

# LOK SABHA DEBATES

(Tenth Session)



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LOK SABHA SECRETARIAT  
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## C O N T E N T S

*No. 14-Tuesday, March 10, 1970/Phalgun 19, 1891 (Saka)*

### COLUMNS

#### Oral Answers to Questions—

\*Starred Questions Nos. 331 to 333 1-31

Short Notice Question No. 3 31-36

#### Written Answers to Questions—

Starred Questions Nos. 334 to 360 .. 36-58

Unstarred Questions Nos. 2201 to 2315, 2317 to 2346, 2349 to 2361 and 2363 to 2400. .. 58-217

Correcting statement to USQ No. 3962 dt. 19.8.1969. 217

Calling Attention to matter of Urgent Public Importance Reported instruction by Central Government to Mysore Government to stop work at Cauvery Basin. .. 217-34

Question of Privilege against the 'Samachar Bharati.' 234-36

Paper laid on the Table 236-37

Demands for Supplementary Grants (Railways). 1969-70

*Statement Presented.* .. 237

Message from Rajya Sabha 237

The Press Council (Amendment) Bill.

As passed by Rajya Sabha. 237

Railway Budget, 1970-71—General Discussion 238-88

Shri Sheo Narain 241-44

Shri B.N. Kureel 244-46

Shri Ram Swarup Vidyarthi 246-54

Shri Sonavane 254-58

Shri Balgovind Verma 258-62

Shrimati Jyotsna Chanda 262-65

Shri Nanda 265-88

Re. Notice of Strike by DESU workers. 239-40

General Budget, 1970-71—General Discussion. 288-335

Shri Asoka Mehta 288-301

Shri N.K.P. Salve 301-10

Shri M.R. Masani 310-29

Shri Chintamani Panigrahi .. 329-35

Shri Maharaj Singh Bharati .. 335

\*The sign marked + above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

## COLUMNS

<b>Discussion Re: Western Kosi Canal, Ashoka and Thakur Paper Mills, and Mithila University and Mithila Broadcasting Station</b>	..	336-57
Shri Bhogendra Jha		337-45
Shri Gunanand Thakur	..	345-49
Shri K.M. Madhukar		349-50
Shri Ramavtar Shastri		350-51
Shri Beni Shanker Sharma		351-52
Shri Sheo Narain		352
Shri Yogendra Sharma		352
Dr. K.L. Rao		352-53
Shri F.A. Ahmad		353-55
Dr. V.K.R.V. Rao		355-56
Shri Sher Singh		356-57
<b>Committee on the Welfare of Scheduled Castes and Scheduled Tribes.</b>		
<b>Minutes.</b>	..	358

## LOK SABHA DEBATES

1

2

### LOK SABHA

### Statement

*Tuesday, March 10, 1970/ Phalgun 19, 1891 (Saka)*

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

[ MR. SPEAKER in the Chair ]

### ORAL ANSWERS TO QUESTIONS

**Modi Spinning and Weaving Company Limited**

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\*331. SHRI SHARDA NAND  
SHRI SURAJ BHAN

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the specific complaints received by Government against the Modi Spinning and Weaving Co. Limited in the last three years;

(b) the details of the inspection report made under section 209 (4) of the Companies Act;

(c) the action taken by Government against the company on the basis of the report;

(d) whether Government have collected the information in respect of this company regarding the amount of donation given to Congress Party during 1969 ; and

(e) if so, the amount thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) : (a) to (e). A statement is laid on the Table of the House.**

(a) No specific complaints have been received by Government in the Department of Company Affairs against Mody Spinning & Weaving Mills Co. Limited during the last three years. However, the Company has, consequent upon the termination on 31.12.1969 of the Managing Agency of R. B. Gujarmal Modi & Bros. Private Limited, submitted for approval of the Company Law Board a proposal for the appointment of six Managing Directors. Four objections to the said proposal have been received and the Company Law Board has not yet taken any decision on the application of the Company.

(b) The inspection of the Company under Section 209 (4) of the Companies Act is on hand and is expected to be completed shortly.

(c) Does not arises at this stage.

(d) and (e). Information in respect of donations made to political parties is obtained from the published balance sheets and profit and loss accounts of companies. The financial year of Messrs Modi Spinning and Weaving Co. Ltd. ends on 30th April every year. The published Balance Sheet and Profit and Loss Account of the Company for the year ended 30th April, 1969 disclosed a donation of Rs. 67,100 to the Congress Party. Information about donations, if any, made after 30th April 1969 is not yet available with the Government.

**श्री शारदानन्द :** जो विवरण ममा पटन पर रखा गया है उस में इन्होंने कहा है कि इस कम्पनी के विलाप कोई शिकायत नहीं मिली है। 25 नवम्बर, 1969 को श्री कंबरमाल गुप्त के प्रस्तुत काग (प) में इन्होंने स्वीकार किया था कि इस कम्पनी के विवरण कम्पनी अधिनियम के अन्तर्गत कुछ लिकायते प्राप्त हुई हैं। पहली बात तो ही यह जानका चाहता हूँ की कौन सा मध्ये महोदय का स्टेटमेंट सही है ?

दूसरी बात यह है कि इस कम्पनी के द्वारा सरकारी कांप्रेस को सब से पहले 1 लाख 29 हजार 750 रुपये चन्दे के रूप में दिये गये। उसके बाद 75 हजार रुपये दिये गये। फिर 67,100 दिये गए। सरकारी कांप्रेस के एजेंट के तौर पर भी यह कम्पनी काम करती है और चन्दे दिलवाती है। क्या इसी कारण से इस कम्पनी के खिलाफ—

अध्यक्ष महोदय : आप तो मायरण करने लग गए। प्रश्न करें।

श्री शारदानन्द : यह कम्पनी बहुत घोटाला कर रही है। बनस्पति धी इसने गायब कर दिया है। चीनी का ब्लैक करती है। इस सब को ले कर इस कम्पनी के बारे में जनता में भ्रम फैला हुआ है। जो जांच कमीशन बैठा हुआ है क्या उसने अपनी रिपोर्ट दे दी है या नहीं? जनता में यह भ्रम फैला हुआ है कि चूंकि यह कम्पनी सरकारी कांप्रेस के लिए चन्दे डकटे करती है इस बास्ते कमीशन रिपोर्ट नहीं दे रहा है। मैं जानना चाहता हूं कि क्या मंत्री महोदय सी.बी.आई. के द्वारा यह जांच करवाने के लिए राजी हैं ताकि जनता के मन में जो भ्रम है वह दूर हो?

SHRI RAGHUNATHA REDDY : The first part of the question was about the inconsistency in the statements made by the Government. I respectfully submit that there is no inconsistency because this question refers to complaints received during the last three years. The complaints were earlier. So both the statements are correct.

Another question was about donations given by this Company to the Congress Party. The hon. Member himself stated that the amount is Rs. 67,000. So, I need not repeat it.

The third question is about the inspection report. The inspection report is expected to be ready by the end of next month.

श्री शारदानन्द : सी.बी.आई. के द्वारा जांच करने में सरकार को कौन सी कठिनाई है? मेरी जानकारी में यह आया है कि 25 लाख रुपया

अभी अभी इस कम्पनी ने सरकारी कांप्रेस को दिया है चन्दे के रूप में?

SHRI RAGHUNATHA REDDY : The inspection report is expected to be submitted by the end of next month. Without going through the findings of the inspection report I cannot say anything now.

श्री शारदानन्द : जब इस कम्पनी के खिलाफ जांच चल रही है तो क्या उम्म जांच के चलते इसको नए लाइसेंस भी कोई दिये गये हैं, यदि हां, तो उन नए लाइसेंसों को देने का आधार क्या है?

इसी कम्पनी के डायरेक्टर को अभी अभी पदमविभूषण की उपाधि भी भिली है। इस तरह से ब्लैक मार्किट करने वालों को आप दूसरी विभूषण कि उपाधि देते हैं और दूसरी तरफ नए लाइसेंस देते हैं, इसका कारण क्या है?

अध्यक्ष महोदय : जो व्यक्ति यहां हाजिर नहीं है, उसके बारे में इस तरह के गम्भीर समाज किये जायें, इसकी रूल्ज इजाजत नहीं देते हैं।

श्री दृष्टम चन्द्र कांचबाबू : कई बार सदन में आरोप लगाये गये हैं और सरकार ने बचत मी दिया है कि जांच करायेंगे।

श्री शारदानन्द : पिछले तीन सालों में सरकार ने कौन कौन से नए लाइसेंस इस कम्पनी को दिये हैं और भविष्य में जबतक जांच न हो जाए तब तक क्या आप निर्णय करेंगे, की उनको कोई लाइसेंस नहीं दिये जायेंगे?

SHRI RAGHUNATHA REDDY : About the number of licences given I would request for notice of a fresh question.

SHRI KANWAR LAL GUPTA : On a point of order, Sir. I asked a question in December 1969 in reply to which he had said that a particular licence had been issued. Now he wants notice for that. It is really strange. He has already given a reply; I have got that answer with me.

MR. SPEAKER : Then, what is the point in asking the same question?

**SHRI KANWAR LAL GUPTA :** He is intentionally evading the answer. Two or three licences have been given to him because he had paid donation to them. That is a fact.

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** Such an allegation is entirely baseless and without any truth... (*Interruption*). There is no basis what so ever in the allegation that any licence has been given because donation has been given to the Congress organisation. As the hon. Member says, he has information with him that two or three licences have been given. My hon. friend wanted to say that he has not got the details and therefore, a separate question should be asked.

**SHRI RANGA :** There is a further question. After this inquiry had been ordered, have any fresh licences been given to the same firm?

**SHRI F. A. AHMED :** This is an ordinary inquiry under section 209 of the Company Law Act and until and unless there is *Prima facie* case to show that there is anything wrong, no such assurance can be given.

**श्री सूरज भान :** मोदी साहब मजदूरों के बहुत खिलाफ हैं, उनके बड़े विरोधी हैं। उनके नाक में इन्होंने दम कर रखा है—

**अम्बेडकर महादेव :** मैं भावण की इजाजत नहीं दें सकता। आप सवाल ही करें।

**श्री सूरज भान :** मोदी नगर के मजदूरों की मांग है कि वहां नगर पालिका हो। उस मांग का गला चोटा जा रहा है। नगर पालिका स्थापित करने की मांग को वह नहीं मानना चाहते हैं।

आपने स्टेटमेंट में कहा है कि कम्पनी ने जो प्रयोगशाला दी थी उन पर चार आवृत्तिकालीन आई हैं। वे आवृत्तिकालीन क्या हैं? साकही मोदीनगर में नगर पालिका कब तक आप स्थापित कराने की अवस्था करेंगे?

**SHRI RAGHUNATHA REDDY :** The Company, on the eve of abolition of managing agency, for the purpose of changing the form of management had submitted certain proposals for the appointment of managing directors, their remuneration and other matters connected therewith. Objections had been raised with regard to remuneration and other matters in fact, the Life Insurance Corporation itself had raised a number of objections. Other persons also have raised objections. The entire matter is being considered by the Company Law Board which is a statutory body under the Act.

**श्री सूरज भान :** नगरपालिका की स्थापना के बारे में कुछ नहीं कहा है।

**SHRI RAGHUNATHA REDDY :** The question of Constitution of a municipality does not arise under this question.

**श्री रघुनाथ रेडी :** क्या सरकार को यह मालूम है कि इस कम्पनी ने किसानों की बहुत उत्ताप और किसी जमीन बड़े पैमाने पर कारबाहों और कालोनीज के नाम से एन्काउंटर कर रही है और उन जमीनों पर यह कम्पनी खेती करवा रही है, बाग इसने लगवा रखे हैं और अपनी कोठियां बना रही हैं?

**MR. SPEAKER :** You should thank him for the information.

**SHRI RAGHUNATHA REDDY :** Yes, he is giving the information.

**श्री महाराज तिह भारती :** अधिक महादेव, मैं आनन्द बाहता हूँ कि मोदी कपड़ा भिल के सिलसिले में पुलिस कायरिंग की जूडिशियल एन्काउंटर की गई थी और उसकी जो रेपट थी गई है जूडिशियल एन्काउंटर की, क्या यह सच है कि उस के अन्दर इन भिलों के ऊपर बहुत आरोप लगाए गए हैं कानून की अवहेलना के और गडबड़ी के, इस तरह के बहुत से आरोप उस पर लगाए हैं और शायद इसीलिये सरकार इस रिपोर्ट को जापा नहीं कर सकती है?

**SHRI RAGHUNATHA REDDY :** That cannot arise out of this. (*Interruptions*)

SHRI S. M. BANERJEE : I rise on a point of order. Many questions have been asked by hon. Members on this side and on that side about the various serious complaints against this particular Modi concern. Whether some inquiry is being instituted or not was a simple question. The hon. Minister should have replied, yes or no. Now, there is the Sarkar Commission of Enquiry. Sir, we want your guidance in this matter. You should protect our interests.....

MR. SPEAKER : I am not to protect the interests out of the way.

SHRI S. M. BANERJEE : We want your guidance whether it is open to the Minister to evade the question.

MR. SPEAKER : He is not evading it.

SHRI S. M. BANERJEE : Many business houses are under investigation. The question asked was whether Modi concern will also be included in it. Let him say, yes or no.

SHRI P. GOPALAN : It was reported recently that the Prime Minister paid a visit to Modinagar where she was given a colourful and grand reception, the entire expenditure of which is reported to have been borne by the Modi concern....

MR. SPEAKER : How does it arise out of this Question ? I am sorry I cannot allow that... (Interruptions)

SHRI P. GOPALAN : The Local Congress party is controlled by the Syndicate. Mr. Modi took the pains himself to organise this grand reception. I would like to know from the hon. Minister whether this new-found political enthusiasm of Mr. Modi is the result of a dirty deal between this Government and the Modi concern and that the complaints brought against the Modi Spinning and Weaving Company Ltd. will be hushed up by this Government.

SHRI RAGHUNATHA REDDY : Under the Company Law, an inspection team had gone and their report is expected to be submitted. The allegations are denied.

श्री सरदू पांडेय : मैं यह जानना चाहता हूँ कि आज से तीन साल पहले सरकार को इस कम्पनी के बारे में क्या शिकायतें मिली थीं और दूसरा सवाल यह कि बिरला और दूसरी कम्पनियों के खिलाफ जो सरकार ने कमीशन बनाया उसमें मोदी को इन्क्लूड कर रहे हैं या नहीं कर रहे हैं ?

अध्यक्ष महोदय : यह सवाल कहाँ इस में आता है ? ..... (व्यवधान)

You cannot force me to make everything relevant.

SHRI S. M. BANERJEE : Why has the Modi concern been excluded ? (Interruptions) It is a relevant question.

MR. SPEAKER : It is a relevant question ? (Interruptions) The question asked is about specific complaints received and he has said that an enquiry is already there. What else do you want ?

श्री कंबरलाल गुप्त : तीन साल पहले क्या कम्पनी थीं, यह वह जानना चाहते हैं।

अध्यक्ष महोदय : माप बैठिये, अपने दो सार्थी सवाल पूछ चुके हैं।

श्री कंबरलाल गुप्त : यह जवाब इच्छा कर रहे हैं। तीन साल पहले की बताएं।

SHRI F.A. AHMED : May I just clarify the entire position ? The question asked is whether during the last three years there have been any complaints against this particular Company and we have replied that there was no complaint against the particular Company during the last three years. But when they applied to us, after the managing agency ceased, for the appointment of six managing directors, then certain complaints were received and those complaints are under consideration. (Interruptions)

SHRI RANGA : What are those Complaints ?

SHRI F. A. AHMED : I can give the details.

SHRI S. M. BANERJEE : What about the second part of the question ? Why has the Modi concern been excluded from the Sarkar Commission of Enquiry ? (Interruptions)

SHRI KANWAR LAL GUPTA : This is a relevant question. Mr. Raghunatha Reddy said that there were certain complaints before. The hon. Member has asked what are those complaints. He had said that there were some complaints three years back. What are those complaints ?

SHRI F. A. AHMED : I am not evading. (Interruptions) Please see your question. Your question is about the specific complaints received by Government against the Modi Spinning and Weaving Co. Ltd. in the last three years. We said, 'No' What actually happened is that towards the end of the year the Managing Agency system ceased end on the ceasing of the Managing Agency system, they sent us names of six Directors to be appointed for these various companies. (Interruptions).

श्री कंवरलाल गुप्त : अध्यक्ष महादेव, यह तो इस सवाल का जवाब इन्होंने दे दिया । अब यह पूछना चाहते हैं कि तीन साल पहले की क्या कम्प्लेंट है ?

MR. SPEAKER : If he is in a position to answer, I do not mind if he answers it.

SHRI F. A. AHMED : Will the hon. Member please hear me to clarify the whole position ? Mr. Ranga has asked a question and I am replying to his question. Four objections were received with regard to the appointment of Managing Directors. One, as has been pointed out by my friend, is from the LIC. They have raised the objection that the remuneration be suitably fixed on the basis of the guidelines recently issued by the Government of India and not on the basis of the salaries they have asked for. That is one party. Another is Mr. Prem

Rattan Co. Bhatia. He said that the proposal is against the interests of the shareholders of the companies. The third is from Shri D. S. Venkataraman. He says that the proposed Directors are close relatives and, therefore, any malpractice will not percolate to the Board. The fourth objection is from Shri Thakur Dass Kathuria that no case has been made out for six Managing Directors. All these matters are pending before the Board and the Board will take a decision.

SHRI S. M. BANERJEE : Sir, I raise on a point of order.

MR. SPEAKER : There is no point of order during Question Hour.

SHRI S. M. BANERJEE : I always keep mum, Sir. This is a pertinent question as to what were the complaints received against the Modi Spinning and Weaving Co. during the last three years to which the hon. Minister has replied 'No'.

The second question was : when a Commission known as Sarkar Commission has been established to inquire into certain business houses including Birlas, Singhianas why this particular house of Modis has been excluded and whether they are going to include them also. That is a specific question and the hon. Member is entitled to know it from the Minister.

MR. SPEAKER : The question about inclusion or exclusion from Birlas house Inquiry...

SHRI S. M. BANERJEE : Not Birlas inquiry, Sir. That is no more Birlas House inquiry. That is to inquire into many business Houses.

MR. SPEAKER : If the Minister is in a position to answer, that is all right.

SHRI RAGHUNATHA REDDY : The first question relates to complaints received during the last three years. Certain complaints were made against the selling arrangements made by the companies. Details of the selling arrangements were obtained from the company and they were examined under Sec. 294 of the Companies Act.

Regarding the second question, the notification issued relating to the Sarkar Commission with terms of reference has been supplied to the Members and it is for them to interpret it.

**SHRI S. M. BANERJEE :** What is this answer, Sir ?

The question is : is the Modi house included or not ?

I am speaking in plain English. If he wants, he can speak in English or Bengali.

**MR. SPEAKER :** You must know the Rules. He said that the notification is there.

**श्री हुकम चंद कल्याण :** अध्यक्ष महोदय, मैं कितनी बार लड़ा हुआ ? मैंने आपको इस के लिए चिट्ठी भी लिखी है। मेरे पास काफी जानकारी है, मैं उस क्षेत्र से होकर आया हूँ। आप मुझे सवाल क्यों नहीं पूछने देते हैं ?

**MR. SPEAKER :** Two Members from your party have already asked questions.

Next question.

**श्री हुकम चंद कल्याण :** आप चाहते हैं कि मोदी का और सरकार का जो संबंध है वह हाउस के अन्दर मूले नहीं ? आप मुझे पहले जवाब दीजिए इसका . . .

#### Agreement between West German Firm and Hindustan Machine Tools Ltd.

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\*332. SHRI CHENGALRAYA

NAIDU.

SHRI MAYAVAN.

SHRI DHANDAPANI.

SHRI N. R. LASKAR.

SHRI SAMINATHAN.

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS be pleased to state :

(a) Whether it is a fact that the Hindustan Machine Tools Ltd. and West German Firm M/s. Hermann kolb have signed an

agreement for the exchange of technical personnel to achieve optimum utilisation of specialised skills of both the firms;

(b) if so, the main features of this agreement; and

(c) how far the agreement will help the Hindustan Machine Tools Ltd. ?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) :** (a) to (c). A statement is laid on the Table of the House.

#### Statement

(a) to (c). A memorandum of understanding between Messrs. Hermann Kolb, Koeln of the Federal Republic of Germany and Hindustan Machine Tools was signed on 23rd January, 1970. This memorandum of understanding provides for (i) joint development and manufacture of heavier and sophisticated radial drills, (ii) progressive take over of manufacture of the basic machine tool portion of Kolb Numerically controlled drilling machines and (iii) exchange of technical personnel between Messrs. Hermann Kolb and Hindustan Machine Tools for achieving optimum utilisation of specialised skills of both the parties. This arrangement will promote the sale of radial drills in the export market as the designs will be reviewed jointly by both the parties to up-date the product.

**अध्यक्ष महोदय :** माननीय सदस्य की कोई चिट्ठी मेरे सामने नहीं आई है। श्री नायडू। (अवधारणा)

**श्री हुकम चंद कल्याण :** क्या आप चाहते हैं कि यहाँ पर मोदी की पोल न लूले ? क्या आप सरकार की मदद कर रहे हैं ? मुझे सवाल पूछने दीजिए। (अवधारणा)

**SHRI SHRI CHAND GOYAL :** Kindly give him an opportunity, please give him an opportunity to ask a question.

**MR. SPEAKER :** I am Sorry; I have called the next Question.

श्री हुकम चन्द्र कल्पवाय : मुझे सवाल पूछने दिया जाये । (व्यवधान)

MR. SPEAKER : I am sorry; I am not allowing it.

श्री हुकम चन्द्र कल्पवाय : क्यों नहीं एलाऊ किया है ? मैंने इस बारे में आपको चिट्ठी लिखी है । आप मुझे इसका जवाब दीजिए ।

MR. SPEAKER : Two Members of your party have already asked questions. I am not allowing you. (Interruptions) Two Members of your party have already been allowed.

श्री हुकम चन्द्र कल्पवाय : उस से क्या मतलब है ? उन दो सदस्यों ने सवाल का नोटिस दिया है । मैं उस पर सल्लीमेंटरी पूछना चाहता हूँ ।

अध्यक्ष महोदय : मुझे अफसोस के साथ कहना पड़ता है कि..... (व्यवधान)

श्री हुकम चन्द्र कल्पवाय : मुझे आप से ज्यादा दुख है कि..... (व्यवधान)

MR. SPEAKER : By mere shouting you will only get my resistance.

Shouting will not help you at all. I will not allow you.

