिकार्ड आफिस सिकन्दराबाद द्वारा शासित हैं, और जिन्हें रक्षा अनुमान-निधियों से अदायगी की जाती है, निम्न विरचनाओं के

तृतीय श्रेणी तथा चतुर्थ श्रेणी कर्मचारियों के संबंध में कार्यान्वित नहीं किया गया।

(ग) प्रश्न नहीं उठता।

आयुष कारखानों में कर्मचारी

1208. श्री मोल्हू प्रसाद : क्या प्रतिरक्षा मंत्री आयुष कारखानों के बारे में 11 दिसम्बर, 1968 के अतारांकित प्रश्न संख्या 4160 के उत्तर में यह बताने की कृपा करेंगे कि :

(क) क्या आयुष कारखानों में काम करने वाले अनुसूचित जातियों, अनुसूचित आदिम जातियों तथा अन्य जातियों के कर्मचारियों के बारे में इस बीच जानकारी एकत्रित कर ली गई है;

(ख) यदि हां, यो इसका व्यौगा क्या है; और

(ग) यदि नहीं, तो बिलम्ब के क्या कारण हैं?

प्रतिरक्षा मंत्रालय में राज्य मंत्री (श्री ल. न. मिश्र)

(क) से (ग). 1-1-1968 तक की मूचना सलग्न विवरण में दी गई है। 1-1-1969 तक की ऐसी मूचना इकट्ठी की जा रही है।

विवरण

1 जनवरी 1968 को आर्डनेन्स तथा क्लो-दिग, फैक्टरियों में अनुसूचित जातियों, अनुसूचित कबीलों तथा अन्य समुदायों के कर्मचारियों की संख्या :

श्रेणी	कर्मचारियों की संख्या		
	अनु. जाति	अनु. कबीले	अन्य समुदाय
(1) प्रथम श्रेणी	12	2	546
(2) द्वितीय श्रेणी	1	—	142
(3) तृतीय श्रेणी	1833	40	32198
(4) चतुर्थ श्रेणी	20142	2277	63861
कुल संख्या	21988	2319	96747

**Atomic Research Centre at Calcutta
Or in U.P.**

1209 **SHRI A. SREEDHARAN**
SHRI K. LAKKAPPA
DR. SUSHILA NAYAR
SHRI D. AMAT

Will the PRIME MINISTER be pleased to state :

(a) whether there is any proposal under the consideration of Government to set up an Atomic Research Centre in or around Calcutta or in U.P.;

(b) if so, the details thereof ; and

(c) the funds allocated for the purpose ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) A variable Energy Cyclotron is being up set at Calcutta.

(b) It will provide a modern research facility for sophisticated work in nuclear physics and for controlled direct irradiation of biological and agricultural products. Because of his beam intensity, the cyclotron can produce a variety of isotopes which cannot be produced in a nuclear reactor.

(c) The project is estimated to cost Rs. 5 crores approximately.

False Claims Submitted by Indian Migrants to U.K.

1211 **SHRIMATI ILA PAL CHODHURI :** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government of India's attention has been drawn to a reported statement made by Mr. John Boyd-carpenter, Chairman of the All-Party in "Watch-dog" Committee and a Member of the British Parliament (House of Commons) over Government spending, in the House of Commons, on 6th December, 1968 that Indian and Pakistani migrants to the U.K. deprived the British Government of taxes amounting to 20 to 28 Million Sterling by submitting false claims for their dependents ;

(b) if so, whether Government have made any enquiries to ascertain the truth of the allegations made so far as Indian nations are concerned ;

(c) if so the factual details about the whole matter ; and

(d) the steps proposed to be taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) :

(a) Yes, Madam.

(b) No, Madam. In fact meaningful investigations by the Government of India are hardly possible as these are alleged tax evasions by immigrants in the United Kingdom.

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

Chinese Arms Depot in Sinkiang

1212. **SHRIMATI ILA PAL CHODHURI :** Will the Minister of DEFENCE be pleased to state :

(a) whether the Central Government's attention has been drawn to recent newspapers reports regarding China having strengthened its Arms Depot, in Sinkiang to facilitate supply of arms to the Pak-occupied Kashmir along Gilgit-Sinkiang Road which can carry heavy three-ton trucks ; and

(b) if so, the steps taken to meet the serious situation thus created ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) and (b). Government are aware of the press reports and of the defence implications of the Gilgit-Sinkiang Road. Necessary steps to safeguard our defence have been taken.

Civilian Employees of Indian Air Force Discharged During the Last General Strike

1213. **SHRI S. M. BANERJEE :** Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that all the civilian employees working in the Air Force, Shillong, were discharged as a result of their participation in the 19th September, 1968, strike ;

(b) if so, whether they were not taken back even after the Cabinet decision on the 18th October, 1968 ; and

(c) if so, the reasons therefor ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) No, Sir. Some civilian employees working in various Air Force Units at Shillong were discharged from service with one month's pay and allowances in lieu of notice, as a result of their participation and other objectionable activities in connection with the 19th September 1968 strike.

(b) and (c). The cases of those discharged are being reviewed.

Self-Sufficiency in Conventional Weapons

1214. **SHRI S. M. BANERJEE :** Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that a state of self-sufficiency has been reached in defence regarding manufacture of conventional weapons ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L.N. MISHRA) : (a) and (b). We are self-sufficient in respect of a number of items like small arms and their ammunition and light artillery weapons and their ammunition. In regard to the other items, the aim is to set up a self-sufficient indigenous production base. Steps are being taken towards this end.

Production in New Ordnance Factories

1215. **SHRI S.M. BANERJEE :** Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that all the new Ordnance Factories have not started production ;

(b) if so, the reasons therefor and whether financial stringency is one of the causes of this delay ; and

(c) if so, the steps taken by Government to overcome this ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) Of the five new Ordnance factories the ones at Varangaon and Tiruchirapalli have already gone in production while the factory at Chanda has commenced production to a limited extent. The remaining two factories at Ambajhari and Jabalpur are still at various stages of development. In addition, the Accelerated Freeze Drying Factory at Hazratpur, Agra went into production in October 1968.

(b) The main cause of delay at Chanda and Ambajhari has been the need for reorganisation and delay in the procurement of imported plant and machinery, as a result of the suspension of military assistance by the Governments of U. K. and U.S.A. The delay, therefore, is not directly attributable to financial stringency.

(c) Does not arise.

Subsidy on Export of Radios

1216. **SHRI M. SUDARSANAM :** Will the Minister of DEFENCE be pleased to state :

(a) whether any representation has been received by the radio industry for a higher subsidy on exports ; and

(b) if so, the details of the representation ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L.N. MISHRA) : (a) and (b). For the export of radios, the radio industry has asked for certain additional incentives like increased cash subsidy, greater export entitlements and permission to import certain specific items and components against the export entitlement, etc. The matter is under consideration of the Government.

पाकिस्तान द्वारा भारत विरोधी प्रचार

1217. श्री प्रकाश शर्मा जास्ती :

श्री हुकम चन्द कस्तुराय :

क्या बंदेशिक-कार्य मंत्र यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ताशकन्द समझौते के बाद पाकिस्तानी रेडियो द्वारा भारत विरोधी प्रचार और तेज कर दिया गया है;

(ख) यदि हां, तो क्या इसे रोकने के लिए कुछ उपाय निकाले गये हैं; और

(ग) यदि नहीं, तो इस विषये प्रचार को निष्प्रभाव करने के लिये सरकार का क्या कार्यवाही करने का विचार है?

बंदेशिक-कार्य मंत्री, (श्री विनेश सिंह) :
(क) ताशकन्द घोषणा पर हस्ताक्षर हो जाने के बावजूद रेडियो पाकिस्तान द्वारा भारत-विरोधी प्रचार जोरों से चलता रहा है।

(ख) और (ग). पाकिस्तान सरकार को कई विरोध-पत्र भेजे गए हैं जिनमें यह बताया गया है कि इस प्रकार का भारत-विरोधी प्रचार ताशकन्द घोषणा और नेहरू-लियाकत संधि के विरुद्ध है तथा इसमें दोनों देशों के बीच सम्बन्धों को सामान्य बनाने में रुकावट पड़ती है।

सरकार ने रेडियो पाकिस्तान के भूटे आरोपों का मंत्रालय के सरकारी प्रबक्ता के माध्यम से और विदेश-स्थित अपने मिशनों के माध्यम से प्रतिकार किया है। पाकिस्तानी रेडियो के भूटे आरोपों का आल इंडिया रेडियो भी प्रतिकार करता रहा है।

पूर्वी पाकिस्तान में जरणार्थी

1218. श्री प्रकाशबीर शास्त्री :

श्री शिवकुमार शास्त्री :

क्या बंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पिछले वर्ष पूर्वी पाकिस्तान से बड़ी संख्या में हिन्दू और कुछ गैर-मुस्लिम भारत आये हैं;

(ख) यदि हां, तो क्या उन्होंने पूर्वी पाकिस्तान में हिन्दुओं पर किये जा रहे अत्याचारों और अन्याय का व्यौरा सरकार को बताया है;

(ग) यदि हां, तो क्या सरकार ने उन के बारे में स्वयं भी जानकारी प्राप्त की है; और

(घ) क्या सरकार का विचार इस महत्व-पूर्ण विषय को संयुक्त राष्ट्र संघ में उठाने का है?

बंदेशिक-कार्य मंत्री (श्री विनेश सिंह) :

(क) प्राप्त सूचना के अनुसार, 1968 में, 11521 हिन्दू और 34 ईसाई, पूर्वी पाकिस्तान से भारत आए।

(ख) और (ग). जी हां। सरकार इस बात से अवगत है कि पूर्वी पाकिस्तान में अल्पसंख्यक बंग के लोगों में अमुरक्षा की भावना है और उन्हें हर प्रकार से सताया जाता है।

(घ) जी नहीं।

कल्यान निर्णय

1219. श्री प्रकाशबीर शास्त्री :

श्री शिव कुमार शास्त्री :

श्री व० कृ० बास बोधरी :

श्री योगेन्द्र शर्मा :

श्री जार्ज फरनेन्डोज :

क्या बंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) कल्यान निर्णय की कार्यान्वित में अन्तर क्या प्रगति हुई है;

(ख) क्या यह सच है कि पाकिस्तान ने निर्णय के कार्यान्वित किये जाने से पूर्व ही कुछ अंत्रों पर कद्दा कर लिया है; और

(ग) यदि हां, तो इस पर भारत सरकार की क्या प्रतिक्रिया है?

बंदेशिक-कार्य मंत्री (श्री विनेश सिंह) :

(क) अब तक मीमा पर करीब 80 किलोमीटर में 163 मीमा स्तंभ खड़े किए जा चुके हैं।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

World Film Festival

1220. SHRI MANIBHAI J. PATEL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the International Federation of Film Producers have been consulted regarding organising the proposed World Film Festival to be held in India;

(b) if so, the decision arrived at regarding venue of the festival; and

(c) the dates fixed for holding the festival ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) :
(a) Yes, Sir. Formal recognition of the International Federation of Film Producers Association, Paris has been secured.

(b) and (c). Details of the Fourth International Film Festival of India this year are being worked out.

China-Trained Naga Rebels

1221. SHRI RANJIT SINGH :

SHRI BAL RAJ MADHOK :

SHRI HARDAYAL DEVGUN :

SHRI D.C. SHARMA :

SHRI BENI SHANKER SHARMA :

SHRI S.K. TAPURIAH :

SHRI HIMATSINGKA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that about 900 China-trained Naga rebels led by their 'Commander-in-Chief' Mowu Angami are now stranded in the Michima area in Upper Burma for the last four months ;

(b) if so, the steps taken to keep a watch and prevent their entry into Nagaland ; and

(c) whether there have been any encounters with them ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) According to the available information. Mowu Angami and a major part of his gang are still on the other side of the Indian border.

(b) Various measures have been taken by the State Government and the Security Forces to maintain law and order. These include deployment of police at administrative centres and extensive patrolling by the Security Forces along the international border to prevent infiltration. These measures have made it difficult for the Underground Nagas on the other side of the border to gain entry into Nagaland.

(c) There has been no encounter between the Security Forces and the Undergrond Nagas of Mowu Angami's gang during the past three months.

A.I.R. Madras Station

1222. SHRI E.K. NAYANAR .

SHRIMATI SUSEELA GOPALAN:

SHRI NAMBIAR :

SHRI K. RAMANI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government will consider the question of modifying the wave length over which Madras Station of the All-India Radio is broadcasting the bulletins; and

(b) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) :

(a) and (b). The position can be reviewed by Government whenever necessary. But the existing arrangement is satisfactory and no change is called for.

गीत और नाटक प्रभाग

1223. श्री देवेन सेन : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) चालू वर्ष में गीत और नाटक प्रभाग पर कितनी धन राशि खर्च की जा रही है ;

(ख) इस वर्ष इस प्रभाग द्वारा कितने कार्यक्रम आयोजित किये गये हैं तथा उन के क्या उद्देश्य थे ; और

(ग) इस प्रभाग के कितने अधिकारी एक हजार रुपये से अधिक प्रति मास बेतन पा रहे हैं तथा उन के पदों के क्या नाम हैं ?

सूचना तथा प्रसारण मंत्रालय, और संचार विभाग में राज्य मंत्री (श्री ह० कु० गुजराल) : (क) 1968-69 के लिए गीत तथा नाटक प्रभाग का बजट प्राकलन 47,74,500 रुपए है।

(ख) राष्ट्रीय एकता, साम्प्रदायिक मेल मिलाप, गांधी शताब्दी समारोहों, परिवार नियोजन, लघु बचत अभियान, जवानों के लिए मनोरंजन, आदि के विषयों पर अप्रैल से दिसम्बर, 1968 तक 9,796 कार्यक्रम ।

(ग) दो ।

तिथ्वत में प्रवेश की मुविधाओं के लिए चीन से बातचीत

1225. श्री कुशोक कुबाला : क्या बैंकेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय व्यापारी यात्री तथा विद्वान तिथ्वत में जाने के अपने पारस्परिक अधिकार का प्रयोग करने के तीव्र इच्छुक हैं;

(ख) क्या प्रधान मंत्री द्वारा नव वर्ष के लिए अपने प्रेस सम्मेलन में इस आशय के संकेत के बाद इस संबंध में भारतीयों को मुविधायें प्रदान करने के बारे में चीन के साथ बातचीत आरंभ की गई है ; और

(ग) यदि नहीं, तो ऐसी वार्ता कब तक आरंभ होगी ?

बैंकेशिक-कार्य मंत्री (श्री दिनेश सिंह) : (क) और (ख) . भारत और तिथ्वत के बीच व्यापारियों और यात्रियों के आवागमन और सांकृतिक आदान-प्रदान का प्रश्न 1954 के क्रारार द्वारा संचालित होता था । जैसा कि सदन को अच्छी तरह मालूम है, चीन ने इस क्रारार का उल्लंघन किया और 1962 में इसे खत्म हो जाने दिया । हमारी

प्रधान मंत्री ने फिर यह कहा था कि हमारी सरकार चीन के साथ ऐसे आधार पर बातचीत करने के लिए तैयार है जो भारत का प्रभुसत्ता, प्रादेशिक अखण्डता और राष्ट्रीय गौरव के अनुकूल हो । कूंकि चीन की ओर से कोई जवाब नहीं आया है, इसलिए अभी तक कोई प्रगति नहीं हुई है ।

(ग) फिलहाल प्रश्न नहीं उठता ।

Central Sector Outlay for the Fourth Plan

1226. SHRI SHASHI BHUSHAN : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the Planning Commission in one of their meetings held in December, 1968 unanimously decided that the Central Sector outlay including Union Territories for the Fourth Plan be placed at Rs. 8,300 crores ;

(b) if so, whether the plan size has any relation to other basic parameters of the plan, especially those relating to the scale of effort that it would imply in resources raising, holding of the price-line and the utilisation of the economic assets already concealed within the economy ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) and (b). Yes, Sir.

Over flight by Chinese Officials in a Pak Aircraft

1227 SHRI SURENDRANATH DWIVEDY

SHRI DINKAR DESAI :
SARI K. LAKKAPPA :
SHRI SAMAR GUHA :
SHRI J. AHMED :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that some Chinese Officials recently overflew in a Pakistani aircraft ;

(b) if so, whether the Chinese Government had sought the necessary permission from the Government of India ; and

(c) whether the Chinese Government had refused permission to the Indian Officials for an overflight in any foreign aircraft in the past?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): (a) and (b). Pakistani civilian aircraft overflying Indian territory are not required to furnish us with passenger lists. No permission has been sought by any Pakistani military aircraft for carrying any Chinese passengers.

(c) No, Sir.

पाकिस्तानी यात्रियों को गुरदासपुर जिले में कादियान की यात्रा

1228. श्री ओंकार सिंह :

श्री हुक्म चन्द्र कथवाय :

क्या बंदेशिक-कार्य मंत्री यह बताने की की कृपा करेंगे कि :

(क) क्या यह सच है कि जनवरी, 1969 में पाकिस्तानी यात्रियों का एक दल गुरदासपुर जिले में कादियानियों के वार्षिक सम्मेलन में भाग लेने के लिये आया था।

(ख) उपर्युक्त स्थान की यात्रा करने के लिये उनमें से कितने व्यक्तियों को अनुमति दी गई थी; और

(ग) क्या वे सब लोग अब पाकिस्तान लौट चुके हैं?

बंदेशिक-कार्य मंत्री (श्री दिनेश सिंह) :

(क) और (ख). जी हाँ। पाकिस्तान से, 67 यात्रियों के एक दल ने, 4 से 10 जनवरी 1969 तक, कादियान, जिला गुरदासपुर की यात्रा की।

(ग) जी हाँ।

Border Roads Organisation

1229. SHRI BISHWANARAYAN SHASTRI : Will the Minister of DEFENCE be pleased to state :

(a) the names of the States and the areas where the Border Roads Organisation has constructed roads and bridges;

(b) the length of roads State/area-wise and the number of bridges State/area-wise;

(c) the amount spent for the construction of those roads and bridges during the last three years; and

(d) the criteria of taking over roads and bridges for construction by this Organisation?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) to (d). A statement is enclosed.

Statement

(a) The construction of new roads and improvement of existing roads (including bridges) in North and North Eastern border areas, covering the States of Jammu & Kashmir, Uttar Pradesh, West Bengal, Assam (including Mizo Hills), Nagaland, NEFA, Himachal Pradesh and some roads in Sikkim and Bhutan are included in the immediate programme of Border Roads Development Board.

(b) The length of new roads constructed upto the end of December 1968 in each State/area is as under :

Formation Cut of New Roads of width varying from 8 ft. to 20 ft.

Jammu & Kashmir	1,124	Kms.
including Ladakh	631.20	Kms.
Himachal Pradesh	252.00	"
Uttar Pradesh	369.60	"
West Bengal & Sikkim	660.40	"
Bhutan	1,248.00	"
Assam & NEFA	407.20	"
Mizo Hills	266.40	"
Nagaland		
Total	4,928.80	"

In addition, improvement of the following lengths of existing roads is in progress :

Jammu & Kashmir	746	Kms.
and Ladakh	695	"
Himachal Pradesh	958	"
Uttar Pradesh	314	"
West Bengal & Sikkim	381	"
Bhutan	1,173	"
Assam & NEFA	440	"
Mizo Hills		
Nagaland		
Total	4,707	Kms.

The improvement works are a continuous process. It has however been assessed that about 3,700 Kms of existing roads have been improved. The information in regard to the number of bridges constructed is not readily available.

(c) The cash expenditure on construction of roads under capital outlay (and revenue head in the case of roads in Himachal Pradesh since April 1967) during the last 3 years is as under :

1965-66	Rs. 33.49 crores
1966-67	Rs. 37.64 "
1967-68	Rs. 40.89 "
1968-69	Rs. 19.95 "
(up to November 1968)	

Roads (including bridges) are taken up after periodical review by Border Roads Development Board, taking into account the priorities necessary for defence and development.

चीन और पाकिस्तान द्वारा भारतीय

सीमा का उल्लंघन

1230. श्री हुक्म चन्द्र कछवाय : क्या

विवरण

भाग (क) पाकिस्तानी-चीनी सीमा से विवरण द्वारा किए गए उल्लंघन (अतिलंघनों को छोड़ कर) अन्तरिक्ष स्थान

पाकिस्तान	चीन	यल	अन्तरिक्ष	समुद्र	स्थान
137	21	67	—	—	जम्मू तथा कश्मीर, असम, गुजरात, पंजाब, राजस्थान, प्रियुग पश्चिमी बंगाल।

भाग (ख) पाकिस्तान और चीन की सरकारों को राजनयिक स्तर पर भेजे गये विरोधी पत्रों की संख्या

पाकिस्तान 83*	19-1-1967	9-7-1967	16-4-68	14-8-68
—	16-2-1967	24-7-1967	3-5-68	24-8-68
	18-2-1967 (3)	27-7-1967	10-5-68	9-9-68
	22-2-1967	7-8-1967 (2)	15-5-68	2-11-68
	15-3-1967 (2)	17-8-1967 (2)	22-5-68	14-11-68
	30-3-1967	19-8-1968	27-5-68	19-11-68 (2)
	15-4-1967	25-8-1967	30-5-68 (2)	22-11-68
	26-4-1967 (2)	29-8-1967 (2)	31-5-68	26-12-68
	16-5-1967	26-9-1967	4-6-68 (2)	29-11-68
	17-5-1967	27-9-1967	6-6-68 (2)	3-12-68
	19-5-1967	25-10-1967	14-6-68 (2)	2-1-1969
	25-5-1967 (2)	17-1-1968	15-6-68	7-1-1969
	31-5-1967	24-1-1968	19-6-68	20-1-1969
	27-6-1967 (2)	13-3-1968	9-7-68	21-1-1969 (5)
	5-7-1967	14-3-1968	11-7-68	25-1-1969 (2)
	6-7-1967	25-3-1968	18-7-68	22-2-1969

*इस के अतिरिक्त स्थानीय स्तर पर भी विरोध पत्र भेजे गए थे।

चीन 4	7-9-1967	11-9-1967	27-9-1968	3-10-1967
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भाग (ग) तथा (घ). पकड़े गये सेविवर्ग में शामिल हैं 18 पाकिस्तानी और चीनी एक भी नहीं। उनके विरुद्ध की गई कार्यवाही के पूरे विस्तार महज प्राप्त नहीं हैं।

संयुक्त राष्ट्र प्रत्यावर्तन आयोग से सहायता

1232. श्री हुक्म चन्द्र कछवाय : क्या बैंडेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि तिब्बती शरणार्थियों की सहायता के लिए 1 जनवरी, 1967 से संयुक्त राष्ट्र प्रत्यावर्तन आयोग ने भारत को कितनी राशि की वित्तीय सहायता दी थी ?

बैंडेशिक कार्य मंत्री (श्री दिनेश सिंह) : संयुक्त राष्ट्र शरणार्थी उच्च आयोग (में राश उआ) ने, तिब्बती शरणार्थियों की सहायता के लिए, निम्नलिखित घन-राशियां दी :—

1967 में 7,000 डालर और

1968 में 110, 750 डालर।

विदेशी द्वारा पाकिस्तान को सालाह किए गए प्रेक्षणास्त्र

1233. श्री शिव कुमार शास्त्री :

श्री प्रकाश बीर शास्त्री :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ देशों ने प्रयोग के लिए पाकिस्तान को प्रक्षेपणास्त्र दिये हैं ;

(ख) क्या यह भी सच है कि पाकिस्तान ने भारतीय सीमा के निकट किसी स्थान पर इन प्रेक्षणास्त्रों के लिये ग्रह्य बनाये हैं ; और

(ग) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) :

(क) पाकिस्तान ने कई पश्चिमी देशों से अन्तरिक्ष से अन्तरिक्ष में चलाए जाने वाले मिजाईल और टैक-फोड मिजाईल प्राप्त किए हैं।

(ख) तथा (ग). पाकिस्तान का आयुध इकट्ठा करना हमारे लिए चिन्ता का विषय है। सभी मित्र देशों को बताया गया है कि पाकिस्तान की सशस्त्र शक्ति में किसी प्रकार का जमाव उसे भारत के साथ संबंधों के आधारणीकरण में उसके रवैये को और दुराग्रही बना देगा, और उपमहाद्वीप में तनाव को बढ़ा देगा।

Indian Immigrants for Canada

1234. SHRI SAMAR GUHA :

SHRI K. LAKKAPPA :

SHRI SURENDRANATH

DWIVEDY :

SHRI J. AHMED :

SHRI DINKAR DESAI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) Whether it is a fact that the Prime Minister of Canada has stated that Canadian Government are ready to accept Indian immigrants :

(b) if so, whether Government have received any plane from the Canadian Government in this regard; and

(c) if so, the details thereof ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :
(a) We have no information about any statements made by the Canadian Prime Minister on the subject.

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

Chinese Help to Nagas

1235. SHRI SAMAR GUHA :

SHRI K. LAKKAPPA :

SHRI SURENDRANATH

DWIVEDY :

SHRI J. AHMED :

SHRI DINKAR DESAI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government have taken note of the organisation of Federal Government of Nagaland and their seeking help from the Communist China ;

(b) if so, the steps taken to stop the activities of the Nagas under the banner

of Federal Government of Nagaland ; and

(c) if not, whether, Government have recognised this organisation ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) to (c). Government have information that the Underground Nagas have been receiving arms and training from China. There can be no question of the Government recognising any Underground Organisation indulging in unlawful activities. Various measures have been taken by the State Government and the Security Forces to maintain law and order in Nagaland. These include strengthening of administrative Centres, increasing vigilance along the international border and augmenting the armed police at the disposal of the State Government.

Kutch Award

1236. SHRI SAMAR GUHA :

SHRI P. VISAWAMBHARAN :
SHRI K. LAKKAPPA :
SHRI SURENDRANATH DWIVEDY :
SHRI J. AHMED :
SHRI RAM SWARUP VIDYARATHI :
SHRI NARAIN SWARUP SHARMA :
KUMARI KAMLA KUMARI :
SHRI OM PRAKASH TYAGI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the implementation of the Kutch Award had been kept, pending the decision of the Supreme Court ; and

(b) if so, whether in view of the decision of the Supreme Court, Government propose to implement the Award in full or part ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) No, Sir.

(b) The Kutch Tribunal's Award will be implemented in full.

Use of Hindi on Invitation Card Issued by I. B. Ministry

1237. SHRI SEZHIYAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government have issued recently any instructions on the use of Hindi in the invitation cards issued by his Ministry ; and

(b) whether any provision has been made for the use of other Indian languages also ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) Instructions for the use of Hindi as well as English on invitation cards were issued by Ministry of Home Affairs in May 1960. These instructions were reiterated by this Ministry recently when a few cases of non-compliance with these instructions came to its notice.

(b) No, Sir.

Conference of Asian Nations to consider Chinese Nuclear Menace

1238. SHRI SAMAR GUHA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Chinese move to rapidly develop Nuclear and Thermo Nuclear weapons and their delivery system, including short and long range missiles, has become a great threat to the non-nuclear defence of the different States of Asia ;

(b) if so, whether this calls for a collective defence measures and collective awareness by Asian Nations about the danger of nuclear adventure by China ;

(c) whether India will take initiative to convene a conference of the Asian Nations to consider the menace of nuclear weapons of China ; and

(d) if so, when such conference will be convened and if not by what other means India propose to create awareness among the Asian countries about the Nuclear Threat posed by China ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) The development by China of nuclear and thermo-nuclear weapons is a threat to other States.

(b) It is for each State to devise such measures as it considers necessary for its defence.

(c) No such move is under consideration.

(d) Asian countries are already aware of the nuclear threat from China.

A.I.R Station Darbhanga

1239. SHRI BHOGENDRA JHA : Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 4968 on the 18th December, 1968 and state :

(a) the steps since taken to set up a recording studio at Darbhanga and by what time it is to be completed ;

(b) whether it is a fact that the Third Five Year Plan provided for the setting up of Mithila Station at Darbhanga but it could not be implemented due to lack of finance ; and

(c) if so, whether it is being provided for in the Fourth Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I.K. GUJRAL) : (a) The recording studios at Darbhanga was inaugurated on February 22, 1969.

(b) No, Sir. The Third Five Year Plan did not contain any such provision.

(c) A proposal for setting up a station at Darbhanga has been included in the Draft Fourth Plan.

Radar Research Station in Southern Region

1240. SHRI MANGLATHUMADAM : Will the MINISTER OF DEFENCE be pleased to state :

(a) whether there is a proposal to start a Radar Research Station in the Southern region ;

(b) whether any site has been suggested by the Kerala Government ; and

(c) the further details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) The Defence Research and Development Organization already possesses two laboratories in the Southern region dealing with radar development. There is no proposal to start another Radar Research Station in the Southern region or any where else in addition to the above.

(b) No such suggestion has been received in the Ministry of Defence.

(c) Does not arise.

Border Roads

1241. SHRI S.S. KOTHARI : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that the programme of construction of Border roads is proceeding satisfactorily;

(b) if so, the progress in terms of mileage of new roads constructed and how does this compare with the targets ; and

(c) what is the future programme of extension in this regard ?

THE MINISTER OF DEFENCE (SHRI SWARN SINGH) : (a) Considering the available resources, funds and inherent limitations like restricted construction season, constant use of roads while works are in progress, etc., the progress of works has on the whole been satisfactory.

(b) Upto the end of December 1968, the formation cut of 3,080 miles (4,929) (Kms) of new roads of width varying from 8 ft. to 20 ft. had been made. This is against construction of 4342 miles (6947 Kms) of new roads included if the immediate programme of the Board to be completed within another 4/5 years.

(c) The future programme will depend on the periodical review of further requirement of roads for defence and development.

Pillai Committee Recommendations

1242. **SHRI MANGALTHUMADOM : SHRI YASHPAL SINGH : SHI K. LAKKAPPA :**

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether all the recommendations of the Pillai Committee have been implemented by Government;

(b) the specific action taken to strengthen the economic wing of the External Affairs Ministry; and

(c) how many new officers were appointed and Departments created to implement the Pillai Committee's recommendations ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) Most recommendations of the IFS Committee have been accepted in principle. Those which fall within the administrative competence of this Ministry have been implemented or are in the process of implementation. In regard to others which require consultation with other Ministries and the Union Public Service Commission, such consultation is in progress.

(b) the Economic Wing of the Ministry of External Affairs has been strengthened both at decision making and functional levels.

(c) No new officers or departments were sanctioned exclusively for implementation of the IFS Committee's recommendations. Follow-up action thereon has been centralized in the administration division of the Ministry of External Affairs.

Functional Chances at Secretariat Level for Study of Economics Proposals

1243. **SHRI VAIMIKI CHOUDHARY :**

Will the PRIME MINISTER be pleased to state :

(a) whether she has recently initiated certain changes in the functioning at the Secretariat level, which require study of economic proposals at three stages (1) in the originating Ministry (2) in the Planning Commission and (3) in Finance Ministry, before finally coming to Cabinet; and

(b) if so, what precise modifications are being introduced in this procedure ?

THE PRIME MINISTER, MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF PLANAING (SHRIMATI INDIRA GANDHI) :

(a) No, Sir.

(b) Does not arise.

Land Acquired for Defence Purposes in Gurgaon

1244. **SHRI YAJNA DATT SHARMA :** Will the Minister of DEFENCE be pleased to state:

(a) the total land acquired by Government from villagers of Gurgaon for ammunition depot, aerodrome and other Defence purposes ; and

(b) the rate of compensation given to the villagers and the extent to which the same has met their demands which was entitsted in the memorandum submitted to him in this connection ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) About 4,757 acres.

(b) The acquisition compensation determined by the competent authorities is Rs. 24.53 lakhs approximately at varying rates. Most of the owners have accepted the compensation while some have desired arbitration. The claims of the parties who have not accepted the compensation which was offered are being referred to arbitration in accordance with law.

Conference of Prime Minister with Industrialists at Calcutta

1245. **SHRI JYOTIRMOY BASU : SHRI VISHWANATHA MENON : SHRI P. GOPALAN : SHRI P. RAMHMURTI :**

Will the PRIME MINISTER be pleased to state :

(a) whether during her last visit to Calcutta in December, 1968, she had a conference with the leading industrialists ;

(b) whether the said conference was held at Rajbhavan, Calcutta ;

(c) if so, the names of industrialists who were present in that conference; and whether non-industrialists also present; if so, their names ;

(d) whether the issue of the ensuing mid-term poll in West Bengal was discussed in that conference ;

(e) if not, the purpose of convening the conference and the subjects discussed ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRI-MATI IINDIRA GANDHI) : (a) to (e). Some industrialists had a meeting with the Prime Minister at Raj Bhavan, Calcutta, on December 23, 1968. A few non-industrialists were also present. A list of the industrialists and others present at the meeting is attached. The discussion at the meeting centred round the problems of Calcutta city and its development. There was no discussion with the Prime Minister on the mid-term poll.

Statement

List of Industrialists present at the Meeting with the Prime Minister and the Governor on December 23, 1968 at Raj Bhavan, Calcutta to discuss the Problems of Calcutta City and its Development.

INDUSTRIALISTS

1. Shri B.M. Birla.
2. Shri K.P. Goenka.
3. Shri G.K. Bhagat.
4. Shri N.D. Bangur.
5. Shri Bhaskar Mitter.
6. Shri Praan Prasad.
7. Shri R.K. Kanoria.
8. Shri N.L. Kanoria.
9. Shri C.L. Bajoria.
10. Shri K.K. Birla.
11. Shri A.K. Jain.

OTHERS

12. Shri G.L. Mehta.
13. Shri B.K. Dutt.

14. Shri Atulya Ghosh.

15. Shri P.C. Sen.

Land Acquired in West Bengal

1246. SHRI JYOTIRMOY BASU : Will the Minister of DEFENCE be pleased to State :

(a) whether his Ministry has acquired some area of land in village "Rashapunja" in Bishnupur Police Station under 24-Pargana District, West Bengal ;

(b) if so, (i) in total area of land acquired; (ii) the purposes for which it has been acquired; (iii) the number of families affected; (iv) the total amount of compensation fixed; and (v) the time by which compensation is likely to be paid in full ;

(c) whether alternative accommodation has been provided for the affected families and ;

(d) if not, the reasons therefor ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) and (b). About 203 acres of land has been requisitioned in village Rashapunja for an Air Force installation and physical possession taken over on 23rd February 1968. Approximately 899 persons are interested in the land. The amount of recurring compensation payable during the period of requisition has not yet been determined by the Competent Authorities, and will be disbursed by the local revenue authorities when the same is determined. The land has not yet been formally acquired and the acquisition compensation will be determined and disbursed after the land is acquired.

(c) and (d). There was no "Aadi" on the land when the same was taken over. Further according to law, the compensation payable includes expenses on account of vacating the requisitioned premises. The State authorities ordinarily look after the question of rehabilitation of those affected.