मुझे आप को नेम करना पड़ेगा ।

श्री हुकम चन्द्र कल्पवाय : आखिर कारण क्या है कि आप मुझे सवाल नहीं पूछने देते हैं ? (व्यवधान) क्या आप चाहते हैं कि मैं कोई सवाल न पूछूँ और यहां पर चुनाप बैठा रहूँ ? (व्यवधान)

MR. SPEAKER : I have to name you. I am going to name you.

श्री हुकम चन्द्र कल्पवाय : आप इस तरह हम पर धौस नहीं जमा सकते ।

अध्यक्ष महोदय : मुझे आप को बाहर निकालना पड़ेगा (व्यवधान)

श्री हुकम चन्द्र कल्पवाय : अगर आप को मेरी चिट्ठी नहीं मिली है, तो इस में गलती कित्ती है ?

MR. SPEAKER : I will have to send the Marshal. Please sit down.

SHRI KANWAR LAL GUPTA : We are very sorry, Sir.

MR. SPEAKER : He must behave. I am not bound to give the time.

श्री हुकम चन्द्र कल्पवाय : मुझे सवाल पूछने का मोका दिया जाये ।

अध्यक्ष महोदय : आप हाउस से बाहर चले जायें ।

श्री हुकम चन्द्र कल्पवाय : क्यों निकल जाये ? हम आप की भेहरबानी से यहां नहीं आये हैं । हमें जनता ने यहां भेजा है । आप इस तरह धौस नहीं जमा सकते । (व्यवधान) आप इस तरह हम पर कब तक धौस जमायेंगे ?

अध्यक्ष महोदय : मैं पहले भी कह चुका हूँ कि और बातें तो ठीक हैं, लेकिन मैं शाउट करने वालों को बदाइत नहीं कर सकता ।

SHRI HEM BARUA : He said, he wrote to you at 9 in the morning, Sir.

MR. SPEAKER : Two Members of his party have already got a chance.

श्री हुकम चन्द्र कल्पवाय : अगर आप हमारी अवहेलना करेंगे तो हम भी आप को बदाइत नहीं करेंगे ।

अध्यक्ष महोदय : इस तरह शाउटिंग से काम नहीं चलेगा ।

श्री हुकम चन्द्र कल्पवाय : क्या आप कि मनमानी चलेगी ?

MR. SPEAKER : Now I will be justified in taking action. Will you withdraw those words ? He is persistently defying the Chair.

इन लकड़ों को वापिस लीजिए।

SHRI KANWAR LAL GUPTA : please excuse him, you should ignore him, Sir.

अध्यक्ष महोदय : मैं इन्हें भी दो दक्ष वार्ता कर चुका हूँ।

SHRI SHRI CHAND GOYAL : We are very sorry. He was agitated because he knew lot of things about it. Therefore he wanted to ask something.

SHRI RANDHIR SINGH : Let him withdraw. Why dose he not withdraw it ?

SHRI KANWAR LAL GUPTA : He has withdrawn.

अध्यक्ष महोदय : अंत मी तरिके होते हैं। इस तरह शाउट करने का क्या कायदा है ? — श्री नायडू।

SHRI CHENGALRAYA NAIDU : May I know, is it to the advantage of the Federal Republic of Germany who have entered into this agreement or is it to our interest ? It is said that the Federal Republic wanted to have some technical know-how from the Hindusthan Machine Tools. Our HMT people are not to learn anything from the other people. It is only to help them that some of our officers or some others interested in helping them have entered into this agreement.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : What has happened is to our benefit. I may inform the hon. Member that under this arrangement, they will progressively transfer to the HMT production of all types of radial of drills of drilling capacity ranging from 35 to 120 m.m. Messrs. Hermann Kolb will also discontinue the manufacture of this model in their own factory, and establish production in India, so that these machines will be available for shipment to Europe. This will also help in our export.

SHRI CHENGALRAYA NAIDU : It is not true that we have entered into an agree-

ment to get their know-how. It is said that their know-how is useless, and our HMT know-how is better than theirs. If we wanted to improve the quality of the HMT products, we should not have gone to those people. There are so many other countries which have better technical know-how. If what the hon. Minister says is correct, will he agree to an inquiry into this matter ?

SHRI F. A. AHMED : No inquiry is necessary.....

SHRI CHENGALRAYA NAIDU : If there is an inquiry, truth will come out.

SHRI F. A. AHMED : We were satisfied that the technical know-how which we had got from them was of a very sophisticated type and of a very high quality. In fact, not only are they giving us the know-how but they are transferring their production to us, and that will also help in our export.

SHRI CHENGALRAYA NAIDU : It is not correct.

SHRI N. R. LASKAR : Under this technical exchange programme, may I know the number of our technical people who will be benefited, and also the field in which they will be benefited ?

SHRI F. A. AHMED : I want notice of this question.

SHRI SRADHAKAR SUPAKAR : From the statement, we find that this is a joint venture. It has also been stated by the hon. Minister that this firm, namely Messrs. Hermann Kolb are transferring or shifting their offices from their country to our country. That creates some suspicion, as shri Chengalraya Naidu put it. I want to know specifically whether Government made sufficient inquiries as to the quality of manufacture by this company in their own country, and what the extent of their business in the Federal Republic of Germany was before they entered into collaboration with us.

SHRI F. A. AHMED : After proper inquiry, Government were satisfied and this understanding was arrived at.

**SHRI SRADHAKAR SUPAKAR :** It is a vague answer. What is the extent of their business in their own country ? That was the specific question which I had put.

**SHRI CHENGALRAYA NAIDU :** Did they any sales for these drills ? That is more important.

**MR. SPEAKER .** I am sorry that does not arise out of the main question which relates only to the exchange of technical personnel.

**SHRI E. K. NAYANAR :** The hon. Minister has stated that there is an agreement between West Germany and India in regard to the exchange of technical personnel between HMT and Messrs. Hermann Kolb. May I know whether the Abs delegation in their talks with the representatives of the Government of India insisted that the West German experts and technicians wanted to stay here in their posts irrespective of the period stipulated for training and maturity of the Indian cadres and wanted unlimited right to export of profits ? These were the reports that appeared in the press, regarding the talks between the Abs delegation and the Indian representatives regarding the West German technicians and experts. May I know whether this report is correct and whether Government will give unlimited facilities to the German technicians and what the attitude of the Government of India is in regard to this matter ?

**SHRI F. A. AHMED :** I have already stated that this will be a sort of joint venduim and that they will give up production in their own country, and the entire production and manufacturing programme will be in our country and the export will be from our country to other places.

**SHRI E. K. NAYANAR:** May I know whether special facilities would be given to the West German experts, to those who are in the HMT or in other industries ?

**SHRI F. A. AHMED :** Not for all time.

**SHRI RANGA :** I am prepared to accept what my hon. friend has said that they have made sufficient inquiries and satisfied themselves that it would be to our

advantage, till further facts become available to us. But when he says that they are giving up production in their own country and they are going to start it in our country it makes one feel a bit suspicious about it. Why is it that they are giving it up in their own country ? what are the advantages that they seek to derive by setting up production in our country and by being so altruistic towards us ?

**SHRI F. A. AHMED :** The answer is very easy that because it is a labour-intensive industry and they are short of labour there and they want to utilise their technology and our labour here, they want to have the manufacture here and this will help us to have a better export in the world.

**SHRI CHENGALRAYA NAIDU:** This as treacherous. Government are making our people work for the Germans. What sort of leaders have we got ? What sort of Ministers have we got ?

**Shifting of Barrel Plant from Sewri to Trombay by M/s. Standard Drum and Barrel Manufacturing Co.**

\*333. **SHRI GEORGE FERNANDES:** Will the Minister of INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question no. 1313 on the 25th November, 1969 regarding the shifting of Barrel Plant from Sewri to Trombay by M/s. Standard Drum and Barrel Manufacturing Company and state:

(a) when the standard Vacuum Refinery Co. had confirmed to the Iron and Steel Controller that M/s. Standard Drum and Barrel Manufacturing Co. did not manufacture and supply oil barrel since May, 1959, as their entire manufacturing capacity of oil barrels was shifted from Sewri to Trombay and converted for the manufacture of bitumen drums for them (Refinery), then the reasons for continuing allocations of steel sheets to the firm for manufacturing oil barrels at Trombay;

(b) when the industrial licence for manufacturing bitumen drums was granted to this firm only on the 20th July, 1959, then how they could manufacture and start supply

of bitumen drums to the standard Vacuum Refinery Co. from May, 1959? and

(c) whether it does indicate that they had converted their oil barrel plant for the manufacture of bitumen drums?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAJHUNATHA REDDY)** (a) to (c) : According to available records and also a, ascertained from M/s. standard Drum and barrel manufacturing Company Bombay, they had been manufacturing oil barrels at Sewri till June, 1959. They shifted their oil barrel plant from Sewri to Trombay in July, 1959 but they produced bitumen drums at Trombay with the additional machines purchased. Production of oil barrels and bitumen drums started at Trombay from July 1959. It has also been ascertained that delivery of bitumen drums to Standard Vacuum Refinery Company commenced from July, 1959 only. The conversion of the oil barrel plant for the manufacture of bitumen drums could not arise as the firm was in production of oil barrels before and after the shift to Trombay and the production of bitumen drums started only from July, 1959 at Trombay with the additional machines purchased.

The facts about the correspondence between the standard Vacuum Refinery Company the Iron and steel Controller, are, however, being ascertained.

**श्री जार्ज करनेन्डोज़ :** अध्यक्ष महोदय, पिछले 3 वर्षों से इस कम्पनी के बारे में हम यहां पर प्रश्न पूछ रहे हैं, लेकिन हर प्रश्न का यही उत्तर मिल रहा है कि और जानकारी हासिल कर रहे हैं। 25 नवम्बर, 1969 के प्रश्न सं० 1313 के उत्तर में भी यही कहा गया था—

"Complete information is expected to be available soon."

1967 में भी हम को यही उत्तर मिला, लेकिन सब बात यह है कि मंत्री महोदय सही जानकारी को लिपाने का प्रयास कर रहे हैं। इस लिये मैं मंत्री महोदय से प्रश्न पूछते हैं कि पहले यह इशारा देना चाहता हूँ कि पुराने लोगों के द्वारा

हुई गलती को लिपाने का काम करके इस सदन का अपमान मत कीजिये। मनु भाई शाह, बांचू या रसिक लाल पारील कोई भी हो, उन को फंसने दीजिये, लेकिन आप उन को बचाने का प्रयास कर के सदन का अपमान मत कीजिए, क्योंकि फिर आपके ऊपर भी मुझे यहां कार्यवाही करनी पड़ेगी। यह इशारा देकर मैं मंत्री महोदय से पूछता हूँ क्या यह सही नहीं है कि आपके पास वह पत्र है जिसमें स्टैण्डर्ड बैंक्यूम रिफाइनरी कम्पनी ने आइरन एण्ड स्टील कन्ट्रोलर को लिखा था कि जब से यह कारखाना सिंचडी से ढोम्बे में आया है और अपने ही कम्पाउण्ड में या उसके आसपास जहां भी उन्होंने कारखाना लगाने की जगह दी है, कारखाना लग जाने के बाद से उन्होंने आयल-बैरल नहीं बनाये, सिंपं बिटुमेन-बैरेल ही बनाये और इन तमाम बिटुमेन बैरेल को उस ने सिंपं स्टैण्डर्ड बैंक्यूम रिफाइनरी कम्पनी को ही बेचा, अन्य किसी को नहीं बेचा?

**औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलहडीन अली अहमद) :** जहां तक पहले सवाल का ताल्लुक है, आनंद-बिल मेम्बर को मालूम है कि यह मामला एस्टी-मेट्स कमेटी के सामने है . . . .

**श्री हरदयाल देवगुण :** उमने फैसला दे दिया है।

**श्री जार्ज करनेन्डोज़ :** उस ने रिपोर्ट दे दी है, आप उस को दबा रहे हैं।

**श्री कलहडीन अली अहमद :** एस्टीमेट्स कमेटी की रिपोर्ट हमारे पास आई थी, लेकिन उस पर हम को जो कुछ कहना था, वह लिख कर उनको मेज दिया है। अब एस्टीमेट्स कमेटी उस पर जो फैसला करेगी, उसी तरह से हम कार्यवाही करने के लिये तैयार हैं। हम ने लीगल ओपीनियन ले कर एस्टीमेट्स कमेटी को मेज दिया है. . . . .

**SHRI SAMAR GUHA:** On a point of order Yesterday in our agenda, the same

question was dealt with in the Report of the Estimates Committee which was to be Presented to us. But it was not laid on the Table. I have also sent some question on this. I would like to know what is the reason for this. It arises out of this question.

Mr. SPEAKER : He may write to me his objection. Let the previous question be answered.

श्री कल्पलहौन अली अहमद : जहां तक दूसरे सवाल का ताल्लुक है, मेरे इलम में यह बात है कि जब सिवड़ी से यह कारखाना ट्राम्बे में आया, उस बक्त भी वहां आयल-बैरेल ही मैन्यूफैक्चर कर रहे थे, लेकिन उन्होंने वहां और मशीनरी लगाई और उस के बाद बिटुमेन बैरेल बनाने शुरू किये।

श्री जार्ज फरनेंडीज़ : अब मैं स्टैण्डर्ड बैक्यूम के एक पत्र का जिक्र यहां पर करना चाहता हूँ। इस सदन में 12 अगस्त, 1969 को श्री सीताराम केसरी और श्री एस.एम. बनर्जी के एक प्रश्न का जवाब देते हुए मंत्री महोदय ने कहा था कि मई, 1959 और जून, 1959 में इस कम्पनी ने स्टैण्डर्ड बैक्यूम आयल रिफाइनरी कम्पनी को 7069 और 1256 बैरेल दिये हैं लेकिन मेरे पास इसी स्टैण्डर्ड बैक्यूम कम्पनी का एक पत्र है जिसमें वे कहते हैं —

“Messrs. Standard Barrels have not supplied us any 40-45 gallon capacity lubricant barrels since they shifted their factory to Trombay for manufacture of aphalt barrels on our behalf.”

एक दूसरे पत्र में वे कहते हैं —

“The manufacture of asphalt drums on our behalf has utilised the Standard Drum and Barrel Co's entire manufacturing capacity and they, therefore, are unable to effect supplies of 18 gauge drums to us”

इन परिस्थितियों में जब कि ये दो दस्तावेज़ आपके सामने हैं और जिनको सामने नहीं लाया जा रहा है, मैं, अध्यक्ष महोदय, अपसे आज्ञा चाहता हूँ कि इन को सदन के टेबिल पर रखूँ-

SHRI LOBO PRABHU : How did he get this confidential document ?

I want to rise to a Point of order. Here is a confidential record which has been obtained by a member. I have a right to enquire from the Minister whether he will hold an inquiry to find out how this record came into his hands.

SHRI K. LAKKAPPA : These People are shielding the black marketeers. you put a question to him whether he is not shielding black--marketeers (Interruptions ).

श्री जार्ज फरनेंडीज़ : आपको क्यों चिन्ता है, हम चाहे जहां से लायें। हम ने आप से लिये हैं। तापड़िया की दलाली यहां मत कोरिये .... (अवधान) ....

मैं आपकी आज्ञा से चाहता हूँ कि दोनों चिठ्ठियों को नदन के सभा पटल पर रखूँ .... (अवधान) ...

अध्यक्ष महोदय : जो क्वेश्चन आपने दिया है वह आ जायेगा । ... (अवधान) ...

श्री जार्ज फरनेंडीज़ : ये दोनों चिठ्ठियां हैं\* (अवधान) .. आप देख लीजिए.. (अवधान) ...

अध्यक्ष महोदय मैं देख लूँगा । .. (अवधान) ..

श्री जार्ज फरनेंडीज़ : मुझे प्रश्न पूरा कर लेने दीजिये ।

जब यह मामला वहां से आया है तो मंत्री महोदय मुझे बतायें कि इस कम्पनी की कैपेसिटी पूरे तोर पर बिटुम बनाने के लिए इस्तेमाल की गई तब आपने इनको स्टील कैसे दिया ?

और क्या यह सही नहीं है कि जितना स्टील आपने स्टैण्डर्ड ड्रम ऐंड बैरेल कम्पनी को दिया उसको उन्होंने बम्बई के काला बाजार में बेचा । .. (अवधान) .. वह आप सारा मामला सी भी आई की जांच में देने के लिए तैयार है ?

\* [Placed in Library, Sec. in LT-2840/70]

श्री कलकट्टीन अली अहमद : मैंने जो पहले जबाब दिया था वही जबाब फिर दे रहा हूँ आपके पास क्या खत आये हैं और उसमें मैन्यूफैक्चरर ने क्या लिखा है, उसकी वाकियत मुझे नहीं है। मैं आपके सामने पढ़ देना चाहता हूँ :

It has been ascertained from the DGTD that the firm shifted their oil barrel plant from Sewri to Trombay in July, 1959 but they produced bitumen drums at Trombay with the additional machines purchased. Production of oil barrels and bitumen drums started at Trombay from July, 1959. The firm was in production of oil barrels before the barrel plant was shifted to Trombay and therefore the question of converting the oil barrel plant for the manufacture of bitumen drums before July, 1959 did not arise. The firm has also confirmed that production of bitumen drums started in July 1959 only and delivery of the same to Standard Vacuum Refinery Company commenced during July, 1959.

श्री जार्ज करनेन्डीज़ : मेरे प्रश्न का उत्तर कहा आया ? मेरे दो प्रश्न हैं। आपने उनको स्टील शीट्स कैसे दिये ? और क्या यह सही नहीं है कि उन्होंने स्टील शीट्स को काला बाजार में बेचा ? आप सी भी आई की जांच के लिये क्यों तैयार नहीं हैं ?

श्री कलकट्टीन अली अहमद : अगर अंतर होगी इंकवारी की तो जरुर इंकवायरी करायें।

श्री जार्ज करनेन्डीज़ : यह तो मेरा उत्तर नहीं हुआ। . . . (व्यवधान) . . .

अध्यक्ष महोदय : यह जो बैरल्स का सिलसिला शुरू हुआ है, मैं कभी एक कम्पनी का बैरल आ जाता है और कभी दूसरी कम्पनी का बैरल आ जाता है। तो आप जरा दूसरी सारी पोजीशन को साफ कीजिए बरता मुझे इसपर डिक्षान एलाक करना पड़ेगा। . . . (व्यवधान) . . .

श्री जार्ज करनेन्डीज़ : मुझे मंत्री जी के सिलाफ प्रिवेज मोशन लाना पड़ेगा। . . . (व्यवधान) . . .

अध्यक्ष महोदय : बैरल्स बहुत टांग में जाते हैं।

श्री जार्ज करनेन्डीज़ : इसमें बहुत मामला है।

श्री समर गुहा : मैंने भी एक-साल तक इसार सवाल पूछे थे। . . . (व्यवधान) . . .

श्री जार्ज करनेन्डीज़ : इस पर बहस के लिए आप मौका दीजिए।

श्री सीताराम केसरी : अध्यक्ष महोदय मैं आनना चाहूँगा कि 1959 की जुलाई से सन 1961 तक जो स्टैन्डर्ड इम मैन्यूफैक्चरिंग कम्पनी ने आंडर लिया स्टैन्डर्ड बैक्यूम रिफाइनरी कम्पनी से १५ लाख बिटूमन सप्लाई करने के लिए तो इसके लिए रिफाइनरी को जो लोहा मिला उम्को उन्होंने स्टैन्डर्ड इम कम्पनी को सप्लाई किया उन्को मन्यूफैक्चर करने के लिए लेकिन इसके अलावा सरकार ने स्टैन्डर्ड इमको स्टील क्यों दिया ?

श्री कलकट्टीन अली अहमद : इसकी इंकवायरी करेंगे ?

SHRI LOBO PRABHU : A very important Point has been raised, namely, whether the Members of this House can overlook the official Secrets Act.. (Interruptions)

MR. SPEAKER : The House is not as strict as the official Secrets Act. You must know that. I think You are used to that. You must get used to this also. There have been rulings on this at different times.

SHRI LOBO PRABHU : I am grateful for your advice. Still this is very important If we Members of Parliament set an example in disrespecting the law which we pass.... (Interruption) Those who do not respect the law which they themselves enact do not deserve a hearing in this House. I should like the Minister to hold an enquiry how this information was passed on to Mr. Fernandes... (Interruption.)

MR. SPEAKER : The Position is entirely different in this House.

SHRI HEM BARUA : There is no law like this, that a Member is entitled to have information from Some Particular Source.

SHRI. K. LAKKAPA : Can hon. Members shield Corrupt officers by putting questions in the House ? Is that allowed under the rules of Procedure. I Want a clear ruling.

MR. SPEAKER : You should have clearly understood what I said.

SHRI S. M. BANERJEE : Two letters had been quoted by my hon. friend Mr. George Fernandes and Mr. Lobo Prabhu has taken exception to that.

MR. SPEAKER : Why are you mentioning him again.

SHRI S. M. BANERJEE : When an ICS Officer leaves service or retires he still thinks that he is an ICS officer.

SHRI LOBO PRABHU : I have been elected Member of this House just like Mr. Banerjee by votes larger than him. I am as good a Member of this House as he.... (Interruption.)

SHRI S. M. BANERJEE : I never impute any motive.

SHRI LOBO PRABHU : I only say that you respect the law which you yourself enact here....(Interruption.) That is not the way to speak for a dismissed officer.

SHRI S. M. BANERJEE : He is a retired officer.

SHRI RANGA : Are we discussing only these personal matters here ?

MR. SPEAKER : I may have to ask Mr. Banerjee to sit down if he goes on like this. Why should he unnecessarily make reference to other gentlemen ? He does not seem to be serious about the question.

SHRI S. M. BANERJEE : I shall put the question on drums. If you search any drum you will come across some ex-Minister. When the Estimates Committee has definitely recommended certain action

against a particular firm, Hind Galvanizing and Standard Drum company, why was it again referred to the Committee and why straightaway no action had been taken and when action will be taken ? After all this if it is found that some officers and ex-ministers were responsible, will the whole question be referred to the CBI, with due apologies to Mr. Lobo Prabhu ?

MR. SPEAKER : He replied to this question of MR. FERNANDES..... (Interruptions).

SHRI F. A. AHMED : We have already said so. We have referred it to the Estimates Committee and whatever be the decision of the Estimates Committee, we shall be bound by it.

SHRI K. LAKKAPPA : This barrel and drum company is a big racket. It is very interesting to study it. I do not go further because you said that we should not quote the names. The hon. Minister is not taking action against this company because of these things, inspite of repeated demands by the Estimates Committee to probe into the mystic and nefarious activities of the drum and barrels company; Fictitious names were used to sell all the steel that has been taken by this company; all the steel has been misused. The Government is not coming forward with an enquiry because one Governor is involved in this shady deal. Would the Government of India scrutinise who are the persons involved and take action in the matter ?

SHRI F. A. AHMED : I have already replied to this question.

SHRI K. LAKKAPPA : I have got information here and if you give me permission, I shall give the names of persons who are involved. One of them is a Governor. Will they conduct an anquiry and examine all the persons involved in this deal ? I want an answer from him.

SHRI CHENGALRAYA NAIDU : He must give the name; he cannot withhold names like this....(Interruptions.)

MR. SPEAKER : Question Hour should not be converted into a debating

hour. That has been my request for the last few days continuously. There are certain rules. Hon. Members should confine themselves to those rules.

**SHRI RANGA :** There seems to be one point.

**MR. SPEAKER :** Do you think we should allow speeches, introductions and preambles to questions?

**SHRI RANGA :** That is not the point. After all the Estimates Committee spent a lot of time in going into all these matters and made some recommendations. The hon. Members want to know: why is it that the Minister had thought it fit to send it back again to the Estimates Committee?

**MR. SPEAKER :** You know the procedure; for sometime you have also worked in the Committees. The report goes to the Ministries and the action taken report comes back.

**SHRI RANGA :** I know that procedure and what you have said is correct. The additional fact is that when the report goes to the Government, the Government accept it and implement it. If they find that a particular recommendation cannot be implemented, then they state the reasons and there it stops. This is not what they have done: they want a recommendation of the Estimates Committee to be re-considered by the Estimates Committee. Why?

**SHRI F. A. AHMED :** We have placed all the facts to be considered by the Estimates Committee so that they can take a decision after considering all those.

**MR. SPEAKER :** Order, Order. Next question. Shri Muthuswami.

**SHRI K. LAKKAPPA :** Sir, let the Minister reply to my question. In para 29 of the report of the Estimates Committee, they have raised a query which has not been answered by the Central Government, because an ex-Minister, and a Governor are involved in it, and Shri Manubhai Shah is involved in it. That is why they are suppressing all this. I want a categorical answer. My question should be answered,

with your permission. The Minister is shielding them. He should not shield all those blackmarketeers. (*Interruption*)

**MR. SPEAKER :** He may repeat the same answer. What else can be done?

**SHRI TENNETI VISWANATHAM :** The Minister has said that the Government pointed out the difficulties to the Estimates Committee. May I know the nature of the difficulties?

**SHRI F. A. AHMED :** It is not proper for me to disclose it here. (*Interruption*.)

**DR. RAMSUBHAG SINGH :** He should disclose the nature of the difficulties here.

**MR. SPEAKER :** The procedures are laid down by this House. The procedure laid down is, they are re-submitted with the report and the action taken on the proposals back to the Estimates Committee, and this is not considered final unless it is laid on the Table of the House, unless it is laid before the House. After all, this is the Committee's work and all of you must have gone through it.

**श्री जार्ज फर्नेन्डोज़ :** अध्यक्ष महोदय, एन्टीमेट्स कमेटी इस सदन की ही एक कमेटी है और मंत्री महोदय को यहां इस सदन में उसे बताने में कोई आपत्ति नहीं होनी चाहिए। वह यहां नेवर आफ डिकल्टीज़ बतायें।

**SHRI K. LAKKAPPA :** Let him answer the question. (*Interruptions*)

**MR. SPEAKER :** Mr. Lakkappa, that is enough.

**SHRI SURENDRANATH DWIVEDY :** Sir, this is an important matter.

We know the Procedure. What they say to the Estimates Committee, at the same time, may not be disclosed by them here the entire facts are there if they are secret documents. But the Minister said that in trying to implement the report of the Estimates Committee, they came across certain difficulties which have been pointed

out. We would like to know—not the entire document what are the difficulties in their way of implementation. We want to know the nature of the way of implementation. We want to know the nature of the difficulties. We do not want the entire record. (*Interruptions*) SEVERAL HON. MEMBERS. ROSE

SHRI SURENDRANATH DWIVEDY : If it is not clarified, naturally, the impression created by Shri Lakkappa would be corroborated here that because some dignitaries are involved in it, there were some difficulties which they do not want to disclose here, and which were pointed out to the Estimates Committee, showing reasons why they cannot implement these things. But let us at least know the nature of the difficulties.

SEVERAL HON. MEMBERS ROSE.

MR. SPEAKER : May I say again that it is up to you, because, If he discloses those objections here. I hope the House should give him an assurance that nobody will come with a privilege motion against him. (*Interruptions*) SOME HON. MEMBERS ROSE.

MR. SPEAKER : Shouting cannot add logic to the matter. By just this loud talking you cannot add logic to the matter. This is to go to the Committee, and then, after the examination by the Committee, it is to be laid on the Table of the House. Suppose something comes here and before laying it on the Table of the House, the Chairman of the Committee or any Member takes an objection to it, asking why was it disclosed before we took a decision on it, you must go into the implications of it.

DR. RAM SUDHAG SINGH : It must be disclosed here.

SHRI SURENDRANATH DWIVEDY : What is the nature of the difficulties ?

SHRI SAMAR GUHA : Sir, I was trying to draw your attention to a particular matter, but you did not permit me. I do not know what happens. It is a question of privilege, it is the privilege of Members to ask certain questions.

MR. SPEAKER : I have followed your objection and if you have any objection regarding the matter, you can write to me.

SHRI SAMAR GUHA : That is not the question. I was trying to draw your attention to yesterday's list of business. Against item No. 8 in that list, there was the report of the Estimates Committee concerning this matter. It was to be placed on the Table of the Houses, but it was not placed. At the last minute, it was withdrawn. We have, as Members of the House, the right to ask why it was withdrawn at the last moment though it had been included in the list of business for the day. I was trying to draw your attention from the very beginning, it is a relevant point.

MR. SPEAKER : You should have enquired about it in my Chamber.

I need not tell the reasons. The Chairman of the Committee, and Members, asked me that it should be delayed. They are going to lay it, at some other time, on the Table of the House. Why are you raising it ? These are ordinary matters.

SHRI SURENDRANATH DWIVEDY : Let us hear the minister.

SHRI F. A. AHRLED : So far as the withdrawal of the item is concerned, I am not to be blamed. We have sent an explanation to the Estimates Committee and I personally feel that till the matter is discussed by the Estimates Committee, it will not be proper for me to lay it. But I am prepared to lay it after the whole matter is discussed by the Estimates Committee.

SHRI A SREEDHARAN : The Action Taken Report of the committee was not placed on the Table of the House because the Chairman and Members of that committee approached you and asked you to defer the placing of the report on the Table. That is what we are told. I am the Convener of the Action Taken Committee and I have not made any such request. I repudiate it on the floor of the House.

Mr. SPEAKER : It goes to the Chairman always, not to the Convener.

**SHRI A SREEDHARAN :** The report was finalised and it should have been placed on the Table. (*Interruptions*).

**Mr. SPEAKER :** There are certain papers which are purely with the office and on such matters the hon. members can get information from me. Why do you confront me here as if you are confronting the ministers sitting here? After all, this is a question pertaining to the Order paper. (*Interruptions*).

In spite of best efforts, we are not able to cover more than four questions. What is the use of having a Question Hour? Why not have a regular debating time? I tried to regulate it, but I could not. Every time the hon. leaders in the opposition ask me to increase the number of questions. Do you think it will be possible? You render me completely helpless. (*Interruptions*).

Question Hour is over. Short Notice Question.

#### SHORT NOTICE QUESTION

**Service of Warrant on Station Master, Dhrangadhra for attachment of Railways Property**

**S. N. Q. 3 SHRI R. K. BIRLA :** will the Minister of RAILWAYS be pleased to state :

(a) Whether it is a fact that a salt merchant of Dhrangadhra near Surendranagar Railway station got a warrant served on the Station Master, Dhrangadhra for the attachment of all properties at the station to realise a decree of Rs. 1,008:

(b) Whether it is also a fact that the salt merchant secured the decree against the Railway authorities 18 months ago but the authorities did not take notice of the same:

(c) if so, the details thereof: and

(d) the action taken by the Railway Administration in the matter?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI)** (a) It is a fact that a warrant for the attachment of the Railway property at Dhrangadhra station, namely

chairs, tables, wall clocks, hard cash and other articles which the Plaintiff could show was presented on 28.1.1970 by the bailiff, at Dhrangadhra Station on behalf of a salt merchant of Dhrangadhra for the realisation of a decree of Rs. 1005 and Paise twelve.

(b) The decree under reference was secured by the merchant on 12.7.1968, but remained unsatisfied till 5.2.1970 due to utter negligence on the part of the Railway.

(c) A consignment of 145 bags of salt booked from Kuda Salt Siding to Kawapur, a station on the North Eastern Railway, failing to reach destination. Messrs. Prashant & Company lodged a claim therefor on the North Eastern Railway. The claim was not entertained by the Railway as the Original Railway Receipt, the Original Beejuck and a Disclaimer letter from the consignee of the consignment were not furnished. Thereupon Messrs. Prashant & Co. filed a suit against the Railway for recovery of the value of the consignment in the Court of Civil Judge, Dhrangadhra and this suit was decreed against the Railway on 12.7.1968 for Rs. 750 with costs plus 6 per cent running interest from the date of filing of the suit. The Western Railway had to satisfy this decree, but, due to inattention in the Railway's Claims Office, the decree remained unsatisfied till a warrant for execution of the decree was issued. When the bailiff appeared for attachment of Railway property at Dhrangadhra station on 28.1.1970, the Station Master made an application in Court seeking one month's time to satisfy the decree. This application was accepted and finally the decree was satisfied on 5.2.1970.

(d) An enquiry by Senior Administrative Officers was ordered immediately after this case came to notice. The report of the enquiry has just been received and is under scrutiny. The enquiry committee has held six officials as well as the Railway Advocate responsible for dereliction of duty in this case. Stringent action will be ensured in this case.

**SHRI R. K. BIRLA :** The attachment of one's property is the last thing that one would like to have in his life. It is supposed to be the greatest humiliation for anyone. The hon. Minister has admitted that there has been gross negligence on the part of the

railways in allowing the merchant to go to the court and get a decree. Still, for a long period of eighteen months the railways did not make the payment. So, I want to know firstly why this matter was not mutually and amicably settled especially when the railways knew that the party was going to the court to get a decree?

**SHRI R. L. CHATURVEDI :** In the detailed reply I have just now admitted that it is the fault of the railways.

**Shri R. K. BIRLA :** In that case, what action have you taken against the persons who are responsible for this?

**SHRI R. L. CHATURVEDI :** That also has been mentioned in the reply. Immediately on receipt of this information an inquiry by high officials was ordered and their report has just been received. Certain officials have been held responsible and stringent action will be taken against them. Fully realising that the fault was with the administration. I thought it would be proper that in the main reply itself full facts should be mentioned and I have done it. I may further assure him that if there is any fault on the part of the administration we will not refrain from admitting it forthwith.

**SHRI R. K. BIRLA :** Secondly I would like to know from the hon. Minister what precautions he is going to take in future so that a shameless thing of this type will not recur? Thirdly, it has come to my notice that six days back a similar incident happened in Raipur. It seems that the Raipur booking office was attached for non-payment of a decree amount of Rs. 20,000 on a suit filed by a person and that the attachment was released only when there was on the spot payment of the entire amount by the booking staff. This took place just six days back. What has the hon. Minister to say about this incident?

**SHRI R. L. CHATURVEDI :** Instructions have been issued to the railways concerned to take immediate action on such decrees. As far as the decretal amount is concerned, we are dealing with it separately on an urgent term basis. I do not have the full details of the Raipur case which the hon.

Member has mentioned. I will certainly enquire into it.

**श्री हुकम बहादुर कल्याण :** इस प्रकार कि बटाये बहुत होती है और क्लेम अदा करने में रेलवे कि तरफ से काफी विलम्ब होता है। मैं ऐसे उदाहरण दे सकता हूँ जब चेक बिना साइन किये हुए बैज दिये जाते हैं। मेरे पास एक पार्टी का ऐसा चेक आया है जो बिना साइन किया हुआ है मैं जानना चाहता हूँ कि क्या ऐसी कोई सीमा बांधी गई है कि रेलवे का काम खराब होता है, पैसा भी बचो बाद मिलता है, और वह भी काफी लंबे करने के बाद, कारबाई करने के बाद और केस चलाने के बाद। ऐसी स्थिति पैदा न हो, उसके लिए आप कोई सीमा बांध देंगे और क्या ऐसा नियंत्रण लेंगे कि इतने दिनों के अन्दर क्लेम को चुका दिया जाए, उसका फैसला कर दिया जाए।

**श्री रोहनलाल चतुर्वेदी :** हम लोग प्रयत्न कर रहे हैं कि क्लेम का पर्मेंट करने में, उनको सुलझाने में जो देरी होती है, वह न हो। हम लोगों ने नई स्कीम चलाई है भोवाइल क्लेम सैक्षण की ताकि वह वहीं मोक्ष पर जल्दी से जल्दी उसको तय कर दे।

जहां तक अनसाइंड चैक का सम्बन्ध है, स्पष्ट है गलती हो गई होगी। लेकिन अगर यह कहा जाए कि जानवूक कर चैक पर दस्तखत नहीं किये और सिर्फ देर करने के लिए ऐसा किया गया तो शायद यह मुनासिब नहीं होगा।

**SHRI TENNETI VISWANATHAM :** May I know from the hon. Minister as to who is responsible when decrees against a railway are passed? Secondly, he said that high officials have made an inquiry. Have they implicated small officials in the matter?

**SHRI R. L. CHATURVEDI :** As far as the second part of the question is concerned, as I said, the report has just now been received and is under scrutiny. No doubt, at present no high official has been held responsible. But, for instance, I may mention that the railway advocate there absented himself

when the case for the decree was being taken up, then, the clerks and other persons are also held responsible. Anyway, we are looking into the matter and if an official is found guilty, we will not spare him.

**श्रीमती जयाबेन शाह :** यह बहुत महत्वपूर्ण सवाल उठाया गया है। क्लेम्ज के साथ देश के बहुत से लोगों का सम्बन्ध रहता है, उनको क्लेम्ज दाखिल करने पड़ते हैं। मैं जानना चाहती हूँ कि क्या रेलवे बोर्ड चाहता है या नहीं एक निर्धारित समय के अन्दर क्लेम्ज को मैटल कर दिया जाए? अगर उम्मीद निर्धारित समय के अन्दर क्लेम्ज सेटल न हो तो क्या ऐसा भी निर्णय किया जायगा कि उसके बाद क्लेम्ज जिम ने क्लेम्ज दाखिल किये हैं, उनकी केवर में मैटल कर दिये जाएं?

**श्री रोहनलाल चतुर्वेदी :** ऐसा कोई निर्णय करने का विचार नहीं है कि यदि एक निर्धारित अवधि के अन्दर क्लेम्ज का फैसला न हो सके तो उसके क्लेम्ज को मान लिया जाए। परन्तु पूरा प्रयत्न किया जाएगा कि क्लेम्ज शिर्धातिशिर्ध तय हो। हम लोग इस पर काफी सजग हैं कि जो शिकायतें क्लेम्ज के बारे में आयें वे कम से कम आयें। मैं इतना और निवेदन कर देना चाहता हूँ कि कुछ रकमें ऐसा होती है, कुछ क्लेम्ज ऐसे होते हैं जिन में काफी जानकारी हासिल करने की ज़रूरत होती है। कुछ झुठे क्लेम्ज भी होते हैं। मैं यह नहीं कहता की सब क्लेम्ज झुठे होते हैं सचें भी होते हैं। लेकिन कुछ अंश झुठे क्लेम्ज का भी होता है। इस बास्ते काफी सोच विचार करके इस चीज़ को देखना पड़ता है।

**श्रीमती जयाबेन शाह :** कोई टाईम लिमिट, चार महीने या छः महीने की आप बांध रहे हैं या नहीं?

**श्री रोहनलाल चतुर्वेदी :** कोई समय निर्धारित नहीं किया जा सकता है कि चार महीने में यह ज़रूर हो। लेकिन मैं इतना आश्वासन ज़रूर देना चाहता हूँ कि जल्दी से जल्दी इनको निपटाने की कोशिश चाल जाएगी।

**SHRI CHINTAMANI PANIGRAHI :** What I am a little apprehensive about, because such things come only to the notice of the Birla firms, is that it may happen in a period of five or ten years that perhaps the 75 monopoly houses will slowly get hold of stations one by one. So, will the government beware of it?

**SHRI R. L. CHATURVEDI :** There is nothing important to be answered. he has only thrown out a suggestion.

**श्री रामावतार शास्त्री :** रेलवे अधिकारियों की गलतियों के कारण सरकार को काफी बड़ी राशि क्लेम्ज की देनी पड़ती है हरसाल। मैं जानना चाहता हूँ कि पिछले एक साल में इस तरीके से जो क्लेम्ज किये गये हैं और सरकार ने जो पैसा दिया है उसको राशि कितनी थी?

**श्री रोहनलाल चतुर्वेदी :** मेरे पास सालबार व्योरा इस बक्त नहीं है। अगर माननीय सदस्य चाहे तो मैं ज़रूर मिजवा दूँगा।

#### WRITTEN ANSWERS TO QUESTIONS

##### Utilisation of old Railway Tickets by changing their dates

\*334. SHRI N.K. SANGHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that in West Bengal, the Central Bureau of Investigation unearthed a racket which was engaged in utilising old Railway tickets by changing their dates and that a large number of employees of Durgapur Steel Plant drew over a lakh of rupees as travel allowance by forging Railway receipts and without undertaking the journeys, and

(b) the measures being taken by the Railways to prevent such misuse of tickets and forgery of receipts?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) In January, 1970, the Calcutta Branch of the Central Bureau of Investigation arrested a person while he was selling a third class ticket for journey from Howrah

to Barauni at a rate less than the actual fare. A case under Indian penal Code has been registered against him. Two bundles of used railway tickets and some instruments utilised for re-dating tickets were also recovered from another person. The case is under investigation by the Central Bureau of Investigation.

On a report made by the Durgapur Steel Plant, the Calcutta Branch of the Central Bureau of Investigation have registered a case under the Indian penal Code against 9 employees of the Steel Plant and an outsider who were suspected of having forged railway money receipts and submitted false of bills of Leave Travel Concession. As the case is still under investigation, the total amount suspected to have been falsely drawn will be known only after the completion of the investigation.

(b) Railway Administrations have been given instructions to ensure that tickets are nipped at the entrance gates so that these cannot be re-used. Instructions have also been given to ensure the collection of tickets at destination. As far as receipts are concerned their safe custody is insisted upon. State Governments have been asked for strict surveillance in order to bring to book unsocial elements indulging in malpractices like sale of fake, forged tickets as also resale of used tickets.

**Small Scale Industries Finance Corporation**

\*335. SHRI C. MUTHUSAMI :  
SHRI R. R. SINGH DEO;  
SHRI MEETHA LAL MEENA;  
SHRI MAHENDRA MAJHI;  
SHRI G. C. NAIK.

Will the Minister of INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Administrative Reforms Commission has recommended the creation of a small scale Industries Finance Corporation to serve as a Central and local institutions to provide all financial assistance both long term and short term to the small sector, and

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

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) Yes, Sir.

(b) The matter is under consideration of the Government.

**Control Over Companies Receiving Loans And Capital From Government Sponsored Financial Institutions**

\*336. SHRI BHAGABAN DAS : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have any control specially in respect of policy formulation and management over the affairs of companies which have received substantial amount of loans and capital for investment, from the Government sponsored financial institutions,

(b) if so, the nature of control possessed by Government over these Companies and how this power of control is exercised;

(c) the names of private sector companies which have in their Board of Directors, representatives of the Government sponsored financial institutions;

(d) if the reply to part (a) above be in the negative, whether Government are contemplating to take necessary steps in that direction and;

(e) if not, the reasons therefore ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) (a), (b), (d) and (e).** So far the all-India financial institutions namely, IDBI and IFC, have been reserving their right of nomination on the Boards of Directors of the assisted concerns and have been exercising the power selectively where the assistance granted is sizeable or where the working results of the concerns have not been

satisfactory or the concern has been committing defaults in meeting its obligations to the institutions.

Government have, however, recently announced their decision accepting the concept of 'joint sector' in principle, recommended by the Industrial Licensing Policy Inquiry Committee. It is proposed to ensure in future that there is a greater degree of participation in management particularly at policy levels, in the case of major projects involving substantial assistance from public financial institutions.

(c) Information regarding the number of concerns assisted by each financial institution and the concerns in which the institutions have nominated their representatives on the Board of Directors, will be obtained and placed on the Table of the House, to the extent available.

**स्टेशन मास्टरों तथा असिस्टेंट स्टेशन मास्टरों (पूर्व रेलवे) को जाड़ों तथा गर्मियों की पूरी वर्दियां सप्लाई की सप्लाई न किया जाना**

\*337. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में पूर्व रेलवे को छोड़कर बाकी सभी भारतीय रेलों में स्टेशन मास्टरों तथा असिस्टन्ट स्टेशन मास्टरों को जाड़ों तथा गर्मियों की पूरी वर्दियां दी जाती हैं;

(ख) क्या यह भी सच है कि पूर्व रेलवे में स्टेशन मास्टरों तथा असिस्टेंट स्टेशन मास्टरों को केवल कोट दिये जाते हैं;

(ग) यदि हां, तो रेलवे में इस भेदभाव के क्या कारण तथा औचित्य है;

(घ) क्या सरकार का विचार इस भेदभाव को समाप्त करने का है; और

(ङ) यदि हां, तो कब और यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री जवाब : (क) जी हां।

(ख) 370-75 रु. और 335-425 रु. के ग्रेड वाले स्टेशन मास्टरों और 250-380 रु.