Land for Landless persons Serving in Army

1247. SHRI CHINTAMANI PANIGRAHI : Will the Minister of DEFENCE be pleased to state :

(a) the number of landless people in the army who applied for lands during the last two years ;

(b) how many of them have been provided with lands upto the 31st January, 1969, State-wise ;

(c) how many have not received lands so far, State-wise ;

(d) how many such applications have remained pending in different States and for how many years ;

(e) how many such applications are still pending in Orissa State and in the district of Puri and for what reasons ; and

(f) when they will receive the lands ?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI M. R. KRISHNA) : (a) to (f). The information will involve reference to all State Governments and Administrations of Union Territories. The time and effort involved in collecting the information will not be commensurate with the results likely to be achieved.

Succession to Mirwaiz of Kashmir

1248 SHRI D.N. PATODIA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Pakistan High Commission in New Delhi had created unnecessary complications in Kashmir in connection with the succession issue to the office of Mirwaiz of Kashmir ;

(b) whether Government have conveyed their displeasure to the Pakistan High Commission to their uncalled for interference into the internal affairs of India ; and

(c) if so, the reaction of Government of Pakistan in the matter ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) The Government of India are aware of communications between the Pakistan High Commission in New Delhi and certain persons in Kashmir especial-

ly on the issues arising out of the late Mirwaiz Yusuf Shah's death.

(b) and (c). While there are no restrictions on the meeting of foreign diplomats with Indian citizens, they are expected to exercise necessary judgement and discretion in the matter. This has been conveyed to the Pakistan High Commissioner.

Mass Media for National Integration

1249. SHRI D.N. PATODIA : Will the Minister of INFORMATION AND BRODCASTING be pleased to state :

(a) whether Government had set up an Expert Committee to suggest measures for reorienting mass media for National Integration ;

(b) whether the Committee has submitted its report ; and

(c) if so, the changes that have been suggested by the Committee in the existing set up ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) Yes Sir. Government has appointed a Committee of Experts on Mass Media to suggest measures for intensification of effective publicity regarding national integration through various media of mass communication.

(b) and (c). The Committee has drawn up a publicity plan in which a number of recommendations, some of a continuous and long term nature, have been made, including strengthening of the directional and creative apparatus. Their recommendations will be placed before the Standing Committee of the National Integration Council. In the meantime, the media units are continuing a concerted and comprehensive publicity drive in regard to national integration.

Agency of Foreign Policy Planning

1250. SHRI SITARAM KESRI :
SHRI SAMAR GUHA :
SHRI P. VISWABHARAN :
SHRI K. LAKKAPPA :
SHRI SURENDRANATH DVIVEDY :

Will the Ministry of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Government is considering steps to unify and strengthen the agency of foreign policy planning ; and

(b) if so, the details thereof ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) : (a) and (b). Government is considering steps to strengthen the Policy Planning Division in the Ministry of External Affairs with a view to achieving better coordination in the formulation of foreign policy. It is proposed to appoint an Adviser (Policy Planning) with ex-officio status of Secretary. The Historical Division of the Ministry will be attached with it and it will work in close cooperation with the other Divisions of the Ministry of External Affairs.

Expansion of Television

1251. SHRI GEORGE FERNANDES :

DR. SHUSHILA NAYAR :

SHRI K. LAKKAPPA :

SHRI A. SREEDHARAN :

SHRI MANIBHAI J. PATEL :

SHRI B.K. DAS CHOWDHURY :

SHRI NARENDRA SINGH

MAHIDA :

SHRI DHIRESWAR KALITA :

SHRI BAL RAJ MADHOK :

SHRI HARDAYAL DEVGUN :

SHRI BENI SHANKER

SHARMA :

SHRI D.C. SHARMA :

SHRI RANJIT SINGH :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is proposed to introduce Television in more centres during the Fourth Five Year Plan ;

(b) if so, the details of the proposals ;

(c) the total amount of money earmarked for expansion of Television in the country during the next five years ; and

(d) whether it is proposed to introduce Commercial Advertising on Television during the Fourth Five Year Plan period ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION & BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I.K. GUJRAL) : (a) Yes, Sir.

(b) According to proposals included in the draft of the Fourth Five Year Plan, T.V. Stations will be set up at Srinagar, Bombay, Calcutta, Madras and Kanpur besides expansion of the T.V. Centre at Delhi.

(c) Rs. 6.40 Crores.

(d) Yes, Sir.

Reorganisation of Ministries

1252. SHRI S.R. DAMANI :

SHRI BRIJ BHUSHAN LAL :

SHRI RANJIT SINGH :

SHRI JAGANNATH RAO

JOSHI :

SHRI SURAJ BHAN :

SHRI RAM GOPAL SHALWALE :

SHRI ATAL BIHARI

VAJPAYEE :

Will the PRIME MINISTER be pleased to state :

(a) the extent to which Government intend to implement the recommendations made by the Administrative Reforms Commission regarding the re-organisation of Ministries at the Centre ;

(b) whether it is a fact that there is growing feeling that Deputy Ministers in Centre are not generally entrusted with specific responsibilities ;

(c) if the reply to para (a) above be in the negative, the specific duties that the various Deputy Ministers are performing and the areas where they participated in policy making and implementation ; and

(d) whether there are proposals to make Deputy Ministers play a more useful role ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) Some of the recommendations made by the Administrative Reforms Commission in its Report on the Machinery of Government were kept in view by the Prime Minister in making the recent changes in the allo-

cation of work between various Ministries. However, final decisions on the recommendations have yet to be taken.

(b) to (d). It is up to each Cabinet Minister to take necessary and appropriate help from his colleagues. Deputy Ministers do render valuable help to their respective Ministers in attending to the work of their Ministries and Departments concerned.

Government are in general agreement with the suggestion of the Administrative Reforms Commission that it would be desirable to the extent practicable, that the functions and responsibilities of Ministers of State and Deputy Ministers are indicated specifically by the Minister in charge.

Difference of Opinion Regarding Resources for the Fourth Plan

1253. SHRI S.R. DAMANI : SHRI CHENGALRAYA NAIDU :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that serious differences exist between the Planning Commission and the Finance Ministry regarding the resources for the Fourth Plan ;

(b) if so, what exactly are the estimates of these two organisations that are standing in the way of finalisation of the Plan ; and

(c) when and how these differences between two units of Government will be ironed out in the interests of the national economic growth ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : (a) No, Sir.

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

Expansion of T.V. Service

1254. SHRI S.R. DAMANI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state the progress made regarding the proposal for extension of television to Bombay, Calcutta and Madras ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL). The proposal for the setting up of T. V. Stations at Bombay, Calcutta and Madras has been included in the All India Radios, Fourth Five Year Plan.

Manufacture of T.V. Sets

1255. SHRI R.R. DAMANI : Will the Minister of DEFENCE be pleased to state :

(a) the position of availability of various components for the manufacture of television sets by local manufacturers in the country and the extent of foreign exchange necessary to import parts if any ; and

(b) the measures taken to ensure that the sets produced in the country would be cheap enough for the common citizen ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) Most of the electronic components used in the manufacture of TV sets are manufactured in the country. The value of the imported components per set is about Rs. 250/-. Efforts are being made to establish indigenous production of these components also.

(b) The prices of indigenously produced sets compare favourably with the prices of imported sets. Even these prices will come down further as soon as large scale manufacture of electronic components as well as TV receivers is established in the country.

भारत के प्रति अन्वानिया का रवैया

1256. श्री शशि भूषण : क्या बंदेशिक-कार्य मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या भारत के प्रति अन्वानिया के रवैये में परिवर्तन होने के कोई संकेत निलं हैं ; और

(म) यदि हाँ, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

वैदेशिक कार्य-मंत्री (श्री दिनेश सिंह) :

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

राणा प्रताप सागर बांध पर तापीय
बिजली घर

1258. श्री भोलानाथ भास्टर : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) राणा प्रताप सागर में अणु शक्ति से उत्पादित विद्युत तापीय बिजलीघर से राजस्थान को कब उपलब्ध कर दी जायेगी ;

(ख) क्या इस बिजली घर का निर्माण कार्य अनुमूल्य के अनुसार हो रहा है ; और

(ग) क्या सरकार का विचार राजस्थान में बिजली की कमी के कारण इस बिजली घर के निर्माण में तेजी लाने का है ?

प्रधान मंत्री, अणु शक्ति मंत्री तथा योजना मंत्री (श्रीमती इन्दिरा गांधी) :

(क) राजस्थान परमाणु बिजली घर में दो यूनिट हैं जिनमें से प्रत्येक की क्षमता 200 मींगावाट होगी । वर्तमान संकेतों के अनुमार यह आशा की जाती है कि पहला यूनिट सन् 1971 के आरम्भ में तैयार हो जायेगा तथा दूसरा सन् 1973 में ।

(ख) राजस्थान परमाणु बिजलीघर के पहले यूनिट का निर्माण कार्य निश्चित कार्यक्रम की अपेक्षा कुछ महीन पिछड़ गया है । इसका कारण यह है कि कनाडी तथा भारतीय सप्लायरों ने कुछ उपस्कर सप्लाई करने में देर लगाई ।

(ग) प्रायोजना को पूरा करने के काम में तेजी लाने के लिये हर सम्भव कदम उठाया जा रहा है ।

**Supply of Arms to Pakistan
Through Iran**

1259. श्री D.N. PATODIA :
श्री ONKAR LAL BERWA :
श्री N.R. LASKAR :
श्री CHENGALRAYA NAIDU :
श्री R.K. AMIN :
श्री S.C. SAMANTA :

SHRI GEORGE FERNANDES :

SHRI HUKAM CHAND

KACHWAI :

SHRI R.K. SINHA :

SHRI D.C. SHARMA :

SHRI BENI SHANKER

SHARMA :

SHRI HARDAYAL DEVGUN :

SHRI RANJIT SINGH :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether during his recent visit to India, the Shah of Iran had given any assurance that Iran will refrain from being a third party for the supply of arms to Pakistan ; and

(b) if so, whether in pursuance of the above assurance, the proposed supply of some NATO arms to Pakistan through Iran will now be suspended ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) This issue did not figure in the discussions which the Shah of Iran had with Indian leaders.

(b) Does not arise.

**British Withdrawal of Forces from
Persian Gulf**

1260. श्री D.N. PATODIA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether an Anglo-American Study team has suggested the creation of an American fleet for the Indian Ocean on withdrawal of British Forces from Persian Gulf because according to the Study Team with the withdrawal of the British naval units, Government of USSR will infiltrate into the Indian Ocean ; and

(b) whether the British or the American Governments have formally communicated with the Government of India on this subject and if so, the reaction of Government in the matter ?

THE MINISTRY OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) Government have seen a press report to this effect. The study referred to in the report is a study made by George Town University Centre for strategic and International studies—a non-official academic institution.

(b) Neither the British nor the American Government have formally communicated with us on the subject. But the matter was taken up by us with the U.S. Government. They have confirmed that the views expressed in the study do not in any way represent U.S. Government official thinking on the subject.

Our views on the subject are wellknown. We are opposed to the establishment of foreign military bases in Indian Ocean.

Pak. Propaganda

1261. **SHRI BAL RAJ MADHOK :**
SHRI PRAKASH VIR SHASTRI :
SHRI HUKAM CHAND
KACHWAI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Pakistan has stepped up its propaganda against India within Pakistan and other countries regarding treatment of Muslims in India ;

(b) whether it is also a fact that some of the statements of the Indian Prime Minister and Home Minister are extensively used by Pakistan to malign India in the World capitals ; and

(c) if so, the steps Government have taken to counteract the false propaganda of Pakistan and to meet the danger of Pakistan rulers' adventures against India as a diversionary tactics ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :
 (a) Pakistani propaganda about illtreatment of Muslims in India continues at a high pitch both within Pakistan and in other countries.

(b) Quoting Indian leaders out of context is not new to Pakistan.

(c) The Government have been countering this propaganda by publicizing the correct facts. Government have also protested to Pakistan against such propaganda.

Publication of Indian Air Force Strength in Newspaper

1262. **SHRI NARENDRA KUMAR SALVE :**
SHRI R. BARUA :
SHRI CHENGALRAYA NAIDU :
SHRI ONKAR LAL BERWA :

SHRI N.R. LASKAR :

Will the Minister of DEFENCE be pleased to state :

(a) whether his attention has been drawn to a news report in the "Statesman" of January 14, 1969 to the effect that the Indian Air Force has 30 Combat Squadrons which is based on a foreign publication ;

(b) if so, whether the publication of such vital information relating to the defence of the country is not detrimental to the security of India ; and

(c) whether Government propose to take any steps to prohibit the publication of such reports in the Press ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) Yes.

(b) As is mentioned in the report, it is based on the estimate published in the U.S. Digest of Aerospace Industry. It is quite common for Aeronautical magazines to make and publish estimates of the strength of Air Forces of various countries.

(c) No, Sir.

Release of Shri Trilok Chand from Pak. Custody

1263. **SHRI NARENDRA KUMAR SALVE :**
SHRI BALRAJ MADHOK :
SHRI HARDAYAL DEVGUN :
SHRI BENI SHANKER SHARMA :
SHRI D.C. SHARMA :
SHRI RANJIT SINGH :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Shri Trilok Chand, a Delhi boy who strayed accidentally into Pakistan territory soon after 1965 conflict with Pakistan, has been released ; and

(b) if so, whether any efforts have made to ascertain whether the boy was subjected to brain-washing during his stay in Pakistani prisons ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) Yes, Sir.

(b) Yes, Sir. Efforts were made and as far as could be ascertained by the Government, the boy was not subjected to brain-washing during his stay in Pakistani prisons.

CENTRAL ASSISTANCE TO STATES

1264. SHRI NITIRAJ SINGH

CHAUDHARY :

SHRI SARJOO PANDEY :

SHRI VASUDEVAN NAIR :

SHRI ESWARA REDDY :

SHRI BHOGENDRA JHA :

DR. RANEN SEN :

Will the PRIME MINISTER be pleased to state :

(a) the extent to which National Development Council decision regarding the Central assistance to States in the Fourth Plan has been implemented so far ;

(b) whether this would remove imbalance between various States and within several pockets in the States themselves ; and

(c) if so, how ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDRA GANDHI) : (a) to (c). The Statewise distribution of Central assistance is being worked out in accordance with the formula evolved by the Committee of the N.D.C. This formula takes account of the disparity in incomes of States. As regards removal of disparities between pockets within a State, State Governments are expected to take action through their own Plans in accordance with broad guidance provided by the Planning Commission.

KIT SUPPLIED TO OFFICERS

1265. SHRI NITIRAJ SINGH CHAUDHARY : Will the MINISTER OF DEFENCE be pleased to state :

(a) whether during the pre-Independence days, officers were required to send their kit to the Unit Headquarters ; and

(b) whether the same practice still continues and if so, the reasons therefor ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) There was no such requirement. Officers transferred to field areas on permanent duty were, however, entitled and are still entitled to store their personal baggage at the Unit Headquarters/Depot Centre subject to conditions prescribed in this respect.

(b) Does not arise in view of (a) above.

MILITARY DECISION BETWEEN INDIA AND CEYLON

1266. SHRI INDRAJIT GUPTA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether arrangements have recently been made for military liaison between India and Ceylon ;

(b) if so, the nature and purpose of such liaison ; and

(c) whether this is meant to stimulate formation of a regional security "bloc" in the Indian Ocean ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) No, Sir.

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

IDLE CAPACITY OF LAND, LABOUR AND PLANT IN THE FOURTH PLAN

1267. SHRI LOBO PRABHU : Will the PRIME MINISTER be pleased to state :

(a) the idle capacity of land, labour and plant, which has been considered for employment in the Fourth Plan ;

(b) whether Government have considered employing idle labour on minimum wages, on projects estimated accordingly and taken up only when idle labour and contractors come forward ; and

(c) if not, the reason the e'or ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDRA GANDHI) :

(a) While formulating development programmes for the Fourth Plan, emphasis is laid on fuller utilisation of human and material resources.

(b) and (c). Various developmental schemes envisaged in the Fourth Plan are expected to increase employment opportunities.

REPUBLIC DAY FOLK DANCES SHOW FOR THE PRESS

1268. SHRI BHAGABAN DAS : Will the MINISTER OF DEFENCE be pleased to state :

(a) whether it is a fact that a Press-show for the folk dances from different States in connection with the Republic Day Celebration, 1969 was arranged by Government at the National Stadium, New Delhi ;

(b) if so, whether it is also a fact that only a negligible number of Pressmen who attended the show were put to considerable harassment due to the presence of a very large number of complimentary pass-holders and also poor management ; and

(c) the details of the Pressmen and the complimentary pass-holders present on the occasion ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) to (c). A Press Preview of Folk Dances was held on 23rd January 1969 at the National Stadium. Admission to this show was regulated by passes, which were issued to members of the Tableaux & Folk Dances Committee (and their wives/husbands), accredited Correspondents and Photographers (and their wives), art critics, artists, cartoonists, some members of the editorial staff of local newspapers, visiting journalists, photographers, etc. Others present included leaders of Folk Dance troupes, workers connected with the organisation of Folk Dances, etc. A large number of Press-men attended the Show. Adequate seating arrangements were made for Pressmen. No instance of harassment has come to notice, nor has any complaint been received about it.

BILATERAL TALKS ON COMMONWEALTH IMMIGRATION TO U.K.

1269. SHRI D. N. PATODIA : Will the Minister of EXTERNAL AFFAIRS, be pleased to state :

(a) whether it is a fact that the British Prime Minister has recently announced that a series of bilateral talks will be held to consider the question of Commonwealth immigration to U.K. ; and

(b) whether the Government of India have been apprised of the same and whether the time and venue of the talks have been finalised ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) British Prime Minister, Mr. Harold Wilson while making a statement in the House of Commons on the 21st January, 1969, said that the British Government proposed to seek bilateral discussions with Commonwealth countries most closely concerned on the question of Commonwealth immigration to U.K.

(b) No, Sir.

CONSTRUCTION OF A CYCLOTRON IN CALCUTTA

1270. SHRI SHIVA CHANDRA JHA: Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the Bhabha Atomic Research Centre is constructing a Cyclotron in Calcutta ;

(b) if so, the total amount of money that would be spent on its construction ; and

(c) whether there is any foreign collaboration in it and if so, on what conditions ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) :

(a) Yes, Sir. The Department of Atomic Energy is setting up a Variable Energy Cyclotron in Calcutta.

(b) The project is estimated to cost Rs. 5 crores approximately.

(c) The Cyclotron will be constructed indigenously without any foreign collaboration. However, certain components will have to be imported.

INVITATION CARDS FOR REPUBLIC DAY, 1969 CELEBRATION

1271. SHRI SHIVA CHANDRA JHA: Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that there was a mismanagement in the issue of passes for visitors in the Republic Day Celebration in New Delhi on the 26th January, 1969 ;

(b) if so, the reasons therefor ; and

(c) if not, how many passes were issued by the Ministry, how much money was spent for the celebration work in 1969 *vis-a-vis* 1968 and 1967 ?

THE MINISTER OF DEFENCE
SHRI SWARAN SINGH) : (a) No, Sir.

(b) Does not arise.

(c) Invitation cards for about 68,000 seats (excluding enclosures intended for the staff of the Central Public Works Department, the Police, Junior Commissioned Officers/ Other Ranks of the Services, organised groups of children and State contingents, admission to which was by Admit cards) were issued for the Republic Day Parade 1969.

The expenditure incurred by the Central Government (except Commercial Departments) on the Republic Day Celebrations in Delhi in 1967 and 1968 was approximately Rs. 9,24,000/- and Rs. 11,82,000/- respectively. Accounts for the Republic Day Celebrations 1969 have not yet been finalised and a statement showing the expenditure incurred will be laid down on the Table of the House after the accounts have been finalised.

आकाशवाणी के लिपिकों को समयोपरि मत्ता

1272. श्री रामावतार शास्त्री : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि समयोपरि कार्य करने पर आकाशवाणी के लिपिकों, ड्राइवरों आदि को समयोपरि भत्ता दिया जाता है ;

(ख) क्या यह भी सच है कि ये सुविधाएं अराजपत्रित तकनीकी कर्मचारियों को नहीं दी जाती जबकि उनके बेतनमान उपर्युक्त कर्मचारियों के समान हैं ;

(ग) यदि हां, तो भेदभाव करने के क्या कारण हैं ;

(घ) क्या सरकार का विचार इस भेदभाव को समाप्त करने का है और आकाशवाणी में समयोपरि कार्य करने वाले सब वर्गों के कर्मचारियों को समयोपरि भत्ता देने का है ; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

सूचना तथा प्रसारण मंत्रालय और संचार विभाग में राज्य मंत्री (श्री इ० क० गुजराल) : (क) जी, हां।

(ख) जब अराजपत्रित तकनीकी कर्मचारी शिफ्ट ड्यूटी पर लगाए जाते हैं तो उन्हें समयोपरि भत्ता नहीं दिया जाता।

(ग) शिफ्ट ड्यूटी पर काम करने वाले कर्मचारियों, जिनमें अराजपत्रित तकनीकी कर्मचारी भी शामिल हैं, पर समयोपरि भत्ता देने सम्बन्धी सामान्य आदेश इस समय लागू नहीं हैं।

(घ) आकाशवाणी में शिफ्ट ड्यूटी पर काम करने वाले सभी श्रेणियों के कर्मचारियों, जिनमें अराजपत्रित तकनीकी कर्मचारी भी शामिल हैं, को समयोपरि भत्ता देने के बारे में अलग नियम बनाने और उन्हें जारी करने का प्रदन विचाराधीन है।

(ङ) प्रदन नहीं उठता।

प्रधान मंत्री की लातीनी अमेरिका की यात्रा पर व्यव्य

1273. श्री एस० एम० जोशी : क्या बंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रधान मंत्री के लातीनी अमेरिका के दौरे पर सरकार ने कुल कितनी घनराशि खर्च की ;

(ख) क्या यह सच है कि इस अवसर पर प्रधान मंत्री के बचपन से लेकर अब तक के चित्रों की अल्बम प्रकाशित की गई तथा वितरित की गई थी ;

(ग) यदि हां, तो उस पर कितनी धन-राशी खर्च की गई थी ;

(घ) क्या सरकार के विचार से इससे भारत और इन देशों के मध्य परस्पर सद्भावना की वृद्धि हुई है ?

बैदेशिक-कार्य मंत्री (श्री दिनेश सिंह) :
(क) 9,82,270 रुपये ।

(व) प्रधान मंत्री के मम्बन्ध में एक सचिव पुस्तिका द्वापर कर वितरित की गयी थी न कि अल्बम ।

(ग) 50,508 रुपये ।

(घ) जी, हां ।

A.I.R. News about the late Shri C.N.
Annadurai

1274. SHRI MANGALATHUMADAM :
SHRI K.P. SINGH DEO :
DR. KARNI SINGH :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether his attention has been drawn to a News Bulletin of the All India Radio on the 30th January, 1969 about Shri C. N. Annadurai, Chief Minister, Madras, that he was dead and subsequently another bulletin said that he was alive ;

(b) considering the vast importance of such news and its repercussions whether Government have issued any directive to the All India Radio to avoid such occurrences ; and

(c) whether any enquiry has been held on the incident of 30th January, 1967 and if so, the result thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I.K. GUJRAL) : (a) Yes, Sir.

(b) and (c) : Full enquiry has been made. The news was based on a report filed by the Press Trust of India, which it later withdrew. All India Radio immediately corrected the news by interrupting its programme.

Aid for Manipur Diary

1275. SHRI M. MEGHACHNDRA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government of Manipur recommended for the grant of financial aid to the tune of Rs. 2 lakhs for a local daily of Manipur which has, as its daily features 70% or more, advertisement and less than 30% news features including editorial ;

(b) if so, the reason for the financial help and the nature of the recommendation for grant of aid ; and

(c) whether the said newspaper is so registered to have nearly 70% as advertisement and whether the registrar of Newspapers allows this kind of publication as newspaper after necessary verification ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION & BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) Yes, Sir. The Government of Manipur recommended a loan of Rs. 2 lakhs to *Prajatantra*, a daily published from Imphal.

(b) According to the Editor of the paper, it was facing a financial crisis which stood in the way of increasing its size and circulation. The Union Territory's recommendation for grant of loan was on the ground that the paper was popular because of its independent nationalist character and good journalism but lack of funds was impeding its development. The Central Government has not granted loan to any newspaper.

(c) The facts mentioned in (a) and (b) are under verification. Great care is, however, taken for equitable distribution of government advertisement among newspapers so that no one paper receives a disproportionate share. The Registrar verifies every paper.

Pak-Nepal Trade: Through India

1276. SHRI P. K. SINGH DEO : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government are aware that Pakistan and Nepal propose to trade through the Radhikapur Railway Station connecting India and East Pakistan and that a survey was conducted by a Nepalese team recently for the purpose;

(b) if so, whether trade between Pakistan and Nepal through the said route is in any way detrimental to India's security or is likely to open another channel for smuggling of goods into India; and

(c) if so, the reaction of Government in regard thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH):

(a) Facilities were given for Nepalese exports to Pakistan through Radhikapur Railway Station, though these facilities were not availed, as far as the Government is aware. However, similar facilities have not been given to Pakistan.

In September 1968, a team from Nepal visited East Pakistan to survey the export possibilities.

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

भारतीय वायुसेना के विमानों के निर्माण के लिये विदेशी तकनीकी सहायता

1277. श्री रामावतार शर्मा :

श्री स्वतंत्र सिंह कोठारी :

श्री दी० चं० शर्मा :

श्री देणीश्वर कर शर्मा :

श्री हरदयाल देवगुण :

श्री रणजीत सिंह :

श्री उद्योगितमर्य बसु :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ब्रिटेन, फ्रांस तथा स्वीडन आदि देशों ने भारतीय वायु सेना के लिये विमान बनाने के लिये तकनीकी सहायता देने की पेशकश की है;

(ख) यदि हाँ, तो उस पेशकश का व्यौरा क्या है; और

(ग) उस पर सरकार ने क्या कार्यवाही की है?

प्रतिरक्षा मंत्रालय में राज्य मंत्री (श्री ल० नां० मिश्र) : (क) तथा (ख). कुछ पेशकश प्राप्त हुई हैं, परन्तु विस्तार प्रकट करना लोक हित में नहीं होगा।

(ग) कोई निर्गंय नहीं लिया गया।

वियतनाम के सम्बन्ध में राष्ट्रपति निकसन की नीति

1278. श्री रामावतार शास्त्री : क्या विदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अमेरिका के राष्ट्रपति श्री निकसन ने वियतनाम समस्या को हल करने के लिये एक नई नीति निर्धारित की है;

(ख) यदि हाँ, तो क्या सरकार को इस की जानकारी है;

(ग) यदि हाँ, तो उसका व्यौरा क्या है; और

(घ) उस पर सरकार की क्या प्रतिक्रिया है?

विदेशिक-कार्य मंत्री (श्री दिनेश मिह) :

(क) से (घ). वियतनाम के सम्बन्ध में अमेरिका के राष्ट्रपति श्री निकसन के वक्तव्यों की व्यावरे भारत सरकार ने अखबारों में देखी हैं। भारत सरकार का यह मत है कि वियतनामी जनता को बिना किसी बाहरी दबाव के अपने भाग्य का निर्गंय स्वयं करने के लिये स्वतंत्र द्योड़ देना चाहिए। उसका विश्वास है कि 1954 के जनेवा करार की सीमाओं में इस समस्या का शांतिपूर्ण समाधान खोजा जा सकता है।

Appointment of separate head of H. A. L. Bangalore, Kanpur and M.I.G. Complex

1279. SHRI LOBO PRABHU : Will the Minister of DEFENCE be pleased to state :

(a) the extra cost for appointing separate heads to the Hindustan Aeronautics

Limited at Bangalore, Kanpur and the MIG Complex;

(b) whether co-ordination will be lost after being restricted only to the Board of Directors and its Chairman as a result of separate heads; and

(c) if so, how Government propose to ensure proper coordination?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) In the case of Kanpur and Bangalore Divisions no extra expenditure is involved. The Kanpur Division will continue to be headed by a General Manager as hitherto. In the case of Bangalore Division, the existing post of General Manager will be only re-designated as Managing Director. In the case of MIG Complex, the expenditure in respect of the Managing Director and his establishment for 1969-70 is estimated at Rs. 7.40 lakhs on revenue account and Rs. 1.60 lakhs on capital account. The capital expenditure is mainly for office equipment, furniture, transport, minor works, etc.

(b) and (c) . In working out the scheme of reorganization, the need for proper co-ordination has been fully kept in view and this will be adequately secured by the whole time Chairman.

Extension of Service to Chiefs to Staff

1280. SHRI LOBO PRABHU : Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Question No. 6775 on the 30th August, 1968 and state :

(a) whether extensions of service are being given to the three Chiefs of Staff;

(b) if so, whether the extensions are being given because other officers are not yet ripe to handle the posts or because the retiring officers are of outstanding merit;

(c) the basis for presumption that other officers will become ripe after the period of extension of the present incumbents;

(d) whether Government have received any representations from the officers who

are due for promotion and will not get it because of the extension being given to the retiring officers; and

(e) if so, the action taken by Government thereon?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) Air Chief Marshal Arjan Singh, Chief of the Air Staff, has been given an extension of tenure by six months with effect from 16-1-1969 to 15-7-1969. No decisions have been taken so far in respect of the Chief of the Army Staff and the Chief of the Naval Staff whether or not they should be granted extension of service.

(b) The extension has been granted to the Chief of the Air Staff in view of his high grade performance in that capacity.

(c) Does not arise.

(d) No such representation has been received.

(e) Does not arise.

High power Transmitter for Kerala

1281. SHRI E. R. NAYANAR : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether Government are aware that State Information Ministers, Southern Zone Conference which was held in Hyderabad in the first week of January last has recommended that High Power Transmitter station of All India Radio should be erected in Kerala without any delay; and

(b) if so, the steps Government have taken in this matter till now?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) Yes, Sir.

(b) Site for the transmitter near Alleppey has been acquired. Equipment for the transmitter and studios has been procured and will be installed when the buildings, already sanctioned, are ready.

पश्चिम पाकिस्तान में साधु बेला की यात्रा करने की अनुमति

1282. श्री शशि भूषण : क्या बंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को मिन्धु सेवा संघ की ओर से एक जापन प्राप्त हुआ है जिस में सिन्ध (पश्चिम पाकिस्तान) में "साधु बेला" नामक धार्मिक स्थान की यात्रा करने के लिये हिन्दुओं को अनुमति दी जाने के बारे में, पाकिस्तान से बातचीत आरम्भ करने का अनुरोध सरकार से किया गया है ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही की गई है ?

बंदेशिक-कार्य मंत्री (श्री दिनेश सिंह) : (क) जी हां ।

(ख) पाकिस्तान सरकार के साथ यह मामला उठाया गया था, किन्तु उमने पश्चिम पाकिस्तान में "साधु बेला" नामक धार्मिक स्थान की यात्रा करने के लिए, सिन्धु सेवा संघ के दल ने अनुमति नहीं दी। पाकिस्तान सरकार को अपने इस दायित्व का समरण कराया गया कि दोनों देशों के बीच हुए समझौते के अनुसार उमे भारत के यात्रियों को पाकिस्तान के धार्मिक स्थानों में जाने की सभी सुविधाएं देनी चाहिए ।

Procedure for the Selection of Officers for grant of S. S. R. C. (Tech.) and P. C. (Tech.)

1283. SHRI S.M. BANERJEE : Will the Minister of DEFENCE be pleased to state :

(a) the procedure of Government in selecting officers for grant of SSRC (Tech.) and PC (Tech.) in 1963 and 1964 for the Army;

(b) whether it is a fact that some officers who were selected for SSRC due to their failure in final year Engineering degree, got Permanent Commission;

(c) whether it is also a fact that because of lack of uniform policy, the Universities which condense their degree Engineering courses on the call of Govern-

ment to provide more Engineers, were the sufferers; and

(d) the steps being taken by Government to provide permanent Commission to those young officers who are due to complete their period of agreement ?

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : (a) Grant of PRC (Technical) was suspended in 1963 and reintroduced in 1965. Grant of SSRC (Technical) was introduced for the first time in 1963 and suspended from 1964. Candidates within the prescribed age limits possessing Engineering degrees or equivalent qualifications were called up for interview by Services Selection Boards and those who qualified were medically examined. A final list of qualified and medically fit candidates was then drawn up and persons were detailed for pre-commission training for PRC (Technical) or for SSRC (Tech.) as the case may be in order of merit to the extent vacancies were available. During the precommission training, they were given provisional SSRC. There was also provision for selection of engineering students under the University Entry Scheme. They were granted provisional SSRC even while studying in the final year class but they were not admitted for pre-commission training until after they had passed their final year engineering examination.

(b) No, Sir. No one who failed in the final year Engineering degree examination was admitted to the pre-commission training course and therefore the question of the grant of PRC to such a candidate did not arise.

(c) It is not a fact that Universities were asked to condense their engineering degree courses. The Co-ordinating Committee of the All India Council for Technical Education at a special meeting in January, 1963, following the declaration of Emergency, recommended, *inter-alia*, accelerated training of students in the final and pre-final years of 5-year integrated course by reducing the vacations and holding the examinations earlier in the case of selected well-developed institutions. The recommendations were accepted by the Central Government and communicated to the State Governments and Universities.

(d) SSC (Tech.) officers who are eligible and are willing to be considered for the grant of Permanent Commissions are being interviewed by the Services Selection Boards in accordance with the rules on the subject. Those candidates who are placed in acceptable category for grant of PC are granted PC, if they are otherwise fit.

T. V. Satellite Station

1284. SHRI BENI SHANKER SHARMA :

SHRI D. C. SHARMA :

SHRI HARDAYAL DEVGUN :

SHRI RANJIT SINGH :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether it is proposed to arrange T. V. re'lays from other countries after the satellite over the Indian Ocean and the receiving station at Arvi in Maharashtra becomes operative ;

(b) whether the proposal has been finalised ; and

(c) if so, the stage at which the matter stands at present ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS: (SHRI I. K. GUJRAL) : (a) and (b). No, Sir. There is no such proposal at present. The possibility of arranging international relays of T.V. programmes through the Arvi Earth Station is, however, recognised. This can be considered only when a T.V. Station is set up at Bombay.

(c) Does not arise.

Situation in Nagaland

1285. SHRI VALMIKI CHOURDHARY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the recent General Elections in Nagaland has conclusively shown the growing popularity of Democratic institutions amongst the people in Nagaland and total lack of popular support to the hostiles ;

(b) if so, whether in view of these conclusions, Government have reviewed

their policy towards the Naga problem and decided to end the state of ceasefire and to bring the law and order situation there and the administration set up to handle it, at par with that in other States ;

(c) if not the reasons therefor ; and

(d) whether Government have also reconsidered the question of continuance of Nagaland affairs under the Ministry of External Affairs and decided to transfer the subject to Home Ministry, if not the reasons therefor ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI DINESH SINGH) :

(a) By & large yes, Sir.