के ग्रेड वाले सहायक स्टेशन मास्टरों को पूरी वर्दियां दी जाती हैं। कुछ निदिष्ट स्टेशनों पर 250-380 रु. और 205-280 रु. के ग्रेड वाले स्टेशन मास्टरों को भी पूरी वर्दियां दी जाती हैं जबकि बाकी स्टेशनों पर ऐसे कमचारियों और 205-280 रु. के ग्रेड वाले सहायक स्टेशन मास्टरों को केवल कोट दिये जाते हैं।

(ग) से (ङ) सभी रेलों में समान रूप से लागू करने के लिए फरवरी, 1963 में जो मानकीकृत वस्त्र विनियम जारी किये गये थे, उनमें सभी स्टेशन मास्टरों और सहायक स्टेशन सास्टरों को पूरी वर्दियां सप्लाई करने की व्यवस्था थी। खंच में किफायत करने के लिए जनवरी 1966 को आदेश जारी किये गये कि वर्दियां इन मानकीकृत विनियमों या सम्बन्धित रेलों के पुराने वस्त्र विनियमों, इन में जो कम उदार हों, के अनुसार सप्लाई की जायें। तदनुसार कुछ रेलों अपने पुराने वस्त्र विनियमों के अनुसार वर्दियां दे रही हैं जिसके परिणामस्वरूप इस सम्बन्ध में जो परिपाटी अपनायी गयी है, उसमें विभिन्नता है। खंच में किफायत सम्बन्धी ये आदेश मार्च, 1971 तक लागू हैं।

**Adoption of Shri Nath Pai's Constitution (Amendment) Bill, consequent on Supreme Court's verdict on Bank Nationalisation.**

\*338. SHRI SAMAR GUHA : Will Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) Whether the verdict of the supreme Court on the bank Nationalisation necessitates adoption of Shri Nath Pai's Constitution (Amendment) Bill; and

(b) if so, whether any steps are being taken in this direction ?

**THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) :** (a) & (b) As the Hon'ble Member may be aware, even before the verdict of the Supreme Court on the Bank Nationalisation case, the Government supported Shri Nath Pai's Bill at the consideration stage. The Bill, as reported by the select Committee, is considered to require some amendments.

**Help from India For Restoration of Lawrence of Arabia Railways Line**

\*339. SHR S. K. TAPURIAH :  
SHRI B. K. DASCHOW-  
DHURY:

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a delegation from the Middle East countries visited India to seek help for the restoration of Lawrence of Arabia Railway line ;

(b) whether experts are already there helping in the laying of tracks and supervising other operations there; and

(c) whether they have asked for air-conditioned coaches and other Railway equipment also ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes sir, a delegation of the Hedjaz Railway Recommissioning Board visited India in early January this year to obtain first hand knowledge of the variety of Rolling Stock and other equipments manufactured in the country and their performance in use.

(b) Yes, a Senior Indian Railway Engineer has been in Amman since 1968, to assist the Hedjaz Railway Recommissioning Board in reconstructing the 844 Km line between Maan and Medina.

(c) No sir.

**अतिरिक्त आधिकारिक साम वाले पदों पर कार्य कर रहे कर्मचारी**

\*340. भी मोलहू प्रसाद : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय के अधीनस्थ विभागों तथा सम्बद्ध कार्यालयों में श्रेणी वाले ऐसे कितने अधिकारी हैं जो अतिरिक्त आधिकारिक साम वाले पदों पर गत तीन बर्षों से कार्य कर रहे हैं; और

(ख) गृह-कार्य मंत्रालय के 6 भित्तिवर, 1957 के अंदर सरकारी पत्र संख्या 11/3/57-

ओ एवं एम के अनुसरण में उनका तबादला न करने के क्या कारण हैं ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में राज्य मंत्री (भी कृष्ण चन्द्र पत्त) : (क) मंत्रालय ने दो कर्मचारी, एक कोषाध्यक और एक संसदीय सहायक ऐसे पदों पर कार्य कर रहे हैं।

(ख) जिस अंदर सरकारी पत्र का उल्लेख किया गया है उसमें कोई आदेश नहीं दिया गया है केवल एक सुझाव दिया गया है। चूंकि इन पदों के लिये सतत अनुभव का होना अत्यधिक वांछनीय है अतः उपरोक्त अधिकारियों का तबादला नहीं किया गया है।

**Programme For Uplift of Poor Masses**

\*341. SHRI GADILINGANA GOWD: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have chalked out any concrete programme with the object of serving the poor masses of the country ;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND, IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) : (a) to (c). The total programme promoted by the Department of Social Welfare relates to the Welfare of the weaker sections of the community, including :

(i) Measures for the welfare of the backward classes including scheduled castes, scheduled tribes and other backward classes.

(ii) pre-Vocational Training programme for school drop-outs.

(iii) Family and child Welfare services for women and Children in rural areas.

(iv) Programme of social welfare promoted by the Central Social Welfare Boards with the help of voluntary social welfare organisations.

(v) Rehabilitation programme promoted for the handicapped.

(vi) Rehabilitation services for displaced persons.

(vii) Social defence services including correctional services for the destitute and the delinquents.

#### Review Report of Public Sector Steel Plants

\*342. SHRI INDRAJIT GUPTA :  
SHRI YOGENDRA SHARMA :  
SHRI P.C. ADICHAN :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) Whether any review report has been considered by Government regarding the operation and maintenance of the three Public sector steel Plants in Bhilai, Rourkela and Durgapur :

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

(c) the steps taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) There is no review report as referred to by the Hon'ble Member.

(b) & (c) Do not arise.

#### Issue of Complimentary Passes for Class IV Employees

\*343. SHRI P. P. ESTHOSE :  
SHRI K. ANIRUDHAN :  
SHRI NAMBIAR :

Will the Minister of RAILWAYS be pleased to refer to his letter No. E(Trg) I-69 PSS-8/10 dated the 15th December, 1969 and state when the appropriate time will come to bring the Class IV employees at par with the Class III employees in regard to the issue of Complimentary passes ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : A statement is laid on the table of the House.

#### Statement

Prior to 1952 Class IV staff on the Railways were not eligible for any post-retire-

ment complimentary passes. It was only from that year onwards that it was decided that such of the staff retiring after putting in the prescribed years of continuous railway service (originally 30 years, now 25 years) should be granted one set of post-retirement complimentary passes for the retired employee himself and his wife once in five years. Since then representations have been made, time and again, for raising the scale of post-retirement passes for Class IV staff to the level of retired Class III staff. As class III and Class IV staff are recruited on different basis for different degrees of responsibility and different standards of work meriting different pattern of pay scales, there cannot be a straight line equation of all fringe benefits like travel concessions after retirement. On Railways, we have at present about 8 lakhs of Class IV employees and there will be about 25 thousand retirements every year. There are administrative and practical difficulties in keeping trace of the identity of such a large number of persons after their retirement from service, besides consideration of such a large magnitude of liberalisation at a time when Government are already devoting considerable attention to the improvement of the more important conditions of their service, such as pay scales, housing, medical care, children's education, etc. This being the position no indication can be given at present as to when the liberalisation of post-retirement travel concessions for Class IV employees can be considered.

#### Translation of Enactments in Regional Languages

\*344. SHRI S. C. SAMANTA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) in how many languages the regional versions of important enactments were published and were in use during the British rule in India;

(b) in what languages the courts at the District and High Court levels were functioning through the medium of regional languages in British India and in the Princely States during the same period;

(c) what are the reasons that translation of even important enactments have not been published by the Government of India after independence; and

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

**THE MINISTER LAW AND SOCIAL WELFARE (SHRI GOVIND MENON) :**

(a) Acts passed by the Imperial Legislative Council were required to be translated in Bengali, Gujarati, Marathi, Telugu, Kannada, Tamil and Malayalam through the local Governments concerned. No information is available as regards the extent to which the translations were in use.

(b) No information is available on this point.

(c) & (d). A statement is laid on the Table of the House. [Placed in library. See No. LT-2789/70]

**Metropolitan Railway for Delhi**

\*345. **SHRI KANWAR LAL GUPTA :**  
SHRIMATIILA PAL-CHOWDHURI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have set up a Body for the Metropolitan Railway for Delhi;

(b) if so, the details thereof;

(c) whether Government have provided any amount in the Fourth Plan for this work :

(d) when the Metropolitan Rail will be ready for the use of the people;

(e) the detail of the scheme; and

(f) what is the progress made so far and when the scheme will be completed ?

**THE MINISTER OF RAILWAYS (SHRI NADA) :** (a) to (f). A statement is laid on the Table of the House. [Placed in Library. see No. L. T.-2790/70]

**Loss to Mining and Allied Machinery Corporation**

\*346. **SHRI VIRENDRAKUMAR SHAH :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that according to an official report prepared by the Corporation's Finance Department extracts of which were published in the *Statesmen* of the 14th December, 1969, the Mining and Allied Machinery Corporation is lossing Rs. 2.2 lakhs per day;

(b) whether it is also a fact that as against an annual payment per employee (on average) of Rs. 4,687.04 the annual production per employee works out to Rs. 3,210.63;

(c) whether it is further a fact that 69 per cent of the total manhours are lost on account of (i) late start and early stoppage of work (27 per cent), (ii) workman standing idle or away from place of work (32 per cent), (iii) waiting for materials, tools, equipment, drawings and/or instruction (6 per cent), (iv) machine breakdowns (1 per cent), and (v) no work available (3 per cent);

(d) whether Government are aware that the above break-up proves the hollowness of the Government claim that the Mining and Allied Machinery Corporation losses are due to inadequate demand for its products; and

(e) the corrective steps taken to put a stop to such a colossal wastage of men and material and the results thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :**

(a) The statement made in the statistical report prepared by the Finance Department of the Company for internal circulation was that at the present rate of activities, M.A.M.C. lose Rs. 2.20 lakhs every day. This figure was arrived at by dividing the total loss of Rs. 638.68 lakhs incurred by the company during 1968-69 by the total number of working days.

(b) These figures also appeared in the report. The annual production per employee was arrived at by dividing the value of sales including stock transfer plus increase in stock of finished products and works in progress, during 1968-69 by the total number of workers of the company, on production as well as non-production jobs. Similarly the payment per employee was worked out by dividing the expenditure on employees by the total number of employees.

(c) These also appeared in the report and were based on certain assessments made by a firm of consultants in November 1965 and relate to only one of the many shops of the Corporation. The position has since improved considerably.

(d) These figures only indicate the unsatisfactory State of industrial relations and employee discipline, as well as the inadequate productivity levels achieved by the plant. The last inadequacy continues to be due in part to the fact that the Company has not been able to secure order for the type of machinery for which it was specifically set up, and has had to diversify into entirely new lines of production.

(e) Attempts have been made and continue to be made to diversify production, improve industrial relations and productivity levels and gradually build up the capacity of the plant.

#### Setting up 2nd Steel Plant in Orissa

\*347. SHRI CHINTAMANI PANI GARAHY

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government are aware that there is vast scope for setting up a second steel Plant in Orissa;

(b) whether Government have examined such a proposal;

(c) if so, the places in Orissa suggested and surveyed; and

(d) whether Government would make further study on this matter in view of the decision to increase the outlay on Steel production ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PLANT) : (a) to (d). There is scope in Orissa as in certain other areas of the country for setting up steel Plants. All such possibilities are currently under examination and decisions to set up steel Plants will be taken after considering all relevant factors, such as suitability of the areas concerned, the projected demand for steel and the resources available.

#### Industries in Himachal Pradesh during Fourth Plan

\*348. SHRI PREM CHAND VERMA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number of large scale industries costing atleast rupees five crores each which are proposed to be established during the Fourth Five Year Plan in the Public sector;

(b) what kinds of industries will these be and where are they likely to be located;

(c) whether any industry is proposed to be established in Himachal Pradesh and, if not, the reasons there for; and

(d) whether the Government of India have received proposals from the people for recommendations from the Government of Himachal Pradesh for establishing industries in Himachal Pradesh in the public sector and, if so, the decision taken by Government thereon ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The large scale industries Proposed to be set up by the Central Government during the Fourth Five Year Plan, their nature, locations and the investments proposed to be made on them are given on pages 253-260 of the Draft Fourth Five Year Plan Report. As far as projects, locations for which have not yet been decided, are concerned it is not possible to state as this stage where these will be located.

(c) & (d). The Himachal Pradesh Administration have not made any proposals for the setting up any large scale industrial units during the Fourth Five Year Plan period. They have, however, proposed the modernisation-cum-expansion programme of the Nahan Foundry during the Fourth Five Year plan. Besides, the Cement Corporation of India have under consideration the establishment of a cement factory at Paonta. In the private sector, a newsprint factory is being set up in Himachal Pradesh.

**Patel Road Railway Crossing in New Delhi**

\*349. SHRI BAL RAJ MADHOK : Will the Minister of RAILWAYS be pleased to state :

(a) whether complaints have been reaching Government about the unnecessary long closures of Railway crossing on the Patel Road linking West Delhi to the rest of the city;

(b) whether it is a fact that the said crossing is closed sometimes for half an hour even for the passing of a shunting engine, causing traffic jams and harassment to the people; and

(c) if so, whether Government propose to take steps to revise the rules about closing of the Railway crossings so that minimum time may be taken in re-opening the crossing to traffic ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) In 1969, 22 complaints were registered. So far in the year 1970, six complaints have been registered at the gate.

(b) There are occasions when the level crossing gate remains closed for long (15 minutes or so) because of very heavy train movement and a couple of shunting movements; but the occasions when the gate is closed for half an hour are rare. During 1969, the gate was closed only once for so long.

(c) This level crossing has always been very busy both for rail and road traffic. Accordingly, a road over-bridge is under construction as the level crossing. It is not possible to relax the rules as this might endanger safety.

**निर्बाचित याचिका दायर करने पर रोक**

\* 350. श्री शिवकुमार शास्त्री :

श्री आत्म दास :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि याचिकाएं बड़ी संख्या में दायर की जाती हैं क्योंकि उन पर कोई रोक नहीं है;

(ख) क्या यह भी सच है कि अधिकारी निर्बाचित याचिकाएं के बल इसीलिये दायर की जाती है कि अन्य दलों को बिना ठोस आषाढ़ के कठिनाइयों में ढाला जा सके; और

(ग) क्या सरकार इस तरह की रोक लगाने का विचार कर रही है, जिससे के बल उचित याचिकाएं ही दायर की जा सके ?

विधि तथा समाज कल्याण मंत्री (श्री गोविन्द मेनन) : (क) जी नहीं।

(ख) यह राय की बात है।

(ग) प्रश्न ही नहीं उठता।

**Railways Accidents**

\*351. SHRI A. SREEDHARAN : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Railway accidents that took place during the months of November and December, 1969 and January, 1970;

(b) the number of persons killed and seriously injured in these accidents; and

(c) the steps taken by Government to prevent such fatal accidents ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) During the period 1.11.69 to 31.1.70; there were 224 train accidents in the categories of collisions; derailments, trains running into road traffic at level crossings and fires in trains on the Indian Government Railways.

(b) In these accidents, 39 persons were killed and 46 sustained grievous injuries.

(c) Only the causes of accidents can be controlled, as their consequences-whether it be the resultant casualties or the cost of damage are unpredictable and hence beyond control. All accidents are, therefore, irrespective of the consequences, viewed with the same seriousness and concern by the railway administration in order to find out and take preventive measures to control the causes that result in accidents.

Most of the accidents take place due to human error. To prevent this, the railway staff in the various categories are given thorough initial training and, where necessary, periodical refresher training also. Apart from a strict supervision over their work to see that they do not violate safety rules, a safety-orientation programme through various audio-visual means and a safety-motivation campaign; through personalised man-to-man contacts is carried out. While the main emphasis is on training; educating and motivating the staff; various technological means from simple rudimentary interlocking to track circuiting and automatic train control are deployed progressively within the available resources and the overall priorities-to guard against human failures. It must, however, be realised that human element cannot be totally eliminated by technological devices for these devices would need technicians for their maintenance, the errors committed by such human beings would then be liable to cause accidents. The approach for ensuring safety on the Indian Railways, is, therefore, a judicious blend of introducing technological devices to the extent feasible and training, supervision, safety orientation and motivation of railway staff. Psychological research is also being carried out for evolving suitable tests to determine whether the railway staff in different categories have the requisite psycho-physical abilities to perform their jobs safely and effectively. As a result of the various steps taken to ensure safety, there has been a significant decrease in the incidence of accidents on the Indian Railways.

#### Circular Railway for Calcutta

\*352. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state :

- the progress made towards having a Circular Railway in Calcutta;
- whether any scheme has been chalked out;
- if so, what are the salient features of this scheme; and
- whether this work is likely to be completed During the Forth Plan period ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The Final Location Survey for a "Suburban Dispersal Line", from Dum Dum to Princep Ghat, commenced in October, 1969. About twenty percent of the field work has been done. The work is expected to be completed by April, 1971. No section of the "Circular Railway", other than that from Dum Dum to Princep Ghat, is under investigation at present.

(b) Yes.

(c) The Calcutta Metropolitan Planning Organisation has undertaken a Comprehensive Traffic and Transportation Study for the Calcutta Metropolitan District. The data so obtained has been made use of by the Metropolitan Transport Team (MTT) of the planning Commission in their Studies of the transport problem of Calcutta.

The Metropolitan Transport Team (MTT) have identified the transport problem of Calcutta as consisting of the following :—

- Dispersal of the large volume of commuters arriving at the Railway termini at Sealdah and Howrah.
- Providing means of transport for the Intra-City Transit Traffic.

The MTT recommended a "Suburban Dispersal Line" for the dispersal of the commuters arriving by the suburban trains. For the transport of Intra-City Transit Traffic, the MTT recommended a Mass Rapid Transit System consisting of Metropolitan Railway Lines along two corridors; one north-south along Chittaranjan Avenue, Jawaharlal Nehru Road and Ashutosh Mukherjee Road and the other east-west connecting Sealdah with Howrah.

The alignment of the "Suburban Dispersal Line" takes off from south of Dum Dum Junction, follows the bank of the Circular Canal and the alignment of the Port Commissioner's railway, passes through Sobha Bazar, Burra Bazar and Fairlie Place and terminates nearabout Princep Ghat. The proposed "Suburban Dispersal Line" generally lies along a portion of the alignment earlier suggested for the "Circular Railway".

(d) The Final Location Survey for the "Suburban Dispersal Line" will be completed by April 1971. This Survey will yield data on the basis of which decisions can be taken regarding the construction of this line. The construction of the "Suburban Dispersal Line" is expected to take about four years from the date of commencement of the work.

The Techno-Economic Feasibility Studies for the Metropolitan Railway Lines along the north-south and east-west corridors are expected to be completed by December, 1971. It is too early to predict the date of completion for the Metropolitan Railway lines along the two corridors.

बिल्ली-शाहदरा से सहारनपुर तक बड़ी  
रेल लाइन

\* 353. श्री रघुबीर सिंह शास्त्री : क्या रेलवे मंत्री दिल्ली शाहदरा से सहारनपुर तक बड़ी रेल लाइन के बारे में 25 नवम्बर, 1969 के तारांकित प्रश्न संख्या 2048 के उत्तर के बारे में यह बताने की कृपा करेंगे कि :

(क) क्या इस बीच सर्वेक्षण कार्य पूरा हो चुका है और रेलवे बोर्ड ने उस पर विचार कर लिया है;

(ख) यदि हां, तो निर्माण कार्य कब आरम्भ होगा और कब पूरा हो जायेगा; और

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

रेलवे मन्त्री (श्री नवा) : (क) से (ग). उत्तर रेलवे द्वारा इस लाइन की सर्वेक्षण रिपोर्ट को अनित्य रूप दिया जा रहा है और आज है कि शीघ्र ही इन्हे रेलवे बोर्ड को प्रस्तुत कर दिया जायेगा। सर्वेक्षण मिलने और रेलवे बोर्ड द्वारा उनकी जांच किये जाने के बाद ही इस लाइन के निर्माण के सम्बन्ध में निर्णय किया जायेगा।

Amendment to Representation of the People Act regarding Disqualification of a Minister from Candidature at Election

\* 354. SHRI SHRI CHAND GOYAL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether a demand has been made to Government to amend the Representation of the People Act so as to provide for disqualification of a Minister from candidature at any election if it is established that his action has caused loss to the State Exchequer or if he is found guilty by a Court of Law or by a Commission of Enquiry of any kind of corrupt practice;

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

(c) if the reply to part (a) above be in the negative, whether Government themselves are contemplating to amend the law in order to preserve healthy democratic practices ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) No, Sir.

(b) Does not arise.

(c) The Election Commission has Submitted detailed proposals for amendment of Election Law which are under examination by the Government.

मध्य प्रदेश स्थित अमलाई पेपर फैक्टरी  
में उत्पादन

\* 355. श्री नाथूराम अहिरलाल : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश स्थित अमलाई पेपर फैक्टरी में पिछले तीन वर्षों में कागज का कुल कितना उत्पादन हुआ; और

(ख) उक्त फैक्टरी द्वारा कितने बांस का प्रयोग किया गया और उक्त अवधि में मध्य प्रदेश सरकार को कितनी रायलटी दी गई ?

बोर्डोंगिक विकास, अंतर्राष्ट्रीय व्यापार तथा सम्बाध-कार्य मंत्री (श्री कलदीन अली अहमद) : (क) मध्य प्रदेश में विगत तीन वर्षों में अमलाई पेपर मिल फैक्ट्री में मैं ओरियण्ट पेपर मिल लिं द्वारा उत्पादन किये गये कागज की मात्रा निम्न प्रकार है—

1967	64,691 मी.०टन
1968	62,211 " "
1969	73,112 " "

(ख) जानकारी इकट्ठी की जा रही है और वह सभा पटल पर रख दी जायेगी।

**Closure of Certain Sections of Indian Railways**

\*356. SHRI YAMUNA PRASAD MANDAL :

DR. SUSHILA NAYAR :  
SHRIMATI SAVITRI SHYAM :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of Government to close some sections of the Indian Railways during the year 1970-71 and in the next three years;

(b) if so, the names of those sections;

(c) the reasons for the closure; and

(d) the alternative arrangements being made for the facilities of the travelling public?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No such proposal is under consideration at present but since the Report of the Un-economic Branch Lines Committee, 1969 is still under consideration of the Government it is not at present possible to say whether any such proposal will emerge during the next three years as a result of decisions taken on this Report.

(b) to (d). In view of the answer to para (a) of the question, these questions do not arise.

**Visit by Hedjaz Railways Recommissioning Board**

\*357. SHRI V. NARASIMHA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether a team on behalf of the Hedjaz Railway Recommissioning Board recently visited India;

(b) if so, the nature of discussions held with the team; and

(c) the decisions taken and the agreement arrived at during the course of discussions ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, Sir.

(b) A delegation of four, comprising the Chairman and Members of the Board for the Recommissioning of the Hedjaz Railway, visited various railway and industrial installations to obtain first-hand knowledge of the variety of rolling stock and other railway equipment manufactured in the country and of the performance in use of this equipment on the Indian Railways. The delegation later held discussions with the Railway Board on their observations during the tour.

(c) No formal agreement was signed as the Hedjaz Railway Project have not yet floated tenders for the requirements of their Project.

**Promotion of Goods Clerks Junior Grade to Higher Grade Posts**

\*358. SHRI HUKAM CHAND KACHWAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the services of Goods Clerks of junior grade are being utilised on higher graded posts;

(b) if so, the reasons for not promoting the senior people against these existing vacancies; and

(c) the total number of higher grade Posts against which the Services of lower grade Clerks are being utilised ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

(d) There is no proposal to investigate into the affairs of the company under the Companies Act.

(e) Does not arise.

**Closure of Babcock And Wilcox (India) Ltd., Calcutta**

**\*359. SHRI GANESH GHOSH :  
SHRI MOHAMMAD ISMAIL :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Babcock and Wilcox (India) Limited, Calcutta is threatened with closure;

(b) if so, the reasons therefor;

(c) the steps being taken by Government to avert the closure;

(d) whether Government are considering a proposal to investigate into the financial affairs of the company; and

(e) if so, the details thereof ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) to (c). On the basis of the balance sheet of the company as at 30th September, 1968, the Regional Director of the Company Law Board at Calcutta issued a show cause notice to the company in July, 1969, under Section 439 (6) of the Companies Act calling upon the company to make its representations, if any, against the prayer made by the Registrar of Companies, West Bengal that the company may be wound up as it was unable to pay its debts in full. The company submitted a representation indicating its difficulties due to recession and sought permission to continue its business. In view of the representation, the Regional Director had not so far issued sanction for initiating action for winding up the company. The Department have no other information about the threatened closure of the company.

**सिन्दरी उर्वरक कारखाने को खुले माल डिव्हॉ की सम्भाइ**

**\*360. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :**

(क) क्या यह सच है कि गत वर्ष सिन्दरी उर्वरक कारखाने को मारी घाटा उठाना पड़ा था क्योंकि रेलवे ने पर्याप्त संस्था में बद माल डिव्हॉ उपलब्ध नहीं किये थे; और

(ख) रेलवे द्वारा यह सुनिश्चित करने के लिये क्या कार्यवाही की जा रही है कि मविष्य में फिर इस प्रकार की स्थिति उत्पन्न न हो ?

**रेलवे मंत्री (श्री नवा) :** (क) सिन्दरी उर्वरक कारखाने से उर्वरक के लदान वे लिये केवल बन्द माल डिव्हॉ दिये जाते हैं।

(ख) सबाल नहीं उठता।

**Sale of old and worn out equipment by Napco of Minneapolis to Napco Bevel Gears of India**

**2201. SHRI BABURAO PATEL :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to a report in the Washington Post of the 27th October, 1969 which says that NAPCO of Minneapolis sold old and worn equipment to Napco Bevel Gears of India, really worth 909,000 (Rs. 68.18 lakhs) but sold at 2,807,000 (Rs. 2.1 crores), and, if so, Government's reaction thereto;

(b) whether it is fact that the U. S. Government has filed a suit against the Minneapolis firm, charging it with "deceit, false claims and conspirac";

(c) whether any action has been taken against persons responsible in India for this deal and, if so, their names; and

(d) if no action has been taken, the reasons therefor ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) Government have not seen the particular press report referred to. However, Government are aware that report have been appearing in U. S. papers that Messrs Napco Industries Inc. of Minneapolis sold old and worn out machinery to their collaborators in India at a price much higher than the real value of the machinery.

(b) It is understood that the proceedings have been launched by the U. S. Department of Justice.

(c) and (d). Government had also received complaints that the machinery offered by the American collaborators was very old, unsatisfactory etc. etc. After having carefully examined the complaints Government had stipulated in the approval given to the foreign collaboration that arrangements should be made to ensure *Inter alia* that the machinery is inspected on arrival in India and any machinery found defective would be replaced by the foreign firm at their own cost. This inspection, however, could not take place since the matter had, in the meantime, gone to the court of law.

Subsequently, on receipt of another complaint that the Indian firm had failed to make timely payment of instalments, of loan and interest to U. S. AID Authorities, the Punjab Government, acting on the mortgage deed executed by the firm took physical possession of the firm on 9-4-1967.

Any further action in the matter has to await disposal of the cases concerning this firm in the law courts.

#### Ban on Import of Agricultural Implements

**2202. SHRI BABURAO PATEL :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have suddenly banned the import of

various agricultural implements such as tractor harrows and disc ploughs with the result that these implements are now sold at fantastic rates in the blackmarket;

(b) whether it is a fact indigenous of harrows and disc cannot meet manufactures the sudden demand because of the terrific short supply of high carbon steel in their manufacture ;

(c) whether Government would consider the proposal to step up the import of the special steel needed for this purpose till such time as the indigenous supply is fully available; and

(d) if not, the reasons therefor ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) The import of agricultural implements is not allowed to Established Importers in terms of the current import policy for April, 1969 to March, 1970. However, there is a provision for import of agricultural implements for Rupee payment countries in the Trade plan and imports are arranged through the state Trading Corporation on the recommendations of the Department of Agriculture. The import of agricultural implements is also allowed under the Gift Scheme of tractors to the agriculturists along with the tractor.

(b) Yes, Sir.

(c) and (d). Government have allowed import of Special Steel by Disc Manufacturers to the extent of their requirements.

#### Shortage of Wagons during Fourth Plan

**2203. SHRI Y. A. PRASAD :**  
**SHRI RAMACHANDRA VEERAPPA :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether there will be shortage of wagons in the later years of the Fourth plan ; and

(b) if so, what steps Government propose to take to meet the situation ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) and (b). The railways, Fourth Five Year Plan provides for the procurement of about one lakh wagons. The manufacturing programme from year to year will, however, be regulated according to the actual requirements of traffic. No shortage is anticipated in the availability of wagons during the Fourth Plan period.

#### Production of Cars

**2204. SHRI N. R. DEOGHARE :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the annual production of cars (Ambassador, Fiat and Standard) in the country during the last three years;

(b) the percentage of demand in the country being met ;

(c) whether our cars are in demand in foreign countries; and

(d) if so, the countries to which these cars are exported ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) The production of the three makes of cars manufactured in the country during the last three years is as follows :—

	1967	1968	1969
Ambassador	20515	22687	21641
Fiat	10055	12276	12218
Standard	2769	2345	1045
<b>TOTAL</b>	<b>33339</b>	<b>37308</b>	<b>35264</b>

(b) The current annual demand for cars has not been assessed separately. However, according to the planning Group for Machinery Industries, the demand for cars at the end of 1973-74 is estimated to be 75,000 Nos. per annum.

(c) and (d). At present, there is no significant export market for the cars produced in the country. However, a beginning has been made by exporting 13 Fiat cars to Ceylon during 1969.

#### Selections by U.P.S.C. to Central Engineering Service

**2205. SHRI S. D. SOMASUNDARAM :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the candidates selected by the Union Public Service Commission for the Central Engineering Services in any one year are not allowed to join subsequent to the declaration of successive list of candidates; and

(b) if not, the time-limit upto which one can be allowed to join the Central services after the declaration of result by the Union Public Service Commission ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) no.

(b) Candidates have to join within the time-limit stipulated in the offers of appointment which is usually one month. Requests for extension of time to join when received are considered on the merits of each case.

#### Development of Railway Lines in Madhya Pradesh

**2206. Shri D. V. SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Madhya Pradesh has the minimum length of railway lines in the country per thousand of population or per hundred square miles of area ;

(b) if so, the comparative figures in this regard for Madhya Pradesh and other States and the Union Territories and the all India figure ;

(c) the reasons for lesser development in Madhya Pradesh ; and

(d) the steps proposed to be taken by Government to provide more Railway lines in that State during the year 1970-71 ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) to (c). The information about the route length railway lines; is not compiled State-wise but only Railway Zone-wise. Particulars of route

kilometres open on 31st March 1969, lines under construction etc., are given in Statement 8 of the Supplement to the Report by the Railway Board on Indian Railways—Statistical Statement—1968-69, copies of which are available in the Library of the Parliament.

(d) Two railway lines viz. Singrauli-Katni (254 kms.) and Guna-Maksi (192 kms.) are already under construction in Madhya Pradesh. No other lines are proposed to be taken up in 1970-71.

### गोलचा प्राप्टीज (प्राइवेट) लिमिटेड

2207. श्री बंज नारायण सिंह :

श्री राम स्वरूप विद्यार्थी :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवायकार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गोलचा प्राप्टीज (प्राइवेट) लिमिटेड, दिल्ली ने एक सावधि अर्ण जमा योजना चालू की थी ;

(ख) यदि हां, तो क्या यह भी सच है कि गोलचा अर्णदाता संगठन दिल्ली ने उपरोक्त फर्म के विरुद्ध मुकदमा दायर करने के बाद एक सरकारी परिसमापक नियुक्त करवाया है ;

(ग) यदि हां, तो इस परिसमापक को किस तरीके को नियुक्त किया गया था और इस समय उसके अधीन कौन-कौन सी सम्पत्ति तथा चलचित्र गूह है और उसकी वांचिक आय कितनी है और परिसमापक का कमीशन आदि के रूप में कितनी राशि का खर्च आता है ;

(घ) क्या सरकार का विचार गोलचा के उन अर्णदाताओं को जिनको हृषिक्षण 1000 रुपये से कम की है, बतंमान आय से तुरन्त मुकदमा करने का है ; और

(ङ) यदि हां, तो क्या और यदि नहीं, तो उसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवायकार्य मंत्री (श्री कलदीन अली अहमद) : (क) कम्पनी के मूल्यांकन प्रबन्धकों ने, जनता से सावधि निक्षेप शर्तों पर जमा रकम, को स्वीकार कर लिया था ।

(ख) परिसमापन याचिका, कम्पनी के कुछ जमाकर्ताओं ने दायर की थी । परिसमापन आदेश, राजस्थान उच्च न्यायालय ने 10-5-1968 को पारित किया था, एवं इस न्यायालय से संलग्न सरकारी समापक को कम्पनी का समापक नियुक्त किया गया था ।

(ग) सरकारी समापक को 5-12-1967 को अस्थाई रूप से समापक नियुक्त किया गया था । तथापि उसकी नियुक्ति को राजस्थान उच्च न्यायालय की एक प्रभाग बैन्च ने रोक रखा था । यह रोक आदेश 24-2-1968 को समाप्त हो गया । वह पुनः 10-5-1968 को सरकारी समापक नियुक्त हो गया । कम्पनी के पास "गोलचा" नामक एक निरधीन सिनेमा गृह दिल्ली में, व एक अन्य, "मराठा मंदिर", नामक पट्टदधूत सिनेमा गृह, बम्बई में, तथा एक पट्टदधूत निर्माणाधीन सिनेमा गृह, जयपुर में हैं । सरकारी समापक द्वारा पैदा की जाने वाली शुद्ध वाणिक आय लगभग 20 लाख रुपये है । केन्द्रीय सरकार को दिया जाने वाला कमीशन, कम्पनी (न्यायालय) नियम, 1959 के नियम 291 में उल्लिखित है ।

(घ) तथा (ङ) सम्पूर्ण बगों के जमाकर्ताओं को लाभांश / अदायगी देवल न्यायालय के निर्देशनों पर ही की जा सकती है । सरकारी समापक ने सभी जमाकर्ताओं के दावों को आमंत्रित किया है, एवं इस प्रकार दावे भेजने की अन्तिम तिथि न्यायालय दे : आदेशानुसार, 31-1-70 थी । उक्त तिथि तक प्राप्त दावों को जाँच पड़ताल व कार्यालयी की जा रही है । राजस्थान उच्च न्यायालय के आदेश के बिना जमाकर्ताओं को कोई अदायगी नहीं की

जा सकती ? थोड़ी रकम वाले दावेदारों को कोई विशिष्ट व्यवहार नहीं किया जा सकता ।

### गोलचा प्राप्टीज (प्राइवेट) लिमिटेड

2208. श्री राम स्वरूप विद्यार्थी :  
श्री बंश नारायण सिंह :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गोलचा प्राप्टीज (प्राइवेट) लिमिटेड, दिल्ली के सरकारी परिस्मापक के ऋणदाताओं को अब तक कोई मुगतान नहीं किया है और मुगतान में विलम्ब कर रहा है ;

(ख) क्या यह भी सच है कि उपरोक्त परिस्मापक दिल्ली के गोलचा चलचित्र गृह का ठेका सर्वाधिक निवेदित मूल्य (कोटेशन) पर देने के बजाय कम मूल्यों पर अपने आदमियों को देता है जिसके परिणामस्वरूप ऋणदाताओं को हानि होती है ;

(ग) क्या यह भी सच है कि खातों में कम आय दिखाई जाती है ;

(घ) क्या सरकार का विचार ऋणदाताओं का मुगतान जल्दी करवाने का है ; और

(ङ) यदि हां, तो उसका व्यौरा क्या है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कल्पदीन अली अहमद) :

(क) परिस्मापित कम्पनी के जमाकर्ताओं को अदायगी, केवल कम्पनी के विछुद्ध सभी दावों के निर्णय हो जाने पर ही की जा सकती है । दावों के प्राप्त करने की अन्तिम तिथि 31-1-1970 थी, एवं सरकारी समापक मिसिल किये गये सभी दावों को जांच-पड़ताल के पांग उठा रहा है । दावेदारों को अदायगी दावों पर अन्तिम कार्यवाही हो जाने व न्यायालय के निर्देशानुसार ही की जायेगी ।

(ख) सरकारी समापक को सिनेमा का ठेका करने के लिये न्यायालय के निर्देश प्राप्त करने होते हैं ।

(ग) कम्पनी के लेखे को, न्यायालय द्वारा नियुक्त किये गये लेखा-परिकारों द्वारा लेखा-परिकार की जाती है ।

(घ) सभी वर्गों के जमाकर्ताओं को लाभांश अदायगी, न्यायालय के आदेशों पर ही की जा सकती है, सरकार के नहीं । जैसा कि कहा गया है, सरकारी समापक, कम्पनी के विशुद्ध दावों का निर्णय करने के लिये आवश्यक पांग उठा रहा है, एवं अदायगी के प्रश्न पर दावों का निर्णय हो जाने के पश्चात, न्यायालय द्वारा विचार किया जायेगा ।

(ङ) प्रश्न उत्पन्न नहीं होता ।

### Setting up of a Commission on Prices, Costs and Tariff

2209. SHRI GADILINGANA GOWD: Will the Minister of INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have decided to set up a Commission on prices, costs and tariff as recommended by the Administrative Reforms Commission;

(b) if so, the details thereof ; and

(c) the time by which the Commission will start functioning ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Government have decided to set up a Bureau of Industrial Costs and Prices and not a Commission on Prices, Costs and Tariffs as recommended by the Administrative Reforms Commission.

(b) A copy of the Resolution constituting the Bureau of Industrial Costs and Prices is laid on the Table of the House. [Placed in Library. See in LT-2791/70].

(c) No appointments have yet been made for the Bureau. Efforts are being made to constitute the Bureau early.

बरेली से विस्ती जाने वाली रेलगाड़ी की एक बोगी में प्रकाश की व्यवस्था न होना

Soviet Minister's report on equipments produced by Ranchi and Durgapur Steel Plants

2210. श्री अर्जुन सिंह भद्रोलिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बरेली से अलीगढ़ होकर दिल्ली जाने वाली रेलगाड़ी की एक पहले दर्जे की बोगी में 30 जनवरी, 1970 को बरेली स्टेशन पर प्रकाश की व्यवस्था नहीं थी;

(ख) क्या यह भी सच है कि एक संसद सदस्य ने गाड़ी के गार्ड की शिकायत पुस्तक में कोई शिकायत लिखी थी ;

(ग) क्या यह भी सच है कि इस शिकायत पर सहायक स्टेशन मास्टर ने धमकी दी कि यदि गाड़ी की जंजीर खींची गई तो गाड़ी का दिल्ली जाने वाला डिब्बा गाड़ी से अलग कर दिया जायेगा ; और

(घ) क्या सहायक स्टेशन मास्टर और डिब्बों में प्रकाश व्यवस्था न करने के दोषी कर्मचारियों के विरुद्ध कोई कार्यवाही की गई है ?

रेलवे मंत्री (श्री नना) : (क) और (ख). जी हां ।

(ग) सहायक स्टेशन मास्टर द्वारा कोई धमकी नहीं दी गई । यह आश्वासन दिया गया था कि गाड़ी के रवाना होने के बाद सवारी डिब्बे में रोशनी उपलब्ध हो जायेगी । इसके बावजूद, अब गाड़ी रवाना नहीं होने दी गयी तो यात्रियों को बताया गया कि डिब्बे को गाड़ी से हटाने के अलावा कोई दूसरा विकल्प नहीं है ।

(घ) इस मामले की जांच की जा रही है श्री. दोषी पाये गये कर्मचारियों के विरुद्ध उपयुक्त कार्रवाई की आयेगी ।

2211. SHRI TENNETI VISHWANATHAM : Will the Minister of STEEL & HEAVY ENGINEERING be pleased to state :

(a) whether the Soviet Minister for Heavy Power and Industries, Mr. Vasily Zhigalin, has given any official report to Government or the General Manager of the Durgapur and Ranchi Steel Plants regarding equipment produced in those Plants; and

(b) whether Government have examined his reports and, if so, the steps Government propose to take in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) No, Sir.

(b) Does not arise.

Instrumentation Ltd. Palghat, Kerala

2212. SHRIMATI SUSEELA GOPALAN :

SHRI E. K. NAYANAR :

SHRI C. K. CHAKRAPANI :

SHRI K. M. ABRAHAM :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state the total amount of salary, wages and allowances paid in the Instrumentation Limited, Palghat, Kerala State during the years 1967-68, 1968-69 and 1969-70, year-wise ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED) : The total amount of salary and allowances paid to the staff of the Mechanical Instruments Plant at Palghat of Instrumentation Limited, year-wise, is as follows :

1967-68	Rs. 71,257.00
1968-69	Rs. 23,710.00
1969-70	Rs. 6,383.00

**भरतपुर राजस्थान में दूध-पाउडर उद्योग की स्थापना**

2213. श्री बूजराज सिंह—कोटा : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को भरतपुर (राजस्थान) में दुग्ध पाउडर उद्योग स्थापित करने के लिये कोई आवेदन प्राप्त हुआ है ;

(ख) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है ;

(ग) प्रस्तावित फैक्टरी की वार्षिक उत्पादन क्षमता कितनी होगी ; और यह कब तक कार्यान्वयन कर देगी ; और

(घ) क्या उक्त उद्योग देशी संसाधनों पर ही निर्भर करेगा, अथवा इसके लिये विदेशी मुद्रा की भी आवश्यकता होगी ?

ओद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कल्लरहीन अस्ती अहमद) : (क) से (घ) । 17 दिसम्बर, 1969 को मे० नार्टन डेरीज इण्डिया लि०, नई दिल्ली को राजस्थान राज्य वे० भरतपुर जिले के धोलपुर में निम्नलिखित के उत्पादन के लिये एक नया उपक्रम स्थापित करने हेतु 6 महीने तक लागू रहने वाला एक आशय पत्र आरी किया गया है :

माल्टेड दूध 4,000 मी० टन प्रतिवर्ष  
स्ट्रिम दुग्ध चूर्ण 1,000 मी० टन प्रतिवर्ष  
आंदोलिक केसीग 37 मी० टन प्रतिवर्ष

कम्पनी के प्रस्ताव में पूर्जीगत उपकरणों का आवास आंशिक रूप से विदेशी ईकिटी विनियोजन की एवं में तथा आंशिक रूप में विदेशी मुद्रा की एवं में किया जाना सम्भिलित है । किसी प्रकार के कच्चे माल के आवास की आवश्यकता नहीं है ।

**Ban on Forward Trading in Agricultural Produce**

2214. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have under consideration the question of banning forward trading in agricultural produce ;

(b) if so, the items in respect of which the question of banning forward trading has been under consideration ; and

(c) Government's decision in this regard ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). A suggestion has been received by Government to the effect that forward trading of all agricultural produce should be immediately banned.

(c) The suggestion is under consideration of Government from all aspects including the legal aspects of the matter.

**Crisis in Cashew Industry in Kerala**

2215. SHRI A. K. GOPALAN :  
SHRI K. ANIRUDHAN :  
SHRI P. P. ESTHOSE :  
SHRIMATI SUSEELA  
GOPALAN :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that the cashew industry in Kerala is facing a very serious crisis at present ;

(b) if so, how many factories were closed down during the last three years and how many workers are remaining without any employment ; and

(c) the steps taken by Government to save the cashew industry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI

**F. A. AHMED** : (a) and (b). The Government of Kerala have reported that seventy two cashew factories were closed down during the last three years and 34,038 workers are without any employment.

(c) Cashew industry is dependent on imported raw cashew nuts for more than 70% of its requirements, and the present crisis is mainly due to the disturbance in the pattern of imported trade of raw cashew nuts. The following steps have been taken to meet the present crisis :

- (i) It has been decided that banks would open letters of credit for 100% of the value of raw cashew nuts imported to India to ensure normal flow of import of raw nuts;
- (ii) Entire existing stocks of raw nuts in Kerala; and the future imports for Kerala would be processed in the factories in Kerala; and
- (iii) A Sub-Committee of the Consultative Committee of Parliament for the Ministry of Foreign Trade has been formed to recommend steps to be taken for increasing cashew production with a view to reducing dependence on imported nuts.

**West Bengal Governor's remarks re-  
Industrial growth in West Bengal**

2216. **SHRI MANGALATHUMADAM :**  
**SHRI LAKHAN LAL KAPOOR :**  
**SHRI MOHAN SWAROOP :**  
**SHRI S. KUNDU :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Governor of West Bengal has blamed the Central Government's policies in regard to industrial growth in West Bengal;

(b) if so, in what particular respect the Central Government have not co-operated with the West Bengal Government; and

(c) whether the Central Government propose to follow the same policy in future ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED)** : (a) to (c). In his address to the State Legislative Assembly on the 21st January, 1970, the Governor of West Bengal is reported to have made a reference to the pick-up in the recession being rather slow, mainly due to dependence of the engineering industry on Central Government orders, and also to the continued neglect by the Centre of the acute and massive problems of the State which it was stated were responsible for the continuing strains.

There was no criticism in the address to specific Central Government policies in regard to industrial growth in West Bengal. In so far as recession in engineering industry is concerned, it was a general phenomenon in the engineering industry all over the country, which has receded to a considerable extent in more parts of the country.