(b) and (c). The situation in Nagaland is kept constantly under review. The present trend is encouraging but it does not yet justify an immediate relaxation of the measures which have brought about an improvement in the situation.

The State Government in Nagaland, like other State Governments, are primarily for law and order in the State. The constitution confers, in addition, special responsibility on the Governor of Nagaland for law and order, for so long as in his opinion internal disturbances continue in Nagaland. This special responsibility can cease only when the situation returns to normal.

The Security Forces in Nagaland are in aid of the civil administration. The Agreement on Suspension of Operations does not deter the Security Forces from taking any legitimate action for the maintenance of law and order and for dealing with breaches of the Agreement on Suspension of Operations. The importation of arms by the Underground Nagas is a clear breach of the Agreement and the Security Forces have been seeking out and destroying the hide-outs of Underground Nagas where such imported arms are kept.

(d) The Government of Nagaland deal direct with all the Ministries of the Government of India, in the same way as other State Governments do. The responsibility of the Ministry of External Affairs for matters relating to Nagaland is derived from the understanding reached with the Naga leaders in 1960. The

question of transfer of this responsibility to the Home Ministry is proposed to be discussed with the new Government of Nagaland.

Expansion of Dhuvaran Project in Gujarat

1286. SHRI VIRENDRAKUMAR SHAH : Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the Planning Commission has now raised some objections in connection with the release of foreign exchange of Rupees Eighteen crores for the proposed expansion of Dhuvaran Project in Gujarat State, which is approved by the Central Cabinet after due deliberations and long delays ;

(b) if so, the details of the objections raised by the Planning Commission ;

(c) the role and functions of the Planning Commission in taking a final decision on individual projects ; and

(d) whether the Planning Commission or the Central Cabinet is the final and supreme authority in deciding individual projects like this ?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRI-MATI INDRA GANDHI) : (a) No, Sir.

(b) Does not arise.

(c) and (d). It is the function of the Planning Commission to advise Government in regard to such projects, in all their aspects, and in the light of the overall Plans. It is for Government to take final decisions with due regard to the Planning Commission's advice.

दीव हवाई अड्डा

1287. श्री ओंकार सिंह :

श्री हृष्म कन्द कक्षवाय :

श्री वीरेन्द्र कुमार शाह :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे :

(क) क्या यह सच है कि लगभग 15 लाख रुपये की लागत वाला दीव हवाई

अड्डा जिस में 1900 मीटर तथा 1500 मीटर लम्बी दो हवाई पट्टियाँ हैं, तब से अप्रयुक्त पड़ा है जब से दीव पुर्तगाल शासन से मुक्त हुआ था ;

(ख) क्या यह भी सच है कि उसकी इमारत की, जो पिछले बरसात में क्षतिग्रस्त हो गई थी, अब तक मरम्मत नहीं की गई है ;

(ग) यदि हां, तो इस इमारत की मरम्मत करने तथा इस हवाई अड्डे का पूरा उपयोग करने के लिये सरकार का विचार क्या कार्यवाही करने का है ; और

(घ) इसे पूर्ण उपयोग बनाने में सम्भवतः कितना समय लगेगा और उस पर कितना खर्च करने का विचार है ?

प्रतिरक्षा मंत्री (श्री स्वर्ण सिंह) : (क) से (घ). दीव हवाई अड्डे की लागत, जो पुर्तगालियों द्वारा बनाया गया था, ज्ञात नहीं है। इस हवाई अड्डे के दो रनवे हैं, 1931 और 1075 मीटर लम्बे। हवाई अड्डे के भवन बिल्कुल क्षतिग्रस्त हालत में है, और स्थान पर केवल मलबा ही है, और इसलिए वह मरम्मत के योग्य बिल्कुल नहीं है। हवाई अड्डे को किसी आपाती प्रयोग के लिए रखा जा रहा है।

Use of Polyethylene Oxide by the Indian Navy

1288. SHRI N. K. SOMANI : will the MINISTER OF DEFENCE be pleased to state :

(a) whether Government's attention has been drawn to a new versatile chemical compound of polyethylene oxide which reduces fuel consumption of ships by 15 per cent and increases the speed ;

(b) whether the lubricating effect of such longchain polymers has been studied in any of the Indian Laboratories ; and

(c) whether any experimental tests have been carried out by the Indian Navy for the use of this compound and if not, what is the future programme in this field ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : (a) Very recently information has been received about the use polyethelene oxide reducing drag on ships and thereby resulting in saving of fuel consumption and increase of speed.

(b) and (c). This has not been studied so far but work on this will be taken up very soon.

ब्रिटेन में भारतीय प्रवासियों का ज्ञापन

1290 श्री रघुवीर शास्त्री :

श्री हिम्मतसिंहका :

क्या बैदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय प्रवासी सोसाइटी ने प्रधान मंत्री को जनवरी 1969 में लन्दन में एक ज्ञापन दिया था जिस में प्रधान मंत्री का ध्यान अपनी कठिनाइयों की ओर आकर्षित कराया था;

(ख) यदि हां, तो उस की मुरुङ-मुरुङ बातें क्या हैं; और

(ग) इस बारे में सरकार ने क्या कार्य-बाही की है ?

बैदेशिक-कार्य मंत्री (श्री दिनेश सिंह) :
(क) हमारे प्रधान मंत्री तथा राष्ट्रमण्डल प्रधान मंत्री सम्मेलन में भाग लेने वाले अन्य राष्ट्रमण्डल देशों के प्रधान मंत्रियों को एक ज्ञापन दिया गया था, जिसमें 15 व्यक्तियों के हस्ताक्षर थे जिनमें से कुछ व्यक्ति, ब्रिटेन में प्रवासी नागरिकों की संस्थाओं के प्रतिनिधि हैं।

(ख) इस ज्ञापन में यह कहा गया था कि बन्दरगाहों में घुमने, आवास, नौकरी शिक्षा कानून और व्यवस्था, सावंजनिक स्थानों और संस्थाओं के मामले में ब्रिटेन में राष्ट्रमण्डल के काले नागरिकों के साथ, भेदभाव अपनाया जाता है। इसमें राष्ट्रमण्डल प्रवासी अधिनियम, 1968 को जातिवादी कहा गया और मांग की गई कि राष्ट्रमण्डल प्रवासी

अधिनियम 1968 को तुरन्त रद्द कर दिया जाए। इसमें इस बात की भी मांग की गई कि ब्रिटिश सरकार को सभी प्रकार के भेद भाव समाप्त कर देने चाहिए और प्रगत वह ऐसा नहीं करती तो राष्ट्रमण्डल सरकारों को यह चाहिए कि ब्रिटेन के लोगों और उनके हितों के मामले में, वे भी अपने अपने देशों में पारस्परिक आधार पर व्यवहार करें।

(ग) ब्रिटेन में प्रवासी समस्या के मामले में हमारे विचार सर्वानुदित हैं। हमने ब्रिटिश सरकार से बार बार यहकहा है कि एशियाई मूल के सभी ब्रिटिश नागरिकों के लिये वही पूर्ण रूप से उत्तरदायी हैं।

लंदन स्थित हमारा हाई कमिशन, आवश्यकतानुमार व्यक्तिगत मामलों को अपने हाथ में लेता है।

National Service for Commercial Broadcast

1291. SHRI S. K. TAPURIAH : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether a National Service for Commercial Advertising has been under Government's consideration lately ; and

(b) if so, the details of the proposals in this regard and Government's decision thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) No. Sir.

(b) Does not arise.

12 hrs.

Papers laid on the Table

PAPERS UNDER COMPANIES ACT

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : I beg to lay on the Table a copy each of the following papers under sub-section (1) of section 619A of the Companies Act, 1956 :-

Revocation of President's Rule in U.P.

(1) Review by the Government on the working of the Electronics Corporation of India Limited, Hyderabad for the year 1967-68.

(2) Annual Report of the Electronics Corporation of India Limited, Hyderabad for the year 1967-68, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library See No. LT-134/69]

NOTIFICATION UNDER EMPLOYEES' PROVIDENT FUNDS

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI S. C. JAMIR) : On behalf of Shri Hathi, I beg to lay on the Table a copy of the Employee's Provident Funds (Ninth Amendment) Scheme, 1968, published in Notification No. G.S.R. 48 in Gazette of India dated the 11th January, 1969, under sub-section (2) of section 7 of the Employees Provident Funds Act, 1952. [Placed in Library See No. LT-135/69]

STATEMENT ON DROUGHT CONDITIONS

THE MINISTER OF PARLIAMENTARY AFFAIRS AND TRANSPORT (SHRI RAGHU RAMAIAH) : On behalf of Shri Jagjiwan Ram, I beg to lay on the Table a statement (Hindi and English versions) on the drought conditions prevailing in parts of the country. [Placed in Library. See No. LT-136/69]

ANNUAL REPORT OF REGISTRAR OF NEWSPAPERS

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING AND THE DEPARTMENT OF COMMUNICATIONS SHRI (I. K. GUJRAL) : I beg to lay on the Table a copy of the Annual Report (Part II) of the Registrar of Newspapers for India on Press in India for the year 1967 [Placed in Library See No. LT-137/69]

12.02 hrs.

REVOCATION OF PROCLAMATION IN RELATION TO UTTAR PRADESH

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN) : I beg to lay on the Table a copy of the Proclamation issued by the President on the 26th February, 1969 revoking the Proclamation issued by him on the 25th February, 1968, as varied by Proclamation dated the 15th April, 1968, in relation to the State of Uttar Pradesh, published in Notification No. G.S.R. 502 (English version) and G.S.R. 503 (Hindi version) in Gazette of India dated the 26th February, 1969, under clause (3) of article 356 of the Constitution. [Placed in Library. See No. LT-138/69]

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS**FOURTY FOURTH REPORT**

SHRI KHADILKAR (Khed) : I beg to present the Forty-fourth Report of the Committee on Private Members' Bills and Resolutions.

CONTRACT LABOUR REGULATION AND ABOLITION BILL**(i) REPORT OF JOINT COMMITTEE**

SHRI K. N. PANDEY (Padrauna) : I beg to present the Report of the Joint Committee on the Bill to regulate the employment of contract labour in certain establishments and to provide for its abolition in certain circumstances and for matters connected therewith.

(ii) EVIDENCE BEFORE JOINT COMMITTEE

SHRI K.N. PANDEY : I beg to lay on the Table a copy of the evidence given before the Joint Committee on the Bill to regulate the employment of contract labour in certain establishments and to provide for its abolition in certain circumstances and for matters connected therewith.

(iii) STUDY NOTES OF STUDY GROUPS OF JOINT COMMITTEE

SHRI K.N. PANDEY : I beg to lay on the Table a copy of the Study Notes on the visits undertaken by the

Study Groups of the Joint Committee on the Bill to regulate the employment of contract labour in certain establishments and to provide for its abolition in certain circumstances and for matters connected therewith.

MONOPOLIES AND RESTRICTIVE TRADE PRACTICES BILL

(i) REPORT OF JOINT COMMITTEE

SHRI S. C. SAMANTA (Tamluk) : I beg to lay on the Table a copy of the Report of the Joint Committee on the Bill to provide that the operation of the economic system does not result in the concentration of economic power to the common detriment, for the control of monopolies, for the prohibition of monopolistic and restrictive trade practices and for matters connected therewith or incidental thereto.

(ii) Evidence before Joint Committee

SHRI S.C. SAMANTA : I beg to lay on the Table a copy of the evidence given before the Joint Committee on the Bill to provide that the operation of the economic system does not result in the concentration of economic power to the common detriment, for the control of monopolies, for the prohibition of monopolistic and restrictive trade practices and for matters connected therewith or incidental thereto.

12.04 hrs.

STATEMENT RE : STRIKE BY UP DEGREE COLLEGE TEACHERS

Mr. SPEAKER : Now, the Hon. Minister of Education. He may lay the statement on the Table of the House.

THE MINISTER OF EDUCATION AND YOUTH SERVICES (DR. V.K.R.V. RAO) : May I just say one word ?

Mr. SPEAKER : He may lay the statement on the table of the House.

Dr. V.K.R.V. RAO : I beg to lay on the Table a statement regarding the strike by UP Degree College teachers. [Placed in Library. See No. LT-140/69.]

SHRI S. M. BANERJEE (Kanpur) : Let him read out the statement. The strike is going on. So, let him make the statement here.

Mr. SPEAKER : Now, next item.

BUSINESS ADVISORY COMMITTEE

TWENTY NINTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH) : I beg to move :

"That this House do agree with the Twenty-ninth Report of the Business Advisory Committee presented to the House on the 25th February, 1969."

MR. SPEAKER : The question is :

"That this House do agree with the Twenty-Ninth Report of the Business Advisory Committee presented to the House on the 25th February, 1969."

The motion was adopted

12.05 Hrs.

RE : TEACHER'S STRIKE IN UP

SHRI S. M. BANERJEE (Kanpur) : About that particular statement.

MR. SPEAKER : The hon. Member wanted only a statement, and I have got the statement laid on the Table. If he wants a discussion now, I am not prepared to allow it.

SHRI S. M. BANERJEE : We want a discussion on that.

MR. SPEAKER : Whatever it is, it cannot be taken up now.

श्री मधु लिम्बे (मुंगेर) : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं दिया। अब इन की तकदीर पहले से ही अच्छी है और आप भी अगर उनको बचाओगे तो कैसे काम चलेगा।

MR. SPEAKER : That is a separate thing. I am not going to commit now on that.

12.05½ Hrs.

MOTION OF THANKS ON THE PRESIDENT'S ADDRESS—*Contd.*

MR. SPEAKER : The House will now take up further consideration of the following motion moved by Shrimati Sushila Rohtagi and seconded by Shri Dasaratha Rama Reddy on the 20th, February, 1969, namely :—

"That an Address be presented to the President in the following terms :

"That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to

[MR. SPEAKER]

both Houses of Parliament assembled together on the 17th February, 1969".

The hon. Prime Minister will now reply to the debate.

श्री हुकमचन्द्र कछवाय (उज्जैन) : अध्यक्ष महोदय, आप ने मुझे थोड़ा समय दिया था कल, उसमें से कुछ समय बच गया है।

MR. SPEAKER : You were raising the quorum question when everybody was speaking, I gave a chance to others to raise it when you were speaking. The hon. Prime Minister.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDRA GANDHI) : Mr. Speaker Sir, in our method of parliamentary working, this debate is the annual occasion to discuss the entire field of Government's organised activities as outlined in the President's Address. Some of the significant and important points have already been discussed at considerable length in the debate on the motion of no confidence, which we had just a few days ago. History may not repeat itself, but historians do and so do parliamentarians. So, some of the points which I am going to mention will naturally not be novel, because the problems are the same and party attitudes are also the same.

This time, the number of amendments is even more than the total membership of the House and therefore, it will obviously not be possible to deal with them all.

SHRI NAMBIAR (TIRUCHIRAPPALLI) : That shows how much discontent prevails in the country.

SHRIMATI INDRA GANDHI : The major points which dominated the discussion naturally concern themselves with the improvements in agriculture and industry. I spoke on this only a few days ago and in a few days, my colleague, the Deputy Prime Minister, will indicate the steps which have been taken and which contributed to the arresting of the price spiral. The progress in the agricultural field has been striking. I do not know if the hon. members can deny the improvement during 1967-68, which raised the national

income by 9.1 per cent over the previous year. The index of industrial production for the first nine months of 1968 stands at 159.3, which is 5.6 per cent higher than the figure for the same period in 1967.

श्री मनु लिम्बे (मुंगरे) : इन्द्र भगवान की वजह से।

श्री जार्ज फर्नेंडोज (बम्बई-दक्षिण) : विल्कुल ही गलत आंकड़ हैं।

SHRIMATI INDRA GANDHI : Surely our balance of payments is better than it was last year. Our exports have gone up and our imports have come down. This is not guess-work. It is a question of facts. My hon. friend opposite just now spoke of Indra Bhagwan. I believe yesterday also some hon. member said so. Nobody is denying that a good monsoon has made a world of difference. At the same time, we cannot deny that there was a very serious drought before that and that this drought had very wide repercussions in all spheres of national life, in agriculture as well as in industry. There is no doubt that the good monsoon has helped, but Government was responsible, as the hon. member Shri Mihadeva Prasad remarked, for the new agricultural strategy, and it was the impact of those new programmes which enabled many of our farmers to take full advantage of the rains. The agricultural production did go over even the peak reached earlier when the rains were normal. As I have said on previous occasions, it was the will and hard work of the Indian peasants which enabled them to reap this rich harvest and it would not be fair to ignore their contribution to it.

SHRI S. KUNDU (BALASORE) : Also our engineers and scientists were responsible.

SHRIMATI INDRA GANDHI : Certainly. I am glad the hon. member has reminded me. I have not forgotten them. On previous occasions I have mentioned that it was the hard work, the perseverance, the imagination of our scientists and our engineers and the others involved in the various institutes, in extension work and so on which made this possible.

No body claims that there are not some areas of concern. Many hon. Members yesterday said that the President had painted a very rosy picture. But if you read the Address carefully, you will find that he has drawn attention to the areas of concern or the areas where we are not satisfied with development or which pose very serious problems.

The President did point out are that the demand for the products of some industries in the machine building sector, for instance, continues to be inadequate as compared to capacity. We fully realise this and I think my colleagues who are concerned with these ministries have also drawn attention to the fact that there is considerable scope for improvement in management and other matters concerning both public and private enterprises. None of this is denied or sought to be hidden or glossed over in any way. Continuous efforts are being made to reassess, to review and to improve the situation,

As hon. Members know, agriculture has been accorded top priority in our Plan and there is consensus on the need extending irrigation to many parts of the country. Mention has been made of Rajasthan, of Telengana, of Rayalaseema and so on. There are other areas in north-Mysore, in Utter Pradesh, in Bihar. Particularly in every State there are areas which are in need of irrigation. A high-power commission will go into the needs and programmes in the light of the development which has been taking place in the past years.

Many times one hears that although it is twenty years since we are free, people are still poor, poverty is still there. Obviously, Sir, there is poverty. I do not know how anybody could have imagined that poverty could possibly be wiped out in a period of twenty years (*Interruptions*). No country of this size and population with the problems which we faced has done this (*Interruptions*). As I have said on a previous occasion, the situation has improved in some respects and in other respects because of increase in population and other problems difficulties remain.

We are certainly not fully self-sufficient yet. Some hon'ble Member said that we claim to be self-sufficient and yet we are importing. We do not claim to be fully self-sufficient but we do claim that we are going towards self-sufficiency, and while we are nearer self-sufficiency in wheat, we have some way to go with regard to rice (*Interruptions*). I am not yielding at all. Mention was also made with regard to dry farming. We are duly conscious of the areas which are still not covered by irrigation and progressive steps are being taken to extend to them various agricultural practices. New varieties of seeds and other forms of more intensified cultivation in dry areas are under way and research work on varieties of seeds suitable for dry areas is in progress.

There is also the question of flood control. I am told the total area liable to floods is estimated at 16 million hectares.

The average annual area affected by floods from 1953 to 1967 was 6 million hectares, of which the area under crops, was about 2 million hectares. At the end of the Third Plan over 7,000 kilometres of new embankments have been constructed, over 8,700 kilometres of drainage channels have been constructed, 164 town protection schemes were completed and over 4,500 villages were raised above flood level. As a result, nearly 5.2 million hectares of land which was usually subjected to flood damage has been given reasonable protection and during the past three years another one million hectares have been covered under the programme, making a total of 6.2 million hectares.

The question of landreforms has come up here many times. There is legislation for the abolition of intermediaries, for ceiling on holdings, security of tenure and consolidation of holdings in most of the States. However, we are deeply aware of the need for a comprehensive look at the whole problem and the need for land reforms and I do sincerely hope that every state will consider this matter.

As I said, we have plagued by flood and drought simultaneously in one part of the country or another. These severe

[SHRIMATI INDIRA GANDHI]
and serious problems have received prompt attention of the government and help has been given in whatever way possible. I believe a statement has been laid on the Table on the drought situation in various States and the steps taken to tackle it.

For West Bengal a total assistance of Rs. 23.73 crores has been sanctioned of which Rs. 17.50 crores has already been released; as the assistance is utilized more is provided. Similarly, for Rajasthan Rs. 8.96 crores has already been agreed to by Central team. Then another team of experts is likely to visit the State next month to re-assess the situation and to make further recommendations of the needs.

In this period the railways have provided various concessions and facilities and have done a tremendous job in moving food and fodder. Even today, under various programmes, about 1.25 lakhs of persons, mostly children, expectant mothers and others are being fed daily and this number is expected to rise to 2.5 lakhs per day.

Another problem which is one of great concern to the government and the people is that of unemployment. The Fourth Plan is not an isolated plan; it addresses itself to all major national questions. It is only through economic progress that we can solve the unemployment question, which is faced even by the advanced countries today. Naturally, we have special problems because of the vast size and the rapidly growing population of our country.

SHRI NAMBIAR : Despite family planning.

SHRIMATI INDIRA GANDHI : The Planning Commission, as the hon. Members know, has appointed an expert committee which will make recommendations on the various aspects regarding employment, unemployment and under-employment, both in the rural and urban areas, as also on the methods of estimating the labour force and employment potential. The report is expected by the middle of this year. This problem must be tackled both from short-term

point of view as well as long term point of view, because the addition to the labour force is faster than the growth of work opportunities.

Employment in the organised sector increased from 12.1 million at the end of 1960-61 to 16.2 million at the end of 1965-66. It is a rise of about 34 per cent and an annual average growth rate of 6.8 per cent in the Third Plan period.

In various sectors, growth in the percentage of employment went up appreciably. In trade and commerce, it went up by 112 per cent between 1961 and 1968; in power and supplies it went up by 53.8 per cent; in the manufacturing sector it went up by 31 per cent; in agriculture and related sectors it went up by 29.4 per cent. In the public sector alone employment rose from 5.2 million in 1956 to nearly twice that figure, that is, to 9.8 million last year. But no one denies the problem. And some aspects of it, such as the problem of the educated unemployed, specially of engineers, is causing us immediate and grave concern.

Whether one takes the question of unemployment or the equally important problem of regional disparities, disparities between one State and another or within a State, to which some hon. Members have referred, the answer lies in the approach of an integrated, comprehensive plan for the speediest possible growth growth of the economy as a whole.

The other day an hon. Member talked of the problem of literacy. I believe that an amendment has also been moved on this subject. This is an important problem and we attach importance to this. We also realise that a great deal has to be done and that much ground still remains to be covered. But it would not be fair to overlook what has been achieved in this field.

The number of literates in this country has nearly doubled in the first decade of planned development, rising from 55.3 million to 106 million. The most significant fact, however, was that the low percentage of 16.6 per cent rose to 24 per cent during this period, in spite of the colossal increase in population. More

President's Address (M)

President's Address (M)

recent projections suggest that the current percentage is around 30 per cent and figure of literates is 152 million or so.

श्री कंवरलाल गुप्ता (दिल्ली सदर).
इलिंट्रेट कितने हैं, यह तो बतलाइये।

SHRIMATI INDIRA GANDHI : I would like to say one thing more which is that although it is shameful that illiteracy remains - and I am not making any effort to hide it--

SHRI KANWAR LAL GUPTA : It has increased.

SHRIMATI INDIRA GANDHI : ...the people's awareness of problems and the people's understanding has greatly...

AN HON. MEMBER : People's wisdom.

SHRIMATI INDIRA GANDHI : I think, our people had the basic wisdom but now it is a question of the actual knowledge of certain matters. Whether you go into the villages or anywhere else you see the change and even people who are not able to read and write are very much aware not only of their problems but also of their needs and what should be done ; also, when they are helped, how to use that help. Their whole attitude of resignation, apathy, helplessness is changing.

SHRI S. KUNDU : It goes to the credit of the people and not of the Government.

SHRIMATI INDIRA GANDHI : It is certainly to the credit of the people and I am saying so.

The question of Harijans, Tribals and other underprivileged people is a matter which is constantly before us. It is also a very serious problem. Government is certainly not indifferent. We have had numerous debates on this matter. Much has been done in the past years. Very concentrated effort and programmes are being undertaken to see how this situation can be improved.

SHRI NAMBIAR : Crocodile tears.

SHRIMATI INDIRA GANDHI : The welfare of all these people is not only an article of faith for us but also an imperative necessity for the development and progress of the country. A con-

siderable amount of work has been done but it is nothing as compared to what remains to be done. In many ways the people who indulge in some of the atrocities which have taken place or the attitudes of mind which they display are similar to the race problem which we see in other places. There is a feeling that some people are superior or some people are inferior. We all know there is no such thing as a backward caste and that if any group has been backward, it is only because it has not had the opportunity of education or other knowledge and training which could help it to go-ahead.

The recent attacks upon the Harijans wherever they may have taken place are a blot on the whole nation. Constitutional safeguards do exist. But we have not been able to change the hearts or the mental attitudes of many of our citizens. This is where we must all join in creating the right sort of social climate.

We have already debated the question of the Shiv Sena. All groups have condemned such acts, such attitude and such bodies in the strongest possible terms.

SHRI S. M. KRISHNA (Maduya) : Could you give any compensation to those who have suffered ?

SHRIMATI INDIRA GANDHI : Government action alone in this is no solution. All parties must join together and put an end to the activities of such organisations which can only result in disrupting national unity and creating hatred and bitterness between one Indian and another.

We all listen to Acharyaji with great respect. He talked of law and order. Of course, it is Government's responsibility and Government cannot evade that responsibility. But all these are not merely law and order problems. People do get emotionally involved in issues and emotions cannot always be subdued by a big stick. That is why all responsible persons must come to the conclusion that no matter how strongly they feel on any specific issue, they shall not indulge in violence, they shall not allow other people to indulge violence specially, people with whom they may be allied on other fronts.

[SHRIMATI INDIRA GANDHI]

Acharyaji has also taken exception to the word emotional integration. I am not at all attached to this word. Provided that all feel and act as Indians and are willing to co-exist and be good neighbours to other Indians regardless of different faiths, different languages, different customs, it does not matter what words are used to describe our integration, or even if you want to change that word integration.

My hon. friend, Prof. Ranga referred to the Integration Council. We cannot always agree on all points and, indeed, we differ very much with his party on many points.

SHRI NAMBIAR : Now, you must agree because coalition is coming.

SHRIMATI INDIRA GANDHI : Nor can we expect quick results from such a Council. But, I think it was remarkable that so many different parties could sit together and agree even on some points. I know that immediately we did not achieve the result which we would have wished for. But this does not mean we can give up. We must find the solutions. I hope Prof. Ranga's party and the S.S.P. will reconsider their attitude, because their staying away does not help and, if their voice is also heard, may be, it would be a little easier to implement our decisions and to take along more of the people with us on these issues.

Several hon. Members have referred to inter-State questions, river and border disputes. The M.P.s of various parties who represent Andhra Pradesh or who represent Mysore have come to me and, on earlier occasions, the M.P.s from Maharashtra and other groups have also been to me. It is agreed that the Krishna-Godavari question should be referred to arbitration. But some details about jurisdiction, terms of reference and so on are still being worked out.

A reference was also made to another matter, that is, the Maharashtra border dispute. This is an economic and political matter which has acquired emotional overtones. I cannot say much on this occasions nor would it be right to pre-judge the final outcome here. But, as I said earlier, we should emphasize that the matter be approached by all

concerned in a cool and level-headed manner, in a spirit of co-operation, tolerance and give-and-take. Government cannot yield to pressure or ultimatums. We have to help emotions to cool down before lasting solutions can be found to such very complex problems. Some steps were contemplated soon after the mid-term poll and I had hoped to have talks with the two Chief Ministers, but then the events in Bombay intervened. Whatever decision is taken, we must be concerned about the possible trial of bitterness which it may leave behind. If there is delay or if we are consulting more people, it is merely to try and avoid this trial of bitterness and hatred which some of these problems leave behind...

SHRI R. K. AMIN (Dnandhuka) : What about the Narmada dispute ?

SHRIMATI INDIRA GANDHI : The same applies to it also.

The basic point is that we must live together. No State can change its geographical position and say, 'I can choose other neighbours'. Since we must live together, we have to find a basis on which there can be good neighbourly relations and solutions which will help towards creating such a relationship. The key to harmony is not imposition but agreement.

Much was said on the results of the mid-term poll. I have talked on this earlier and I have no intention of saying much about it again. I would like to welcome the Governments in West Bengal and Punjab. To these States we shall give the fullest consideration and co-operation. We must at all times realise that the whole is greater than the part, and that the welfare and prosperity of the Indian people and the nation should be the objective of all of us, regardless of our party affiliations. I hope that each State Government, regardless of what party or parties it may be composed of, keeps in mind that, while it is responsible for the governance of one State, that State is only one part of this great country, and it is our duty in the Centre as well as in the States to uphold and foster the unity of the nation as well as any special identity of the States. In fact, there is great need

President's Address (M)

that whichever State a particular person may be born in--I have said this before, but I would like to say again--he should be able to work and to prosper in any other State. All our far-sighted educationists have stressed it as important that India should be one intellectual entity just as it is one economic common market. This is also the underlying reason for having a unified judiciary and unified all-India services. They really represent an apparatus in the nature of a joint partnership of the Union and the States, and must be preserved and fostered as such...

SHRI NAMBIAR : We hate the unified bureaucracy. Bureaucracy must be ended.

SHRIMATI INDIRA GANDHI : We attach the younger importance to the problems of young people. The younger generation has new urges, new demands, here as well as elsewhere in the world. The problem is not merely one of jobs or of security or insecurity although that does exist; it is a question of a change of outlook. New knowledge, new opportunities, new freedoms, are coming their way. Contact with the outside world is also influencing the situation. They have tremendous energy--in fact, I would even say, there is an 'explosion of energy'--and they have a desire to forge new paths, they then shall desire to grope towards a future which is meaningful for them.

Governments are fully aware of these factors, and we want our Ministry of Education to give special attention to youth services and to think of follow-up measures. But here too there is an area of governmental responsibility but an equally large area for professors, for political leaders, for the non-political elite, for parents and for the community at large to share the responsibility and to find ways of bridging this generation gap. Just as in some of the border and other disputes, all parties join on a particular issue, this is something in which all of one generation are on one side of the bridge and the younger generation is on the other side of the bridge.

How to have a better understanding of the problem is something that we can work out...

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SHRI KANWAR LAL GUPTA : And she stands between the two.

SHRIMATI INDIRA GANDHI : I used to, but now as the hon. Member can see, my hair is greying. This is a matter which we must work together to solve.

Many amendments have been proposed seeking to draw attention to certain alleged failures of foreign policy. I believe that the policy which we have been pursuing during the last two decades and more represents a national consensus. Its basic structure has found wide acceptance in the country.

SHRI RANGA (Srikakulam) : Question.

SHRIMATI INDIRA GANDHI : The Swatantra Party will certainly question it. This is to be expected...

AN HON. MEMBER : The Jan Sangh is also there.

SHRIMATI INDIRA GANDHI : Yes, the Jan Sangh is also there.

I am sorry for having left you out.

In the light of changing circumstances in the world, it has served our national interests.

SHRI BAL RAJ MADHOK (South Delhi) : No.

SHRIMATI INDIRA GANDHI : This is perhaps the reason why there is no attempt on the part of the Opposition to elaborate upon an alternative structure of principles on which our foreign policy could rest. The attack was more by implication than in the nature of a frontal one. There will probably be occasions to go into the details of foreign policy during this budget session. However, I should like to touch briefly on a subject which is naturally of deep concern to us all. I refer to the question of security. On what does our security depend?

SHRI ZULFIQUAR ALI KHAN (Rampur) : Shri Swaran Singh.

SHRIMATI INDIRA GANDHI : Obviously, no one can defend this huge country with its 500 million people unless the people themselves are ready and willing to lay down their lives for the

[SHRIMATI INDIRA GANDHI]

defence of their Motherland. Our security, therefore, depends in the first instance, on the patriotism and the spirit of self-sacrifice of the people as a whole.

SHRI RANGA : In spite of the Government.

SHRIMATI INDIRA GANDHI : The validity of this proposition cannot be challenged. No nation can effectively bear arms unless its citizens have the spirit to bear arms. The second essential element in our security is the industrial and economic strength of the country. Without such strength, we will be condemned to live on borrowed strength, and this borrowing can be done temporarily but it cannot be a principle of foreign policy. We have seen that military alliances had not succeeded in guaranteeing security. Even countries covered by military alliances today feel insecure. There is a questioning of the principles on which these alliances were brought about at the height of the cold war. Each country today realises that it must build its own economic strength if it wishes to safeguard its security. This is precisely what we have been doing. Finally, our security depends on the strength, the morale, the fighting efficiency and the patriotism of our Armed Forces. Let us not be diverted from the prime necessity of increasing the fighting efficiency of our conventional Armed Forces.

This is what we have been endeavouring to do.....(Interruptions).

There was reference to nuclear power, especially since it is possessed by one of our next door neighbours. Let us not be panicky about it ; let us not undermine the growth of our economy by diverting resources towards that end.....(Interruptions).

AN HON. MEMBER : Atom Bomb must be built by this country.

SHRIMATI INDIRA GANDHI : I should like to say something about the criticism that this country is isolated and forlorn. Some hon. Members seem to take delight in self-humiliation. The fact however remains that our country is held in high regard by the world and we continue to play our role in important international organizations and

forums. I think it is only those who lack confidence either in themselves or in the country who indulge in denigrating the country. If we are friendless, it would be interesting to hear from the hon. Members which country they consider does have friends. The world situation today is in an extremely fluid state.

SHRI RANGA : It has been.

SHRIMATI INDIRA GANDHI : It has been; it is more so now. At one time countries had well-defined positions. Today they do not. Today, many of the alliances have blurred and there are many new factors which have arisen in all parts of the world. There is friction not only between one State and another but also within almost every country. This is true not only of developing countries but even of the so-called advanced countries. Therefore, I should ask the movers of the various amendments to withdraw them. Many of the amendments emanate from the mistaken notion that the President's Address should refer to each and every act of the Government...*(Interruptions)*. It can only deal with the general outlook and the policy of the Government. An objective reading of the Address should provide optimism and no gloom. I should urge on the critics of the Government to shed their chronic pessimism and become constructive participants in working for the continued progress and prosperity of our country. I am aware that many gaps have to be filled and many difficulties have to be solved. Many challenges have to be met and we have a long way to go. But I am comforted by the thought that we are on the right path...*(Interruptions)*.

AN HON. MEMBER : Question.

SHRI NAMBIAR : You are on a very wrong path ; you should change it.