**Refusal by a Scientist to accept  
Republic Day Award**

2217. **SHRIMATIILA PAL-CHOWDHURI :**  
**SHRIMATI SUSEELA GOPALAN :**  
**SHRI E. K. NAYANAR :**  
**SHRI UMANATH :**  
**SHRI P. RAMAMURTI :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Shri N. Palaniandy, a Scientist, one of the ten Award winners, has reportedly declined the Republic Day Award for an invention, in a letter written by him to the Secretary to the President of India; and

(b) if so, the details thereof ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED)**: (a) Yes, Sir.

(b) Shri N. Palaniandy had applied for an award for his invention-Deuterium Hot-

plate-cum-Pressure Cooker claiming that his invention aimed at utilising waste organic oil for producing fire and heat. After obtaining the views of experts and witnessing the demonstration, discussion was also held with Shri Palaniandy on various aspects connected with the invention. The invention of Shri Palaniandy was examined by a Committee of experts to whom such cases are normally referred by the Inventions Promotion Board. The Committee was not satisfied with the claim made about the production of Deuterium nor about the generation of higher temperature. Considering, however, that Shri Palaniandy is a person with no high academic qualifications and has come up with an idea for a domestic appliance, the economics of which had yet to be established, the Committee considered that he deserved encouragement and accordingly recommended an award of Rs. 500 for his invention.

**Revision of Rates of Royalty on Foreign Investment**

**2218. SHRI MANGALATHUMADAM :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are considering any proposal for the revision of royalty rates to boost foreign investment in the country; and

(b) if so, the details thereof ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED):** (a) No, Sir.

(b) Does not arise.

**Bank Aid for Small Exporters**

**2219. SHRI B. K. DASCHOWDHURY :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Federation of Associations of Small Industries of India urged upon Bank aid for small exporters in the country; and

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

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED):** (a) and (b). In a resolution adopted at its Ninth Annual Meeting held in December, 1969, the Federation recommended that the nationalised banks should open a separate section for financing exporters in the small scale sector on easy terms and that they should provide both pre-shipment and post-shipment finance as also finance for product development for export markets. It was also suggested that the system of giving drawbacks should be linked up with the commercial banks through which the export documents are negotiated to facilitate quick payments of drawbacks.

The matter is under the consideration of Government.

**Production of Sophisticated Chromium Alloys**

**2220. SHRI B. K. DASCHOWDHURY:** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the production of sophisticated chromium alloys like low and high carbon ferro-chrome and silico chrome has been started in the country ;

(b) whether the plant has been set up with any collaboration and, if so, the details thereof ; and

(c) whether export of the above products has been made and, if so, the details thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT):** (a) and (b). Yes, Sir. High and low carbon ferro chrome and silico-chrome alloy are being produced by M/s Ferro Alloys Corporation since December, 1968. They have collaboration arrangements with M/s. Wargons of Sweden. M/s. Industrial Development Corporation of Orissa, have also started production of high carbon ferro chrome recently. They have collaboration arrangement with M/s A. B. Metallurgy Consult of Sweden.

(c) During 1969-70 M/s Ferro Alloys Corporation Ltd., have been allowed to export 1000 tonnes of low carbon ferro chrome and 500 tonnes of silico chrome. M/s Industrial Development Corporation of Orissa have also been allowed to export 550 tonnes of high carbon ferro-chrome.

**Separate Section in Nationalised Banks for Financing Exporters**

2221. SHRIMATIILA PALCHUDHURI: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to a resolution passed at the Ninth Annual Meeting of the Federation of Associations of Small Industries of India held in the last week of December, 1969 at Delhi recommending (i) that the nationalised banks should open a separate section for financing exporters in the small scale sector on easy terms, and (ii) that a high level committee should be appointed to study the existing fiscal and financial incentives available to small scale exporters and evolve a suitable pattern for rapid export promotion from the small scale sector ;

(b) whether Government have received any communication, Memorandum or representation from the Federation under reference in connection with the matter mentioned in part (a) above :

(c) if so, the details thereof ; and

(d) Government's reaction thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Yes, Sir.

(c) A statement is attached.

(d) The matter is under the consideration of Government.

*Statement*

The resolution adopted by the Federation in its Ninth Annual Meeting held in December, 1969 are as follows :

"(i) The Federation expresses its concern that the small scale units still continue to face difficulty in getting export finance. In this connection it is worth-while to study

the scheme known as 'Supervised Credit' which is now in operation in Japan where financial assistance is provided strictly on the basis of technical performance, integrity and honesty of the borrowers and the marketability of the products. The Federation recommends that the nationalised banks should open a separate section for financing exporters in the small scale sector on easy terms and they should provide both pre-shipment and post-shipment finance as also finance for product development for export markets. Further the system of giving drawbacks should be linked up with the commercial banks through which the export documents are negotiated to facilitate quick payment of drawbacks."

(ii) It is observed that the delay caused in granting replenishment licences and the cash assistance discourages the small scale exporter and defeats the very purpose of those incentives. The Federation, therefore urges that such delays should be eliminated by streamlining the procedures. Further it is suggested that to give an incentive to exporters 5 percent of the export bill should be deducted from the Gross Profit for the purpose of computing income-tax. The Federation, further, suggests that a high-level Committee should be appointed to study the existing fiscal and financial incentives available to small scale exporters and evolve a suitable pattern for rapid export promotion from this sector.

**Setting up of separate Small Business Finance Corporation**

2222. SHRI R. K. BIRLA : Will the Minister of INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the proposal for a separate small Business Finance Corporation like that in Japan has been shelved;

(b) if so, the reasons therefor ;

(c) when the scheme was mooted; and

(d) in what way the small business houses will be given financial assistance in view of this scheme being shelved ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE &

**COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) No, Sir.

(b) Does not arise.

(c) December, 1968 at the meeting of the S.S.I. Board at Ernakulam.

(d) Does not arise.

**Theft of Machine Parts in Gas Plant of Heavy Engineering Corporation, Ranchi**

**2223. SHRI BHOGENDRA JHA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that several instances of theft, mismanagement and wastage of machine parts and materials of the Gas Plant of the Heavy Engineering Corporation, Ranchi were brought to the notice of the Deputy Chairman of the Corporation and an inquiry was ordered;

(b) if so, the result thereof; and

(c) the action taken thereon ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) to (c). Some alleged instances of theft, mismanagement, wastage etc., in the Gas Plant of the Foundry Forge Plant of Heavy Engineering Corporation, Ranchi were recently brought to the notice of the Deputy Chairman of the Company by a Member of Parliament. These are being enquired into by the management of the Company.

**Effect of Recommendations of Dutt Licensing Committee on Industrial Growth**

**2224. SHRI S. S. KOTHARI :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that industrial associations have represented to Government that the implementation of the recommendations of Dutt Licensing Committee would slow down industrial growth;

(b) if so, whether Government have examined the recommendations from the

standpoint of industrial growth in the country; and

(c) whether Government will expedite licensing of industries to give an impetus to capital formation ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) to (c). Several individuals and associations of industries had examined the recommendations of the Industrial Licensing Policy Inquiry Committee and furnished comments, from their own points of view, to the Government for consideration. While some of them favoured acceptance of many of the recommendations of the Committee, others did not or they did so with certain modifications. Government has noted these comments and has also independently examined the recommendations of the Committee, bearing in mind the need for bringing about rapid industrial development in the country and preventing concentration of economic power in a few hands, and taken certain decisions recently. A copy of the Press Note issued by the Government in this regard on 18.2.1970 was placed on the Table of the House as an enclosure to Unstarred Question No. 270 on 24.2.70 with the exemption limit from licensing having been raised from Rs. 25 lakhs to Rs. 1 crore subject to certain conditions, it is hoped that there would be a substantial increase in industrial development and capital formation in the country in the years to come.

**Policy of Foreign collaboration**

**2225. SHRI SITARAM KESRI :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the attention of Government has been drawn to the statement made by the leading metallurgist, Dr. M. N. Dastur, at the inauguration of the 11th Annual General meeting of Institution of Engineers at Bhubaneswar on the 18th January, 1970;

(b) if so, whether Government intend to effect some changes in its policy of foreign collaboration in various fields; and

(c) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, sir.

(b) & (c). The question of import of foreign technology has been under the constant review of Government. While the basic policy in respect of foreign collaboration remains broadly the same as hitherto, considerable reorientation has been brought about, keeping in view the strong industrial base that has been set up in the country and the need for boosting exports of our manufactured products as also the development of indigenous research and technology. Not only is greater selectivity now being exercised in the matter of approval of foreign collaboration proposals, but specific guidelines have also been laid down for dealing with individual cases. With a view to avoiding repetitive import of technology for the manufacture of same or similar products, efforts are made to conduct coordinated negotiations when a number of units are proposed to be set up for the manufacture of the same item at about the same time. Technical collaboration agreements are now usually approved only for a period of 5 years from commencement of production, both so as to ensure the absorption of such know-how by Indian units as early as possible and also to encourage the establishment of adequate R. & D facilities by Indian manufacturing units. Care is also taken to ensure that, as far as possible, collaboration agreements do not impose restrictions on exports of manufactured products, and also that a provision is made in the agreements which allows the know-how to be passed on to another Indian Company, should it become necessary, on terms to be mutually agreed to by all concerned including the foreign collaborator and subject to the approval of the Government. With a view to ensuring maximum possible utilisation of Indian consultancy services, it has been laid down that wherever Indian consultancy is available, it should be utilized exclusively and if foreign consultancy is also essential, Indian consultants should also be associated and, as a rule be the primary agency employed for consultancy.

#### Export of Steel

2226. SHRI MANIBHAI J. PATEL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the contracts with foreign countries to supply steel have not been going on as per schedule regarding the supply of steel under the contracts;

(b) if so, the reasons therefor;

(c) whether it is also a fact that now top-priority has been assigned to rush steel to honour these contracts within the next three months;

(d) the details about such contracts and the requirements of steel to fulfil the contracts; and

(e) whether a Conference of the heads of the Public Sector Steel Plants was called in January, 1970 and, if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (c). There have been delays in the execution of export contracts for steel for reasons such as shortage of steel, non-availability of shipping space etc. Efforts are being made all the time by producers & exporters to fulfil these commitments as quickly as possible.

(d) The number of individual export contracts is very large and information on their details would be voluminous. Such details are not available with the ministry.

(e) No, Sir, apart from the normal quarterly meeting for review of performances.

सिलाई प्रयोजनों के लिये बैलेन्स बाटर  
पम्प का आविष्कार

2227. श्री मोलहु प्रसाद : क्या औदोगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक संसद-सदस्य ने किसी आविष्कर्ता का एक प्रार्थना पत्र निदेशक, आविष्कार प्रोत्साहन बोर्ड, 39, रिंग रोड, लाजपत नगर, नई दिल्ली-14 को 11 जनवरी, 1968 को भेजा था जिसमें उस व्यक्ति ने इस बात का दावा किया था कि उसने सिलाई प्रयोजनों के लिये एक बैलेन्स बाटर पम्प का आविष्कार किया है जिस पर केवल 400 रुपये

सामत आती है और जिसको जरा से झटके से खलाया जा सकता है तथा उससे पानी हँड पम्प से निकालने वाले पानी की मात्रा से तिगुनी भात्रा में पानी निकाला जा सकता है; और उसने सुझाव दिया था कि उनको इस आविष्कार के लिये बित्तीय तथा अन्य प्रकर की सहायता दी जाये; और

(स) यदि हा, तो इस बारे में कब तथा कार्यवाही की गई है?

औद्योगिक विकास, आंतरिक व्यापार तथा सम्बाध कार्य मंत्री (श्री कलदीन अली अहमद) (क) तथा (ख) प्रस्तुत में दिये गये व्यौरा के आधार पर आवेदन का दूंडना संभव नहीं है। उत्तर दिये जाने के लिए अधिक व्यौरा प्रस्तुत करना प्रार्थित है।

मधु मक्की पालने के लिये मध्य प्रदेश के किसानों को सहायता

2224 श्री ग० च० दीक्षित: क्या औद्योगिक विकास, आंतरिक व्यापार तथा सम्बाध-कार्य मंत्री यह बताने कृपा करें कि:

(क) गत तीन वर्षों में मध्य प्रदेश के किसानों को मधु मक्की पालने के लिये किस प्रकार की तथा कितनी सहायता (अहणों, अनुदानों, तकनी की जानकारी तथा प्रशिक्षण के रूप में) दी गई; और

(ख) यदि ऐसी कोई सहायता नहीं दी गई तो इसके क्या कारण हैं?

औद्योगिक विकास, आंतरिक व्यापार तथा सम्बाध-कार्य मंत्री (श्री कलदीन अली अहमद) : (क) खादी तथा ग्रामोद्योग आयोग ने बताया है कि उसने मध्य प्रदेश राज्य खादी तथा ग्रामोद्योग बोर्ड तथा सर्वोदय समिति सरगुजा को, सरगुज तथा रायगढ़ जिलों में, जो मधु मक्की पालन उद्योग के विकास के लिये आवश्यक तत्वों से भरपूर है, 15 मधु मक्की पालने वाले विस्तार एकको की स्थापना के लिये, सस्त राज्य पर स्वीकृत सहायता प्रदान करने वाले नियमों के अनुसार अनुदान तथा अहण दिये हैं। 1966-67 से 1969-70 की अवधि में दिये गये अनुदानों तथा अहणों का विवरण इस प्रकार है:

एजेन्सी	1966-67	1967-68	1968-69	1969-70
1 राज्य बोर्ड				
अनुदान	16,333	—	—	—
अहण	7,000	—	—	—
2 सर्वोदय समिति				
सरगुजा				
अनुदान	—	16,918	9,209	6,585
अहण	—	2,000	—	—

इसके अलावा आयोग के दो प्राविधिक अधिकारी (एपाइरिस्ट) कार्यान्वयकारी अधिकरणों तथा शिलियों की विभिन्न तकनीकी समस्याओं को सुलझाने तथा उनके कार्यान्वयन में सहायता करते हैं।

कूकि मध्य प्रदेश राज्य के केवल कृषि क्षेत्र ही मधु मक्की पालने के उपयुक्त है आयोग इन क्षेत्रों में इस उद्देश के विकास के लिये लगातार प्रयत्नशील है।

(ख) प्रस्तुत ही नहीं उठता।

**Exports orders from foreign countries by Hindustan Machine Tools Ltd.**

2229. SHRI N. SHIVAPPA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Hindustan Machine Tools Ltd. has received guarantee export orders from foreign countries for the next three years;

(b) if so, the names of the countries and the items to be covered under these export orders; and

(c) the approximate foreign exchange expected to be earned therefrom ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) :** (a), to (c) The Agents appointed by Hindustan Machine Tools Limited abroad have assured export business worth approximately Rupees five crores during five years from April, 1969. Countries of export include U.S.A., U.K., East and Western Europe, Ceylon, Australia and New Zealand. The items include Lathes, Milling Machines, Radial Drills, Cylindrical grinders, Presses, and Hydraulic Chukers.

**Industries in Bihar**

2230. SHRI YAMUNA PRASAD MANDAL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the details of new industries started in Bihar during the last three years, year-wise;

(b) the new industries proposed to be started in the near future in that State in the public and private sectors;

(c) whether the Bihar Government have requested the Central Government for the allotment of some heavy industries; and

(d) if so, the details of proposal and the reaction of Government thereto ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A.**

AHMED) : (a) to (d) : The information is being collected and will be laid on the Table of the House.

**Scrapping of Prohibition by States during Gandhi Centenary year**

2231. SHRI P.C. ADICHAN : Will the minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the names of the State Governments which have scrapped, partially scrapped or relaxed prohibition during the Gandhi Centenary year; and

(b) the details thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI) PHULRENU GUHA) :** (a) and (b) : According to the information, received the Government of Andhra Pradesh have withdrawn Prohibition with effect from 1.11.1969 from 11 districts of the State where it was in force previously.

**Rural-oriented problems**

2232. SHRI MUHAMMAD SHERIF : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the President has expressed anxiety over the indifference of Governmental organisations towards rural-oriented problems and urged bodies like the Inventions Promotion Board to encourage individuals and institutions to work on them; and

(b) if so, the reaction of Government thereto and the steps taken in this regard ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) :** (a) The president has said that it is necessary for organisations like the Inventions Promotion Board to give special support to those who are working on rural-oriented problems.

(b) The matter is under the consideration of an *AD-HOC* Committee which has been set up by the Government for reviewing the working of the Inventions Promotion Board.

The Committee is expected to finalise its report shortly which will no doubt deal with this affect.

**Construction of a Hostel for Harijan Girls by Delhi Administration**

**2233. SHRI HIMATSINGKA : SHRI RAM GOPAL SHALWALE:**

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Delhi Administration propose to set up a Hostel for Harijan girls;

(b) if so, the salient features thereof and the Central aid or grant allowed for the said hostel; and

(c) the circumstances in which the necessity for constructing a separate hostel for Harijan girls has arisen and the reasons why suitable climate for absorbing Harijan girls along with other girls hostels could not be attained and the steps being taken for obtaining such atmosphere quickly ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) :** (a) to (c). The information is awaited from Delhi Administration and it will be laid on the Table of the Sabha when received.

**Non-utilisation of Capacity of Durgapur Billet Mill**

**2234. SHRI D. N. PATODIA :** Will the Minister of STEEL & HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Durgapur Billet Mill is not working to full capacity because of breakdown of some machines and it will take many more months before the machines are set right,

(b) whether it is also a fact that the losses due to breakdown of the machines in the Durgapur Plant are continuing despite the fact that most of the spares urgently required have arrived from U. K. long back;

(c) if so, the reasons for the same; and

(d) the estimated loss that the Plant is suffering as a result of the non-utilisation of the full capacity of the Mill ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) Billet Mill of Durgapur Steel Plant had a breakdown in the last week of December, 1969. This did not, however, affect the capacity of the Mill as such, but has somewhat limited the range of products.

(b) and (c) : It is not correct that most of the spares ordered in U. K. have been received. The spares had been ordered in two lots totalling approximately Rs. 1.8 crores and Rs. 2.7 crores respectively. While about half the spares out of the first lot have been received, the remaining spares are yet to come.

(d) As the mill could not produce sleeper bars, the production of sleeper plant has been affected. The loss due to this fall in production in the Sleeper Plant is estimated at Rs. 26.56 lakhs for the period from January to March, 1970.

**Export of Structural produced at Bhilai Steel Plant**

**2235. SHRI D. N. PATODIA :** Will the Minister of STEEL & HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that an agreement has been signed between Government and the U. S. S. R. for the supply of structural from the Bhilai Steel Plant during 1970; and

(b) if so, the particulars thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) and (b) : A contract for supply of 200,000 tonnes of structural during 1970 was signed on the 22nd January, 1970 between Hindustan Steel Limited and M/s Promayiro-import U. S. S. R. Delivery of the steel is to be completed between March and December, 1970. The approximate C & F value of the contract is Rs. 24 crores. This is the last contract in terms of an agreement concluded in March 1968 for export of 600,000

tonnes of structurals at the annual rate of 200,000 tonnes during 1968, 1969 and 1970.

**Companies Violating Ceiling on Salaries of Managing Agents And Directors**

**2236. SHRI MOHAMMAD ISMAIL : SHRI K. M. ABRAHAM : SHRI K. RAMANI : SHRI VISWANTHA MENON :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that a number of companies have been violating the ceiling on salaries and other privileges of Managing Agents and Directors;

(b) if so, the names and total number of companies which are violating the ceiling; and

(c) the action taken against those Companies?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) The periodical reports of the Registrars of Companies who scrutinise Balance Sheets of the companies, filed with them, do not indicate any large scale violation of the limits of the remuneration approved. Wherever in a few cases such violations are noticed they are got regularised by making the Directors/Managing Agents refund the remuneration drawn in excess of the ceilings. In some cases, for valid reasons given to the satisfaction of the Company Law Board, waiver of the recovery of excess amounts drawn is allowed.

(b) and (c) : The information in respect of 1969 is being collected and will be placed on the Table of the House.

गैर सरकारी कर्मों के विवालिया होने के कारण अमाकर्तव्यों को हानि

**2237. श्री राम स्वरूप विद्यार्थी :**

श्री बंश नारायण सिंह : क्या औद्योगिक विकास, आन्तरिक व्यापार

तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को भालूम है कि, गोलचा प्रापरटीज (प्राइवेट) लिमिटेड दिल्ली जैसी कई गैर सरकारी कम्पनियां लोगों से और विशेषकर सरकारी कर्मचारियों के 12 प्रतिशत वार्षिक व्याज-दर पर धन जमा करती हैं;

(ख) क्या यह सच है कि ऐसी कम्पनियां बाद में दिवालिया हो जाती हैं ;

(ग) क्या सरकार को यह भी भालूम है कि इससे सरकारी कर्मचारियों को कार्य - कुशलता पर प्रतिकूल प्रभाव पड़ता है क्योंकि जबके बड़ी कठिनाई से बचाये गये धन को बड़े-बड़े उद्योगपति हड्डप कर जाते हैं ;

(घ) क्या सरकार का विचार उक्त कम्पनियों द्वारा एकत्रित किये गये धन का बीमा कराना अनिवार्य करने का है जैसे कि बैंकों के बचत खाते के बारे में होता है ; और

(ङ) यदि हाँ, तो कब, और यदि नहीं तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री कल्लूदीन अली अहमद) :

(क) तथा (ख) हाँ, श्रीमान् ।

(ग) सरकार को इस आशय की जानकारी नहीं है ।

(घ) तथा (ङ) सरकार के विचाराधीन ऐसा कोई प्रस्ताव नहीं है । तथापि, मारतीय रिजर्व बैंक ने, दिनांक, 29 अक्टूबर, 1966 को अधिसूचना सं० डी० एन० ई० सी० 21 एफ० डी० (एस) - 68 के अनुसार निवेशन प्रेषित किये हैं, तथा यह निवेशन, जो गैर-बैंकिंग कम्पनियों पर लागू होते हैं, अल्द्य अवधि जमाओं को स्वीकार करने से निवेश करते हैं व इनमें कुछ अधिकतम सीमा तथा रोक-अवेक्षाये भी उत्तिष्ठित है। इन निवेशनों से प्राथमिक रूप से यथा समय कम्पनियों में, जनता के जमाओं को स्वीकार करने

के विषय में, कुछ अनुशासन पुनः स्वापित करने का आवश्यक है। तथापि तथ्य यह है कि व्यक्ति, जो इस प्रकार की कम्पनियों में अपना चन जमा करते हैं, वह अपनी जोखिम पर करते हैं, क्योंकि यह संव्यवहार, उनके तथा कम्पनियों के मध्य एक ठेके के प्रकृति के हैं एवं इन जमाओं को बापिसी के चूक की दशा में, जमाकर्ताओं को, उनके प्राप्त होने वाले चन को बापिसी के लिये, संव्यवहार कार्यवाही करने का उपाश्रय लेना पड़ेगा।

**Enquiry against Director General of Technical Development**

2238. **SHRIMATI SAVITRI SHYAM :**  
**SHRI YAMUNA PRASAD MANDAL :**  
**DR. SUSHILA NAYAR :**  
**SHRI KANWAR LAL GUPTA :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to unstarred Question No. 3213 on the 9th December, 1969 regarding the enquiry against the Director General of Technical Development and state:

(a) whether the C. B. I. has since finalised its inquiries against the Director-General of Technical Development;

(b) if not, the reason for the delay; and

(c) the action taken or proposed to be taken in this regard?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) to (c) the allegations relating to the two undertakings mentioned in the earlier reply involve very detailed inquiry which has not yet been completed. The inquiries are in progress.