SHRIMATI INDIRA GANDHI : My hon. friend would certainly like to see a change in our path and he would like us to go along his path. The hon. friends on the other side, of the opposition, would like us to change our path and go in an entirely opposite direction.....*(Interruptions)*. The question today is this : At a time when in different States there are Governments with entirely different points of view, the major question is how all

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of them can stand together. Whether we can find areas of agreement and attempt to increase those areas. We cannot possibly agree on all questions. I may agree on one point with Prof. Ranga and on another point with another party. Still, we shall obviously have many differences. That is why we are in different parties, otherwise there would not be so many parties. There would have been just one party.

SHRI RANGA : She has to be the Prime Minister of a party.

SHRIMATI INDIRA GANDHI : I am ; I naturally belong to a party and I am also committed to a particular programme and a particular policy. We shall follow that programme and that policy. We have to follow a path, which may not be fully agreeable to hon. members here or fully agreeable to Hon. Members there. That by itself shows that one path is trying to take the majority of the people along, because it is finding disfavour with those who are at the two extremes. This is the only way in which we can go ahead and work hard to solve our many problems and bring a better life to our people. Therefore, I hope that the entire House will support the Motion of Thanks on the President's Address.

SHRI INDRAJIT GUPTA (Alipur) : Are you going to respect the verdict of the ballot box and remove Mr. Dharmendra Vira or not ? (*Interruptions*).

MR. SPEAKER : I cannot compel any particular point to be answered. I am not preventing anybody from answering. I have absolutely no objection, but she is not answering it. You will have another opportunity.

Now, there are about 558 amendments. Hon. members may indicate the numbers of amendments they want to press and to be put separately.

SHRI RANGA : We would like Nos. 544, 545, 546 and 558 to be put separately.

श्री अटल बिहारी वाजपेयी (बलरामपुर) : हम संशोधन संस्था 1 और 13 को प्रेस करना चाहते हैं।

श्री रामावतार शास्त्री (पटना) : हम संशोधन संस्था 317 और 351 प्रेस करते हैं।

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SHRI NATH PAI (Rajapur) : We would like to press Nos. 101 and 105.

SHRI E. K. NAYANAR (Palghat) : Nos. 395 to 411.

SHRI S. KUNDU : No. 107.

MR. SPEAKER : I will now put Shri Ranga's amendments Nos. 544, 545, 546 and 558 to vote.

Amendments Nos. 544, 545, 546 and 558 were put and negatived.

MR. SPEAKER : I would like the parties to tell me which of the amendments they would like to press to a division.

SHRI RANGA : On the main Motion of Thanks we want to go into a division and all our respective amendments may be put to a voice vote.

MR. SPEAKER : I will put amendments Nos. 1 to 9 to the vote of the House.

Amendments Nos. 1 to 9 were put and Negatived.

MR. SPEAKER : I shall now put all other amendments to vote.

All the other amendments were also put and negatived.

MR. SPEAKER : I shall put the Motion of Thanks to vote.

The question is :

“That an Address be presented to the President in the following terms :—

‘That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 17th February, 1969.’”

The Lok Sabha Divided :

AYES

Division No. 2]

[12.57 hrs.

Achal Singh, Shri

Ahmed, Shri F.A.

Ankineedu, Shri

Azad, Shri Bhagwat Jha

Babunath Singh, Shri

Bijai, Shri Kamalnayan

Bajpai, Shri Shashibhushan

Barua, Shri Bedabrata

Barua, Shri R.

Barupal, Shri P.L.	Mandal, Dr. P.
Basumatari, Shri	Marandi, Shri
Besra, Shri S. C.	Masuria Din, Shri
Bhagat, Shri B. R.	Mehta, Shri Asoka
Bhagavati, Shri	Mehta, Shri P. M.
Bhakt Darshan, Shri	Menon, Shri Govinda
Bhandare, Shri R. D.	Mishra, Shri Bibhuti
Bhanu Prakash Singh, Shri	Mohinder Kaur, Shrimati
Bhargava, Shri B.N.	Murti, Shri M. S.
Bhattacharyya, Shri C. K.	Naghnoor, Shri M. N.
Bhola Nath, Shri	Naidu, Shri Chengalraya
Bist, Shri J. B. S.	Nanda, Shri
Bohra, Shri Onkarlal	Nayar, Dr. Sushila
Chanda, Shri Anil K.	Pahadia, Shri
Chatterji, Shri Krishna Kumar	Pal choudhuri, Shrimati Ilia
Chaturvedi, Shri R. L.	Pandey, Shri K. N.
Chaudhary, Shri Nitiraj Singh	Panigrahi, Shri Chintamani
Chavan, Shri D. R.	Pant, Shri K.C.
Chavan, Shri Y. B.	Paokai Haokip, Shri
Choudhary, Shri Valmiki	Parmar, Shri Bhaljibhai
Damani, Shri S. R.	Partap Singh, Shri
Das, Shri N. T.	Parthasarathy, Shri
Desai, Shri Morarji	Patel, Shri Manubhai
Dhillon, Shri G. S.	Patel, Shri N. N.
Dhuleshwar Meena, Shri	Patil, Shri A. V.
Dinesh Singh, Shri	Patil, Shri S. D.
Dixit, Shri G. C.	Pradhan, Shri K.
Gajraj Singh Rao, Shri	Pramanik, Shri J. N.
Gandhi, Shrimati Indira	Prasad, Shri Y. A.
Ganesh, Shri K. R.	Qureshi, Shri Shaffi
Ganga Devi, Shrimati	Radhabai, Shrimati B.
Girja Kumari, Shrimati	Raghu Ramaiah, Shri
Govind Das, Dr.	Raj Deo Singh, Shri
Gupta, Shri Lakhn Lal	Rajani Gandha, Kumari
Hanumanthaiya, Shri	Raju, Dr. D. S.
Hari Krishna, Shri	Ram, Shri T.
Hazarika, Shri J.N.	Ram Dhan, Shri
Hem Raj, Shri	Ram Dhani Das, Shri
Himatsingka, Shri	Ram Subhag Singh, Dr.
Iqbal Singh, Shri	Ram Swarup, Shri
Jadhav, Shri V. N.	Ramshekhar Prasad Singh, Shri
Jagjiwan Ram, Shri	Rana, Shri M. B.
Jamir, Shri S. C.	Randhir Singh, Shri
Kamala Kumari, Kumari	Rane, Shri
Karan Singh, Dr.	Rao, Shri Jaganath
Katham, Shri B. N.	Rao, Shri K. Narayana
Kesri, Shri Sitaram	Rao, Shri Muthyal
Khan, Shri M. A.	Rao, Shri Thirumala
Khanna, Shri P. K.	Rao, Dr. V. K. R. V.
Kinder Lal, Shri	Raut, Shri Bhola
Kripalani, Shri J. B.	Reddy, Shri P. Antony
Kureel, Shri B. N.	Reddy, Shrimati Sudha V.
Kushok Bakula, Shri	Rohatgi, Shrimati Sushila
Lalit Sen, Shri	Roy, Shrimati Uma
Laskar, Shri N. R.	Saigal, Shri A. S.
Mahadeva Prasad, Dr.	Saleem, Shri M. Y.
Mahida, Shri Narendra Singh	Sambasivam, Shri

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Sanji Rupji, Shri
 Sarma, Shri A. T.
 Savitri Shyam, Shrimati
 Sen, Shri Dwaipayan
 Sethi, Shri P. C.
 Shah, Shri Shantilal
 Shambhu Nath, Shri
 Shankaranand, Shri
 Sharma, Shri Nawal Kishore
 Shastri, Shri B. N.
 Sheo Niran, Shri
 Sheth, Shri T. M.
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shri Vidya Charan
 Siddeshwar Prasad, Shri
 Singh, Shri D. V.
 Sinha, Shri Mudrika
 Sinha, Shri R. K.
 Snatak, Shri Nar Deo
 Solanki, Shri S. M.
 Sonar, Dr. A. G.
 Sudarsanam, Shri M.
 Surendra Pal Singh, Shri
 Sursingh, Shri
 Swaran Singh, Shri
 Tarodekar, Shri V. B.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Ukey, Shri M. G.
 Ulaka, Shri Ramchandra
 Venkatasubbaiah, Shri P.
 Virbhadra Singh, Shri
 Vyas, Shri Ramesh Chandra
 Yadav, Shri Chandra Jeet

NOES

Abraham, Shri K. M.
 Amat, Shri D.
 Amin, Shri R. K.
 Anbazhagan, Shri
 Ayarwal, Shri Ram Singh
 Banerjee, Shri S. M.
 Barua, Shri Hem
 Berwa, Shri Onkar Lal
 Bhaduria, Shri Arjun Singh
 Bhagaban Das, Shri
 Bharat Singh, Shri
 Brij Bhushan Lal, Shri
 Brijendra Singh, Shri
 Chakrapani, Shri C. K.
 Chandra Shekhar Singh, Shri
 Chittababu, Shri C.
 Deo, Shri P. K.
 Devgun, Shri Hardayal
 Digvijai Nath, Shri

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Durairasu, Shri
 Esthose, Shri P. P.
 Fernandes, Shri George
 Girraj Saran Singh, Shri
 Goel, Shri Shri Chand
 Gopalan, Shri P.
 Gounder, Shri Muthu
 Gowd, Shri Gadilingana
 Gowda, Shri M. H.
 Gowder, Shri Nanja
 Gupta, Shri Indrajit
 Gupta, Shri Kanwar Lal
 Janardhanan, Shri C.
 Jha, Shri S.C.
 Joshi, Shri S. M.
 Kachwai, Shri Hukam Chand
 Kalita, Shri Dhireswar
 Kamaianathan, Shri
 Kameshwar Singh, Shri
 Khan, Shri Ghayoor Ali
 Khan, Shri Latafat Ali
 Khan, Shri Zulfiqar Ali
 Kirutinan, Shri
 Kisku, Shri A. K.
 Kothari, Shri S. S.
 Krishna, Shri S. M.
 Krishnamoorthi, Shri V.
 Kuchelar, Shri G.
 Kundu, Shri S.
 Kushwah, Shri Y. S.
 Lakkappa, Shri K.
 Lobo Prabhu, Shri
 Madhok, Shri Bal Raj
 Maiti, Shri S. N.
 Majhi, Shri M.
 Mangalathumadom, Shri
 Maroharan, Shri
 Maran, Shri Murasoli
 Mayavan, Shri
 Meena, Shri Meetha Lal
 Menon, Shri Vishwanatha
 Molahu Prasad, Shri
 Naik, Shri R. V.
 Nair, Shri Vasudevan
 Nambiar, Shri
 Nath Pai, Shri
 Nayanar, Shri E. K.
 Nihal Singh, Shri
 Pandey, Shri Sarjoo
 Parmar, Shri D. R.
 Patel, Shri J. H.
 Patil, Shri N. R.
 Patodia, Shri D. N.
 Puri, Dr. Surya Prakash
 Rajaram, Shri
 Ram Charan, Shri
 Ram Singh, Shri
 Ramamoorthy, Shri S. P.

Revocation of President's rule in Bihar

Ramani, Shri K.
 Ranga, Shri
 Roy, Shri Chittaranjan
 Saboo, Shri Shri Gopal
 Samanta, Shri S. C.
 Satya Narain Singh, Shri
 Sen, Shri Deven
 Sen, Dr. Ranen
 Sezhiyan, Shri
 Shalwale, Shri Ram Gopal
 Sharma, Shri Ram Avtar
 Sharma, Shri Yogendra
 Shastri, Shri Prakash Vir
 Shastri, Shri Ramavtar
 Shastri, Shri Raghuvin Singh
 Shastri, Shri Shcopujan
 Shastri, Shri Shiv Kumar
 Shiv Charan Lal, Shri
 Shivappa, Shri N.
 Singh, Dr. B. N.
 Somani, Shri N. K.
 Somasundaram, Shri S. D.
 Sondhi, Shri M. L.
 Sreedharan, Shri A.
 Subravelu, Shri
 Tyagi, Shri O. P.
 Vajpayee, Shri A. B.
 Vidyarthi, Shri R. S.
 Viswambharan, Shri P.
 Viswanatham, Shri Tenneti

MR. SPEAKER : The result* of the division is : Ayes 159 ; Noes 106.

The Motion was adopted.

Mr. SPEAKER : In the afternoon we will take up general discussion of the railway budget. Now we will adjourn for lunch.

12.58 hrs.

The Lok Sabha adjourned for Lunch till 14 hours of the clock,

The Lok Sabha re-assembled after Lunch at five minutes Past Fourteen of the Clock.

[*Mr. Deputy Speaker in the Chair*]

REVOCATION OF PROCLAMATION IN RELATION TO BIHAR

THE MINISTER OF STATE IN MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA) : I beg to lay on the Table a copy of the Proclamation issued by the President on the 26th February, 1969,

*The following Members also recorded their votes.

AYES : Shrimati Sharda Mukerjee.

NOES : Shrimati Nirlep Kaur, Sarvashri Janeshwar Misra, Kedar Paswan, K. K. Nayar, C. C. Desai and S. K. Tapuriah.

Budget Rly.—Gen. Dis.

revoking the Proclamation issued by him on the 29th June, 1968 in relation to the State of Bihar published in Gazette of India dated the 26th February, 1969, under clause (3) of article 356 of the Constitution. [Placed in Library. See No. LT-139/69].

14.05½ hrs.

RAILWAY BUDGET - GENERAL DISCUSSION

MR. DEPUTY-SPEAKER : We shall now take up the Railway Budget.....

SHRI S. M. BANERJEE (Kanpur) : Sir, I rise on a point of order. I invite your kind attention to Rule 340 :

"At any time after a motion has been made.....

MR. DEPUTY-SPEAKER : We are getting an opportunity to discuss the Railway Budget.

SHRI S. M. BANERJEE : I am telling you the reason.

SHRI RANDHIR SINGH (Rohtak) : He has not seen the Rajdhani Express. Otherwise, his eyes would have opened.

SHRI S. M. BANERJEE : Sir, we are discussing the Railway Budget now. Kindly hear me. What I am submitting is neither irrelevant nor frivolous.

SHRI SHEO NARAIN (Basti) : What is the question ? Should the Government withdraw the Railway Budget?

SHRI S. M. BANERJEE : I am speaking under Rule 340.

The Railway Minister, Dr. Ram Subhag Singh, is going to initiate the discussion on the Railway Budget. The discussion on the Railway Budget will continue for 10 hours. From 1st of March, 1969, the Rajdhani Express is going to be started.

SHRI K. N. TIWARY (Bettiah) : What is the subject before the House?

SHRI S. M. BANERJEE : I am coming to that. I am very happy that the train is starting from 1st March, 1969, from New Delhi to Calcutta. It will stop at Kanpur station for 10 minutes. But it is most unfortunate that no passenger will be allowed either to get down or

ta go in. It is a great injustice done to 11 lakhs of people of Kanpur.

MR. DEPUTY-SPEAKER : That is all. Kindly resume your seat. I have understood you.

SHRI S. M. BANERJEE : Kindly hear my argument.

MR. DEPUTY-SPEAKER : No argument please. I have followed it.

SHRI S. M. BANERJEE : I cannot discuss it in the Railway Budget because the mischief will have already been done on the 1st of March, 1969. I want the House to be adjourned to discuss the matter. It is a very serious matter.

MR. DEPUTY-SPEAKER : Please resume your seat. I permitted you to raise the issue because I thought it was something relevant. If you want to say something, you welcome the starting of the train and, if there is any inconvenience caused or any addition is to be suggested, or any change in the time-table is to be suggested, the Railway Minister is always prepared to listen to you and, if it is reasonable, he is ready to concede.

SHRI S. M. BANERJEE : But it will start on the 1st of March. Does he want the satyagraha to continue? Does he want the people of Kanpur to continue their satyagraha? Let him say that he will accommodate the people of Kanpur. What is his objection?

MR. DEPUTY-SPEAKER : May I request the Hon. Minister now to cancel the stop at Kanpur so that there will not be any difficulty?

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH) : I am not prepared to act under any threat whatsoever. (*Interruptions*)

SHRI S. M. BANERJEE : I have not heard the Hon. Minister. What did he say?

MR. DEPUTY-SPEAKER : Now, Shri S. M. Banerjee may resume his seat. Usually he raises something of immediate importance, and, therefore, I had allowed him.

SHRI S. M. BANERJEE : This is of immediate importance.

MR. DEPUTY-SPEAKER : This matter can be settled with the Hon. Minister.

SHRI S. M. BANERJEE : What did the Hon. Minister say?

MR. DEPUTY-SPEAKER : He has said that he will not yield to any threats.

SHRI S. M. BANERJEE : There is no threat. We are not giving any threat. It is a matter affecting 11 lakhs of people. Are they going to have a Viceroy's Special?

श्री प० सा० बालूपाल (गंगानगर) : श्री बनजी खामखाह बातें बनाता है। कानपुर के लोग सबसे ज्यादा बिना टिकट चलते हैं, जिनकी ये बकालत करते हैं।

SHRI S. M. BANERJEE : My Hon. friend has said something very bad. He is only interested in raising his salary and nothing else in this House.

14.12 hrs.

PERSONAL EXPLANATION BY MEMBER

SHRI VASUDEVAN NAIR (Peermade) : On a point of personal explanation. On the 21st of this month there was some charge and counter-charge between two Members, namely Shri Bal Raj Madhok and Shri Ebrahim Sulaiman Sait and some of us had intervened in the course of that and made some remarks against Shri Bal Raj Madhok. I was not here in the House at that time when Shri Bal Raj Madhok, after going through the records, withdrew the remarks that he had made against Shri Ebrahim Sulaiman Sait. I had made some remarks against Shri Bal Raj Madhok, and am told that it will be good if I withdraw those remarks. I am prepared to withdraw those remarks.

14.13 hrs.

RAILWAY BUDGET--GENERAL DISCUSSION—(Contd.)

SHRI RANGA (Sri Kakulam) : I rise to a point of order in regard to the 10 per cent increase that have been made by a mere executive order from the Railway Board on passengers' luggages and beddings. This is not the first time that this has been done. Thrice before such enhancements had been made. My Hon. friend Shri C. C. Desai

[SHRI RANGA]

from our party who will be speaking for our party will be saying something about the extortionate manner in which rates and freights have been increased in the earlier years, and on top of it the exemptions which had been prevalent for generations have come to be given up in regard to passengers' luggages, parcels, beddings, baggages and so on. Not being content with that, just a little more than a week before the railway budget was to be presented here, Government had thought it fit by an ukase to raise by 10 per cent the luggage charges; they had removed the exemption and also raised the surcharge by 10 per cent on passengers' luggages. According to me, this is an unconstitutional thing.

Secondly, they have not even mentioned it in the railway budget. If they had mentioned it in the railway budget speech and had asked for the pardon of this House, there would have been some extenuating fact about it. But they took it for granted. I think my hon. friend had been wrongly advised by the Railway Board. The Railway Board knows how to get hold of Ministers, Ministers of State and Deputy Ministers, and unfortunately just at that moment my hon. friend had to father the budget which had already been mothered by somebody else, so much so that he had no chance of examining the constitutional position.

I am raising this point from the point of view of parliamentary propriety. From the constitutional point of view as well as from the point of view of parliamentary propriety, I consider this to be a very bad move that Government have made. My hon. friend wanted to have a cheer from the House when he said that he was not raising any freights and fares this year. But actually what had happened was that just before the budget was presented here, the charges on passengers' luggages had been increased.

This is not the right way to approach the House. The Hon. Minister had taken over this portfolio just a few days before, and, therefore, this unfortunate thing has happened. But I would

request you to advise the Hon. Minister to see that such things are not done in the future, and Parliament is shown greater respect, and the Hon. Minister should also be advised and cautioned to see that the Railway Board does not play these pranks and tricks on Parliament as well as the Hon. Minister.

DR. RAM SUBAGH SINGH : I shall reply to this point at the end.

MR. DEPUTY-SPEAKER : I think the Hon. Minister may be permitted to reply to this point at the end of the general debate on the railway budget.

SHRI RANGA : He must reply now.

MR. DEPUTY-SPEAKER : As the hon. Member himself had stated, he had come on the scene only a few days before, almost just on the previous day.

AN HON. MEMBER : But he is a fully grown up man.

Dr. RAM SUBAGH SINGH : But it has been already announced, and I do not want to make any comment on it just now. I shall reply to the point at the end.

SHRI RANGA : The House should have been shown greater respect.

DR. RAM SUBAGH SINGH : Now that the hon. Member has raised this point, I shall give a fuller and regular reply later.

SHRI DATTATRAYA KUNTE (Kolaba) : Before you decide this point, I would like to submit one thing. A specific point has been raised. When the specific point is there, to mix it up with the reply to the general debate would not be a proper procedure. This is not a speech of Shri Ranga on the railway budget. A specific point has been raised and the proper procedure is that the hon. Minister should reply to that point just now. (*Interruptions*)

MR. DEPUTY-SPEAKER : Procedurally, Shri Ranga has been perfectly within his rights in raising this point.

SHRI S. M. BANERJEE : Shri Sheo Narain has become a mobile nuisance.

SHRI RANDHIR SINGH : On a point of order. Can a Member...

MR. DEPUTY-SPEAKER : Shri Dattatraya Kunte is already on his legs on a point of order. I shall listen to Shri Randhir Singh afterwards.

SHRI RANDHIR SINGH : I am on a point of order about his speaking. Can an hon. Member speak while eating betel leaf? I want your ruling on this. The hon. Member is eating betel leaf and he is speaking here. Is that parliamentary? It is contempt of the House, according to me. Kindly give your ruling on this.

SHRI S. M. BANERJEE : He is not eating, but chewing.

श्री रणधीर सिंह : कोई भी पान खाते हुए, बतौर बकील, अदालत में बहस नहीं कर सकता है। क्या यहां पर पान खाते हुए बहस की जा सकती है। मैं इस पर आपकी रुकिंग चाहता हूँ।

MR. DEPUTY-SPEAKER : I am giving my ruling. So long as chewing of pan, while an hon. Member is speaking, does not obstruct the speech or it is done in such manner that it is not likely to create any noise before his neighbours, it is all right.

SHRI RANDHIR SINGH : It is contempt of the House.

SHRI DATTARAYA KUNTE : Shri Ranga had made a point, and I would like the hon. Minister to reply to it, on the procedural aspect of it, just now.

It is true that the budget might have been prepared earlier, and it might have even gone to the press. But a little correction could have been made and the facts could have been put squarely before the House. The hon. Minister has made a statement that the fares and freights have not changed but the fact remains the other way round. So, a clear explanation is needed on this point. The increase may have been according to the rules, but I am not concerned with that now. I would really suggest that

procedurally an answer is called for at this stage.

MR. DEPUTY-SPEAKER : I fully agree with the hon. Minister so far as this specific point is concerned. As Shri Ranga himself has said, the hon. Minister has not been responsible for what had happened before. The Budget had been prepared before assumption of office by him in this portfolio. All the extenuating circumstances were mentioned by Shri Ranga. It is a valid point that he has raised, and therefore, I had permitted him to raise it. But the Hon. Minister might reply at the end.

DR. RAM SUBHAG SINGH (Sabar Kaulha) : You are right. Therefore, no question of my replying now arises.

SHRI C. C. DESAI : In the recent reshuffle of the Council of Minister, not one Minister or Deputy Ministers was dropped nor one new Minister or Deputy Minister was included; it was merely a shuffle like a pack of cards, but one or two good things have happened in this where we feel that round pegs have gone into round holes; the Railway Minister is one and the other one is my hon. friend, Shri Satya Narayana Sinha the Minister for Information and Broadcasting and Communications.

We congratulate the Railway Minister except that he has inherited a situation which he will find very difficult to justify. It is a matter of national tragedy that our people or public opinion have got resigned or reconciled to economic and political impositions, particularly in the matter of taxation, without much protest although we just had a measure of protest before us this afternoon.

The phenomenon of escalating taxes in every budget has become so common both in the matter of General Budget and in the matter of Railway Budget that people have taken it for granted that this must happen. So, when the Railway Minister announced that there would be no increase in fares or freights in the new Budget, the House had a sigh of relief, but let me add here a classical warning which is in Latin and which I can translate in English. It is *Timeo Danaos et Dona Ferentis*. It means if

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'I fear the Greeks when they come bearing gifts.' So, when the Hon. Minister says that he has no new taxes, we do not take him at his face value, particularly when this action has been preceded by an unconstitutional imposition of increase in passenger luggage fares. They all knew, whether it was he or some other Minister; it is no use the Minister saying that it was done by his predecessor....(Interruptions) Mr. Poonacha, whom he replaced, also said in another connection that he was a new Minister and, therefore, he could not answer one of the points raised. This is the tragedy of making the shuffle on the eve of the Session—both of Ministers and of Secretaries; the result is that nobody takes any responsibility for any action and nobody will come before the House with a clean mind.

As regards the gift of no-taxation or relief from any new increase in fares and freights, let us examine what the correct facts are. In this connection, may I quote a statement made by Mr. G. M. Modi, President of the Federation of Indian Chambers of Commerce and Industry, in an interview, published in the *Hindustan Times* of 21st February? He said as follows :-

"It was only a few days ago that the Railways increased passenger luggage charges by 10 per cent. Earlier, from November 1, certain freight rates such as those on coal were rationalised."

The word 'rationalisation' is very important because in the name of rationalisation, everything is done, including fresh imposition of taxes. It resulted in higher charges, particularly for long distance of 800 kilometres and above. Now, the Railway Board has indicated further revision of the fare and freight structure to bring about rationalisation. I want the House to be warned of this seemingly innocent word 'rationalisation' behind which the Ministry has, I am afraid all kinds of nefarious designs. It is a fact that the Railway Board thought it proper to bypass the authority of Parliament, particularly when the Railway Budget was due in a few days. So much for Shri

Mody's comment. My leader has just added his word of protest against the procedure adopted and we hope that this will be the last time when such procedure would be adopted for revising fares on the eve of the railway budget, without obtaining proper sanction of Parliament which is the proper forum for increasing any tax or freight rates or any impost on the tax payer and the public. They cannot throw dust in the eyes of all people for all time. They may think that they did in the past on such occasion and say : what can they do? They will just shout or protest. But Parliament has also changed and the country is changing and you see it from State to State. This kind of action is uncalled for.

DR. RAM SUBHAG SINGH : Now, you are being grabbed by the Congress.

SHRI C. C. DESAI : I shall now turn to the budget statistics. It is calculated that the goods earnings will increase by Rs. 55 crores over the current budget and nearly Rs. 100 crores taking into account the budget of 1967-68. What is the basis for this optimistic survey or assessment? What is the foundation for this facile assumption? Is it that there was an increase of five million tons in the first nine months of the year over which it is now postulated that there will be an increase of eight million? This assumption cannot be borne out by an accurate analysis. After a careful analysis of the budget books, it would appear that there was not much evidence to prove that there had been that industrial revival which alone would be responsible or could account for an increase in the revenues of the railways. For instance, of the 5 million tons which is apparently the starting point of the Ministry's calculation, 2.10 million tons is for coal, one million ton is for iron and steel and only 1.38 million tons is for the other items, particularly food, of which 1.7 million tons moved by railways from Punjab and western parts of the country after a bumper harvest, which you cannot expect every year. Notwithstanding that some ministers are proclaiming from house tops

that there has been an industrial revival. The position is not so acute as it was at one time but there is no reason to think that permanent industrial revival has taken place, particularly now when another Government has come into being in West Bengal. There was industrial recession in that part of the country last time and there were its repercussions in the rest of the country. People feel, that judging from past experience, there may not be a fair deal to industry and people connected with industry in that State. This fear may or may not be justified but the fear is there and it had been expressed in the papers. Therefore, I say that these calculations and assumptions by the railways are more in the nature of wishful thinking ; they are shadow without substance. The position in respect of passenger fares is an accurate index of the railway earnings. Passenger earnings have fallen from the anticipated figure of Rs. 266 crores to Rs. 262 crores. Obviously the reason for this is the operation of the economic law of diminishing returns, because of the imprudent and unnecessary surcharge on passenger fares introduced last year.

Since the railway budget must be balanced or burst, you have to do something if the expectations of increased revenues are not fulfilled. In other words, we must look in the direction of economy or retrenchment. Where is it possible ? To avoid any further mid-term increase in passenger fares or freights, the only main head under which economy can be and should be effected is the staff and personnel. According to the booklets supplied by the ministry itself, the staff had increased from the modest figure of 9,14,000 in 1951 to 13,63,0000 in the current year—an increase of 45 per cent.

SHRI INDRAJIT GUPTA (Alipore) : What about increase in mileage ?

SHRI C. C. DESAI : As compared with the increase in services, mileage, stations and materials, this increase in staff is absolutely out of proportion and it is this basic factor on which economy must principally be applied ;

SHRI NAMBIAR (Tiruchirappalli) : Leading to more accidents !

SHRI C. C. DESAI : Too many cooks spoil the broth. Too many people working at cross-purposes will create accidents. I am saying this to avoid accidents. We have plenty of development and our people can be absorbed in the developing economy. It is not necessary that over a single piece of job, there should be more men than necessary. I hope this will be accepted even by the communist party.

This contention is borne out by the fact that 45 per cent increase in staff has not been matched by any corresponding expansion in lines, stations, materials and services.

SHRI RANGA : Or efficiency or safety.

SHRI C. C. DESAI : Every year we have been told that everything is being mechanised in the railways and we are on the road to mechanisation. If that were so, there should be a further possibility of retrenchment in staff. But that is not forthcoming, because the railways there also are under pressure from the people below. With this enormous expenditure on mechanisation, there should be some return by way of saving on staff.

Any increase in staff has also to be measured against the *per capita* cost to the exchequer. Here, the railways stand condemned by their own publications. The minister himself has confessed that expenditure on staff accounts for 66 per cent of the running expenses, with an increase of Rs. 11.23 crores this year, at a conservative estimate, which may not take all the grounds into account. I see that because of certain developments regarding dearness allowance, there may have been some increase in expenditure, but what we want is economy in the number of personnel and not economy in terms of remuneration of each individual worker.

SHRI INDRAJIT GUPTA : What about economy in officers ?

SHRI C. C. DESAI : So long as that economy does not apply to Members of

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Parliament, you can apply it to officers all right. I am no longer there. The average *per capita* national income is approximately Rs. 461 per year. The corresponding average national income for a railway employee in 1967-68 was Rs. 2732 with an addition of Rs. 161 for rail cars and other facilities like generous facilities for free travel, the like of which very few of us enjoy, on a scale unprecedented in any other form of public enterprise. Taking all these factors into consideration, this spoo-feeding or featherbedding should stop and I hope the Railway Minister, strong as he is, should be able to see that something effective is done. If necessary he can appoint a Commission to go into this matter and whatever he wants to can be done as suggested by the report of the Commission.

I will refer to some matters regarding operational efficiency or improvement in the operational efficiency. The main subject that comes up to my mind in this connection is double tracking. It is one of these measures which would enable the best utilisation of existing facilities and rolling-stock. What is our record in the matter of double-tracking? At present only 17 per cent of our total mileage is double track while it is as much as 63 in France and 50 in the German and Japanese systems. We have a considerable leeway to make up. I suggest in the apportionment of priorities it should get the highest priority. It will give you a better utilisation of existing facilities than any other factor. This is a measure where except for the extra cost there is no foreign exchange involved and that is another important consideration. It should be possible to find the funds required for double tracking either by reducing or diverting the present provision of Rs. 118 crores for rolling-stock. This is putting cart before the horse. Before you have enough rolling-stock what you want is increase in track facilities so that you can make the most effective and best possible use of the rolling-stock available. Even dieselisation should take second place as compared to double-tracking.

Sometimes one wonders for whose benefit the railways are run, whether it

is, as my hon. friend said, for the Moghuls of the Railway Board or for the great Moghul of the Railway Ministry or for the staff (*Interruptions*), or for the long suffering public which bears the burden of fares and freights. Provision for passenger amenities in the budget is only Rs. 4 crores as against Rs. 8.14 crores for amenities to staff. The total staff is 13 lakhs working for the benefit of the railways, for the benefit of the nation. What about the nation itself? Everybody who travels by railways knows about it. I wish that the Railway Minister would at some time like the old Prince Haroun Al Raschid go incognito and travel by railway. Either he should grow a beard or put on a mark. Let him see for himself what kind of over-crowding is taking place in the trains. Let him try to see if he can enter the bathroom of a train. Only by going incognito he can see how even the meanest amenities are denied to passengers, how much dust and dirt is there in the compartment and what punctuality the train keeps. I am not making this suggestion light-heatedly but in all seriousness. I hope the Hon. Minister will change his form, change his dress and look and travel by a train, if not from Delhi from some way-side station and see for himself the conditions obtaining in the railways. If that is done, I have no doubt that every passenger in the country will get what he deserves and what he should have. Over-crowding, insanitation, unpunctuality and danger to life, these are things which one has to see to be convinced about them.

As somebody said, today to travel by train is more risky than travel by air or some other means. Apart from being risky, it is certainly more troublesome and nauseating. Instead of travel it becomes a travail.

I do not want to give the figures about over-crowding, particularly in suburban trains, even passenger trains, throughout the country. For instance, there is an increase of 33 per cent in the non-suburban traffic and 16.4 per cent in suburban traffic without any additional facilities to carry this additional load of traffic. Similarly, punctuality

figures also do not reflect credit on the working of the railways. The ratio has fallen from 84.76 in 1965-66 to 75.90 in 1967-68.

In connection with accidents, may I bring to the notice of the Hon. Minister a recent case in Gujarat? At a place called Tetoda, a train was allowed to pass and run over passengers who had given notice that they were going to do *satyagraha* and that they were not going to move out of the way. The instructions from Delhi were that the train was to stop at both places. In spite of that, the driver or whoever was in charge of the train, after passing that station, ran over those people doing *satyagraha*. One died on the spot and the other died later on. No investigation has been made and no inquiry has been carried out. Although we brought this specially to the notice of the then Railway Minister, nothing has been done. I should have thought that the Railway Minister, instead of thinking that he has washed off his hands of the Railway Ministry, instead of thinking that he has got rid of this bad rubbish, he should have found a little time to be present in the House when the railway budget is being discussed because what we are really discussing is the acts of omission and commission carried out by him as Minister at that time. That much about accidents.

Then I come to another feature which is very common in railways, and that is pilferage. It has reached such tremendous proportions that losses running into six figures are accepted as a matter of fact, as a matter of resignation in railway centres like Howrah, Mughal Sarai and Bombay.

Coming to catering and sanitation, they know that the catering arrangements are bad. So, they appointed a committee. But of whom? Only Congress Members? How are the Congress members alone qualified and competent to advise on catering? Though four or five Members of Parliament were appointed to that committee, all of them were Congress members. How is it that Congress members alone have knowledge of catering? Were they trained in some school of catering or somewhere?

SHRI S.M. BANERJEE : Congress-men are good cooks!

SHRI C.C. DESAI : This is the kind of treatment which they give to the Opposition and the Prime Minister has the temerity to stand up in her seat and say that she wants the co-operation of the Opposition parties! It is a little committee on catering but they must appoint only Congress men and women! Because they get their TA and DA, that is why perhaps they appoint only Congress people on these committees. I want this to be examined. I brought this specially to the notice of Shri Poonacha at that time.

SHRI R. D. BHANDARE (Bombay Central) : This is too cheap a joke.

SHRI C.C. DESAI : Very well. I will leave expensive jokes to Shri Bhandare. I believe in cheap jokes because that is a joke that he will enjoy and that he understands.

About the Railway Board, with the little experience that I have had of the administration, I feel that there should be a buffer between the Minister and the Board in the sense of a Secretary not derived from the department itself but from general administration who will be in a position to advise the Minister in respect of the proposals put up by the Board and not being influenced by the Board itself. That is such a thing as fresh, bold, independent advice from a person of general education and general knowledge. That is a sort of thing that happens in all the other departments, even in the States where I used to be Secretary, in the matter of medical and public health or public works department where the Secretary used to be a civilian. Even when the Governments changed and the Congress Government came in power, they were asked whether they would prefer to have an Inspector General of Civil Hospitals as Secretary in the Medical Department or a civilian or whether they will have the Chief Engineer, PWD, as Secretary or a separate Secretary drawn from the general administration and in all cases they chose the latter course. They preferred to have a separate Secretary. This is not

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in derogation of anybody in the Railway Board at all. I have great respect for the officers presiding in the Railway Board but I am talking general administration and as to what is good in the interest of the Railway Board, the Railway Minister and particularly of the long suffering public which have so much to do with the good running of the railways.

There are one or two things about Gujarat. Although it may look parochial, coming as I do from Gujarat I cannot help referring to them. We want to know what has happened to the ancient proposal for a railway from Tarapur to Bhavnagar. I used to hear about that railway ever since 1947. When Balwantray Mehta was alive, he tried hard to get that railway accepted. Even a survey was made and a promise was held out that the railway would be constructed. Since then the railways have fallen on evil days ; they have become bankrupt. They say that there are no funds and they are using the available funds only for strategic purposes or for industrial areas. But I make bold to say that Tarapur-Bhavnagar is an important link : it is a link which passes through the most populous area of Gujarat and you will have all the traffic, all the revenue and all the income that any railway in any sector can give you. I do hope that this matter will receive the personal and immediate attention of the Hon. Minister.

Similarly, there is a little gap—perhaps, the hon. Minister may not even know but I must refer to that...between Jasdan and Rajkot. From Jasdan to Botad the railway has been constructed but this particular gap between Jasdan and Rajkot has been left out, almost looks as if through inadvertence. I would like to bring to the notice of the Minister the map of Gujarat (Saurashtra) in which he will find that there is a little gap between Rajkot and Jasdan which requires to be filled up.

Similarly, the Hasan-Mangalore Railway is to be constructed at a cost of Rs. 28 crores but I am told by my friends from Mysore State that the work on that is proceeding at a snail's pace.

Only Rs. 8 crores worth of work has been done. Although the work was supposed to be completed by 1972, at the present rate it will probably be completed in 1982.

We hope that the hon. Minister, as soon as he gets a little more time, will be able to look into this matter and see that the work is completed according to schedule and that the money is allotted accordingly.

Then, I would like to make a point about the demand of Gujarat for the location of the Western Railways Headquarters somewhere in Gujarat, preferably in Ahmedabad. But it does not matter whether it is Ahmedabad or Baroda. Gujarat is a growing industrial State. Perhaps, no other State is developing so fast industrially and agriculturally as Gujarat. What you require is better railway facilities to support the agricultural and industrial revolution which is taking place in Gujarat. Why should you have two Railway Headquarters side by side in Bombay city ? I hope my friends in Bombay will not take amiss if I say that. Let each State be content with one Railway Headquarters. It is not necessary that several Railway Headquarters should be located in one place whether it is Bombay or Calcutta. We do hope that, even at some cost, even at some sacrifice, the legitimate claims of Gujarat will be listened to by the Railway Board. They are sometimes hard-boiled bureaucrats. I certainly expect the hon. Minister who has to take a political view of any problem to take into account the feelings, not only the feelings and aspirations, but also the requirements of Gujarat and see that, in the near future, at least a policy decision will be taken and an announcement will be made that the Headquarters of the Western Railway which runs mostly through Gujarat will be located in Gujarat, either in Ahmedabad or in Baroda.

There is one more point of particular importance which I would like to bring to the notice of the hon. Minister and that is the strategic areas of Rajasthan, U.P. and Bihar and also of eastern

India, that is, Tripura, Manipur and Nagaland. Just as we are going to have an extension of railway into Jammu & Kashmir State, similarly, on the eastern side, we must have railways going into Tripura, Manipur and Nagaland if we want these areas to feel that they are part and parcel of India and that they share in the development and growth of this country with the same conviction as others. In that case, even if the Railways run at a loss, to begin with, it is our duty and it is our obligation to our people that we provide them with the minimum transport facilities through railways.

In conclusion, I am reminded of a cry which rings sonorously down the corridors of Roman History, "How long will thou abuse our patience, Cataline?". If we substitute the word 'Cataline' by 'Railway Minister' Dr. Ram Subhag Singh though an old-timer in the Railways is still a new Railway Minister, you have a cry which will be found on the lips of millions of our people who have, everyday, an occasion to travel by railways from the place of their residence to the place of work, from one place to another. You must remember that there is such a thing as consumer resistance and, once you get into that position, all your estimates of railway earnings will go off the rails and you will be much worse off. Therefore, you must allot more money for passenger amenities instead of for staff and also you must improve the working of the Railways in the matter of punctuality, in the matter of pilferage, in the matter of facilities, for the railway traffic.

SHRI KRISHNA KUMAR CHATTERJI (Howrah) : I did not have the privilege of listening in person to the Railway Budget when it was presented before this House; it was not because of the aftermath of the mid-term poll in West Bengal but because of the serious illness of my son. It is rather difficult for one, speaking from this side of the House, to do justice to all the feelings that come uppermost in his mind. Even then, I would like to say this.

I am happy that we have today got a Railway Minister in Dr. Ram Subhag

Singh. Dr. Ram Subhag Singh is a person who can accept bouquets and brickbats with equal composure. It is a pleasure, therefore, to cross swords with him on the floor of the House. I know, Dr. Ram Subhag Singh has got the right imagination and even some arrogant courage...

AN HON. MEMBER : Arrogant courage !

SHRI KRISHNA KUMAR CHATTERJI : Yes, I repeat it arrogant courage. Perhaps, while presenting the Railway Budget one has to exhibit that arrogant courage.

We have to remember that India cannot survive if there is any more bungling on the railway front. This is a warning that I gave. Unless the whole Parliament is aware of this grave danger, perhaps we will meet with a big calamity in the near future.

It is good that the Railway Budget has been presented with a small surplus after four years and there has been no rise in fares and freights. I will read out to you the impression that has come out from a writer in the *Statesman* on the 20th February :

"Relief and even happiness were the first reactions of the common man in the capital to the absence of any increase in passenger fares or freight rates in the railway budget for 1969-70. 'It is about time that the spiral of fare and freight increases stopped' said a young office-goer. But his happiness was a little subdued by the fear that the general budget might well be a 'shopper' more than neutralizing the absence of increase in the railway budget."

I wish our Finance Minister was here. But then the little solace is there that our Railway Minister has come out with a Railway Budget without any increase in fares and freights. But then, there is the rationalisation of fare and freight structure. I am allergic to the term 'rationalisation'. I come from West Bengal where, in the name of rationalisation of tramway fare structure, quite a big load was put on the poor, suffering

[**Shri Krishna Kumar Chatterjee**]

people of Calcutta. Even then I am glad that he was bold enough to say in his Budget speech that rationalisation was there and that we would be preparing to go ahead with all the courage to meet any calamity that we may face. In this connection I would like to say that there is some irrationality in the fare and freight structure. There is no doubt about this. That irrationality should be removed, but then this should be without tears. Unless that can be performed, I think, the bouquet that we are prepared to throw towards the Railway Minister of today may not be repeated in future and history may decry the prophecy that he gave while presenting the Budget, the promise of not increasing the fares and freights.

I would now like to refer to a few observations made by our Railway Minister. This is a summarised version that appeared in the *Statesman* of 20th February :

"Since two-thirds of the expenditure of the railways were incurred on staff, Dr. Singh promised to achieve a higher productivity rate to reduce the costs of operation. Staff increases during the current year were proportionately smaller than the increase in the traffic."

Dr. Ram Subhag Singh is rather a bold person.

We know that the former Railway Minister Shri C.M. Poonacha was trying to improve the working of the railways. Here, I must make some appreciative remarks about that good gentleman. He was too good for the portfolio. He was trying to improve the working of the railway and trying to serve the people but he was groping against a dead wall.

15 hrs.

[**SHRI R.D. BHANDARE in the Chair**]

He had promised us that at the conclusion of the budget year he would present us with a surplus of at least Rs. 1 crore. But what has actually happened is that we had to close the balance with a colossal deficit of Rs. 10 crores, which is too big for a poor country like ours. Therefore, I am not quite sure whether

Dr. Ram Subhag Singh after one year will be able to credit the railway account or the account of the public exchequer with the amount that he has promised today.

Sir, I come from West Bengal, an unfortunate State which has been seething under discontent, frustration and even irritation because of the injustice meted out to it in the past by the leadership at the centre...

Mr. CHAIRMAN : The hon. Member may kindly come to the budget.

SHRI KRISHNA KUMAR CHATTERJI : I am coming to the budget. The railways have very much to do with the political problems of the country. So far as West Bengal is concerned we are happy that Dr. Ram Subhag has at last realised the danger of the situation, for at page 8 of his budget speech he has referred to the question of a survey for the location of a circular railway in Calcutta. That is good. He has said that the problems of Calcutta and Bombay need to be given first priority and that in consultation with the Planning Commission it has been agreed that subject to further examination of what financial and operational responsibility should ultimately devolve on the railways in the matter, the railways should take up a survey for the final location and detailed planning of the suburban dispersal line in Calcutta. That is one thing which does put some cheer in me because I had been losing faith in the mechanism of the railway system.

I would like to quote what has been stated in the *Imprint* of November. It says :

"Calcutta is not one disaster but many, each breeding its own kind of despair, its own special nightmare. The city planner scans the decaying water, sanitation and transport systems and holds out the prospect of total failure, a breakdown so complete that people would flee as if running from war or plague. The sociologist talks of the frayed fabric of society

coming apart altogether, the economist of a depression so deep there could never be any recovery. The political analyst resorts to words like 'anarchy' and 'nihilism' and asks whether Indian democracy can survive the erosion of faith that is taking place here".

It is good that Dr. Ram Subhag Singh has realised the danger ahead, although it is rather too late. Anyhow, we welcome his assurance that there will be a survey and he has allocated some fund for the purpose though it is not enough considering what we expect from the Centre, which has been putting ruin after ruin on the State of West Bengal. I repeat this because in the matter of fiscal policies and financial allocations, West Bengal has been smarting under a sense of injustice done to it by the Centre. I repeat it from this side of the House. Therefore, it is good that Dr. Ram Subhag Singh has at last shown a merciful attitude towards West Bengal by promising this circular railway at this juncture. In regard to the circular railway scheme, the editorial of the *Hindustan Standard* dated the 20th February, 1969 says :

"It may be true that a plan of considerable magnitude, which the O-railway is, cannot be effected overnight. All pros and cons must be carefully weighed before a firm decision was taken. But how careful the Union Railway Ministry could get? For how long will the weighing continue? And when will action follow? New Delhi's patience is apparently endless. Not everybody else's is".

These are the remarks in the editorial of the *Hindustan Standard* which is a widely read daily in Calutta.

I would revert back to the Railway Board and reiterate my demand once again for the immediate liquidation of the Railway Board. When I came to this House of the fact that 1967 was not 1947 and that we had to think in new

terms and that a new vision was necessary, and a new courage, a new programme and a new every thing was necessary. Therefore, I reiterate once again my demand that there should be an immediate dissolution of the Railway Board, and the reason why I say this is this. I shall share with you some of my painful experiences with the Railway Board. I have with me here bundles of letters which I have got from the Railway Board and the railway officialdom. I have got not just one bundle but several bundles. Each one of them is an essay on futility. In my attempt in my own humble way to do justice to certain wrongs that are being perpetrated, I have met with only a dead wall. That dead wall is nothing but the rules and regulations which are outdated and outmoded and which I would say are even anti-social. I am not the only one to draw this kind of inference. Even in the report circulated by the railway themselves, while discussing the question of the railway accidents it has been stated that the rules stand in the way and even the Kunzru Committee could not improve matters.

I would like to mention why the Railway Board and why those venerable gentlemen sitting over there in air-conditioned rooms cannot really perform the responsibilities of today. I say this emphatically that it is impossible for this Railway Board to perform the responsibilities of a socialist country today. Therefore, I would like to repeat what had appeared in the *Hindustan Standard* of the 20th February, 1969. This was what had appeared. Mr. Khandelwal, Chairman of the Railway Board had met the press people and said as follows:

"He said closing of certain unremunerative railway lines was being considered despite the objections from the State Governments and the people of the areas concerned."

Is the railway system to serve only profiteering? I ask the Railway Minister what he is here for? Are we here to serve only the interests of certain vested interests or are we here to serve the people's interests or the interests

[*Shri Krishna Kumar Chatterji*]

of the States? What are we here for? I am a little confused as to what the function that I have to do is? Have I serve to the State and the people there or have I to serve the masters in the Railway Board? That is the confusion that I have. I think the railways will have to think not in terms of profiteering, not in terms of unremunerativeness of the lines but in terms of public service. In Howrah itself, as we have been demanding for the taking over of the Howrah-Atma line and the Howrah-Sheakhala line. Everybody knows that with these private railways, our railway system has failed to achieve the objective that it has. There has been loss of revenue on the private railway because of the manner in which the private railway system is being run; it is being run in the interest of some vested interests only. Therefore, these should have been taken over long long ago. But then we have hesitated too much, and we have not performed our responsibilities to the people.

In the light of the view expressed by the Chairman of the Railway Board, I feel that the Railway Board cannot perform the functions of today. The Railway Board has outlived its utility. The Railway Board had been created for a particular purpose. The duties then were quite different. But today it has converted itself into a coterie of vested interests, and I am prepared to prove this.

Therefore, it is very necessary that we should not concentrate power in their hands in the name of experts or even in the name of certain officials who had proved their merit in the past. We cannot create a body with these people so that they may rule over us. Therefore, the first thing that I request the Hon. Minister is to take courage in his hands and abolish the Railway Board. It brooks no delay. I make this point only because I know what kind of favouritism, nepotism and vicious things are going on in the Railway Board in the names of rules and regulations. The rules and regulations are interpreted by them as executed by them or implemented by them. Even humble parliamentarians looking to the functioning

of the railway board finds that the old fashioned rules stand in the way of serving the interest of most people. I must also say that a parliamentarian is treated with the same shabbiness as any man in the street. If he writes about something to the Railway Board officiodom or even to our great ministers, they will simply say at first that the matter is under consideration. After six months, a letter will come saying that the opinion of the Railway Board is contained therein. This is the way it functions and it has become the fashion. In such circumstances, the Rajdhani Express loses its utility. If they want to show their progress and speed, there is this record of the working of the Railway Board and the Railway Ministry. What good does it do if the capital express adds some speed. Some people will travel faster in luxury. This is a poor country and it can ill afford the luxury of the capital express. Still, I am prepared to concede that the Railway Board has done a good job by introducing the capital express. There is another instance of dilatoriness and ignoring the just claims of West Bengal. I refer to the electrification of the Bandel Katwa line. Many times it had been promised but electrification never came and now the whole system has suffered so much that the people of Burdwan district, where Congress held its strongest position, had recorded a devastating verdict of no-confidence. Therefore, it is time that we are awake about our responsibilities. The railways are the oldest of public sector undertakings and they are on test. If the Railways, whose centenary was celebrated the other day and which are the oldest of public undertakings in India, are not able to make success of their working, we shall be failing the country and I shall be failing in my duty if I do not sound this note of warning.

Unless the railways pick up and the minister gets alert about his responsibilities to the people, it will be too late and the irritation and anger of the people will certainly grow to such an extent that it will create violent reactions in my State. When I see trains being burnt, I think that if these gentlemen of the Railway Board, who are used to travelling

in saloons, and air-conditioned coaches, travel in third class, I am sure their moral conscience would revolt and they will understand that it is an oppressive system which is functioning in the name of a public undertaking.

Sir, I am happy that a new minister with new dynamism and boldness is in charge of the portfolio. Therefore, we are expecting great things from him. These are the indications I have placed before him in the fond hope that he will take courage and move quickly. Time is the essence of the matter. If I may indulge in a bit of loud thinking, I think the country is passing through a crisis. The need of the hour is a national government at the centre. I feel all the democratic and progressive forces in the country must combine and form a national government, a coalition government, if the railway system is to do justice to the country. This is a bit of loud thinking, I am making and I crave your indulgence for that.

श्री सूरज भान (अम्बाला) : सभापति महोदय, तीन साल मुनवातिर घाटे के बजट के बाद इस साल कीबन 2 करोड़ रुपये के मुनाफे का बजट पेश करने के लिए मैं डा. राम सुभग सिंह जी को मुवारकबाद देता हूँ। लेकिन डा. साहब को यह मुवारकबाद देने के अलावा कुछ और साहिबान भी इस मुवारकबाद के हकदार हैं और उन में सबसे पहले मैं श्री पुनाचा जी को मुवारकबाद देता हूँ जिन की देख रेख में दरअसल यह बजट तैयार हुआ और उनके बाद रेलवे के उन लाखों कर्मचारियों को और हजारों ईमानदार अफसरों को मुवारकबाद देता हूँ जिन्होंने जांफिशानी से और ईमानदारी से काम करके रेलवे में तीन साल घाटे के बाद अब मुनाफे की सकल दिलाई है।

सभापति महोदय, जिस समय डा. साहब ने अपनी तकरीर में यह कहा कि इस साल किरायां और भाड़ों में कोई इजाफा नहीं होगा तो हाउस के कुछ आनरेल भेंट्वान ने तालियां बचायीं। लेकिन मुझे इस में कोई ताली बचाने वाली बात नजर नहीं

आई थी। उसकी बजह बताता हूँ। रेलवे मंत्री ने किराया भाड़ा न बढ़ा कर जनता पर महज रहम किया है, कोई मेहरबानी नहीं की है। सिर्फ रहम किया है। पिछले बर्षों में रेलवे का किराया और भाड़ा बढ़ते-बढ़ते इस हद तक पहुँच गया है कि अगर जनता को इसमें कोई कमी की सूरत दिलाई देती तो शायद उसे कुछ तसल्ली होती। लेकिन जिस ढंग से किराया गुजिश्ता सालों में बढ़ाया गया है उसको देखते हुए इस साल किराया नहीं बढ़ाया गया, यह देखकर ही उन विचारों को कुछ थोड़ी सी तसल्ली हुई। हमारे रेलवे के बजट में 946 रुपये की आमदनी दिलाई गई है, एस्टीमेटेड इनकम मेरे रुपाल के मुताबिक यह अन्डर-एस्टीमेशन है। यह आमदनी। हजार करोड़ रुपये तक पहुँच सकती थी और पहुँचेगी। मेरा रुपाल है कि उस आमदनी में से तीसरे दर्जे के जो मुसाफिर हैं उनके बड़े हुए किराए में कुछ कमी की जानी चाहिए थी और कच्चे माल का जो भाड़ा है, जरूरियां जिन्दगी की जो चीजें हैं उनका जो भाड़ा है उसमें कुछ कमी करनी चाहिए थी। लेकिन वह नहीं किया। मैं डा. साहब से निवेदन करना चाहता हूँ कि वह मेहरबानी करके तीसरे दर्जे के किराये में कुछ कमी एनाउंस करें और कच्चे माल के ट्रांसपोर्टेशन तथा जिन्दगी की जरूरी चीजों के ट्रांसपोर्टेशन का जो भाड़ा है उसमें कुछ कमी एनाउंस करें तो जनता को कुछ थोड़ी सी मह़लियत होगी।

माननीय मंत्री जी ने अपने भाषण में एक जगह यह भी कहा है, मैं उन के ही अन्काज कोट करता हूँ :

“Perhaps, there has also been some diversion of short distance traffic from rail to road due to our having increased the minimum railway fare from 15 to 20 Paise. Frankly speaking, I am not unhappy over these developments...”

[श्री सूरज भान]

उन के कहने का तात्पर्य यह है छोटे फासले के सफर के लिये जो पैसेजरों की तादाद घट गई है, हालांकि मुसाफिरों की कमी नहीं है, लेकिन इस से वह नाल्या नहीं है। मेरे रुयाल से तो यह अंगूर खट्टे होने की बात है। मुसाफिरों की रेल के सफर में कोई सहूलियत नहीं मिलती है, तीसरे दर्जे के डिव्वों में मुसाफिरों को भेड़-बकरियों की तरह ठूम दिया जाता है, न वहाँ रोशनी होती और न पंखे, इन दिवकरों के पेशे-नजार लोग छोटे फासलों के लिये रेल के बजाय बस से सफर करना ज्यादा पसन्द करने लगे हैं, क्योंकि मोटर में अगर 40 सीटें होती हैं, तो 41 वां आदमी नहीं चढ़ने दिया जाता, रेलों की तरह भेड़-बकरियों की तरह मुसाफिरों को ठूसा नहीं जाता। घड़कलास के मुसाफिरों को सहूलियतें तो दूर, उन के जानोमाल, की हिफाजत भी नहीं है।

श्री रणधीर सिंह : सहूलियतें बतलाओ, क्या सहूलियतें दी जायें।

श्री सूरज भान : पहली बात तो किराये घटाइये। रेलों में रात को रोशनी नहीं है, पंखे नहीं हैं, बैठने के लिये जगह नहीं मिलती है। अगर कहीं पर भीड़ ज्यादा होती है और हम दररुवास्त करते हैं तो कहते हैं कि नई ट्रेन इन्ट्रोड्यूस नहीं कर सकते, बोगियां ज्यादा नहीं बढ़ा सकते। मैं चाहता हूँ कि क्लास तीन के मुसाफिरों को ये सहूलियतें दी जायें।

डाक्टर साहब : ने अपनी तकरीर के दोरान हादसों का ज़िक्र किया है और उन्होंने इस बात से तसल्ली जाहिर की है कि पिछले साल की निस्वत इस साल हादसों में कुछ कमी हुई है। मेरे रुयाल के मुताबिक यह अपने दिल को खुश करने के लिये और तसल्ली देने की बात है। आज कल गालिब शताब्दि चल रही है, मैं गालिब का ही एक शेर आपको सुनाता हूँ—

हम को मालूम है जन्मत की हकीकत लेकिन दिल के खुश करने को गालिब यह रुयाल अच्छा है।

पिछले साल साढ़े पांच हजार रेल्वे एक्सी-डेन्ट्स हुए, क्या ये एक्सीडेन्ट्स कम हैं, क्या यह फिर की बात नहीं है। यह बात ठीक कि पुनर्वाचा साहब ने रेल्वे एक्सीडेन्ट्स को कम करने के लिये कुछमु कीद इकदामात उठाये, मेम्बर पालियामेन्ट को बुलाया, रेल्वे एम्प्रलाइज फैइशन के नुमाइन्दों को बुलाया, रनिंग स्टाफ के लोगों को बुलाया उन से बातचीत की और उस के बाद कुछ इकदामात उठाये, जिनके काफी मुकीद नतायज निकले। मैं डाक्टर साहब से भी रिक्वेस्ट करूँगा कि वे भी इसी किस्म के स्टेप्स उठायें जो पुनर्वाचा साहब ने उठाये थे ताकि रेल्वे के मुलाजमीन मुर्तमईन हो कर अपनी ड्यूटी सरअन्जाम दे सकें। अबमर देवा गया है कि ड्राइवर और दूसरे लोग जो गाड़ी को ने जाने का काम करते हैं उन को कई बार 18-18 घण्टे ड्यूटी देनी पड़ती है। जब आप किसी ड्राइवर को सोने नहीं देंगे तो आप उस से कैसे तबक्कों कर सकते हैं कि वह गाड़ी को ठीक ढंग से हिफाजत के साथ मनिंजले मक्सूद पर पहुँचा देगा। उन की बकिंग कन्डीशन्ज को, उन की सर्विस कन्डीशन्ज को इम्प्रूव कीजिये ताकि मुलाजमीन तसल्ली के साथ रेल्वे की एफिशियेन्सी को बढ़ा सकें। उन को जो घरेलू फिर लगी रहती है, उस से निजात पां सकें।

सभापति महोदय, रेल्वे के महकमे ने पंजाब और हरियाणा से गेहूँ को उठा कर दूसरे सूबों में ले जा कर बहुत अच्छा काम किया है। मैं इसकी तारीफ करता हूँ। लेकिन अभी कुछ दिन पहले मुझे राजस्थान के चीफ मिनिस्टर मुख्याडिया साहब का एक बयान पढ़ने का तौका मिला। उन्होंने शिकायत की थी और दुख भरे अलकाज में शिकायत की थी कि हम इसलिये भवेशियों को चारा नहीं दे सके, इसलिये भूते-मरते

हुए मवेशियों को बाहर नहीं ले जा सके, क्योंकि रेलवे ने बैगन देने में कोआपरेट नहीं किया। जहां हम को 50 बैगन्ज की जरूरत थी, वहां हम को पांच बैगन्ज मिली। सभापति महोदय, यह देश की बदकिस्मती है कि आजादी के बाद वक्तन फवक्तन देश के किसी हिस्से में क़हत पड़ा तो कभी सूखा पड़ा रेलवे का महकमा इन मुसीबतों में बहुत सहायक हो सकता है। मेरी आपसे अपील है कि इस किस्म की नैचुरल-कैलेमिटीज जब आती हैं तो रेलवे को राइज-टु-दि-ओकेजन होना चाहिए, कम से कम बैगन्ज बर्गरह के मामले में ज्यादा मदद करनी चाहिए।

डा० राम सुभाग सिंह : जितनी चाहे उतनी बैगन्ज लीजिए।

श्री सूरज भान : सभापति महोदय, रेलवे में ज्यादा आमदनी गुड्स-ट्रैफिक के जरिये होती है। इसमें कोई शक नहीं कि रेलवे ने कुछ बहुत अच्छे ईंटदामातउ ठाये हैं, मसलन कन्टेनर मर्विस शुरू की है, कैलेक्शन एण्ड डिलिवरी मर्विस शुरू की है—ये अच्छी बातें हैं, लेकिन इनमें बेहतरी की अभी बहुत गुंजायश है। सबसे पहली बात तो यह है कि व्यापारी रेलवे से माल भेजने में अपने को मुतमईन महसूस करे। अगर आप व्यापारी को यह यकीन दिला दें कि उसका माल वक्त पर, महफूज पहुँच जायगा और उसको परेशानी नहीं होगी, कुछ बदनाम रेलवे एम्पलाइज नाजायज तौर पर उसको तंग नहीं करेंगे, तो इससे रेलवे का गुड्स-ट्रैफिक बढ़ सकता है। चन्द मालों से रेलवे गुड्स ट्रैफिक की आमदनी, जो पर्सेण्जर ट्रैफिक से ज्यादा होनी चाहिए, बहुत गिरी है और यह बढ़ सकती है अगर आप व्यापारी को इन बातों की तसल्ली करा दें। व्यापारी आज रोड-ट्रैफिक की तरफ ब्यां जा रहा है? इसलिये कि रेलवे में उसको परेशानी होती है, उसका माल चोरी होता है, वक्त पर नहीं पहुँचता है। अगर ये दिक्कतें दूर हो जायें तो इससे रेलवे की आमदनी कई गुना बढ़ेगी।

सभापति महोदय, मंत्री साहब ने अपने भाषण में एक जगह ज़िक्र किया है कि रेलवे में 9 लाख लोग टिकटलेस-ट्रैवलिंग हर महीने करते हैं। एक बार, जब मैं इस पालियामेंट में नहीं आया था, मैं एक थड़-क्लास के डिब्बे में सफर कर रहा था। उस डिब्बे में एक टिकट-चेकर आया और एक भाई जो मेरे नजदीक बैठे हुए थे, उन से टिकट मांगा। उन्होंने कहा कि मेरा टिकट फलां टिकट चेकर के पास है। उस टिकट चेकर ने कहा—हां, कई मुसाफिरों के टिकट मेरे पास भी हैं। इस तरह से वे एक दूसरे का नाम ले लेते हैं और टिकट नहीं काटे जाते। आपने कहा है कि 9 लाख टिकटलेस ट्रैवलिंग होता है यह आपके आंकड़े हैं, लेकिन मेरे हायाल से इससे कहीं ज्यादा टिकटलेस ट्रैवलिंग होता है। जहां हम रेलवे मुलाजमीन के लिए आप से मांगे करते हैं, उनको सहूलियतें दिलाने की कोशिश करते हैं, वहां हम उन को भी समझते हैं कि इस किस्म की चोरी देश के साथ बेईमानी है, धोखा है, यह हटनी जाहिए। मैं आपसे भी निवेदन चाहता हूँ कि इस किस्म के मामलों में आप सहत कदम उठायें, जो इस किस्म के निकाम्मे आदमी हैं उनको सख्त सख्त सजा दी जाए। टिकटलेस ट्रैवलिंग के बारे में नार्दिन इण्डिया के एक मशहूर अखबार की ओपीनियन में आपके सामने पढ़ कर सुनाता हूँ। 21 फरवरी के आपने लीडिंग आटिकल में, जिसका हेडिंग “रेल-सिक्नेस” है, “ट्रिब्यूर” लिखता है:—

“Making the railways a custom-oriented service would remain a pious hope so long as it does not cease to be revenue-oriented and accident-prone.”

दूसरे हिस्से में बह कहने हैं—

“Whether this ticketless travelling on such a large scale is possible without collusion or connivance from at least a section of those whose duty it is to prevent it is worth enquiring. If the menace cannot be curbed, it would be a good idea to throw open the

[श्री सूरज भान]

railways for free travel by all and let the general taxpayer pay."

मेरा आपसे अनुरोध है कि आप कुछ ऐसे कदम उठायें, जिससे टिकटलेस ट्रेवलिंग खत्म हो जाये।

सभापति महोदय, रेल्वे में मुसाफिरों की तादाद में कमी होने का एक कारण यह भी है कि मुसाफिरों को यह पता नहीं होता है कि वह बक्त पर अपनी मनिजिल पर पहुंच जायेंगे। इस सिलसिले में एक दिलचस्प मिसाल आपके सामने रखना चाहता हूँ—पिछले साल 26 अप्रैल को इस संसद के दो सदस्यों—श्री वृजभूषण लाल और श्रीमती नायर—को कच्छ सत्याग्रह के सिलसिले में जाना था। गाड़ी रात को ग्यारह या साढ़े ग्यारह बजे दिल्ली रेल्वे स्टेशन से जाती थी। आदरणीय गौयल जी संसद सदस्य उन को स्टेशन पर छोड़ आये और उन्होंने अपना बिस्तरा लगा लिया, इस रुयाल से कि गाड़ी अब रवाना होने वाली है। जिस बक्त मुबह उन की आंख खुली तो उन्होंने पूछा कि यह कौन सा स्टेशन है। तो पास के एक साधी ने फरमाया कि अभी दिल्ली ही है, गाड़ी वहां से चली ही नहीं है। यह हकीकत है, मैं डेट दे रहा हूँ—26 अप्रैल, 1968 का बाब्या है।

डॉ राम सुमारा सिंह : पहली अप्रैल नहीं थी।

श्री सूरज भान : मेरा आप से यह निवेदन है—रेल कहीं पर लेट हो जाय तो वह और बात है, लेकिन जहां से रेल को रवाना होना है, वहां से रवाना ही न हो, यह बड़ी अजीब बात है, वहां से रवाना होने में लेट नहीं होनी चाहिये।

मैंने रेल्वे में चोरी की कुछ मिसाले पिछले साल दी थीं, वे खास तौर से रेल्वे के अमृतसर बर्कशाप के बारे में थीं। मैं जानना चाहूँगा कि उन के बारे में क्या कायांबाही हुई है। मैंने उस दफा बड़े कन्फ्रीट केसेज आप के सामने रखे थे। इस बार रेल्वे में बेस्टेज की एक और मिसाल

आपके सामने रखना चाहता हूँ। एस्टीमेट्स कमेटी ने भी इस को कोट किया है। हावड़ा-बर्दवान लाइन मेवडाफुली तारकेश्वर लाइन का इलैक्ट्रिफिकेशन होना था, पहले उस पर डी. सी. करेन्ट के लिये फिटिंग की गई, उस के बाद प. सी. करेन्ट का फिटिंग हुआ और इस मिलसिले में गवर्नमेन्ट को माडे मात करोड़ रुपये का नुकसान हुआ मैं जानना चाहता हूँ कि इसके लिये कौन जिम्मेदार है। टिकटलेस ट्रेवलिंग के लिये पवित्रिक जिम्मेदार है, लेकिन इस किस्म की धांधली, फाड़ और बदइन्तजामी को देख कर लोग टिकटलेस ट्रेवलिंग को भी भूल जायेंगे। मेरा निवेदन यह है कि आप इस ढांचे को थोड़ा-सा कसिये ताकि रेलवे इस नुकसान से महफूज हो सके।

एक अजीब सी बात है जो कि मैंने अख्बारों में पढ़ी है। बम्बई में रेलवे टिकटों की ब्लैक-मार्केटिंग होती है। मैं उसकी ताफसील में नहीं जाना चाहता हूँ, इतना ही निवेदन करना चाहता हूँ कि ऐसे एकदामात उठाये जाएं जिनसे रेलवे टिकटों की ब्लैक-मार्केटिंग न हो सके। अभी तक यह बीमारी बम्बई तक ही महादूर है लेकिन आगे चढ़ कर यह बीमारी दूसरी जगहों पर भी फैल सकती है।

एक बात मैं यह कहना चाहता हूँ कि हरियाणा और पंजाब के लोगों की बहुत असें से यह मांग चढ़ रही है कि जगाधरी-चंडीगढ़ और चंडीगढ़-नुधियाना को लिक किया जाये लेकिन रेल मंत्रालय सिर्फ़ तिफल तसल्ली देकर ही इस मांग को टाल देता है।

श्री रणधीर सिंह : रोहतक से पानीपत को भी लिक किया जाये।

श्री सूरज भान : जो हां, रोहतक से पानीपत को लिक करने की मांग का भी मैं समर्थन करता हूँ। इसके अलावा देहली से अम्बाला बाया करनाल, यह जो लाइन है इसको डबल किया जाये। मुसाफिरों के अलावा यह लाइन स्ट्रेटेजिक प्लाइन्ट से भी

बहुत जरूरी है। इस काम को लाजिमी तौर पर होना चाहिए। इसके अलावा एक मांग मैं और आपके सामने रखना चाहता हूँ। गोहाना-पानीपत रेलवे लाइन को रेस्टोर किया जाये। मौहरी में जो सबसे बड़ा रेलवे एक्स्प्रेस हुआ था, जिसके लिए इंवेस्टिशन कमेटी भी बैठी थी और शायद उस कमेटी ने इस बात का इशारा किया था कि इस डिवीजन में एक्स्प्रेस का कारण यह है कि यह डिवीजन बहुत बड़ा डिवीजन है। उसके बाद यह फैसला भी हो गया था कि दिल्ली डिवीजन को बांटा जायेगा और नया अम्बाला डिवीजन बनाया जायेगा लेकिन इस देहली डिवीजन के अफिसमें देहली से बाहर निकलना नहीं चाहते हैं इसलिए उस फैसले को इम्प्लाइमेंट नहीं करते हैं। मेरा आपसे यह निवेदन है कि अम्बाला डिवीजन को एक सेप्रेट डिवीजन बनाया जाये ताकि वहां का इन्तजाम सुधार सके। अगर यह डिवीजन अम्बाला में हो जायेगा तो उसके दरवाजे खट्टवटा कर कोई न कोई सहलियत पा सकेंगे।

बनर्जी साहब ने अभी राजधानी एक्सप्रेस के बारे में कहा था। आज ही मुझे पता चला है कि उसका किराया कितना होगा। उसमें सिर्फ दो कैंटेनरी रव्वी गई हैं, एक तो फस्ट क्लास और दूसरी थड़ क्लास। फस्ट क्लास का किराया 280 रुपये रखा गया है और थड़ क्लास का किराया 90 रुपये रखा गया है। अगर रेलवे मंत्रालय का अनुमान यह हो कि इसमें व्यापारी और ऊंचे तरबके के लोग ही सफर करेंगे तो वह गलमफहमी में है। 304 रुपये खर्च करके तो वे लोग दो-तीन घंटे में बाईं पायर दिल्ली में कलकत्ता पहुँच जायेंगे, फिर 17 घंटे वे रेल द्वारा बर्बाद क्यों करेंगे? अगर मरकार का मकसद अवाम को सहलियत देने से है तो फिर जैसी कि मांग की गई है, कानपुर के लोगों को भी सहलियत दी जाये, जो कि आपने अभी दी नहीं है क्योंकि उनको कलकत्ते तक का

टिकट खरीदना पड़ेगा। ताज्जुब की बात यह है कि इस ट्रेन के कानपुर में रुकने के बावजूद भी यह सहलियत नहीं दी गई है।

SHRI S. M. BANNERJI : On a point of personal explanation. What I said this afternoon was that it is stopping for ten minutes at Kanpur for other purposes but no passenger can get down and no passenger can board. This is a peculiar thing. This will be known as Viceroy's Special. That is my request and should be considered most favourably.