**Derailment of 15 Dn. Gauhati Lucknow Express**

2839. **SHRI MAYAVAN :**  
**SHRI DHANDAPANI :**  
**SHRI CHENGALRAYA NAIDU :**  
**SHRI N.R. LASKAR :**  
**SHRI SAMINATHAN :**

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that two coaches of the 15-Dn. Gauhati-Lucknow Express capsized and four other coaches derailed near Kaithalkuchi station near Gauhati on the 8th January, 1970;

(b) if so, the causes of the accident; and

(c) the total loss suffered and the number of persons killed in the accident?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) The derailment was due to sudden breakage of rail in the track under the train during its run;

(c) The cost of damage to railway property has been estimated at approximately Rs. 8,400/-

In this accident no one was killed. However 6 persons sustained minor injuries.

**Foreign Experts working at H. E. C., Ranchi**

2240. **SHRI H. AJMAL KHAN :**  
**SHRI N. SHIVAPPA :**  
**SHRI C. MUTHUSAMI :**  
**SHRI R.R. SINGH DEO :**  
**SHRI MEETHA LAL MEENA :**

Will the minister of STEEL & HEAVY ENGINEERING be pleased to state:

(a) whether the attention of Government has been drawn to a report in the Economic Times of the 12th December, 1969 regarding the Czech and Russian technical experts at the Heavy Engineering Corporation, Ranchi;

(b) whether it is a fact that the Czechs are against the Russians working at Ranchi; and

(c) the reaction of Government in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEVY ENGINEERING (SHRI K.C. PANT) :** (a) Yes sir.

(b) Heavy Engineering Corporation have reported that there is no ill feeling between the Russian and Czech experts, and that they are working in the normal way as before.

(c) Does not arise.

**M/s Standard Drum and Barrel Manufacturing Co.**

**2241. SHRI GEORGE FERNANDES : SHRI S.M. BANERJEE :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1313 on the 25th November, 1969 regarding shifting of barrel Plant from Sewri to Trombay by M/s. Standard Drum and Barrel Manufacturing Co. and state :

(a) whether the requisite information in regard to parts (c) and (d) of the above question has since been collected; and

(b) if so, the details thereof ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). The requisite information is not yet ready and efforts are being made to collect the same soon.

**M/s. Standard Drum and Barrel Manufacturing Co. Bombay**

**2242. SHRI GEORGE FERNANDES :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to unstarred Question No. 2342 on the 2nd December, 1969 regarding M/s. Standard Drum and Barrel Manufacturing Co., Bombay and state :

(a) whether the information regarding list of machines and equipments shifted by M/s. Standard Drum and Barrel Mfg. from Sewri to Trombay has since been collected;

(b) if so, the details thereof;

(c) whether the details of the Plant for manufacturing small drums which were left by them at Sewri have also been ascertained;

(d) if so, the details thereof; and

(e) if not, the reasons for the delay ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) to (e). The requisite information.

about detailed lists of machine & equipment shifted by M/s. Standard Drum and Barrel Manufacturing Co. from Sewri to Trombay in the year 1959 and additions made thereafter and also details about the Plant at Sewri, as furnished by the party as per statement is laid on the Table on the House [Placed in library see no. LT-2792-70]

**Shortage of Raw Material in Drum and Barrel Industry**

**2243. SHRI GEORGE FERNANDES :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 755 on the 23rd December, 1969 regarding setting up of banned industries in small scale sector and state :

(a) whether it is a fact that the problem faced by the Drum and Barrel industry is not that of shortage of capacity but availability of sufficient raw material enabling the existing units to operate at full capacities;

(b) if so, the reasons for not directing the state Government for not allowing any entrepreneur to set up a new unit;

(c) whether consumers are permitted to pass on scarce raw material either indigenous or imported to small scale units which they receive from the Central Government for the manufacture of drums & barrels; and

(d) if so, the justification of following such a Policy ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). There is shortage of indigenous material required by the drum and barrel industry. Efforts are made to meet the shortfall through imports consistent with the foreign exchange resources. In view of the absence of any legal provision, the question of preventing the setting up of small scale units in such industries cannot be considered although as a disincentive Government assistance by way of imported raw materials and components or indigenous scarce raw materials is not given if such units are set up.

(c) and (d) The recommendations for allocation of indigenous steel for the

manufacture of drums and barrels are made keeping in view the facilities of the units for fabrication. As per present import policy in-force, consumers who do not have fabricating plants of their own, are also eligible to import steel sheets and get the drums and barrel fabricated for their requirements from the manufacturers of drums and barrels of their own choice.

**Supply of uniforms to Railway Staff**

2244. SHRI A. K. GOPALAN :  
SHRI P. GOPALAN :  
SHRI GANESH GHOSH :  
SHRI SATYA NARAIN SINGH :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstated Question No. 3279 on the 9th December 1969 regarding supply of uniforms to the Railway staff and state :

(a) whether the Uniforms Committee has submitted its recommendations on uniforms to the Railway staff;

(b) if so, the details thereof and

(c) if not, when it is likely to be submitted and the reasons for delay.

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). The Report of the Uniforms Committee was received on 4-3-1970 and is at present under examination.

**New Capital Investment By Private Companies**

2245. SHRI N. K. SANGHI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total new capital investment made by private companies during the six months ended December, 1969; and

(b) whether there has been any appreciable fall from the corresponding figure in 1968 and, if so, the reasons for the fall ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS. (SHRI F. A. AHMED) : (a) The additional capital investment in terms of increase in paid up capital, excluding capitalisation of reserves, private in the corporate sector was of the order of Rs. 19.64 crores during the six-month period ended 31st December, 1969.

(b) No Sir. In fact the increase in paid up capital of companies in the private corporate sector during the six-month period ended 31st December, 1969, was higher by Rs. 3.29 crores than the corresponding figure of Rs. 16.35 crores for the same period in the previous year.

**Reverston of Sub-Heads In F.T.A. Office, Delhi (Western Railway)**

2246. SHRIMATI SUSEELA GOPALAN :  
SHRI NAMBIAR :  
SHRI VISWANATHA MENON :

Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Sub-Heads reverted as per instructions contained in the Railway Board's letter No. E(NG)61-PM 1/39 dated the 12th September, 1961 in the F.T.A. office of the Western Railway at Delhi;

(b) Whether it is a fact that the Railway Board again issued instructions vide their letter No. E(NG) 61-PM 1/39 dated the 3rd February, 1962 to maintain the *status quo* of the staff so reverted according to their letter of the 12th September, 1961 referred to above;

(c) if so, whether the affected staff had been given the benefit of proforma fixation according to the Railway Board's letter of the 3rd February, 1962; and

(d) if not, the reasons therefor and the steps taken by Government to give justice to the aggrieved employees ?

**THE MINISTER OF RAILWAY (SHRI NANDA) : (a) Two.**

(b) Yes.

(c) No, as the extant instructions did not provide for proforma fixation of pay.

(d) Does not arise.

**Procedure For Appointment of Secretary of Central Social Welfare Board**

2247. SHRI C. MUTHUSAMI :  
SHRI A. DIPA :  
SHRI R. K. AMIN :  
SHRI MEETHA LAL MEENA :  
SHRI D. AMAT :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the post of secretary, mill and also replacement of the existing Central Social Welfare Board is filled in by the Government of India;

(b) if so, whether Government have framed any rules for recruitment to this post and, if so, whether a copy thereof would be laid on the Table of the House; and

(c) if not, the reasons therefor and when such rules will be framed ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :**

(a) Yes, Sir.

(b) No, Sir.

(c) The rules of recruitment are being drafted in consultation with the Central Social Welfare Board.

**Modernisation of T.I.S.C.O. (Jamshedpur)**

2248. **SHRI BHAGABAN DAS :**

SHRI P. RAMAMURTI :  
SHRI MOHAMMAD ISMAIL :  
SHRI UMANATH :  
SHRI RAM KISHAN GUPTA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the Tata Iron and Steel Company, Jamshedpur is going to modernise its plant;

(b) if so the nature of the steps proposed to be taken by the management in this regard; and

(c) the likely effects of these measures on the employment position in the plant ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :**

(a) Tata Industries private Ltd., the managing agents for TISCO, have informed Government that TISCO propose to modernise their plant.

(b) Steps proposed to be taken by TISCO include installation of a modern plate

steel melting shop No. 2 which is over 45 years old.

(c) They have reported that any labour force released by the closing down of the existing units will be deployed in the new units.

**Meeting of Accounts Staff of Western and Northern Railways**

2249. **SHRI BHAGABAN DAS :**

SHRI NAMBIAR :  
SHRI SATYA NARAIN SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether he received a Resolution adopted in a mass meeting held on the 22nd October, 1969 of the Accounts staff of the Western and Northern Railways at Delhi Kishanganj wherein it was demanded that the orders issued by the Railway Board *vide* their letter No. E (NG) 186/PMI/99 of the 25th September, 1969 should be scraped; and

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

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes, Sir.

(b) Government do not consider it necessary to cancel these orders having regard to the interest of the employees as a whole.

**Honorarium to Employees of Foreign Traffic Accounts Office, Delhi (Western Railway)**

2250. **SHRI BHAGABAN DAS :**

SHRI P. P. ESTHOSE :  
SHRI VISWANATHA MENON :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3292 on the 9th December, 1969 regarding Honorarium to employees of the Foreign Traffic Accounts Office, Delhi (Western Railway) and state;

(a) whether the matter has since been examined and the decision taken thereon; and

(b) if not, the reasons for the delay and when it will be finalised?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes; the position has been reviewed and the amount of honorarium as originally proposed has since been sanctioned.

(b) Does not arise.

#### Paper Mill in Manipur

**2251. SHRI M. MEGHACHANDRA :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to reply given to Unstarred Question No. 2576 on the 11th March, 1969 regarding the setting up of a Paper Mill in Manipur and state :

(a) whether the matter has since been finalised; and

(b) if not, the reasons for the delay?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) :** (a) No, Sir.

(b) A provision of Rs. 50 lakhs has been made in the Fourth Plan for Manipur for expenditure on investigation as also part of investments required on one or more of the projects including a paper Mill that might be taken up in the light of the investigation. The progress made in respect of these investigations is awaited from the Manipur Government.

दानापुर दिवीजन (पूर्व रेलवे) में एवजी  
रेलवे कर्मचारी

**2252. श्री रामावतार शास्त्री :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्व रेलवे के दानापुर दिवीजन में एवजी रेलवे कर्मचारियों की विभागवार संख्या कितनी है;

(ख) उन कर्मचारियों के न्यूनतम तथा अधिकतम काम वे घंटे कितने हैं;

(ग) उन्हें इतने अधिक समय तक एवजी कर्मचारी रखने वे कारण तथा श्रेष्ठत्व क्या हैं;

(घ) क्या यह सच है कि रेलवे अधिकारी मुख्यतया इस वे लिये जिम्मेदार हैं और रेलवे कर्मचारियों में उन के विरुद्ध भारी असन्तोष है; और

(ङ) यदि हाँ, तो सरकार का इस संबंध में क्या उपचारात्मक कार्यवाही करने का विचार है?

**रेलवे मंत्री (श्री नन्दा) :** (क) से (ङ) सूचना इकट्ठी की जा रही है और सभा-पत्र पर रख दी जायेगी।

संसद् सदस्यों तथा विद्यायकों द्वारा मद्यनिवेद के सिद्धांतों के प्रति निष्ठा की जापय लिये जाने की मांग

**2253. श्री रामावतार शास्त्री :** क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जनवरी, 1970 के अन्त में दिल्ली में हुए गांधी शताब्दी अन्तर्राष्ट्रीय मद्यनिवेद सम्मेलन ने एक संकल्प पास किया था जिसमें सरकार से मांग की गयी है कि संसद् सदस्यों तथा विद्यायकों के लिये यह अनिवार्य कर दिया जाय कि वे संविधान के प्रति निष्ठा जापय के साथ-साथ मद्यनिवेद के सिद्धांतों के प्रति भी निष्ठा जापय हो; और

(ख) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है?

**विधि संबंधी तथा समाज कल्याण विभाग में राज्य मंत्री (श्री विजयी) कूलरेचु गुह :**

(क) सम्मेलन की संगत सिफारिश इस प्रकार है:-

“सरकार बुनाव कानून और नियमों में संशोधन करके यह अधिकार दें कि संसद अधिकार विधान सभाओं के बुनाव के लिये उम्मीदवारों की नियोन न केवल भारत के संविधान में आमतौर से हो, बल्कि मूलभूत अधिकारों और नियोन सिद्धान्तों, विशेषतः मद्यनिषेध सम्बन्धी सिद्धान्त, में भी हो।

(ब) सम्मेलन के संकल्प की परीका की जा रही है।

**Sickness of Staff of Chhoti Oodai Station (Western Railway)**

2254. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAY be pleased to state :

(a) whether it is a fact that the whole staff of Chhoti Oodai Station Kota Division (Western Railway) had gone on leave due to sickness on the 15th January, 1970;

(b) if so, the reasons of such mass sickness;

(c) the detention caused to the trains in detail;

(d) whether the staff have resorted to this action to achieve the bare necessities of life and, if so, whether their demands have been fulfilled; and

(e) whether Government are contemplating to take any action against them ?

**THE MINISTER OF RAILWAY (SHRI NANDA):** (a) Staff numbering 10 had proceeded on leave due to sickness, as stated by them, on the afternoon of 15.1.1970.

(b) The only apparent reason was that there was some water difficulty.

(c) Eleven trains suffered detention ranging from seven minutes to fifteen minutes, as staff from other stations had to be posted.

(d) In view of (b) above, there is no question of any general demands to be fulfilled; the water problem is being investigated.

(e) Normal action as per rules regarding grant of leave on medical grounds is being taken by the Railway.

**Rationalisation of Disparities in Emoluments of Railway Employees**

2255. SHRI RAMAVATAR SHASTRI: SHRI J. M. BISWAS :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any suggestion before Government to take steps to rationalise disparities in emoluments of low-paid and high paid officials on the Railways; and

(b) if so, what is the policy of Government in this matter ?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) and (b). The Government have already decided to set up a pay Commission to review the emoluments of all categories of Central Government employees including Railway employees.

**Promotion of Clerks Grade II in Traffic Accounts Office, Delhi (Northern Railway)**

2256. SHRI E.K. NAYANAR : SHRI K.M. ABRAHAM : SHRI K.R. RAMANI :

Will the Minister of RAILWAY be pleased to refer to the reply given to Unstarred Question No. 3344 on the 9th December, 1969 regarding promotion of Clerks Grade I in the Traffic Accounts Office, Delhi (Northern Railway) and state :

(a) whether any representation dated the 24th December, 1969 regarding non-promotion of Clerks Grade II to the post of Clerks Grade I against the resultant vacancies of the sub-Heads an T.I.As in the Traffic Accounts Seniority Unit, Northern Railway, Delhi Kishanganj was received 75 Government; and

(b) if so, the steps taken by Government to give justice to the eligible staff by promoting them against the existing vacancies ?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) No.

(b) Does not arise.

**Absorption of Surplus Staff in Foreign Traffic Accounts Office on Western Railway**

2257. SHRI E.K. NAYANAR :  
SHRI C.K. CHAKRAPANI :  
SHRI B.K. MODAK :

Will the Minister of RAILWAYS : be pleased to refer to the reply given to Unstarred Question No. 2398 on the 2nd December 1969 regarding the absorption of surplus staff in Foreign Traffic Accounts Office of Western Railway and state:

(a) whether the matter has since been finalised; and

(b) if there is any delay, the reason therefore and when it will be finalised ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) No.

(b) The matter is still under consideration and will be finalised as early as possible.

अतिरिक्त आधिकारिक लाभ बाले पदों पर कार्य करने वाले अधिकारी

2258. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उन अधिकारियों की श्रेणीवार संस्था कितनी है जो उनके मंत्रालय के अधीक्ष विभिन्न विभागों तथा सम्बद्ध कार्यालयों में तीन वर्षों से समातार अतिरिक्त आधिकारिक लाभ बाले पदों पर कार्य कर रहे हैं; और

(ख) उनका गृह-मंत्रालय के 6 सितम्बर, 1957 के अंधेर सरकारी पत्र संस्था 11/3/57-ओ० एच० एम० के उपबन्धों के अनुसरण में अन्य स्थानों पर तबादल न किये जाने के क्या कारण हैं?

**रेलवे मंत्री (श्री नन्दा) :** (क) और (ख) : सूचना इकट्ठी की जा रही है और सभा-पट्टा पर रखली जायेगी।

**अतिरिक्त लाभ बाले वर्षों पर सीम वर्षों से काम करना**

2259. श्री मोलहू प्रसाद : क्या विधि तथा सम्बद्ध कार्यालय मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय के अत्यर्गत विभिन्न विभागों तथा संस्थान कार्यालयों में अतिरिक्त लाभ बाले पदों पर तीन वर्षों से विरतन कार्य कर रहे अधिकारियों की बग-कार संख्या कितनी है; और

(ख) गृह मंत्रालय के 6 सितम्बर, 1967 के अंधेर सरकारी पत्र संस्था- 11/3/57-ओ० एच० एम० में निहित उपबन्धों के अनुसार उनको अन्य स्थानों पर स्थानान्तरित न किये जाने के क्या कारण हैं ?

**विधि नंत्रालय तथा लाभ बाले संस्थान विभाग में राज्य मंत्री (डा० श्रीमली) पूर्वरूप गृह :**  
(क) तथा (ख) : एक विवरण, जिसमें अपेक्षित सूची दी गई है, सभा-पट्टा पर रखा जाता है। [ ग्रन्थालय में रखा गया देखिये संस्था LT-2793 170 ]

**रेलगाड़ियों में मुरक्का व्यवस्था तथा पुलिस का तैनात किया जाता**

2260. श्री मोलहू प्रसाद : क्या रेलवे मंत्री डिवीजनल मुपरिन्टेंट कार्यालय, लखनऊ की उच्च शक्ति प्राप्त समिति के प्रतिवेदन के बारे में: 23 दिसम्बर, 1969 के अंतार्दाकित प्रश्न संस्था 5013 के उत्तर के कम्बल में यह बताये रखी कृपा करेंगे कि :

(क) क्या सरकार ने रेल गाड़ियों में मुरक्का व्यवस्था तथा पुलिस को तैनात किये जाने के बारे में उच्च शक्ति प्राप्त समिति की सिफारियों पर, जो कि सरकार के विवाराधीन श्री इश्वर द्वारा निर्णय कर लिया है;

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

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

रेलवे मंत्री (श्री नन्दा) : (क) और (ल). 11-3-1969 के अतारांकित प्रश्न 2486 और 29-7-1969 के 1208 के उत्तर में पहले ही बताया जा चुका है कि मंडल अधीक्षक, लखनऊ के कार्यालय के लिए इस प्रकार की कोई उच्चाधिकार समिति गठित नहीं की गयी। लेकिन 23-12-1969 के अतारांकित प्रश्न 5013 के उत्तर में उत्तिष्ठित समिति ने गाड़ियों में सुरक्षा-प्रबन्धों के सम्बन्ध में कुछ सिफारिशों की थीं और इन सिफारिशों पर सरकार अभी विचार कर रही है। भाल या सवारी गाड़ियों में पुलिस नियुक्त करने के बारे में इस समिति ने कोई सिफारिश नहीं की है।

(ग) इन सिफारिशों के सम्बन्ध में विस्तृत जाचं और विभिन्न मंत्रालयों विभागों से परामर्श करने की ज़रूरत है जिसमें समय लगता है।

#### **Detection of open door wagons on Eastern Railway**

2261. SHRI K. HALDER :

SHRI BHAJAHARI MAHATO :  
SHRI JYOTIRMOY BASU :

Will the Minister of RAILWAYS be pleased to state :

(a) how many open door wagons were detected and shortage declared above Rs. 50.00 separately in each division of the Eastern Railway during 1968-69;

(b) how many D. D. messages have been issued in each division of the Eastern Railway separately during 1968-69;

(c) whether all the cases referred to in parts (a) and (b) above have been registered and FIR lodged with the police by each division of the Eastern Railway separately; and

(d) if not, the reasons therefor ?

**THE MINISTER OF RAILWAYS**  
(SHRI NANDA) : (a) to (d). The information is being collected and will be laid on the table of the Sabha.

#### **High Speed Travel by Tube-Railways**

2262. SHRI S. D. SAMANTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry's attention has been drawn to the suggestion by Prof. L. A. Natesan, Consultant to the Ministry of Shipping and Transport to the effect that 'high speed travel of the tube-railways would ensure greater efficiency by cutting down the commuting hours in a bid to replace present system of traffic control and avoid waste, on an average of two to three hours travelling from his house to his place of work, be he in Government or private employment' as confirmed at page 3, cols. 5 and 6 of the Hindustan Times under the Heading "Commuter in big cities", and, if so, the steps being taken to draw a plan for tube-railways in big towns; and

(b) whether his Ministry has already in hand any proposals for tube-railways for circular Railways and, if so, the details thereof and the progress made in their implementation ?

**THE MINISTER OF RAILWAYS**  
(SHRI NANDA) : (a) The Ministry's of attention has been drawn to the suggestion by Prof. L. A. Natesan, on the question of Metropolitan Transport, as reported in the "Hindustan Times" of 11th February 1970.

A Study Team on Metropolitan Transport was set up by the Planning Commission in 1965 with Terms of Reference as given in the statement attached.

The Indian Railways have been given the responsibility for the Techno-Economic Feasibility Studies for Mass Rapid Transit Systems (Metropolitan Railway Systems) for Calcutta, Bombay, Delhi and Madras.