श्री सूरज मान : अब मैं एक बहुत जरूरी प्लाइन्ट की तरफ आता हूँ। मंत्री महोदय जब अपना भाषण दे रहे थे तो मुझे उम्मीद थी कि इसमें मुलाजिमों के लिए भी कुछ किया जायगा लेकिन उनके भाषण को सुनने के बाद मुझे बड़ी मायूसी हुई। मैं यह महसूस करता हूँ कि वह मुलाजिमों जिनके बल पर रेलवे की एकीशियान्सी बढ़ाने की बात की जाती है उनके लिए कुछ भी नहीं किया गया है, उनकी हालात को सुधारने के लिए रेलवे इम्प्लाइज के लिए आप एक सेप्रेट वेज बोर्ड मुकर्रर कीजिए। यहां पर कुछ भाइयों ने जो यह मांग उठाई है कि रेलवे बोर्ड को एकालिश किया जाये, मैं इस मांग का समर्थन करता हूँ और उसपर तो मैं ज्यादा नहीं कहना चाहता लेकिन इतना जरूर कहना चाहता हूँ कि रेलवे बोर्ड को एकालिश करने के बाद एक आटोनामस रेलवे कारपोरेशन की स्थापना की जाये जिसमें प्रेसेन्जर्स, रेलवे इम्प्लाइज, मेम्बर पालमेंट और विजनेम कम्युनिटी के रिप्रेजेन्टेटिव हों, जिसके जरिए मेरे रेलवे के द्वारे को ठीक ढंग में चलाया जा सके।

मध्याह्नि महोदय, एलक्शन्स के थोड़े दिन पहले 8 जनवरी को गवर्नरमेंट ने एलान किया था कि हड्डताल की बजाए में जिन मुलाजिमों के खिलाफ मुकदमात थे या जो अन्दर सम्पेतना थे, उनको बापिस ने लिया जायेगा लेकिन मैं समझता हूँ कि महज एक एलेक्शन प्रोपेर्टी था। क्योंकि उस एलान के बाब-

ज्ञाद आजतक एक भी स्पेन्डेड मुलाजिम को सम्पेन्शन से रिलीज नहीं किया गया या निकाले गये किसी भी नौकरी से मुलाजिम को वापिस नहीं लिया गया है। इहलिए मेरा निवेदन है कि 19 सितम्बर 1968 को जो हड़ताल हुई थी, उसमें जो मुलाजिम विकिट-माइज किए गये थे उनको फिर से काम पर वापिस लिया जाये ताकि रेलवे के काम में नामूलमी आ सके।

इसके अलावा मुझे यह भी निवेदन करना है कि हड़ताल के कारण रेलवे इम्प्लाइज की जिन यूनियन्स का रिक्मिनिशन विद्वा कर लिया गया था, वह रिक्मिनिशन उन्हें वापिस मिलनी चाहिए। इसके अलावा रेलवे इम्प्लाइज की कुछ यूनियन्स ऐसी हैं जोकि अभी तक रिक्मिनिशन नहीं है इसलिए इस बात को देखकर कि ज्यादा रेलवे इम्प्लाइज किस यूनियन के हाथ में है, उन यूनियन्स को भी रिक्मिनिशन किया जाये। और हड़ताल की वजह से जिन यूनियन्स का रिक्मिनिशन विद्वा कर लिया गया है वह वापिस किया जाये।

एक बात मैं यह कहना चाहता हूं कि इस देश के मुख्तालिक अदारों में काम करने वाले 40 लाख भजदूरों को राइट आफ बोनस है। आपके जरिए से रेल मंत्री से मेरा यह निवेदन है कि रेलवे इम्प्लाइज को भी राइट आफ बोनस होना चाहिए। बोनस के सिलसिले में कई दफा लोग यह कहते हैं कि यह तो प्राफिट शेरिंग है, लेकिन आज की एक्चुअल वेजेज के आधार पर तो जो वेजेज है वह लिविंग वेज से भी कम है और इस तरह से वह प्राफिट शेयरिंग की बजाय समीमटी या डेफेड वेजेज है। ऐसी हालत में उनको राइट आफ बोनस जरूर होना चाहिए।

मुझे कहने को तो बहुत कुछ था लेकिन वक्त की कमी के कारण मैं यही कहना चाहता हूं कि हड़ताल की वजह से जो

विकिटमाइजेशन किया गया है उसको खत्म करना चाहिए।

अन्त में एक बात और कहना चाहता हूं। कुछ दिन पहले हम पुनाचा साहब से मिले गये थे, सभापति जी भी हमारे साथ थे— हमने उनसे निवेदन किया था कि रेलवे डिपार्टमेंट में शेड्यूल कास्ट इम्प्लाइज के साथ बड़ी ज्यादती हो रही है। मैं नाम नहीं लेना चाहता लेकिन यह बताना चाहता हूं कि एक शेड्यूल कास्ट रेलवे अफसर ऐसे हैं जोकि 21 साल से क्लास बन आफिसर हैं और उनको कोई प्रॉडवर्स एन्ट्री भी नहीं मिली हुई है लेकिन सुपर्सीड किया जा रहा है, 50 जूनियर आदियों ने उनसे ऊपर तरक्की ले ली है लेकिन वे वहीं पर पड़े हैं। इसी प्रकार से एक दूसरे आफिसर हैं, उनका नाम भी मैं नहीं लेना चाहता, उनको तरक्की से इसलिए रोका जा रहा है कि उनकी बवालिफिकेशन के मुतालिक भगड़ा है। जिस इंस्टीट्यूशन से उन्होंने इम्तहान पास किया है वह इंस्टीट्यूशन कहता है कि यह बवालिफिकेशन पूरी है लेकिन रेलवे बोर्ड कहता है कि यह बवालिफिकेशन पूरी नहीं है और इसलिये उनकी तरक्की को रोका जा रहा है। इमलिये मेरा आपसे यह निवेदन है कि कम से कम जो आपकी नोटिस में आये उसमें शेड्यूल कास्ट इम्प्लाइज के साथ इस तरह से ज्यादती न होने पाये।

SHRI N. R. LASKAR (Karimgang): Mr. Chairman, Sir, we are really glad and happy that Dr. Ram Subhag Singh has come back to the Railway Ministry. We have seen him and his action also when he was the Railway Minister and we have great expectations that under his guidance the Railway administration and the Railway Board will improve, against which there is so much criticism. He is a lovable personality and, I hope, as the Railways which is concerned with lakhs and lakhs of our people and that is why so many hon. Members take interest in it, he will look into all the

suggestions they offer and try to implement them.

Before I come to the Railway Budget, I take this opportunity to narrate one incident that occurred recently in my constituency at Bodharpur. There arose some dispute between some Railway Protection Force personnel and one vegetable vendor. The public sided with the vendor. But these mad people opened fire and killed two youngmen of that area. I am each and every individual are aggrieved. It has created so much of commotion in that area. The demand of the people is that, over and above the police case that was taken up, there should be a detailed investigation into the matter. We also demand that some sort of relief should be given to the affected families.

Coming to the Railway Budget, I welcome it because it has not proposed any new levy on the railway users. This is all the more important because repeatedly, year after year, there has been an increase in the railway fares and freights, an usual thing, in the last few years.

In this year's budget, the hon. Minister has not proposed any levy. We must congratulate him on that. But we must also see one thing. During the last 20 or 22 years, how many times have the railway fares been increased? If I remember aright, this was done not less than ten times. Therefore, the saturation point has come and there will be no justification for any more increase in future.

Another bright aspect of this year's budget is that the Railway Minister has shown a little bit of surplus, about Rs. 2 crores. Even in the last year it was a surplus budget, with a surplus of Rs. 1 crore, but ultimately that surplus turned out to be a deficit one to the extent of Rs. 10 crores. Therefore, I would request the Railway Minister to see this does not happen in the current year also; he should tighten up the administration, so that the little surplus that has been shown is at least achieved.....

श्री हुकम जन्द कछवाय (उज्जैन) : मैं आपकी व्यवस्था चाहता हूँ। इतना मुन्दर भाषण हो रहा है लेकिन सदन में गणपूर्ति नहीं है।

MR. CHAIRMAN : The bell is beginning rung...

Now there is quorum. The hon. Member may resume his speech.

SHRI N. R. LASKAR : I was saying that the Railway Minister should see that the little surplus that he has shown in the Budget is achieved.

We are also glad that the Minister was able to give us a hopeful picture during the Fourth Plan period, and, because of the revival of industrial growth and the agricultural break-through in the country, he told us that the original freight traffic would increase by at least 40 per cent during the course of the next five years. One thing that I would like to point out here is this. To be optimistic is good, but at the same time the Railways should also try to be realistic in fixing up the target of railway goods traffic. What has been the performance of the Railways during the last Third Plan period? The total target that was fixed to be carried by railways was 249 million tonnes; this is for general goods traffic, but only about 203 million tonnes were achieved. So, this tendency of overestimating the traffic requirements and pushing up the investment must be stopped immediately. The Railways themselves have admitted that they have no proper agency as such to work out the rail-transport estimates.

In view of all this I suggest that they must modernise their procedure and try to improve so that a more realistic view can be taken and our scant resources can be utilised for some other development purposes, instead of being blocked. During the course of these years, the income of the railways had gone up but along with it the working expenditure had gone up tremendously and again we find two-thirds of this working expenditure had been on staff alone. But consequently the increase in working expenses had not led to an increase in the amenities of the railway users.

[Shri N. R. Laskar]

There is still over-crowding, late running of trains, poor quality catering and want of safety and other things. Some of these ills are, regrettably, increasing. The late running of trains besides being bad in itself irritates the travelling public and upsets their whole programme. Things can be improved by proper management and supervision, but that is not done. There was a time when people used to correct their watches on seeing trains. What is the position now? People will thank God, even if a train reaches its destination late by one or two hours. Some small amenities could be provided without much expenditure or difficulty. For instance, on 27th January when we were travelling by Kalka mail to Calcutta there was no light in the compartment and by the grace of Railways we had candle light dinner in the train. Some in the compartment remarked that this was not the rare occasion; on earlier occasions in the same train they had similar experiences. If this happens in prestige trains running between Delhi and Calcutta, the fate of trains in the branch lines can better be imagined. The Hon. Minister is a dynamic person and I hope he would look into all these things and try to correct things. Then again, in my area there is a hill section, the railway the line between Badarpur and Lumding which is about 100 miles in length and it has about 37 tunnels. Our only demand was that there should be a diesel engine on passenger trains as people get suffocated by the smoke coming from ordinary steam engines while passing through the tunnels. People who had travelled in that line will feel it. Routine bureaucratic type answers that the engines are not available are given; previously the pet reply was that it was not fit for dieselisation. Now they say engines are not available. It must be provided for the comfort of the public.

One of the uneconomic lines talked of lies in my constituency i.e., is Katakhali Lalaghat branch line. It is a line owned by a private company. We have been demanding that the railways should take it up. They say it is unremunerative. How can it be remunerative? There is not a single station with a covered platform; there is no overhead

shed; no facility of water or light. The same old engine is pulling the same old train.

How can you expect it to be remunerative without investment? The old engines and the old track should be replaced. I would request him to look into these details and rectify these small defects. If that is done, this branch line also will become a remunerative one.

Coming to the N.F. railway zone, which covers the North Eastern and the eastern area, it is very backward so far Railways is concerned and it should be the endeavour of the railways to open up the far-flung areas in the region. If this is done, it will create a feeling of oneness. A survey has been done for a railway line to go right up to the Manipur border but no further action was taken.

On the other side, the railhead from Dharmanagar should be extended right up to Agartala in Tripura. A Survey has been done, but no provision has been made for extending the railwayline to that border area. I hope the Railway Minister will look into it and will concentrate more on these border areas.

So far as the creation of new divisions in N.F. Railway is concerned, they have upgraded some districts into divisions, but only one of them falls within Assam State proper. Our claim is that two-thirds of NF railway runs through Assam and therefore, we want more division to be given to Assam. I hope the Minister will consider this also. It is our experience that many times hon. members bring genuine cases to the notice of the authorities no action is taken. I want to give a concrete case. I brought a genuine case of a sub-caste employee to the notice of the GM of the NF railway, but I am sorry to say he has not had the courtesy to reply to my letter. Yet, not to speak of giving relief to the employee.

श्री ओंकार लाल बेरबा (कोटा) : सभा-पति महोदय, हाउस में कोरम नहीं है।

MR. CHAIRMAN : The bell is being rung...Now there is quorum. He may continue.

SHRI N.R. LASKAR : Lastly, Sir, I would like to congratulate the Hon. Minister for having introduced the Rajadhani Express between Delhi and Calcutta. We hope this sort of superior trains will also be introduced in other far-flung areas. In our N.F. Railways even the mail trains do not move faster than 20 kilometres an hour. There should be an endeavour to speed up the trains in those areas. If that can be done then only the introduction of Rajadhani Express will serve its purpose.

SHRI NAMBIAR (Tiruchirappali) : Mr. Chairman, Sir, I have carefully gone through the long speech made by the new Railway Minister. I have all the respect for him. I see that there is a little change from the previous mode of talking. The change that I find is this, that in his speech he never talks of deficit. He has substituted that word with 'shortfall' and 'gap'. I was very much opposed to the so-called deficit because it was really not there. These deficits are man-made, artificial deficits for particular purposes. Now they have changed it and if after this change they are going to bring in the real change in the railway economy, railway business and accounting then I welcome it. Otherwise this change has no meaning.

I cannot understand when people say that railway earnings are not improving. You will see from the gross revenues received that for the year ending March 1968 it was Rs. 818 crores and the revised estimate for year ending March 1969 is Rs. 902 crores. That is something like Rs. 84 crores more in one year. The estimated budget for the next year, for the year ending March 1970, is Rs. 947 crores. That is Rs. 45 crores more than the current year. That shows that the railways earnings are on the increase. What is the capital that we have already put in? It is Rs. 2900 crores and we have reached almost Rs. 1000 crores of gross earnings a year.

All this is done by repeated increase in fares and freights. That is the reason

why we say that further increase in fares and freights is not reasonable. It is another taxation which is being done through the back-door. What Shri Morarji Desai cannot do in the General Budget he does through the Railway Minister here and mops up that money for the general revenues. This is the practice they were following all these years. This year they did not do it for their own reasons. Mainly, because they found that it does not work. Last year when there was a deficit of Rs. 31 crores they increased the fares and freights. What was the result? They could not get Rs. 31 crores but could get only Rs. 21 crores—Rs. 10 crores less. Therefore, by mere increase in fares and freights periodically you will not get more money. That they have understood and they have stopped doing it for this year.

But there is a danger. In his speech he made a reference specially that several cost studies are being done. He has said it in paragraph 17 of his speech on page 11. It is a very calculated and carefully worded speech. Our Hon. friends are asking for a train here or a train there, for water in the tap or bath room and so on. They do not realise the real malady which is getting round their neck. In paragraph 17 he says :

"As the House is aware, the Railway Board had initiated some time ago several cost studies into various aspects of railway working. The results of these studies have become available now and the question of rationalising the fare and freight structure has been under examination by a senior officer of the rank of Additional Member."

Then, at the end he says :

"While undertaking the rationalisation of the freight and fare structure on these lines, it should also be possible to raise resources for meeting the development requirements of the railways and of the economy."

16 hrs.

This clearly indicates that after the cost studies are over, they are going to prescribe another increase in fares and

[*Shri Nambiar*]

freights so as to get money for "developmental purposes and for the general economy". It is a clear and categorical promise that another rise is in the offing. Then, in another paragraph of his speech, he says that developmental expenditure to the tune of Rs. 45.80 crores, which could not be subscribed by the current revenues, has to be met by a loan from the general exchequer at a certain rate of interest and that it will have to be repaid. It means that we will have to find money for its repayment as well.

All told, it is clear that a serious thinking is taking place in the Board Office...I do not know whether it is with the connivance of the Finance Ministry or not...for an all-round increase in fares and freights. This is my apprehension after reading his speech. If that is his thinking, I would request him to give it up. The railway finance is not a milch cow. If you try to take more and more milk, as your need increases, then you will not get any milk at all. If there is any shortfall in your appropriation, you must find the reasons elsewhere.

I will show you one direction straight-way. Take depreciation. I am not against provision for depreciation. But that has to be done according to some scientific formula. In 1924 when the railway finances were separated from general finances, the then Member said that a scientific method of granting depreciation must be made and allow a reasonable return to the general exchequer for the capital investment and anything more than that is an indirect tax on transportation which should not be undertaken. This is the warning which he gave. But what was happened? From 1924 to 1938 the rate of interest was one per cent. From 1939 to 1943 and from 1944 to 1949 it remained at one per cent. From 1950 to 1954 it was raised to four per cent. From 1955 to 1957 it continued to remain at four per cent. Then it went up. Then it was 5.5 per cent. For the capital that has been put in after 1st April, 1964 it is six per cent.

16.03 hrs.

[*MR. DEPUTY-SPEAKER in the Chair*]

Then, on depreciation, the First Convention Committee recommended Rs. 15 crores, but what actually appropriated was Rs. 30 crores per year. In 1955-57 it was increased to Rs. 35 crores. In 1958-60 it was increased to Rs. 45 crores and in 1961-64 it was increased to Rs. 70 crores. Within two years the allotment for depreciation jumped up from Rs. 45 crores to 70 crores, an increase of Rs. 25 crores. In 1965-66 it was Rs. 80 crores, but today it is at the rate of Rs. 130 crores. But he could not appropriate Rs. 130 crores. In the speech the Minister says—I wanted to appropriate Rs. 100 crores for depreciation; but unfortunately, there is no money; so I am giving only Rs. 95 crores this year and the same amount next year. I say that is not scientific when you have not gone into the real depreciated value of the assets. It is not proper or scientific accounting.

If it is so, whatever is derived according to a formula it must be paid and I am for it.

Coming to the question of dividend, 5.5 per cent is the rate granted by the previous Railway Convention Committee. I have no complaint against the Railway Convention Committee. Unfortunately, the Convention Committee sits, the Financial Commissioner puts up a report, the Finance Ministry wants 5.5 per cent and they take it away saying that there is money. But one point is very clear. The entire capital of the railways has been subscribed by the Government; it is the Central Government that pays the money. It is considered to be in the form of a loan or, what they call, the "capital at charge". I do not know the meaning of the term 'capital at charge'. It is not seen in any other industrial concern. Paid-up capital, loan capital and all these we know. This 'capital at charge' is a very, very carefully prepared phraseology by the Railway Board. I do not know whose ingenuity is that; that has to be found out.

Anyhow, the Government of India got for the Railways the Canadian loan at .75 per cent—three-fourths of one per cent; the Central Government receives the loan at three-fourths of one per cent and gives

it to the Railway at 5.5 per cent. I do not know why this sort of a method has to be adopted for the Railway alone. Railway is not the only public sector undertaking. Steel, heavy electricals and so many other undertakings are there. To them you are giving the loan at a particular rate. You also should treat the Railways in the same fashion. Why is Railway to be treated in a separate manner? It is because you want to extract more money from the Railways in the form of dividend and depreciation and deplete the Railway finances to such an extent that nothing will be left there so that you can go to the people and say that there is a deficit, give us a little more by way of fares and freight, and tell the railway workers that you cannot pay them anything more because there is a deficit. This is, what I may be permitted to call, cheating and fraud. That is not proper. Therefore I submit that this has to be reconsidered.

I have no grouse against the Railway Board as such but the Railway Board is the executive head of the railway system. Under the Railway Board you have the general managers. But the Railway Board consists of experts. We have the Member (Mechanical Engineering); Member (Civil Engineering); Member (Traffic), Member (Transportation), Member (Staff). These are all experts. When ten experts sit together, they cannot constitute a board of directors. If they are a board of directors, they will have to function as a board of directors and give us a balance sheet of their performance. The Railway Budget that you have given now cannot be a balance sheet at all. Therefore in the real sense of a modern industrial undertaking the Railway Board is not functioning as an executive body and as a board of directors for the purpose of economic working of the railways and its performance. What the Board does today is to undertake to pay dividend and depreciation to the general exchequer and if there is a deficit they demand an increase in fares and freight and sit tight in their chairs and keep quiet. They have no responsibility for improving the performance of the railways and utilising the entire assets of the railways for a better performance and for better earning. There

is no incentive for the Railway Board to discharge its function; there is no pressure. Therefore if you keep the Board in this manner with the same executive powers as at present, you will not be able to develop the railway system. That is my complaint. I do not want to do away with any of the members of the Board but you accept the Board members as members of a committee of experts, get their advice on the technical functioning of the railway but policy-making should not be done by the Board nor should executive work be given to the Board.

I have got my reasons for it. One of them is that in regard to the coming Fourth Five Year Plan they are given certain tasks. In the previous plan the tasks were not properly evolved. What happened was that the Railways built extra capacity and that remained unutilised, with the result that the Railways are suffering a loss. In his speech the Minister has agreed that they failed to utilise the extra capacity for the reason that so-and-so did not happen.

What is the use of giving a cry like that at the end?

We have to lose heavily through our nose for that.

SHRI S. R. DAMANI (Sholapur) : May I know from the Hon. Members, as a leader of the railway employees, what cooperation is your union giving in utilising the idle capacity?

SHRI NAMBIAR : I shall come to the point of labour relations next. Grievance-mongering is not my purpose. That is a different issue.

Let us see the finances a little. At this moment, are you going to leave it to the Railway Board to decide about the future planning of the Railways? You have got an ambitious plan co-ordinating with the developing economy. You say that recession is over, there is a bumper crop and something better is coming. Whether there is a recession or a boom or there is going to be drought or whatever it is, all these questions are to be studied carefully. Can you except the Board to do that for a period of 5

[Shri Nambiar]

years in advance ? It cannot be possible for them.

The Railways are dealing with 14 lakh employees. It is a very big undertaking spread all over the country. Such an undertaking cannot be managed by those people sitting in the Railway Board. This is the difficulty.

Now, about the labour relations, I know a little bit of the working of the Railway which starts from below, from the district level, the divisional level, the General Managers' level and afterwards, when it comes to the Railway Board level. These people sitting here issue circulars asking the General Managers to do things in a particular way and the hands of the General Managers are tied. What happens is that very often the General Managers and Railway Board are at cross purposes. There is that difficulty. Leave alone whether the General Manager is a good person or the Railway Board Member is a good person. That is a different issue. Both are bureaucrats. I have got opposition against bureaucracy. Unless that is broken and thrown into the Arabian sea, this country can never prosper. That is my considered opinion. I am not going to change it. Any change in bureaucracy takes time. Even with the help of the present bureaucracy which you cannot sink in a day you allow it to function—you should see that it so functions that it does not stop any development as such. That is why, my hon. friend, from the Congress Benches, said that the Railway Board has outlived its utility. I also support it. I would like the Hon. Minister to consider this question, not because of any personal reason. The Railway Minister, under him, may have a standing committee for the Railways. He can take the personnel from anywhere he likes, may be from Members or non-Members or experts. I do not know. You can have the entire Board Members constituting as an expert committee to advise the Minister. With these bodies, the Minister can function and take policy decisions and execute them. Then only, you will be able to deal with the serious problems that are arising out of the present situation.

That is why my humble submission is that you must have a reappraisal of the whole thing.

With regard to dividend and depreciation, the new Railway Convention Committee is going to meet. Fortunately, I am also a member of that Committee. Anyhow, we will decide what is to be given. But one thing is there is that the Committee can take only *ad hoc* decisions. Some reports are placed before us and we cannot go into the railway working. What we will say is : "You have been giving 5.5 per cent so far. What is it that the Finance Ministry ask for ? 6 per cent. All right, we must have a compromise and put it at 5.75 per cent." This sort of *ad hoc* decisions are being taken. You account your deficit or surplus on this basis. This is a unfair. This is not good at all for the railway administration like that of ours. It is the third biggest railway in the world. Even from the capitalistic concept of accounting, capitalistic concept of managing an industry, I say, you must have a reconsideration, not from the socialistic angle, not in the least from the communist angle. Here, I am preaching what you should do under the existing capitalistic system. Please do that. That is my humble submission.

Coming to the labour problem, my hon. friend wanted to know from me about the surplus capacity and all that and what we were going to do to improve the productivity and so on. Did he go through the Minister's speech ? The Railway Minister is pleading for retrenchment and he wants the railway workers to support him in that decision of retrenchment. I would show him what the Railway Minister has said and then he will understand. My hon. friends, for whom I have a great respect, do not consider it necessary to study it; they just say that there is no water in the train, there is no bulb in the train and all that. Of course, I agree that water must be there, but these things can be told in the lobby to the Minister; here, something more serious must be talked. On page 4, the Railway Minister says ;

"In 1967-68 there was no increase in the total number of staff, and in the current year I am expecting that the increase will be proportionately less than the expected increase of eight million tonnes in traffic."

We find here that from 1967-68 to 1968-69 we had Rs. 84 crores more of railway earnings. The Railway Minister takes pride in saying that he got so much of increase in earnings without adding even one employee. About this year, he says :

"...This is encouraging since nearly two-thirds of the working expenses is on staff". and adds

"I can spare no efforts in impressing on the railways that they must continue to exert themselves to the utmost to raise the productivity of the staff". The Railway Minister says that this year 9 million tonnes more of traffic will be carried with no proportionate increase in railway staff. It means that there is a ceiling put on the number of staff, there will be no more increase in staff; the present staff will have to do more work and they will be given only the present conditions. This is what the Railway Minister says. When the railway employees read this, do you expect them to give co-operation to him ? Further I, would like to say that there are three lakhs of casual labour on the railways. How are these casual labourers treated ? They are treated very badly. A casual labour gets Rs. 2.25 a day and they get this only for 26 days in a month. All those labourers are being used according to the whims and fancies of the railway administration and the officialdom; for getting this Rs. 2.25, they have to bribe Rs. 10 or 15 on an average to the officers. These things, are happening. If I say all these things, he will dispute it. But I have a conscience and I hope he has also one.

SHRI S.R. DAMANI : I would like to ask him one or two questions. Are the railway employees not the highest paid in government undertakings ? Is there not surplus staff ? Then I would ask him whether the revenue has increased due to high taxation.

SHRI NAMBIAR : He is wrong. The railway employees are not the highest paid. They stand on the same footing as the other Central Government employees. The Central Government employees were once highly paid, but now the industries like textile, jute, engineering and others are paying more than what the railways pay to their employees. (*Interruptions*) I am speaking of Class III and Class IV employees I am not speaking of Class I and Class II. My hon. friend must understand the changing world. The railway employees and the other Central Government employees were the highest paid once, but today they are in the last rung. That is why they are asking for better conditions and wages...

MR. DEPUTY-SPEAKER : The Hon. Member's time is over. He should conclude now.

SHRI NAMBIAR : What he said was wrong.

MR. DEPUTY-SPEAKER : I know, you are making a useful contribution. But the time is over. You should conclude.

SHRI NAMBIAR : Unless the conditions of railway labour improve, there will be no possibility of wilful co-operation. He was asking about surplus staff on the railways.

I say ; please go through the report of the Wanchoo Committee the first part of which was published recently. Shri Wanchoo has stated that the fireman, drivers and other running staff are worked more than fourteen hours a day and that it should be reduced to 12 working hours. Mr. Parimal Ghosh and I had a big fight for one month in Delhi, he sitting in Rail Bhavan and I staying in Windsor Place.

DR. RAM SUBHAG SINGH : What was the outcome ?

SHRI NAMBIAR : Working hours had been reduced to 14 hours, according to Wanchoo Committee, it must be reduced further to 12 hours. There is shortage of station masters, assistant station masters, and many others and unless and until some additional hands are

[**Shri Nambiar**]

provided, the railway safety is in jeopardy. This is what the Wanchoo Committee has said. Therefore, everything is not very rosy in the railways.

Lastly, I must refer to the Hon. Minister's attitude towards those who took part in the September 1968 strike. He has come from the P & T Department to the railways. Both the railway and the P & T had sent out of service about 10,000 employees. In the P & T where he was till now, I have been asking him that he should take back those persons; I now plead with him on behalf of the railway staff who had been sent away. My submission to him is: please start with a clean slate, with mutual understanding: please take them back. They went on a day's strike which was legal and constitutional. You suddenly made it illegal. Do not try to victimise and when there is victimisation, it will not be possible to run a system like the railways in the country. The question of recognition may be considered on the basis of an agreed formula and the derecognised unions must be recognised. The relations with labour should be improved. The railway employees will work very hard but they must be given their due share. There must be mutual co-operation. To sum up, I request a reappraisal of the whole working of the railways with regard to its financial soundness and its viability and full utilization of its assets, good labour management relations. Let there be change in these matters also along with a change in the ministers and let us hope that something better would come up in the future.

MR. DEPUTY SPEAKER : Shri Antony Reddy.

श्री अंटोनी रेडी : उपाध्यक्ष महोदय, सदन में गणपूर्ति नहीं है।

MR. DEPUTY-SPEAKER : Now there is quorum.

SHRI P. ANTONY REDDY (Anantapur) : Sir, I congratulate the new Railway Minister on presenting a surplus budget without increasing the fares and freights. He deserves congratulations all the more because at a time when

DA was increased and a portion of it was merged with basic pay, besides a lot of natural calamities like floods causing dislocation of railway traffic, the presentation of surplus budget really augurs well.

If the Railway Accidents Committee's report is quite correct, in the last few years, there has been a slight decrease in the number of accidents. That is a good omen that hereafter when Dr. Ram Subhag Singh has taken over the portfolio, railway journeys would be safer and more comfortable also.

This surplus in the budget can be increased very much if certain measures are taken. There is a lot of pilferage of railway property at almost all the junctions. It is estimated that Rs. 20 crores can be added to the railway coffers if this can be prevented. We know a large percentage of railway officials are honest, efficient and reliable. But a small percentage of them have been the cause of pilferage, ticketless travelling, thefts in goods traffic, etc. If the spirit that railway property is public property and that it is the property of everyone can be infused into them, I am sure railway income will appreciably increase.

In the company days, the trains used to run faster than they do now. An express train from Arakkonam to Madras — a distance of 43 miles—used to take only 50 minutes in company days. Now it takes 1 hour and 10 minutes, i.e. 20 minutes more. An ordinary metre gauge train stopping at all stations from Guntakkal to Guntur used to take only 11 to 11½ hours those days. Now it takes 14 hours. I cannot understand why trains run slower after the Government has taken over. In Japan, we are told the average speed of important trains is 100 to 120 mph. But in India, even the Rajdhani Express will have an average speed of only 55 to 60 mph. So, it is high time the new minister sees to it that our trains run faster and on time, without being late. Ours is a country of distances. From Delhi to Trivandrum, the distance is 2000 miles and it will take 4 days to cover it if the trains run slowly. Even the Sarangapani Committee appointed to recommend about electrification have

suggested that we must take to dieselisation. In advanced countries, they are replacing steam by diesel traction. In Japan and some other countries railwaylines are electrified. In India, electrification seems to be the only solution for faster trains. It is very unfortunate that faster the train the more late it reaches the destination. Take, for example, the Dakshin Express. I have travelled by that train more than a dozen times. It never reaches Delhi in time. It reaches Mathura at the correct time but in covering a distance of 60 miles between Mathura to Delhi it takes two or three hours. I cannot see the reason for it. At every station it stops for ten to fifteen minutes. After Faridabad it stops at all stations. I have represented about this to the Minister but nothing has been done. I cannot understand why they are not able to solve this simple problem of running a train in time for sixty miles.

Just observe the railway map of India. You will see a huge tract of area from Vishakhapatnam to Sholapur and from Hyderabad to Ongole having only one railway line and that too a metre gauge line. This area is being developed by the Nagarjunasagar project. Nearly 45 to 50 lakh acres of land will come under cultivation. Already 50 thousand acres are under cultivation. Soon after the Srisailam project comes up there will be innumerable large-scale industries going to be developed in this area. Unfortunately, there is not a single line to connect Hyderabad, the capital city of Andhra Pradesh, with Ongole a coastal railway station. For this the Andhra Pradesh Government has recommended certain new railway lines to be investigated and implemented. I do not know at what stage it is. It is very necessary that from Hyderabad and Secunderabad a railway line should be laid at the earliest possible time connecting Nagarjunasagar and Ongole. If this line is laid, Hyderabad will be about 120 miles nearer Madras and even Delhi will be 100 miles nearer to Madras. Therefore, there will be a good number of advantages reaching the capital city of India much quicker than otherwise. Therefore, I strongly appeal to the

Minister of Railways to see whether this line can be done at the shortest possible time.

There is a railway line existing for the last 30 to 40 years between Bellary and Rayadrug. It moves so fast that even an old man can run along the line and catch it. It takes about four hours to run a distance of 30 miles. So many times this matter has been represented to the Southern Railway. Somehow or other they are always adamant and they do not do anything to improve this line. By extending this line by another 40 miles you will reach Chitaldrug, a terminus station on the Southern Railway. If this line is extended Bellary will have the advantage of reaching some of the industrial towns like Devangiri and others. This line should be done as early as possible.

Shri Parthasarathy, our Deputy Chief, as a member of the Rayalaseema Development Board has been agitating for the last ten years for a railway line. It has been represented to the Southern Railway that a line from Bangalore connecting Rayachotti-Cuddappah-Nellore-Ongole is absolutely necessary. This area has very much developed recently due to the extension of the Cuddappah-Kurnool Canal. Nearly five lakh acres of land has been brought under cultivation. They grow a lot of turmeric. This product cannot be easily transported to any important port like Madras. Therefore, a new railway line is absolutely necessary there.

The South-Central Railway has been divided into two zones. Guntakal Division is in the Central Railway but it is put under the Southern Railway while South-Central Railway exists on the eastern side as well as the western side of Guntakal Division. The Hon. Minister should see the possibility of bringing Guntakal Division also under South-Central Railway.

I am very happy to mention that the Railways are running a number of schools for children of their employees. Unfortunately, these schools are run like other zilla-parishad or municipal schools. Nobody takes any pains to raise the standards

[**Shri P. Antony Reddy**]

of these schools. Once in a way, a divisional inspector visits the school and gives some report, but the railway authorities never bother to look into these inspection reports. The result is that the railway schools now are in a very bad condition. Even though they have got enough resources, the standards in these schools are poor because of the lack of interest and control by the railway administration over these schools. Therefore, the establishments require to be standardised and the overall supervision improved.

Coming to railway catering, many Hon. Members have spoken a lot about it. If you compare departmental catering with private catering, departmental catering is shown in a very poor light. Private restaurants give better food and efficient service and still make profits. Unfortunately, the railway administration has not been able to raise the standard of food that is served by the railway canteens. I may state for the information of the Hon. Minister that in Guntakal there are two non-vegetarian canteens, one departmental and another private. The private caterer is able to make a lot of money because he gives better food and courteous service; he is always available to listen to the complaints of the passengers. Regarding the departmental canteen, the less said the better.

श्री हुकम चन्द कल्याणी : उपर्युक्त महोदय, मैं आप की व्यवस्था चाहता हूँ, गणपूर्ति नहीं है।

MR. DEPUTY-SPEAKER : The Hon. Member may resume his seat. The bell is being rung.....Now there is quorum. He may continue his speech. Let him conclude.

SHRI P. ANTONY REDDY : The private caterers are always able to give better service than departmental caterers. Therefore, I would suggest that wherever departmental catering is not running at a profit, it is better to close it, or hand it over to private caterers, so that the passengers can expect better food and service.

In the end, I would only request the Hon. Railway Minister to see that the efficiency and standards of railway schools are improved to a great extent so that they can compete with the best privately-managed schools in the matter of standards and results. I am sure that under the guidance of Dr. Ram Subhag Singh the Railway will run more efficiently and profitably in the future.

SHRI TENNETI VISWANATHAM
(Visakhapatnam) : Mr. Deputy-Speaker, Sir, many thanks for calling me. First I would begin with a welcome to the Railway Minister to this new portfolio. It is an old love, I am told; anyway, he has taken to it again.

Now I first begin by saying : do not be vindictive to yours own employees. The very first thing that I have got to say with some experience in life is that they should not be vindictive to their own employees. I am referring to those employees who have been sent out of service on the 19th September strike. Much argument is not needed...we have already argued that point.....and the government must make up its mind and cease to be vindictive.

Then I would ask the government that they should again re-recognise the associations and unions whose recognition they have withdrawn as a matter of punishment. There are other methods of punishment. To cause break of service to remove the sole machinery of contact between the employees and the government are not the best methods. These methods will lend them only in further trouble. As the Hon. Minister knows, the country is already in a very bad state of temper. Even the slightest thing will cause great trouble. Therefore whatever has been done since September 19, I would ask the Railway Minister to begin his new portfolio by creating a climate of goodwill.

I would like them to refer to the decentralisation of, what is called, the

Central Electrification Organisation. The employees met Shri Poonacha a number of times. I think, they have also met the present Minister. Apart from the general economics, whether this decentralisation is going to add to the economy of the railway administration or whether enough money had already been wasted in making too many frequent changes in policy, what is absolutely necessary is that on account of re-organisation these service people should not be affected adversely in any way. Their service conditions, their previous service, their emoluments and seniority etc. should all be protected. I was told that the Minister was sympathetic when the servicemen interviewed him. I want him to continue to translate that sympathy into action for, I am told, the new decentralisation scheme is coming into effect very soon.

About the Railway Board, it has become a regular feature to attack the Railway Board and ask that the Railway Board should be abolished. The more the Opposition asks that the Railway Board should be abolished, the more strength it is getting.

SHRI RANDHIR SINGH (Rohtak) : That is very true.

SHRI TENNETI VISWANATHAM : Everybody is for abolition and, therefore, it is growing in strength. I am sure, the Government will give a second thought to the Railway Board. It has combined in itself the secretarial function, the expert function, the technical function, the administrative function and whatever functions are there. Government have really no source of independent examination of the proposals made or put forward by the Railway Board. There is an absolute necessity for the secretariat to be separated from the technical body which is the Railway Board. Therefore, I would ask the Minister to consider it from a fresh angle.

Yesterday we got an invitation that we should visit, what is called, the Rajdhani Express.

SHRI RANDHIR SINGH : You missed a marvellous thing.

SHRI TENNETI VISWANATHAM : I am going to miss this and I want every-

body to miss this Rajdhani Express. Come and see the condition of the railways on our side. What is this show-piece for? Whom do you want to deceive? Do they want to deceive themselves or the Minister? Please come to the line from Calcutta to Waltair and from Waltair to Madras and see the conditions in which we travel, and again from Vijayawada to Hyderabad to see the overcrowding; see the absolutely ill-equipped number of trains; see the unrepainted trains, without water, without lights. Even in, what are called, the mail trains and the express trains, what are the arrangements? What are the amenities which you are giving? Partly nil over what we had years ago except that there is more overcrowding.

Now the trains have been lengthened, I agree. Now the trains are so long that people sometimes have to get down where there is no platform. Platform facilities are not always given because platform facilities come long after the train is lengthened, a year, two years and three years after and meanwhile there is such a great lot of difficulty. Even on the northern India lines, somewhere between Lucknow and Delhi, I remember some two or three months ago when I was travelling, a first class compartment stood outside the platform and there was a huge row between the passenger and the railway department official. The passenger was an old man and he was not able to get down. Why should the Railways not have this much of imagination, that the trains should not stop where there is no platform? It is a very simple rule. Unless arrangements are made, do not make trains stop wherever you like.

The condition of our railways and the overcrowding on our side in the mail trains, and what are called, the express trains running between Calcutta and Madras and again between Vijayawada and Hyderabad is something annoying which you cannot believe unless you see it. Hundreds of passengers are always sitting on the platform unable to get any accommodation. They are made to feel that they are beggars before the railway administration.

The railway administration, in spite of Courtesy Weeks and all these things, have not developed an atmosphere in

[*Shri Tenneti Viswanathan*]

which the passengers feel that they are the persons who are enabling the Department to run. Even now, the middle-class people, the poor people, are made to believe that they are beggars waiting for some crumbs or favours to be thrown by the railway administration. The train comes whenever it likes and, if there is space, some passengers may be able to get into it. That is the condition on our side. Therefore, I would like the hon. Minister, while the Railway Board may pay attention to the Rajdhani Express, at least coming from the people to look into the condition of railways so that there is no over-crowding and see that the people get *quid pro quo*. It is not like a Government Department. The railway is a commercial organisation. It is entirely maintained by the passengers and the goods traffic. Therefore, the amenities which you give must have some relation to the money paid by them. There is no use saying there is no money. If there is no money you stop your wastage.

Look at the kind of cement pillars which are put at so many railway stations. They should really stand, if specifications are observed, for 80 to 100 years. But they do not stand for even 3 to 4 years. Look at the cement slabs which are paved on the platforms. They come out in less than 1 or 2 years. The wastage in railway administration is much more than in any other Department. I do not know about military organisation because it is closed to us. But so far as I know, the railway administration's wastage in public expenditure is something stupendous.

There is also any amount of delay. The administration do not care for the convenience of the public. Whatever representation is made, the answer that we get is that it is not administratively possible. I want to know whether the administration exists for the people or the people have to exist for the administration. Their present approach must go. It may be true that in some cases it is not always possible to make adjustments according to the convenience of the people. But the approach itself must be changed. If there is a right

approach, I think, they can certainly make several arrangements. For example, Vizag is an important place. Then, Hyderabad is the capital of the State. What are the means of communication between these two? The people have been representing for years and years to speed up the trains to see that the trains come in time. They never come in time. The hon. Member, Mr. Antony Reddy, was saying that the trains do not come in time. It is a very rare thing to see the trains that come in time. In fact, the timings given in the timetables are the times given as a warning that the trains will not come before that hour. This is the kind of position in our country.

These are very small things. But some little time-table, adjustments, connections, water supply, lights, amenities are really the things with which the passengers come into contact or conflict. Even if you spend Rs. 700 crores or Rs. 800 crores; if amenities are given, perhaps, the people will not be over critical. You may say there are Timetable committees, there are amenities committees, there are catering committees, there are any number of committees, but these committees are only adding to the troubles following Parkinson's law.

The Minister might say, why don't you go to the Railway Timetable Committee? The Southern Express leaving from New Delhi reaches Vijayawada just at the time when the Mail train from Madras leaves for Calcutta. This disables nearly 300 to 400 passengers from taking that Mail train. As the Southern Express comes, the Mail train leaves. These small things should be attended to by the Railway Board. There are hundreds of these small things. Because these small things are not attended to, on the floor of this House which is intended to consider only high policies, these matters are often brought to the notice of the Minister.

Then, in order to increase the convenience of the passengers, generally more stations are asked for and more stations are given. But what has happened in Visakhapatnam? There were two stations, Waltair and Visakha-

patnam. But the Visakhapatnam Station has been abolished. Visakhapatnam is growing; Visakhapatnam, some years ago when there were two Stations, had a population of 60,000, but now the population is 2,80,000 or about three lakhs. But what has happened? Have they increased the stations? No. On the other hand, they have abolished one station. They compel the poor people, the lower income group and the middle income group, to walk two miles or pay very heavy rates to rickshaws or scooters. The station that was closed is within walking reach for about 50,000 or 60,000 persons. But that has been abolished. Why? They say 'economy'. What is 'economy' for? Is it to add to the convenience of the people or is it to add to the inconvenience of the people? Economy plus convenience of the people must be the motto and not economy at the cost of convenience.

As I submitted, I want the railway administration to give us a new approach. All that is wanted is that. Then, we shall not bother the Railway Minister with all these things.

Then, there are also service matters. There is an old rule, made in the time of the British bureaucracy, that the Members of Parliament should not draw the attention of the Ministers to individual cases of service matters because they have a machinery. If the machinery is functioning, then the Minister can be sure that no Member of Parliament will bother him with service matters. But the Machinery does not function; their officers do not function; they do not look into the complaint, and if the complaint is repeated once again or if the petition is sent on a second occasion, then the officer concerned gets a note saying that if he repeated his complaint, disciplinary action would be taken against him. These are the conditions in which service people are suffering. Therefore, my submission is that each railway zone should have an inbuilt machinery to settle the grievances, and that should be presided over by a judicial officer, and whenever an officer has got a grievance in regard to service matters, promotion or prospects or whatever it is, he can straight-

way go to the Tribunal and the Tribunal could look into the matter and give its decision, and that decision should be generally followed by the railway authorities. Then the officer will not have a complaint that his case has not been heard or that somebody is trying to suppress him; the top administration also will not be bothered with so many service matters. There must be an inbuilt machinery in every department; I recommend this for every department of the Government. In Life Insurance there was a Study Group and I was a member of that; we made a similar recommendation; I do not know what the Government are going to do with that. Unless there is an inbuilt machinery to look into the grievances as and when they arise, how do you hope to solve these matters? In fact, half the time is wasted by the administration looking only into the service matters, promotion, recruitment and so on. The Railway Minister will do well to consider this proposal. If he wants, I can put this in writing and can also give him details of the scheme for the inbuilt machinery to solve the matters between the administration and the employees. This is not, in any way, to supersede the trade union rights. The trade union matters are different from these; these are service matters for which Government should provide some kind of machinery.

श्री क० न० तिवारी (बेतिया) : उपाध्यक्ष महोदय, सबसे पहले मैं रेल मंत्री महोदय को धन्यवाद देना चाहता हूं कि उन्होंने अपना वजट पेश करते हुए इस साल फेयर और फेट में कोई त्रुटि नहीं की है। इस बात से आम जनता को काफी संतोष हुआ है। लोगों को यह भय था कि शायद रेलवे डेफिसिट को पूरा करने के लिए किराये में बढ़ोत्तरी की जायेगी। लेकिन केवल यही नहीं कि डेफिसिट की जगह पर उन्होंने प्राफिट दिखलाया है बल्कि उन्होंने भाड़े को भी नहीं बढ़ाया है। इस बात के लिए मैं मंत्री महोदय को धन्यवाद देता हूं और उन्होंने जो वजट पेश किया है उसको सपोर्ट करने के लिये लड़ा हुआ हूं।

[श्री. क० ना० तिवारी]

सबमें पहले मैं मन्त्री महोदय का ध्यान रेलवे डाटर्स की समस्याओं की तरफ ले जाना चाहता हूं। उन लोगों की बहुत दिनों से यह मांग है कि उनको, जो सी.एच.एस. के डाक्टर्स का स्टेटमेंट है, वही स्टेटमेंट दिया जाये, इसके लिए वे काफी दिनों से प्रयत्न कर रहे हैं लेकिन आज तक वह फाइल पड़ी हुई है। डाक्टर साहब जब रेल मंत्रालय में स्टेट मिनिस्टर थे, तब उन्होंने इस सम्बन्ध में कुछ स्टेप्स लिए थे....., (व्यवधान).....

श्री ओंकार लाल बेरवा : सदन में कोरम नहीं है।

MR. DEPUTY SPEAKER: The Bell is rung...now there is quorum.

श्री क० ना० तिवारी : रेल मन्त्री महोदय से मेरा निवेदन यह है कि सी.एच.एस. डाक्टर्स का जो स्टेटमेंट है या जो उनकी सर्विस कन्डीशंस हैं, वही स्टेटमेंट और सर्विस कन्डीशंस रेलवे के डाक्टर्स को भी दी जायें।

मेरा दूसरा निवेदन यह है कि रेलवे लाइन्स जो बनती हैं उन में आउटलेट्स नहीं होते हैं। यदि उन में आउटलेट्स हों तो इरीगेशन का बहुत कुछ काम हो सकता है। इस की वजह से रेलवे लाइन्स भी दूटी हैं और रेलवे का नुकसान भी होता है। साथ ही साथ लोग जो लाभ उठाना चाहते हैं वह लाभ भी उन को नहीं मिल पाता है। इसलिए मेरा आप से निवेदन है कि जहां जहां पर इस की पासिबिलिटी हो और लोगों की मांग हो वहां पर आउटलेट्स दे देने चाहिए ताकि लोग आवापाशी कर सकें।

रेलवे कर्मचारियों को जितनी सुविधाएं दी जाती हैं उन पर मुझे कोई एतराज नहीं है। लेकिन जिन के जरिए से रेलवे को इनकम होती है वह है थड़ क्लास पैसेंजर्स। पैसेंजर्स की एमेनिटीज के लिए जो रकम रखी गई है वह पर्याप्त नहीं है। मैं निवेदन करना चाहता हूं कि उन की एमेनिटीज पर और ज्यादा पैसा खर्च किया जाय। पानी, पंखा,

सराई और कैटरिंग आदि के जरिए से भोजन की सुविधाएं जो मुहैया की जा सकती हैं उन का प्रबन्ध होना चाहिए। 16.59 hrs.

[SHRI THIRUMALA RAO *in the Chair*]

एक बात की ओर मैं और ध्यान दिलाना चाहता हूं। कैटरिंग के संबंध में जो किंगस बतलाई गई हैं उन को देखने से ऐसा मार्लम होता है कि एक परसेंट ही आमदनी हुई है। जहां तक कैटरिंग का संबंध है मैं समझता हूं प्राइवेट सेक्टर वाले कम से कम पच्चीस और तीस परसेंट मुनाफा कमा लेते हैं। किर समझ में नहीं आता कि रेलवे की कैटरिंग में जब कि उनको लाइट और मकान फी मिलता है, इन के ऊपर उन को कोई खर्च नहीं करना पड़ता है उस के बावजूद केवल 1 परसेंट का मुनाफा कैसे हो रहा है? मैं समझता हूं इस की जांच होनी चाहिए कि कैटरिंग में क्या कमी है? उन के कारणों का पता लगा कर इस की आमदनी को बढ़ाना चाहिए। कैटरिंग के सम्बन्ध में बाबार शिकायत होती है कि खाना अच्छा नहीं मिलता, सर्विस अच्छी नहीं है। और मेरा रुखाल है कि जब रेलवे बजट आता है तो इस बात की ओर ध्यान दिलाया जाता है। इमप्रूवमेंट अगर कहा जाय तो जो उम्मीद थी वह इमप्रूवमेंट नहीं हुआ। इसलिए मैं मंत्री महोदय का ध्यान दिलाना चाहता हूं कि इस में इमप्रूवमेंट होना चाहिये जिस में लोगों को अच्छा खाना मिल सके। फस्ट और सैकेन्ड क्लास के जो पैसेंजर्स हैं उन को तो खाना और कैटरिंग बर्गरह की सर्विस मिल जाती है लेकिन थड़ क्लास के पैसेंजर्स को कैटरिंग बर्गरह की सर्विस नहीं मिलती है। इसलिये उन का भी इंतजाम होना चाहिये।

17 hrs.

एक हाई पावर कमेटी, जिसके कि चेयरमैन खुद डाक्टर साहब थे, उसने अपनी रिपोर्ट सबमिट कर दी है और उसमें कुछ

सिफारिशों की हैं रेलवे की सुरक्षा के लिए, कुछ इम्प्रूवमेंट के मुझाव दिये हैं। उस कमेटी पर काफी खर्च हुआ है, मैं चाहूंगा कि उन सिफारिशों के आधार पर एक कानून पालियामेंट के सामने आना चाहिए जिससे रेलवे फोर्स इंफ्राक्टर हो सके और रेलवे की सुरक्षा हो सके।

रेलवे में या बाहर भी जो पब्लिक सेक्टर या प्राइवेट सेक्टर हैं जो रेलवे के सामान बनाते हैं, जैसे डब्बे वर्गरह हैं या दूसरी चीजें हैं, उनकी शिकायत यह है कि, पब्लिक सेक्टर में भी और प्राइवेट सेक्टर में भी, जितनी उनकी कैपेसिटी है उसका फुल सूटिलाइजेशन नहीं होता। इसलिए मेरा निवेदन है कि दोनों सेक्टरों में जो रेलवे का सामान बनाते की फैक्ट्रीज हैं उनको पूरा काम मिल सके, और वे फुल कैपेसिटी में चल सकें, उनको मैट्रिशियल आदि मिल सके, इसकी तरफ मंत्री महोदय का ध्यान अवश्य जायगा।

यह बराबर डिम.न्ड किया जाता है कि बिहार में एक रेलवे पब्लिक सर्विस कमीशन होना चाहिये। इसका कारण यह है कि बिहार एक पिछड़ा हुआ प्रान्त है और कलकत्ते में या दूसरी जगह में वहाँ के लड़कों को जाना पड़ता है। वहाँ उनके माथ में पूरा न्याय नहीं होता है जिसका कारण हम सब को मालूम है। इसलिए मेरा निवेदन है कि एक रेलवे पब्लिक सर्विस कमीशन बिहार में भी होना चाहिये।

ब्रौड गेज के सम्बन्ध में कई मर्तवा कहा गया है। एक प्रोपोजल पर यहाँ सदन में सवाल भी आया था, ब्रौडगेज समरतीपुर तक है.....

श्री रणधीर सिंह : 80 परसेंट किसान सर्विस में लिये जायें पब्लिक सर्विस कमीशन के जरिये।

श्री क० ना० तिवारी : मुझे कोई ऐतराज नहीं है। हम चाहते हैं कि ब्रौड गेज वाया मुजफ्फरपुर होकर नरकटियागंज तक जानी चाहिए। इस रास्ते में पुल कम पड़ते हैं,

बाढ़ का भी डर कम है, माइलेज भी कम है और खर्च भी रेलवे का कम पड़ेगा। इस ब्रौडगेज के बनाने के बाद सेक्योरिटी के खायल से भी लखनऊ से लेकर मुजफ्फरपुर को मिला दिया जाय तो नेफा तक यह लाइन सर्विस दे सकती है, और इस लाइन को भी अगर ब्रौडगेज कर दिया जाय तो देश की सुरक्षा के लिए उपयुक्त होगा।

एक प्रोपोजल बहुत दिनों से चल रहा है। गंडक के ऊपर बगहा के नजदीक पुल या वह टूट गया, जिसको 45 साल हो गये और उसका कनेक्शन जो गोरखपुर से था वह नहीं है। तो भैसालोटन में जो लिंग बन रहा है वहाँ से यह लाइन गुजर सकती है और यदि सिसावा या गोरखपुर में मिला दी जाय तो सुरक्षा की हड्डि से काफी सुविधा होगी।

श्री हुकमचन्द कछवाय : सभापति महोदय, सदन में गणपूर्ति नहीं है।

MR. CHAIRMAN : The bell is being rung ... Now, there is quorum. Hon. Member may continue.

श्री क० ना० तिवारी : अभी एक गाड़ी डी-लक्स दिल्ली से कलकत्ता जाती थी। अब एक राजधानी गाड़ी चल रही है। पटना होकर कोई डी-लक्स गाड़ी नहीं जाती थी, और अब जब राजधानी गाड़ी जाने लगी तो मैं चाहूंगा एक डी-लक्स गाड़ी पटना होकर कलकत्ता तक जाये जिससे काफी सुविधा वहाँ के रहनेवालों को हो जायगी। इसलिये मैं चाहता हूँ कि डी-लक्स गाड़ी पटना होकर कलकत्ता को दी जाय।

अब मैं अपने लेत्र के सम्बन्ध में कुछ बातों की ओर ध्यान दिलाना चाहता हूँ। जहाँ जहाँ टेलीफोन है वहाँ जो स्टेशन्स हैं उनको टेलीफोन दे दिया जाय जिससे पब्लिक को सुविधा हो जाय और स्टेशन से अगर कोई बात करना चाहे तो घर बैठे वह काम कर सके। जहाँ जहाँ इलेक्ट्रिसिटी चली गयी है वहाँ जो रेलवे स्टेशन हैं वहाँ इलेक्ट्रिसिटी

[श्री क० ना० तिवारी]

का प्रोब्रीजन हो जाय जिससे काम करने में सुविधा हो।

मैं चाहता हूं कि आदापुर में रेलवे स्टेशन के ऊपर एक बोर्ड दे दिया जाय। बेतिया में एक बैटिंग रूम है लेकिन वहां यात्रियों के ठहरने के लिये कोई जगह नहीं है। इस स्टेशन से सरकार को काफी रेवेन्यू मिलता है। इसलिये मैं चाहता हूं कि वहां एक रेस्ट हाउस का प्रबन्ध किया जाय। अगर ऐसा हो जायगा तो सरकार का रेवेन्यू भी बढ़ेगा और लोगों को भी सुविधा होगी।

मैसालोटन में काफी दिनों से लोग चाहते हैं कि प्रान्तीय सरकार की सहायता ले कर अगर रेलवे लाइन बना दें प्रान्तीय सरकार मिट्टी का काम कर दें तो काफी सुविधा हो जायगी। इस पर ज्यादा रुपया भी खर्च नहीं होगा। उस पर पुल बन गया है इस लिये एक रेलवे लाइन बगहा से लेकर मैसालोटन तक दे दी जाय।

भित्तिहासा, जहां गांधी जी ने काम किया था, तीन वर्षों से कोशिश कर रहा हूं कि यहां एक हाल्ट का प्रबन्ध कर दिया जाय। मिनिस्टर लोगों के चाहने के बाद भी विभाग कोई न कोई अड़ंगा लगा देता है जिस का नतीजा यह है, कि मोतिहारी से दूसरा जो स्टेशन है वह पांच मील से भी कम है लेकिन कचहरी के पास हाल्ट दे दिया गया है, पर गांधी जी ने जहां काम किया वहां हाल्ट नहीं मिल रहा है, जब कि कहा गया कि हाल्ट मिल जायेगा।

अन्त में एक बात कह कर मैं अपना भाषण समाप्त करता हूं। रेलवे बोर्ड के बारे में मुझे यह कहना है कि यह डिमान्ड बहुत से लोग करते आये हैं कि रेलवे बोर्ड को खत्म कर दिया जाय। मैं इस मत का नहीं होते हुए भी इतना जरूर मंत्री महोदय से निवेदन करूँगा कि समय के मुताबिक रेलवे बोर्ड का जो ट्राइकोण है वह बदलना चाहिये और उस में काफी परिवर्तन आना चाहिये। कैसे आयेगा? यह मंत्री महोदय

के ऊपर में छोड़ता है। जो छोटे छोटे कर्मचारी हैं उन लोगों की यह शिकायत है कि उन की जितनी पोस्टिंग है, सस्पेशन है, पनिशमेंट है, पेंशन्स हैं, इस तरह की जितनी चीज़े हैं, या उन के साथ जो व्यवहार है, जो एक अच्छा व्यवहार इन्सान के साथ होना चाहिये वह नहीं होता है। इस ओर मैं मंत्री महोदय का ध्यान दिलाना चाहता हूं। इसमें रेलवे बोर्ड का ट्राइकोण बदलना चाहिये। यह समय का तकाज़ा है, इन्सानियत का भी तकाज़ा है और डेमोक्रेसी का तकाज़ा है। धन्यवाद।

श्री ओंकार लाल बोहरा (चित्तोड़गढ़) : सभापति महोदय, मैं डा० राम सुभग सिंह का जो कि पहले भी रेल मंत्री रह चुके हैं और अब फिर उन्होंने रेलवे मंत्रालय का कार्यभार सम्पादना है उस के लिए मैं उन का इस अवसर पर हार्दिक अभिनन्दन करता हूं। उन के रेल मंत्री बनने से विशेष कर चित्तोड़गढ़ और कोटा के निर्वाचनक्षेत्र में अपार हर्ष हुआ है।

मैं डा० राम सुभग सिंह को याद दिलाना चाहता हूं कि जब वह पहले रेल मंत्री थे तो श्री माणिक्यलाल वर्मा जो कि कोटा और चित्तोड़ के क्षेत्र से यहां संसद में मेरे से पहले सदस्य थे वह मंत्री जी को कोटा और चित्तोड़ के क्षेत्र में ले गये थे और कई जगह जनता ने उन का अपार स्वागत किया था। उन्होंने वहां की स्थिति और परिस्थितियों को देख कर लम्बे समय से जो एक मांग वहां के निवासियों की चली आ रही थी उस का उन्होंने समर्थन किया और उस मांग को स्वीकार किया। और घोषणा कि कोटा और चित्तोड़ की नई रेलवे लाइन की शुरुआत की जायगी व उस का निर्माण किया जायगा। उन्होंने सारी परिस्थितियों को देखते हुए और पुरानी सारी जो हमारी अब तक प्रगति हुई थी उसको देखते हुए उन्होंने इस बात की घोषणा की थी कि इस नई रेलवे लाइन का

निर्माण किया जायगा। जाहिर है कि चूंकि ऐसी घोषणा उन्होंने उस समय अपने श्रीमुख से की थी इसलिए उन के पुनः रेल मंत्री होने से क्षेत्र के लोगों को अपार हर्ष व संतोष हुआ है। उन्हें पूरी आशा है कि उन के द्वारा वह जो घोषणा की गई थी वह उन के वर्तमान कार्यकाल में अब निश्चित रूप से कार्यान्वित होगी।

अब मैं रेलवे बजट के ऊपर अपने कुछ विचार रखना चाहता हूँ। जब रेलवे मंत्रालय के बजट पर चर्चा होती है तो रेलवेज की तमाम समस्याओं पर हम लोग विचार करते हैं। मैं चाहता हूँ कि हम इस बात को सब से पहले सोचें कि हिन्दुस्तान में भारत सरकार ने यह जो रेलवेज अपने हाथ में रख्ती है या जो रेलों का विस्तार हुआ है उसका उद्देश्य और नीति क्या है? हम लोग अंग्रेजों के बाद एक प्रजातंत्रिक ढांचे में जी रहे हैं। हमारा एक उद्देश्य है और वह उद्देश्य यह है कि लाखों और करोड़ों लोगों की हम सेवा करें। केन्द्र सरकार और राज्य सरकारें इस देश की जनता की सेवा करने के लिए हैं और यही हमारे प्रजातंत्र का उद्देश्य है। मैं समझता हूँ कि शासन के हर एक घटक का और रेलवे मंत्रालय का यह उद्देश्य है कि जनता की सेवा हो।

अतः सब से पहले जिस बात पर मैं रेलवे मंत्रालय का ध्यान आकर्षित करना चाहता हूँ वह यही है कि जब कभी किसी रेलवे की मांग या अनुदान की चर्चा होती है जब कभी किसी रेलवे के सम्बन्ध में किसी चीज़ की प्रगति या विकास की चर्चा होती है तो प्रायः हमें यह उत्तर मिलता है कि यह अनुपयोगी है अथवा अलाभप्रद है। मैं समझता हूँ कि हम संसद के सदस्यगण जो कि इस देश के करोड़ों लोगों द्वारा निर्वाचित होकर यहां पर आते हैं वह जन भावनाओं का यहां पर प्रतिनिधित्व करते हैं, जनता की भावनाओं का यहां पर प्रति-

निधित्व करना चाहते हैं और जब उन्हें यह उत्तर मिलता है कि यह अनुपयोगी है अथवा अलाभप्रद है तो हम लोगों को उस से एक चोट पहुँचती है। ऐसा लगता है कि हम स्वराज्य के ऐरा में या स्वतन्त्रता के बातावरण में नहीं रह रहे हैं। हमें ऐसा लगता है कि अधिकारियों की जो घिसी-पिटी रिपोर्ट होती है उन के आधार पर हमें यहां मंत्री महोदय की ओर से उत्तर दे दिया जाता है।

चूंकि हमारे डा० राम सुभग सिंह कार्यकर्ताओं के प्रतिनिधि हैं जनता के प्रतिनिधि हैं और हम भी जनता के प्रतिनिधि के रूप में इस सदन में आये हैं इसलिए स्वाभाविक तौर से जनता के प्रति आप की आस्था है और मैं उन से यह अपेक्षा करूँगा कि यह रेलवे मंत्रालय एक अकसरी ढंग से नहीं चलना चाहिए। हमारी रेलवेज का दृष्टिकोण रेलवेज के काम के विस्तार का और जनोन्मुखी होना चाहिए, जनता का हित केसे हो इस बारे में उन्हें निरंतर सोचते रहना चाहिए। यह तभी सम्भव है जब हम इस बात को स्वीकार करें कि हमारी जो रेलवे हैं, हमारा जो शासन है वह जनता के लिए है और तब मैं आप के द्वारा यह स्पष्ट करना चाहता हूँ कि यह अनाएकोनामिक और अनुपयोगी है, यह चीजें उस के रास्ते में बाधक नहीं होतीं। रेलवेज के सरकारी उद्योग का एक ही मक्कसद है कि हम करोड़ों लोगों की सेवा करें।

आज बौरडर रेलवे लाइंस नहीं है। नागालैंड, त्रिपुरा और मणिपुर में रेलों का विस्तार किया जाना चाहिए। रेलवे मंत्रालय का यह कहना कि बौरडर रेलवे बनाने में बहुत अधिक रुपया खर्च करना पड़ता है और वह अनाएकोनामिक है यह ठीक नहीं है। कोई लाइन एकोनामिक है या अनाएकोनामिक है मिर्क इसी आधार पर रेलवे मंत्रालय को फैसला उस के बारे में नहीं ले लेना चाहिए। बल्कि हमारा उद्देश्य

[श्री ओंकार लाल बोहरा]

यह होना चाहिए कि हम अपनी सुरक्षा की दृष्टि से जनता के हित की दृष्टि से, यातायात की सुविधा की दृष्टि से अपनी रेलों का विस्तार करें। इसलिए मेरी मांग है कि कोहीमा को डीमपुर स्टेशन से जोड़ना चाहिए।

इसी तरीके से अमम के बौरडर एरिया में इम्फाल पहुंचने में कठिनाई होती है व असुविधा का सामना करना पड़ता है। अब हर एक आदमी विमान से तो जा नहीं सकता इसलिए मैं मंत्री महोदय का ध्यान बौरडर एरिया में रेलवे लाइनों के विस्तार की ओर खींचना चाहता हूँ क्योंकि जो समय आ रहा है उस में हमें सुरक्षा की दृष्टि से अभी से चिंतित होना चाहिए। और यह नहीं देखना चाहिए कि कोई लाइन अनाएकोनामिक है या अनप्रोडक्टिव है। हमारा दृष्टिकोण राष्ट्र की सुरक्षा व जनता की सेवा होना चाहिए। इसलिए मैं ने इस बात पर जोर दिया है कि हमारी रेलवेज का दृष्टिकोण कौन लाभप्रद है और कौन अलाभप्रद है, यह न होकर जनता की सेवा और देश की सुरक्षा का होना चाहिए। हमारा और कोई तीसरा उद्देश्य नहीं हो सकता।

इस सम्बन्ध में विचार करते हुए मैं राजस्थान की भी कुछ समस्याओं की चर्चा करना चाहता हूँ। क्षेत्रफल के लिहाज से राजस्थान हिन्दुस्तान में दूसरा बड़ा राज्य है लेकिन राजा, महाराजाओं के जमाने में वहाँ कोई विस्तार, कोई प्रगति रेलों की दृष्टि से नहीं हुई है। जिस तरह से अन्य देशों में राजस्थान पिछड़ रहा है वैसे ही रेलों के मामले में भी यह राजस्थान पिछड़ रहा है। वहाँ पर बड़ा रेगिस्तान है। वहाँ 700 मील लम्बी पाकिस्तान से सीमा मिलती है। वहाँ एक बड़ा आदिवासी इलाक़ा है जिनमें अधिकांश लोगों ने अभी रेलवे के दर्शन तक नहीं किये हैं। अभी तक उन लोगों को यातायात सम्बन्धी सुविधाएं सुलभ नहीं हुई हैं। अब अगर इस दृष्टि से सोचें तो

राजस्थान और मध्य प्रदेश या और भी ऐसे प्रान्त हैं जिनमें रेलवे का विस्तार बहुत कम हुआ है। राजा, महाराजाओं के जमाने में वहाँ रेलवे लाइन ज्यादा विद्युई नहीं जा सकी हैं। मैं मंत्री महोदय का ध्यान राजस्थान की कुछ मांगों की ओर दिलाना चाहता हूँ।

उदयपुर से लेकर अहमदाबाद तक हिम्मतनगर होते हुए आदिवासी इलाके में एक लाइन प्रारम्भ की गई। वह लाइन चल रही है लेकिन उस को एक गलत योजना और गलत ढंग से निकाला गया। उस की ओर मैं रेलवे मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। उस के कई परिणाम सामने आते हैं। जैसा मैं ने कहा उदयपुर में हिम्मतनगर होने हुए वह रेलवे लाइन निकाली गई। अब केसरिया जी जोकि जैनियाँ का प्रमिद्ध तीर्थस्थल है, मांवना जी वैष्णवों का प्रमिद्ध तीर्थस्थान है और जावर माड़िंस जहाँ कि हमारे सीमे और जस्त के सब से बड़े भंडार हैं उन को इस लाइन के ऊपर रखना चाहिए था लेकिन खेद का विषय है कि हमारे रेलवे अधिकारियों ने उस लाइन पर स्टेशन नजदीक, नजदीक न रख कर 10-10, 15-15 और 18-18 मील के फाल्से पर रखवे हैं। इस कारण लोग सँडक से बस आदि से जाना पसन्द करते हैं और यात्री बस से सीधे उदयपुर और अहमदाबाद जाना पसन्द करते हैं। इसलिए मेरा सुझाव है कि स्टेशंस नजदीक, नजदीक बनाये जायं। इसलिए जब कभी नई रेलवे लाइन निकले तो इस बात पर विचार करके नजदीक, नजदीक बनाने चाहिए। स्टेशन दूर स्टेशंस रखने से नुकसान हो सकता है। अब वहाँ का परिणाम देख ही रहे हैं कि लोग बजाय रेल के सँडक से बस आदि से जाना पसन्द करते हैं। कूँकि उस की गलत प्लानिंग हुई इसलिए ऐसा हो रहा है।

इसी तरीके से प्रतापगढ़ बांसवाड़ा आदि का वह सारा आदिवासी इलाक़ा है जहाँ कि

60-60 और 70-70 मील तक कोई सड़क आदि की सुविधा मूलभ नहीं है और मंत्रालय को उस ओर भी ध्यान देना चाहिए।

मैं मंत्री महोदय का ध्यान पुनः नित्तीड़-गढ़ कोटा लाइन के बारे में दिलाना चाहता हूँ और चाहता हूँ कि शीघ्र ही वहां सर्वेक्षण करा कर नया काम प्रारम्भ करवायें। सन् 1948 में जब मेवाड़ की रियासत थी तब उस के सर्वेक्षण का काम हो चुका था। रेलवे बोर्ड ने मंजूरी दे रखकी थी, सामान भी वहां पर पोर्टवन्डर में पहुँचाया गया था लेकिन बाद में उस का कार्य स्थगित हो गया और वह लाइन बननी बंद हो गयी। उस बक्त यहां के केन्द्रीय रेल मंत्री और बाद में डा० राम सुभग मिह वहां पधारे थे और उन्होंने वहां के मब हालात देख कर इस बात को स्वीकार किया था कि इस क्षेत्र में चम्बल परियोजना के कारण विजनी और मिचाई की सुविधाएं उपलब्ध हो गई हैं और औद्योगिक इंटिसे उत्पादन इतना बढ़ गया है और यातायात की सुविधा भी बढ़ी है और इन सारी परिस्थितियों को देखते हुए डा० राम सुभग मिह ने उस योजना को स्वीकार किया था। लेकिन सन् 65 के अन्दर यह उत्तर मिला कि यह लाइन अनाप्तोनामिक है और उस पर हम काम नहीं कर रहे हैं।

मैं आप के सामने यह भी एक सवाल उठाना चाहता हूँ कि जब एक भूतपूर्व रेल मंत्री कोई घोषणा करता है तो क्या यह उचित नहीं है और क्या यह आवश्यक नहीं है कि रेलवे अधिकारियों को ऐसा सोचना चाहिए एवं उनका यह कर्तव्य है कि वह उम घोषणा को अमल में लायें लेकिन हमारे अधिकारियों की एक इस तरह से ग़लत ढंग से विचार करने की आदत पड़ गई है। मैं अधिकारियों का आमनीर से विरोध तो नहीं करता हूँ लेकिन यह मैं अवश्य कहना चाहता हूँ कि अधिकारियों का रखया जनता के प्रति उदार होना चाहिए।

उन्हें समझना चाहिए कि स्वतंत्रता प्राप्ति के पहले का नौकरशाही का रखेया अब बनाये रखना उचित नहीं है। जनतंत्र में विकास कार्य को ठीक से चलाने का उत्तरदायित्व केवल हम जन प्रतिनिधियों का ही नहीं है अधिकारियों को भी अपने को जनता के सेवक की भावना से सोचना और विचारना चाहिए और तदनुसार आवरण करना चाहिए वह भी उतने ही सेवक हैं जितने हम यहां बढ़े हैं। जब वह अपने लिए बड़ा दर्जा चाहते हैं तो उनका यह कर्तव्य है कि वह देशहित और जनता के हित को सामने रख कर हर मामले को सोचें। जनता के हित को वह अपने सामने सर्वोपरि रखें। लेकिन आदत पड़ी हुई है और पुरानी आदत की बजह से वे बाज नहीं आते। परिणाम यह हुआ कि बीस बाइस वर्ष का समय बीतने के बाद भी स्वतंत्रता का जितना लाभ जनता को मिलना चाहिए उतना बड़े बड़े अधिकारियों की कृपा से लोगों की निगाह में नहीं आया है। हुआ यह है कि इसकी बजह से जन भावना और मिशनरी भावना से हमारे शासन को जो सहयोग मिलना चाहिये वह हमारे मत्रियों को, जन-प्रतिनिधियों को और हमारी सरकारों को नहीं मिला है। इसलिये मैं बड़े अदब के साथ रेलवे के बड़े बड़े अधिकारियों और खंडेलवाल साहब तथा उनके साथियों से कहना चाहता हूँ कि वे उदार रखेया रखें और जो भी ऐसी समस्यायें हैं उनमें जनता के हितों को सर्वोपरि समझें, तभी वह स्वतन्त्रता के सच्चे जनसेवक या पब्लिक सर्वेंट कहलाने के अधिकारी होंगे।

मैं एक और बात की तरफ आपका ध्यान आर्काप्ति करना चाहता हूँ। पिछले माल खाद्यान्न का बड़ा अकाल था और बंगाल तथा बिहार में जो परेशानी थी उसके कहने की आवश्यकता नहीं है, लेकिन वैगनों के न मिलने के कारण गेहूँ सह गया। बाबू श्री जगजीवन राम जी यहां बड़े हुए हैं, उन को पता होगा कि बैगनों के समय पर न

[श्री ओंकार लाल बोहरा]

मिलने से या उचित टाइप के बैगन न मिलने से गेहूं का कितना नुकसान हो गया ठीक उसी तरह राजस्थान में इस समय भयंकर अकाल है, और उस इलाके में जो चारा पहुँचना चाहिए या उस को दो-दो, डेढ़-डेढ़ और एक-एक महीने तक न पहुँचने के कारण हम मरती जा रही गांवों को बचाने में मानवता का परिचय नहीं दे सके। बैगनों के बिना चारा समय पर नहीं पहुँच सका। रेलवे अधिकारियों की यह सबसे बड़ी जिम्मेदारी है कि जब मानवता पुकार रही हो तब वह कानूनी कार्रवाइयों और छोटी मोटी संकीर्णताओं में और टेक्निकल बातों में न उलझे और स्वराज्य का जो सुख जनता को मिलना चाहिये उस को दिलाने का प्रयत्न करें। आज यहां पर अंग्रेज नहीं हैं, हमें देखना है कि जनता हमारी मालिक है। जल्दी से जल्दी जो बैगन पहुँचने चाहिये थे वह नहीं पहुँच सके, इसका हमें सरूप अफसोस है। मुझे विश्वास है कि डा० रामसुभग सिंह के आने से स्थिति में सुधार होगा।

मैं कुछ बातें क्षेत्रीय असन्तुलन के बारे में भी कहना चाहता हूं। हिन्दुस्तान में कई इलाके ऐसे हैं जहां रेलवे का विस्तार पूरा नहीं हुआ है। मध्य प्रदेश है, मैसूर है आनंद प्रदेश है, महाराष्ट्र है, यहां तक कि उड़ीसा भी है, जहां रेलवे का विस्तार नहीं है। हम इस को मान लेते हैं कि रेलवे के द्वारा बहुत मुनाफा नहीं हुआ है, लेकिन देखना यह है कि ऐसा क्यों नहीं हुआ है। रेलवे सबसे बड़ा राष्ट्रीय उद्योग है। हम लोग अपने खर्च को कम करें और सुविधायें ज्यादा दें, रेलों का विस्तार भी करें। अगर इसके लिये धन नहीं है तो वित्त मंत्रालय से रूपया प्राप्त करें और जो भी रेलों में क्षेत्रीय असन्तुलन है उसको दूर करें। अगर नई रेलें निकालनी हों तो उनको निकालने में पूरी दिलचस्पी लें।

आज रेलवे मंत्री ने यात्री भाड़ा नहीं बढ़ाया है इसके लिये मैं उनको साधुवाद तो देता हूं कि उन्होंने भाड़ा नहीं बढ़ाया, लेकिन सुविधायें और भी बढ़नी चाहिये। आज तृतीय श्रेणी के यात्रियों को बहुत तकलीफ उठानी पड़ती है और उनको भेड़ बकरियों की तरह रेलों में जाना पड़ता है, यह आप से दिखा हुआ नहीं है। आज आप राजधानी एक्सप्रेस ले जाइये, कलकत्ता मद्रास, बम्बई और दिल्ली को चमत्करण बनाइये, लेकिन कलकत्ता, बम्बई और मद्रास ही हिन्दुस्तान के प्रतिनिधि शहर नहीं हैं, आप गांवों की तरफ भी देखें। आज गांवों के अन्दर रेले पन्द्रह और अट्ठारह मील की रफतार से चलती हैं। जहां बड़े शहरों के बड़े-बड़े लोगों को पहुँचाने की रफतार तेज है वहां गांवों के गरीब आदमियों वो पहुँचाने की रफतार बहुत कम है। उनको भी तेजी से पहुँचाने के लिये गाड़ियों की रफतार बढ़ानी चाहिये क्योंकि हिन्दुस्तान केवल गांव में बसता है, शहरों में नहीं।

राजस्थान में रेलों के संबंध में एक बात और। मैं उदयपुर से दिल्ली तक नई रेलवे लाइन की मांग न करता हुआ यह कहना चाहता हूं कि चित्तौड़ से उदयपुर तक अजमेर होने हुए दिल्ली लाइन जाती है, उसी तरह से उदयपुर से हिम्मतनगर तक दुकड़े-दुकड़े करके लाइन जाती है। जैसे अहमदाबाद से मारवाड़ जंक्शन होते हुए दिल्ली तक रेलवे लाइन जाती है, वैसे ही यह ट्रेन भी अगर सीधी अहमदाबाद से हिम्मतनगर, उदयपुर होकर चित्तौड़गढ़ अजमेर होती हुई सीधी दिल्ली तक जाये तो इसमें जनता को बड़ा लाभ हो सकता है, लेकिन मुझे भय है कि इसमें अधिकारियों का सहयोग नहीं मिलेगा। मैं अधिकारियों से यह निवेदन करूँगा कि वे इस बारे में अपना सहयोग प्रदान करें।

मैं नये रेलवे मंत्री महोदय का स्वागत करता हूं और आशा करता हूं कि उनके

आगमन से चित्तोड़ से कोटा तक रेलवे लाइन का सर्वेक्षण इस वर्ष हो जायेगा और अगले वर्ष उसके निर्माण का कार्य आरम्भ हो जायेगा।

इन शब्दों के साथ में रेलवे बजट का स्वागत करता हूँ।

श्री न० निं० पटेल (बलसार) : सभापति महोदय, इसके पहले कि मैं कुछ कहूँ, मैं डा० राम सुभग सिंह का, जो रेलवे मंत्रालय में वापस आ गये, अभिनन्दन करता हूँ। मुझे बड़ी उम्मीद है कि थोड़े समय पहले, जब वह रेल मंत्री थे, जो जो बातें उनके सामने हमने रखी थीं, उनकी तरफ ध्यान देकर वह हमारी तकलीफों को दूर करेंगे।

सबसे पहले मैं यह कहना चाहता हूँ कि पिछले साल 6 अगस्त को गुजरात में जो बाढ़ आई, उसकी बजह से खास कर बलसार और भड़ौच के बीच में करीब-करीब एक महीने तक वह रेलवे लाइन बन्द रही और लोगों को बड़ा नुकसान हुआ। रेलवे को भी कम से कम 3 करोड़ रुपयों का नुकसान हुआ। सूरत में तापी नदी है, तापी और वापी के जो क्षेत्र हैं उनमें दस नदियां हैं इन नदियों में बारह महीने पानी रहता है, यह दस नदियां हैं तापी, मिन्होला, पूर्णा, अम्बिका कावेरी, खरेरा, औरंगा, पार, कोलका और दमनगंगा। जब बाढ़ आई, उस समय मैं वही पर था। वहाँ का जो सीन मैंने देखा उसकी पोर्जीशन यह थी सब तरफ पानी ही पानी भरा था। यह सब नदियां पूर्व से परिवर्त्तन की ओर बहती हैं, और जो रेलवे लाइन का ट्रैक है वह उत्तर से दक्षिण की तरफ है। जब यह बाढ़ आई तब नदियां इतनी बढ़ गई कि उनका पानी निकल नहीं पाया। ऐसा लगता था एक बड़ा भारी समुद्र है और उसके बीच रेलवे ट्रैक जो है वह बांध बना दिया गया है। वहाँ पर पानी के न निकलने की बजह से रेलों की पटरियों की जो मिट्टी थी वह सब बह गई और सब जगह फैल

गई। जो ब्रिजेज थे वह भी हिल गये। उस बस्त श्री पुनाचा से हमने कहा था कि यह जो नदियां हैं उनके जो स्पैन हैं, पानी निकालने की जगह हैं उनके ब्रिजेज और कल्वर्ट्स को बड़ा कीजिये, नहीं तो पता नहीं है कि कब बाढ़ आ जावे। अगर ऐसा नहीं किया गया तो इस समय मानसून में जो बाढ़ आई है, वह हमेशा के लिये रहने वाली है। लेकिन छः महीने ही गये, और हम देखते हैं कि अभी तक कुछ किया नहीं गया है। जिस तरह से वहाँ गाड़ियां चलती थीं, उसी तरह से चल रही हैं। वह गाड़ियां भी कैसे चलती हैं? बम्बई से जो गाड़ी चलती थीं वाढ़ आने से पहले, उनमें से हर एक का समय का एक घंटा जल्दी कर दिया गया, लेकिन दिल्ली से बम्बई पहुँचने वाली जो गाड़ियां हैं वह अभी भी एक घंटा देर से पहुँचती हैं क्योंकि वहाँ पर हमें जो काम करना चाहिए था वह हम कर नहीं पाते हैं।

MR. CHAIRMAN: Let the Hon. Member continue tomorrow. We shall, now take up Half-an-hour discussion.

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17.30 hrs.

HALF AN HOUR DISCUSSION EXPORT OF PEPPER

SHRI E. K. NAYANAR (Palghat): While replying to unstarred question No. 209 on 18 February 1969 the Hon. Minister said that the Export Promotion Council in Ernakulam would do everything to export pepper and that the Council's Foreign Officer at Brussels will do a good deal to do so. This is not the real problem. Either the Minister is ignorant about pepper export or the officers are hiding the facts... (Interruptions.) Pepper is a commercial crop and earns much needed foreign exchange to the tune of Rs. 12 crores a year. The total annual production of pepper in India is 23,000 tonnes a year. This means that Kerala produces a lion's share of pepper in the whole country, about 93 per cent, and it earns Rs. 11 crores a year as foreign exchange. Such an industry which earns valuable foreign exchange is facing a serious crisis. If the Central Government did not take

[Shri E. K. Nayyar]

remedialy measures, prospects of this industry will be very dim. Pepper was a pride product of Kerala. In ancient days Kerala was exporting pepper, generally known as black gold to Rome, Athens, etc. In Kerala pepper is cultivated in 2,46,640 acres spread all over the State. During the Third Plan the Central Government formulated some measures for the development of this industry. However, these measures were not implemented at all and they remained in paper only. Sometime back a conference on spices was held in Goa and some delegates from Kerala put forward some suggestions on behalf of the cultivators for the development of this industry but to no avail. Firstly, the demand to fix a minimum price for pepper has not been conceded so far. The monopoly traders, especially in Bombay take a major share of the profit while the actual cultivator gets very low prices. At present pepper export trade is handled by big monopoly traders in Bombay. In Kerala itself pepper export is in the hands of Parseesly, Volkart Brothers, William Gudekar Company, etc. These are the British capitalist firms. To help the cultivators overcome these hardships, State trading should be introduced, among other things. A corporation should be formed to procure pepper directly from the cultivators. Then only will the cultivators get more price than they are getting now. May be, big businessmen may take objection to this idea. In this case the Commerce Ministry is surrendering to the wishes of the big monopoly traders. This is not an exception; in rubber also the Commerce Ministry is not fixing the minimum prices which will benefit the cultivators. If the Ministry takes such a step, it will be a booster to the cultivators and it can lead to a bumper production in the years to come. The second problem facing this industry is the export duty levied on this commodity. At present export duty levied on this commodity goes up to Rs. 1250 per ton. The Commerce Ministry is again in no mood to help the cultivators. Everybody knows that in essence this ultimately falls on the shoulders of the helpless cultivators...*(Interruptions.)* At this juncture it will not be out of place to

mention that no export duty is levied on the export of red chillies from Madras. While I am all in favour of this, I strongly demand that the same treatment should be given to pepper export also. In this regard too, the Central Government's attitude towards Kerala is highly discriminatory. Our Minister replied that there was no competition regarding the pepper industry. After the Second World War, there is competition.

After the second world war, competition in this field was intensified from Indonesia. Till that time, America was censuring 70 per cent of our production. Now they are buying only 20 per cent. At present, our main source of export is the socialist countries. When there is stiff competition, the price is reduced. Naturally, cultivators of pepper want for there cash crops. It inevitably led to our failure in this competition. While America is paying 27-1/2 cents for Indonesian pepper, we are getting 37-1/2 cents from socialist countries for the same quantity.

We can gainfully compete in the export of pepper if (1) the Central Government fix a minimum price of Rs. 750 per quintal, (2) the export duty levied on pepper is lifted and (3) State-trading is introduced in this business. These steps alone will help in removing the sufferings of the cultivators. This is not my individual opinion. This is the opinion of 2-½ crores of Kerala people. This issue came before the Kerala Assembly and all parties, including the Congress, jointly made these demands unanimously. That is why I am raising to this issue before Parliament to develop pepper cultivator and to help the peasants who are cultivating pepper. I appeal to the Government to take these measures.

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHI SHINDE): Sir, it is true that Kerala is the major producer of black pepper. Out of a national production of 23,000 tons, Kerala produces 21,000 tons. Naturally the hon. member from Kerala is concerned about it.

There are two important buyers of pepper...USA and USSR. There are two major producers...India and Indonesia. When there was a political crisis in Indonesia a few years ago, we got an advantage in the international market. When that crisis was over, Indonesia came back into the international market. Indonesia's production is much more than ours. That is why we are having some problems. Even then, we have succeeded in establishing good markets in East European countries. Our exports have not gone down during the last few years.

During 1967-68, the exports touched 25,000 tons. In 1963-64, it was only 19,000 tons. We are maintaining our foot-hold on the export market.

This main problem is about production and marketing aspects. Kerala plantations are very old...70 or 80 years old. They are not properly attended to from the point of view of agro-nomic practices. The Kerala Government is trying to see that extension services are in a position to help. Recently a new hybrid strain known as Panniyur strain No. 1 has been evolved and mention was made of it in the Kerala Assembly. The ICAR has taken up the issue and we have now put up a coordinated research project to help in the development of more useful strains, which will be giving higher yields. The new strain gives four times more yield than the old strain.

So the main solution lies in the fact that our productivity must go up. The present level of production is very low. It is only 225 kilogrammes per hectare. It is very poor. Unless the productivity grows up growing of black pepper is not going to be an economic activity.

I entirely agree with the Hon. Member that there are a lot of middle-men who exploit the producers in this trade. That is why we have suggested to the Kerala Government that they should organise cooperatives of producers in Kerala. We are prepared to help if such cooperatives are organised. Already one State-level organisation is there dealing in marketing and export of black pepper in Kerala. Last year that organisation in Kerala marketed about 15,000 quintals

of black pepper worth Rs. 52 lakhs. My point is, it is a very small portion, an insignificant portion, as compared to the total turnover. Our total exports are Rs. 13 crore; worth of black pepper. Unless cooperatives are organised and nothing comes in the way of the State Governments' organising cooperatives so that the cooperatives of producers will have a commanding position in the market I do not think we shall succeed in eliminating all influence of middle-men in this trade.

As far as exports are concerned, the Government of India would help these cooperatives even to export directly so that middle-men need not come in the way as all either in the way of exports or in the internal market.

There is one more suggestion that I would like to make. Effective marketing laws are very important for marketing such produce including black pepper. That is why we have suggested to the Kerala Government and other State Governments that they should have good and effective marketing laws. I am referring to laws relating to marketing of agriculture produce.

Therefore, organisation of cooperatives is one, enforcement of rigid marketing laws is the second and the third is the introduction of new strains. If these three activities are undertaken I am quite sure that we shall be in a position to solve some of the problems.

SHRI E. K. NAYANAR : What about export duty?

SHRI ANNASHAHIB SHINDE : After devaluation the prices went up and these profits would have been mopped up by middle-men if the Government of India would not have imposed this export duty. So export duty was imposed in order that the exporter should not mop up the margin.

The other point touched by the hon. Member was that the prices have gone very low. May I submit for the information of the hon. Member that the index of export price which stood at 24.8 in 1962-63 is now 41 as compared to 1952-53 base. As compared to 1962-63 the prices have improved in the international market despite stiff competition

[*Shri Annasahib Shinde*]

from Indonesia. Even in regard to domestic wholesale price the index in 1962-63 was 32.4 and it has now reached 40.6. This is related to base 1952-53.

SHRI VASUDEVAN NAIR (Peer-made) : 1962-63 prices were the lowest and therefore you cannot have a comparison with that.

SHRI ANNASAHIB SHINDE : Even the 1952-53 prices which have been taken as the base were unrealistic. As a result of the Second World War and the Japanese occupation of Indonesia the entire international trade got upset. India took advantage of that. The prices ruling immediately after the Second World war were very high. My only point is that as compared to the last few years the prices are looking up. If the Kerala Government succeed in organising very powerful cooperatives I am sure many of the problems of producers will be solved.

Sri, I have nothing more to add.

श्री रणधीर सिंह (रोहतक) : सभापति महोदय, मुझे आपकी मारकंत मिनिस्टर साहब से यह कहना है कि किसान चाहे कपास पैदा करे या मूँगफली पैदा करे, हर चीज में कोई न कोई मुसीबत उसके सामने आ खड़ी होती है और उसको सही कीमत नहीं मिल पाती है। अगर कपास बोता है तो आप उसको बाहर से इम्पोर्ट करने लग जाते हैं अगर मूँगफली बोता है तो सोयाबीन ले आते हैं। इसके अलावा इस पर आपने एक हजार रुपये-पर-विक्रिट की एक्सपोर्ट ड्यूटी लगा रखी है। आपने खुद इस बात को माना है कि इस चीज की प्रोडक्टिविटी थोड़ी है, इस लिये उसको रिम्बनरिटिव प्राइसिंग नहीं मिलती है केरल स्टेट एक बड़ी इन्कलावी स्टेट है, मैं चाहता हूँ कि कोलाबोरेशन के जरिये आप उन को सिखा-देये ताकि उनकी प्रोडक्टिविटी बढ़ सके और किसानों को इन्सेन्टिव मिले। हजारों सालों से गरम-साला हिन्दुस्तान से रोम और दूसरी यूरोपियन मार्केट्स में विक्रित

रहा है, इससे काफी फौरन-एक्सचेन्ज मिलता है। इस लिये मैं जाना चाहता हूँ कि किसानों को इन्सेन्टिव देने के लिये, फौरन-एक्सचेन्ज बढ़ाने के लिये सरकार क्या कदम उठा रही है ताकि वहां के किसानों का भला हो सके।

SHRI ANNASAHIB SHINDE : I have said that co-ordinated research project to develop new strains has been taken up. That means that there is coordination in research. I have also referred to Panniyur No. 1, a new strain which will give four times more. As regards prices, we referred the question to the Agricultural Prices Commission whether a minimum price can be fixed for chilly. We did not specifically refer to pepper, but chilly is also one of the spices. The Agricultural Prices Commission did not favour the fixation of minimum price for such commodities like chillies and other spices. But the prices are looking up as compared to the previous years.

श्री शिव चन्द्र मा (मधुबनी) : मंत्री महोदय ने अपने जवाब में बतलाया है कि पिपर की मार्केट यू.एस.ए. और यू.एस.एस.आर. में बहुत ज्यादा है, हिन्दुस्तान का ज्यादा पिपर इन देशों के बाजारों में विक्रीता है। मैं जानना चाहता हूँ कि इन दोनों देशों में आपका पब्लिसिटी का जो कार्यक्रम है, क्या वह एक समान है? यदि एक सामान नहीं है तो उनमें कितना डिफरेंस है? मैं यह भी जानना चाहता हूँ कि एनुअल प्लान के दौरान कितना आपने यू.एस.ए. को एक्सपोर्ट किया है और कितना यू.एस.एस.आर. को किया है?

चौथी पंच वर्षीय योजना की रूप रेखा तैयार हो गई है। आपने इस मुतालिक भी कुछ रूप रेखा बनाई होगी। मैं जानना चाहता हूँ कि चौथी पंच वर्षीय योजना में कितना एक्सपोर्ट किया जायगा, पिपर के लिये आपका कितना टारगेट है और कितने फौरन-एक्सचेन्ज की आप चौथी पंचवर्षीय योजना के दौरान उम्मीद करते हैं।

SHRI ANNASHAHEB SHINDE : As far as the Fourth Five Year Plan is concerned, we have quite an ambitious programme. As compared to the present production of 24,000 tons, by the end of the Fourth Plan we expect to have a production of about 42,000 tons. The central research station is popularising new strains.

As far as sales in USA and USSR are concerned, I have no break-up with me. The hon. Member may put a separate question to Commerce Ministry for the figures. But I may say that there is stiff competition in USA. So far as USSR and East European countries are concerned, since the mode of payment is rupee, we are getting a good market in those countries.

SHRI SHRI CHAND GOYAL (Chandigarh) : Pepper is very important for Kerala because it is one of the main cash crops in Kerala and it is also a very important foreign exchange earner. This question has been raised in this House in order to get certain concessions from the Central Government. Certain duties are being imposed, not by the State Government but by the Central Government.

I would like to know whether the Central Government is going to relax certain duties and taxes so that the producers of pepper can have better conditions.

Another important question is : Are you going to extend certain facilities to the producers to enable them to produce more and better quality pepper ? Also, are you going to create better conditions for the export of pepper so that the producers can get a better price ? The hon. Minister has certainly said that the prices are looking up, but the prices are not looking up to the extent that the producers expected and to the extent that producers of other cash crops are getting. So, what steps has the Government under contemplation to bring this price still higher and create more facilities ?

SHRI ANNASHAIB SHINDE : I have met many of these points. The only new point that the hon. Member has made is about the export duty. Domestic prices and international prices have some re-

lationship. As I have already submitted, after devaluation in order to mop up the profits which would have been earned by exporters this export duty was levied. As far as I am aware at present Government does not intend to change this policy approach in regard to this export duty.

श्री रघुवीर सिंह शास्त्री (वागपत) : श्री मान्, मंत्री महोदय ने कहा है कि हमारे मुकाबिले में इन्डोनेशिया एक ऐसा देश है जो उसी तरह का उत्पादन बड़ी मात्रा में मिर्चों का करता है। मैं पूछना चाहता हूँ कि इन्डोनेशिया में एक्सपोर्ट पर बोनस दिया जाता है और सीलोन ने, चूंकि आपने एक्सपोर्ट पर बहुत हेवी डियूटी लगा रखी है, उसका फायदा उठाकर अपने उत्पादन को बहुत बढ़ा लिया है और यह दोनों देशों इस व्यापार में हमसे कम्पटीशन कर रहे हैं जिसका परिणाम है कि जो पूर्वी यूरोप के देश हैं—साफ्ट करेंसी एरिया, उसमें तो आपका योड़ा बहुत निर्यात बढ़ा है लेकिन हाँड़ करेंसी एरिया में निर्यात बहुत गिर गया है। जैसे कि अमरीका को सन् 60 में आपने 21135 टन भेजा जब कि 1967 में वह 8424 टन ही रह गया। यानी 57 परसेंट से घट कर 16 परसेंट ही रह गया। तो क्या इसका मुख्य कारण यही नहीं है कि आपने एक्सपोर्ट डियूटी बढ़ा रखी है, इसलिये आप दूसरे देशों के मुकाबले में ठहर नहीं सकते हैं जब तक कि उसी तरीके पर जैसे इन्डोनेशिया या सीलोन करता है, आप भी एक्सपोर्ट को प्रोत्साहित करें और उस पर डियूटी कम करें ? एकमात्र यही तरीका मालूम पड़ता है जिससे शूअर्स को ठीक पैसा मिल सके और ज्यादा से ज्यादा निर्यात बढ़ सके।

SHRI ANNASHAIB SHINDE : I cannot say to what countries exports have increased and decreased, but by and large I have already explained the position. I would however, repeat that in 1963-64 we exported about Rs. 6,91,00,000 worth of pepper and in 1964-65 worth Rs. 6,71,00,000 ; as compared to that during

[**Shri Annasahib Shinde]**

the last three years we exported Rs. 10,85,00,000, Rs. 11,28,00,000 and Rs. 13,02,00,000 worth. Last year it was Rs. 13,02,00,000. The total volume of exports has increased.

SHRI VASUDEVAN NAIR : I am sorry that the Hon. Minister has chosen only to say that he has advised the Kerala Government on all the issues that have been raised by my hon. friend, Shri Nayanar, in this House. As you know and as the hon. Minister has stated, actually this is a commodity which is almost exclusively for export and we get something like Rs. 13 crores worth of foreign exchange. We all know that such commodities are looked after not only by any State Government alone but by the Central Government also. So, the purpose of raising this discussion was to draw the attention of the Central Government to the urgent necessity of taking up at least 50 per cent of the responsibility of looking after this commodity that the State Government has. I am sorry that we are disappointed by the reply of the hon. Minister in that respect.

The main thing, as he himself has stated, is the question of increasing the productivity and of intensive research. The Hon. Minister said about a particular strain which they have developed. Many more strains have to be developed. Much more research has to be conducted and a lot of work has to be conducted in this field. The State Government alone cannot take up such a huge project. As you know, even cardamom has a Cardamom Board directly under the Central Government, which earns only Rs. 5 crores or Rs. 6 crores worth of foreign exchange at present.

All such commodities, coffee, rubber, tea, which earn foreign exchange are not left with the State Governments in States which produce these commodities. The Central Government comes into the picture. So, we would like to know whether, if not now, at least in the immediate future, the Central Government would consider the proposition to have some kind of a body on the lines of these commodity boards for pepper also. If the Agriculture Ministry alone cannot do

that, we would like to know whether they will at least moot the idea with the sister Departments and take some decision in the matter.

SHRI ANNASAHIB SHINDE : As far as the suggestion of having a commodity board for pepper is concerned, we can certainly examine it. We will give the highest consideration to the suggestion made by the Hon. Member.

I am sorry the Hon. Member did not properly appreciate me when I said that everything is being done by us to help the research activity. I also made a mention that a coordinated research project has been taken up. I also explained that a coordinated research project means hundred per cent Central assistance for doing research. The Centre is not giving up the responsibility at all. We want to help research in this particular field. We realise the importance of export of this commodity. That is why, even though black pepper production is confined only to a small area in Mysore and Kerala, we have taken up a coordinated research project. We are serious about it.

I am again sorry to say that Hon. Member has not properly understood me. I am one of those workers in the country who have done considerable work in the field of marketing. I have been responsible for organising a number of primary marketing societies. To my mind, there is no solution to the problem of agriculturists unless, as far as the marketing and improving of commercial crops is concerned, they organise themselves through the cooperatives and establish primary marketing societies. The Centre will give all necessary help. The Centre wants to assist all marketing organisations not only theoretically but even financially. It is, appropriately, a subject falling within the Kerala State Government's jurisdiction. We are prepared to help the Kerala Government if they want to organise the producers' cooperatives for marketing. May I mention that they can be more effective than a Government machinery—a suggestion has been made that it should be a State trading—manned only by civil services? The machinery manned by only civil services is not going to solve all our problems. A machinery manned and represented by producers'

representatives can be much more effective.

SHRI NAMBIAR (Tiruchirap-Palli) : For exports ?

SHRI ANNASAHI B SHINDE ; For export as well as internal consumption. Suppose there is more production. If there is an effective marketing organisation, it can mop up all surplus and store it.

Necessary finances can be made available, some storage facilities can be provided. These are some of the steps which may be taken by the State Government.

18.00 hrs.

The Lok Sabha then adjourned till eleven of the clock on Thursday, February 27, 1890 Phalgun 8, 1890 (Saka).