(b) The Metropolitan Transport Team (MTT) have submitted Interim Reports on the transport problem of Calcutta, Bombay, Delhi and Madras and also their Final Reports as regards Calcutta. The MTT has entrusted the Comprehensive Traffic and Transportation Studies for Calcutta, Bombay and Madras to Agencies of the respective State Governments. Corresponding Study for Delhi has been entrusted to the Central Road Research

Institute. The Traffic Study for Calcutta has been completed. The Studies for the other three Cities have yet to be completed.

The Studies already conducted by the MTT indicate the following :

(i) In order to meet the Intra-City Transport requirement of Calcutta, Bombay, Delhi and (Madras, the provision of Mass Rapid Transit System Metropolitan Railway Systems) is necessary.

(ii) Techno-Economic Feasibility Studies have to be conducted to enable decisions being taken regarding the most suitable type of Mass Rapid Transit System for each of the Cities.

The Railways have set up Metropolitan Transport Organisations at Calcutta and Bombay for undertaking the Techno-Economic Feasibility Studies for Mass Rapid Transit Systems for the two Cities.

For Delhi and Madras, the result of the comprehensive Traffic and Transportation studies is awaited.

*Metropolitan Transport Team of the Planning Commission*

*Terms of Reference*

(a) To assess the adequacy and limitation deficiency of existing transport facilities in relation to present needs in the cities of Calcutta, Bombay, Madras and Delhi, including roads, road transport and rail transport;

(b) To determine the long term requirements of passenger and goods transport in these cities, having due regard to the overall plans of metropolitan development and location of industrial, commercial and other activities;

(c) To study the feasibility of various proposals for meeting requirements for different media for transport and to recommend phased programme for the development of the facilities needed, including estimates of costs and returns, methods of financing and scheme of execution;

(d) To propose appropriate administrative and other arrangements for the operation of metropolitan transport services; and

(e) to make such other recommendations as may be necessary.

**Steel Payment Terms Irk Engineering Units**

2263. SHRI S. C. SAMANTA :

SHRI JYOTIRMOY BASU :  
SHRI SATYA NARAIN  
SINGH :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) Whether the attention of Government has been drawn to a report published in the Economic Times in its issue dated the 16th January, 1970, under the caption "Steel payment terms irk engineering units"; and

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

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) Yes Sir.

(b) Procedures relating to payment terms are matters which concern the plants and their customers over which Government or the Joint Plant Committee exercise no control.

**Tamil Nadu's Ban on Steel**

2264. SHRI VIRENDRAKUMAR SHAH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Governments of Tamil Nadu have recently imposed a ban on the release of scarce categories of steel except under a permit;

(b) if so, whether the State Government have the authority to issue such an order after decontrol of steel; and

(c) if the reply to part (b) above be in the negative, the details of corrective steps taken by the Central Government in the matter?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :**

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

**Loss to Mining and Allied Machinery Corporation**

**2265. SHRI VIRENDRA KUMAR SHAH :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the total losses incurred by the Mining and Allied Machinery Corporation, Durgapur, till 31st March, 1969, have wiped out the total share capital of the above undertaking;

(b) whether any further losses are expected during the current year and if so, the estimate for the same;

(c) whether it is a fact that the annual reports of the above undertaking for the last three years indicated that some diversification was being planned to wipe out or at least to reduce the losses; and

(d) if so, the concrete action taken so far with regard to the diversification plans?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) The total losses incurred by the company upto the 31st March 1969 amounted to Rs. 20.16 crores against the subscribed capital of Rs. 19.06 crores as on the 31st March, 1969;

(b) The loss expected to be incurred during 1969-70 has been estimated at Rs. 526.61 lakhs as against the loss of Rs. 638.69 lakhs during 1968-69;

(c) Yes, Sir.

(d) The Company have already taken up manufacture of some items for which there is some demand. These include equipments for bulk handling of raw materials at Ports, coal washing plants, hydraulic and friction presses, castings, forgings and structural.

**Supply of Equipment by H.E.C. to Bokaro Steel Plant**

**2266. SHRI VIRENDRA KUMAR SHAH :** Will the Minister of STEEL and

**HEAVY ENGINEERING** be pleased to state the details of time schedule originally given by the Heavy Engineering Corporation, Ranchi, for the supply of equipment to the Bokaro Steel Plant and the actual performance against such schedule?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY MNGINEERING (SHRI K. C. PANT) :** In accordance with the contract concluded between Bokaro Steel Limited and Heavy Engineering Corporation the 9th April, 1969, Heavy Engineering Corporation have to supply approximately 72,900 tonnes of equipment and 27,210 tonnes of steel structural by the end of December 1971. According to the phased schedule of deliveries nearly 19,200 tonnes of equipment and 23,600 tonnes of structural should have been supplied by the end of January, 1970. The actual deliveries up to the end of January, 1970 have been 10,840 tonnes of equipment and 20,520 tonnes of structural.

**Promotion to Clerks Grade I in Northern Railway Traffic Accounts Office Delhi Kishanganj**

**2267. SHRI P. GOPALAN :**  
**SHRI P.R. RAMMURTI :**  
**SHRI MOHAMMAD ISMAIL :**

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that no promotion has been made to the posts of Clerks I in the Northern Railway Traffic Accounts Seniority Unit, Delhi Kishanganj, Delhi against the vacancies created in the cadre of Clerks Grade I on account of (i) being promoted in the higher grade or (ii) going on leave for more than 30 days; and

(b) if so, the reasons therefore and the steps taken by Government against the Northern Railway authorities for denying the staff their due rights of promotion?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) i & (ii) No.

(b) Does not arise.

**Legislation for Reservation of Vacancies in Private and Public Sectors for Handicapped Persons**

2268. SHRI Y. A. PRASAD :  
SHRI RAMACHANDRA  
VEERAPPA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether Government propose to bring forward a legislation designed to compel the employers both in private and public sectors to reserve a certain percentage of vacancies in their firms for the physically handicapped persons; and

(b) if so, the time by which such a step will be taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) and (b) The Government is having consultations with concerned authorities regarding the feasibility of reserving vacancies for physically handicapped persons.

**Ratio Between Posts of Assistant Inspector of Works and Works Mistries in Central Railway**

2269. SHRI RAM SWARUP VIDYARTHI : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there are 172 permanent posts of Assistant Inspector of works reserved for the Construction Branch on the Central Railway; and

(b) if so, the number of permanent posts of Works Mistries reserved for the Construction Branch on that Railway and the ratio between these two cadres?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No; there are 101 posts.

(b) There are no permanent Construction Reserve posts in the category of Works Mistries.

**Appendix III-A Examination conducted by Railway Board in November, 1968.**

2270. SHRI RAM SWARUP VIDYARTHI : Will the Minister of RAILWAYS

be pleased to state:

(a) whether it is a fact that a compulsory question on Balance Sheet carrying 40 out of 100 marks in Book-keeping paper was asked in Appendix III-A Examination conducted by the Railway Board in November, 1968 based on "Single Entry" system and that the percentage of candidates passed in this examination has been poor as compared to previous examination because of the said question;

(b) whether single entry system of accounting is in practice on Railways or in other Departments and, if not, the propriety of asking such a question;

(c) whether Government are aware that discontentment has developed amongst the Accounts Staff of Railway because of this question on an out-of-date Chapter of Book-keeping and if so, what remedial measures are taken or proposed to be taken in the matter; and

(d) the details of the "Stores Accounts" paper, the number of candidates from the Central Railway who had appeared, and passed, and of those who failed but who had obtained pass marks, during the period from 1965 to 1968?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) It is true that the compulsory question on preparation of Balance Sheet carrying 40 out of 100 marks, in the question paper on "Advanced Commercial Book-keeping" of the Appendix III-A Examination held in November 1968 was based on 'Single Entry' system, but it is not correct that the pass percentage in this examination has been poor as compared to the previous examination on account of this question.

(b) Though "Single Entry" system of accounting is not in use on Railways, it is explained in the text book recommended for study in the subject "Advanced Commercial Book-keeping" and also in other standard books on this subject. The relative superiority of "Double Entry" system of Book-keeping can be appreciated fully only if one also knows about imperfections and inadequacies of the "Single Entry" system.

(c) Government have received representations from staff about the inclusion of this question in the Question paper. In view of answer to part (b), the question of remedial measures does not arise.

(d) The "details of the Store Accounts paper", required by the Hon'ble Member are presumably the data asked for in the question. The information is as under:-

No. of candidates from Central Railway who appeared in the Stores Accounts paper.	123
No. of candidates who have passed in this paper	18
No. of failed candidates of the 1968 examination who secured pass marks in 1965.	12

इस्पात संयंत्रों के आस पास स्थापित किये गये सहायक उद्योग

2271. श्री रामस्वरूप विद्यार्थी :  
थी बंज नारायण सिंह :

क्या इस्पात तथा भारी इंजीनियरिंग मंत्री इस्पात संयंत्रों से चुराये गये कच्चे माल के बारे में 25 फरवरी, 1969 के अतारंकित प्रदन संख्या 980 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) तीनों इस्पात संयंत्रों के आसपास स्थापित किये गये गैर-सरकारी सहायक उद्योगों की संख्या तथा नाम क्या हैं तथा उन के मालिकों के नाम क्या हैं;

(ख) उक्त तीन संयंत्रों के इंजीनियरों तथा अधिकारियों के, जिन के उक्त सहायक उद्योगों के साथ सम्बन्ध हैं, नाम क्या हैं;

(ग) क्या सरकार का विचार इन इंजीनियरों तथा अधिकारियों के मालिक लाभ पर नजर रखते का है;

(घ) उक्त सहायक उद्योगों को इन तीन संयंत्रों द्वारा प्रतिवर्ष दिये जाने वाले कच्चे माल तथा अन्य माल का पृष्ठक-पृष्ठक मूल्य कितना है और इन उद्योगों द्वारा कुल कितने मूल्य का सामान तैयार किया जाता है; और

(ङ) क्या सरकार का विचार यह है कि लगाने के लिये कि क्या मैं तहायक उद्योग बिना

लेके बनाये अपना सामान बेचते हैं, को जांच कराने का है?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्णबन्दु पन्त) : (क) से (ङ). अनुवंशी उद्योग इस मंत्रालय के अधीन नहीं हैं। अतः हमारे पास इनकी कोई सूचना नहीं हैं।

**Production of Sheets for Transformers at Rourkela Steel Plant**

2272. SHRI CHINTAMANI PANIGRAHI  
Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government propose to set up a unit at the Rourkela Steel Plant in the Fourth Plan to produce sheets required for transfers; and

(b) if so, the estimate expenditure to be incurred for this unit ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL and HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) Yes, Sir. Hindustan Steel Ltd. have submitted a proposal for taking up the production of cold rolled grain oriented sheets required for the transformer industry at Rourkela in the Fourth Plan.

(b) The project estimates have not been finalized so far.

**Nahan Foundry in Himachal Pradesh**

2273. SHRI PREM CHAND VERMA :  
Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Nahan Foundry in Himachal Pradesh is a Public Undertaking;

(b) whether it is owned by the Himachal Pradesh Government or by the Centre and the State Government and when it was established;

(c) whether this Factory is running in loss due to mal-administration and, if so, the amount of loss suffered to date in percentage to the Capital invested in it; and

(d) whether it is also a fact that there is no General Manager in the Factory at present

and the Deputy Commissioner is looking after its affairs and, if so, the reasons therefor and the steps Government propose to take to improve the situation ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) Yes, Sir.

(b) This unit, which was set up in 1875, is being managed by the Himachal Pradesh Govt.

(c) The losses suffered by the Nahan Foudry in recent years are due to a number of causes. The amount of loss suffered upto 31.3.1969 is Rs. 7,68,578, which is about 10% of the capital invested.

(d) The services of the previous General Manager had to be terminated on administrative grounds. In order to carry on the work it was necessary to entrust the charge of the post to the Deputy Commissioner, Sirmur. Steps are being taken to appoint a whole-time General Manager by the Government of Himachal Pradesh.

**Irregularities in Promoting Clerks Grade I against 20 per cent Graduate Quota**

**2274. SHRI K. M. ABRAHAM :**  
SHRI K. R. MANI :  
SHRI SATYA NARAIN SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a reply to the representation received by Government on the 26th August, 1968 regarding irregularities in promoting the Clerks Grade I against 20 per cent Graduate quota has not been given even after a lapse of 18 months; and

(b) if so, the reasons for this long delay and the steps taken by Government to finalise the issue and also action taken against the officers for this delay ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

**Setting up of an Electoral Reforms Commission.**

**2275. SHRI BAL RAJ MADHOK :** Will

the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether any suggestion has been made to Government to set up an Electoral Reforms Commission to review and revise electoral laws in the light of the experience of the last twenty years; and

(b) if so, the reaction of Government to this suggestion ?

**THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) :** (a) No Sir.

(b) Does not arise.

#### **Human Trading by NEFA Tribes**

**2276. SHRI A. SREEDHARAN :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government's attentions has been drawn to the reported news-item that some NEFA Tribes have indulged in human trading;

(b) if so, the steps taken by Government to stop the said unsocial and un-civilized acts; and

(c) whether any legislation is necessary to curb this menace ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI, PHULRENU, GUHA) :** (a) to (c) The NEFA Administration have been addressed in the matter. Their reply is awaited.

#### **Benefits To Retrenched Military Employees Working in Foreign Traffic Accounts Office (Western Railway)**

**2277. SHRI K. ANIRUDHAN :**  
SHRI C. K. CHAKRAPANI :  
SHRI UMANATH :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2394 on the 2nd December, 1969 regarding benefits to the retrenched military employees working in the Foreign

Traffic Accounts Office (Western Railway) and the reasons for the delay and when it will be finalised ?

(a) whether the information has since been collected; and

(b) the decision taken thereon and, if not,

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). The required information is given in the attached statement.

S. No.  
Date and

Reference.	Subject	Remarks
Unstarred Question No. 2394 dated 2.12.1969 by S/Shri A. K. Gopalan and Ganesh Ghosh.	<p>Asking :</p> <p>(a) the number of retrenched Military employees working in the Foreign Traffic Accounts Office, Western Railway at Delhi;</p> <p>(b) the number of such employees who have been given the benefit of fixation etc., of their Military service;</p> <p>(c) whether there are employees working as Dafty who have not been given the benefit of fixation; and</p> <p>(d) if so, the steps taken by Government for uniform implementation of orders and the action taken against the officials responsible for denying the employees their due benefits ?</p>	<p>(a) 12.</p> <p>(b) 11.</p> <p>(c) Only one employee who was appointed as chowkidar on 21.2.47, and was promoted as Dafty with effect from 18.3.1953. Even if the benefit of war service had been extended, his fixation of pay as Dafty would have remained unaltered and no arrears of pay and allowance were admissible.</p> <p>(d) Does not arise.</p>

बुगांपुर इस्पात कारबानी के बारे में संसदीय स्थों ने दुर्गापुर इस्पात कारबानी के कार्य संचालन समिति का प्रतिवेदन के बारे में एक प्रतिवेदन में असंतोष प्रगट किया है;

2278. श्री रम्बूर सिंह शास्त्री : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उनके मंत्रालय के साथ सम्बद्ध संसदीय सलाहकार समिति के सद-

(ख) यदि ही, तो उनके प्रतिवेदन का मुख्य घोरा क्या है; और

(ग) इस पर सरकार की क्या प्रतिक्रिया है ?

इस्पात तथा भारी इंजीनियरी मंत्रालय में राज्य मंत्री (श्री कृष्णराम पट्ट) : (क) जी, नहीं। संसदीय

सलाहकार समिति से सरकार को दुर्गापुर इस्पात कारखाने के विषय में कोई प्रतिवेदन प्राप्त नहीं हुआ है :

(ल) और (ग). प्रश्न नहीं उठते ।

### इस्पात वितरण व्यवस्था

2279. श्री रघुवीर सिंह शास्त्री :

श्रीमती इला पालकौधरी :

श्री यशवन्त सिंह कृष्णाह :

श्री हिम्मतसिंहका :

क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार को इस बात की जानकारी है कि इस्पात के वितरण की वर्तमान व्यवस्था दोषपूर्ण है और दुलंभ किसी का इस्पात चोर बाजार में बेचा जाता है ; और

(ल) यदि हाँ, तो चोर बाजार में इस्पात की विक्री को रोकने और वितरण व्यवस्था को सुधारने के लिये क्या कार्यवाही करने का सरकार का विचार है ?

इस्पात तथा भारी इंजीनियरी मंत्रालय में राज्य मंत्री (श्री कृष्ण अच्छ पन्त) : (क) और (ल). चूंकि अब इस्पात के मूल्यों पर कोई नियन्त्रण नहीं है, अतः चोर बाजारी जैसी कोई बात नहीं है। फिर भी, विभिन्न प्रकार के इस्पात के कमी को देखते हुये सरकार इस्पात विवरण की वर्तमान नीति पर विचार कर रही है।

उद्योगों पर वडे उद्योगपतियों का एकाधिकार

2280. श्री नाथूराम अहिरवारः क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(ल) क्या यह सच है कि इस समय वडे उद्योगपतियों को छोटे तथा वडे सभी उद्योगों पर एकाधिकार है ;

(ल) यदि हाँ, तो क्या सरकार छोटे उद्योग चलाने के लिये केवल छोटे उद्यमकर्ताओं को

प्रायमिकता देगी और मविष्य में वडे उद्योगों के निकट छोटे उद्योग चलाने की अनुमति देगी ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री कल्पद्वीप मली अहमद) : (क) तथा (ल). वडे औद्योगिक गृहों के हाथों में आर्थिक सम्पत्ति के सकेन्द्रीकरण को नियंत्रित करने की दृष्टि से सरकार ने औद्योगिक लाइसेन्स देने की नीति में संशोधन करने की आवश्यकता को समझ लिया है। संशोधित नीति के अनुसार वडे औद्योगिक गृहों के साथ साथ विदेशी संस्थाओं अथवा उनके सहयोगियों से, साथ ही अन्य आवेदकों से आशा की जाती है कि वे बाकी क्षेत्रों में उद्यमियों के अन्य बगों को अवसर देते हुए उद्योगों के स्थापनार्थ महत्वपूर्ण एवं भारी विनियोजन बाले क्षेत्रों में ही हिस्सा बटायेंगे तथा योगदान देंगे। जहाँ तक लघु उद्यमियों का सम्बन्ध है, 55 उद्योगों को केवल लघु क्षेत्रों में विकास करने के लिए आरक्षित कर दिया गया है। मध्यम क्षेत्र में भी, नये उद्यमियों वो कुछ शतों के अधीन औद्योगिक लाइसेन्स प्राप्त करने की ओपरेशन्स पूरे किए दिना ही उद्योग स्थापित करने तथा 1 करोड़ रुपये की नियन्त्रित (फिक्स्ड) परिसम्पत्तियों तक अपने उपकरणों के प्रसार करने की स्वतन्त्रता दे दी गई है।

(ग) प्रश्न ही नहीं उठता ।

काम करते हुए भरने पर रेलवे कर्मचारियों के परिवारों को मुआवजा

2281. श्री नाथूराम अहिरवारः क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उन रेलवे कर्मचारियों के परिवारों को, जिनकी मासिक उपलब्धि 400 रुपये से अधिक है, काम करते हुए उन की मूल्य हो जाने पर मुआवजा देने का कोई उपबन्ध नहीं है ;

(ल) यदि हाँ, तो एक ही विमान के कर्मचारियों के साथ ऐसा भेदभाव करने के क्या कारण हैं ?

(ग) क्या इस भेदभाव को दूर करने के लिये कोई तुरन्त कार्यवाही करने का सरकार का विचार है; और

(ब) यदि नहीं, तो इस के क्या कारण हैं?

रेलवे मंत्री (श्री नन्दा): (क) से (घ). जो रेल कर्मचारी ऐसे पदों पर नियोजित हैं जो कर्मचार प्रतिकर अधिनियम, 1923 की अनुसूची II में निर्दिष्ट नहीं हैं। इस अधिनियम के अन्तर्गत उनके मामले में नियोजन के दौरान लगी हुई छोटों की क्षतिपूर्ति के सम्बन्ध में कानूनी मुग्गतान के लिये कोई वेतन-सीमा लागू नहीं होती। इस प्रयोजन के लिए 500 रुपये (400 रुपये नहीं) की मासिक वेतन सीमा केवल उन रेल कर्मचारियों पर लागू होती है जो अनुसूची II के अन्तर्गत आते हैं। यह कानूनी व्यवस्था है, लेकिन सुपात्र मामलों में, जहाँ कानून के अन्तर्गत क्षतिपूर्ति अनुमंद नहीं है, रेलवे नियमों में अनुग्रह के रूप में मुग्गतान किये जाने की व्यवस्था है।

दिल्ली आने वाली पश्चिम रेलवे की रेलगाड़ियों का विस्तीर्ण में विलम्ब से पहुंचना।

2282. श्री हुकमचन्द्र कछवाय: क्या रेलवे मंत्री दिल्ली आने वाली पश्चिम रेलवे की रेलगाड़ियों के दिल्ली में विलम्ब से आने के बारे में दिन के 2 दिसम्बर, 1969 के अताराकित प्रश्न संख्या 2275 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या अपेक्षित जानकारी इस बीच एक त्रित कर ली गई है;

(ख) यदि हाँ, तो इस बारे में व्यौरा क्या है; और

(ग) यदि नहीं, तो यह जानकारी सम्मत: कब तक एकत्रित कर ली जायेगी तथा सभा-पटल पर रख दी जायेगी ?

रेलवे मंत्री (श्री नन्दा): (क) से (ग). एक विवरण सलंग्न है।

### विवरण

प्रश्न

उत्तर

(क) क्या यह सच है कि पश्चिम रेलवे की दिल्ली आने वाली 3 डाउन, 19 डाउन तथा 25 डाउन तथा 23 डाउन रेलगाड़ियों को काफी समय के लिए दिल्ली और मथुरा के बीच रोक लिया जाता है;

(ख) यदि हाँ, तो गत तीन बर्षों में ये गाड़ियां कितनी बार रोकी गई और इसके मुख्य कारण क्या थे;

(क) और (ख). जनवरी, 1967 से मार्च 1968 की अवधि की सूचना उपलब्ध नहीं है। अप्रैल, 1968 से दिसम्बर 1969 तक की 21 महीने की अवधि में जितने दिन विभिन्न गाड़ियां रुकी रही और उनके कारण मथुरा-दिल्ली लाइंड पर उनका समय नष्ट हुआ उनकी संख्या नीचे बतायी गयी है:-

3 डाउन	78 दिन
19 डाउन	136 दिन
25 डाउन	129 दिन
23 डाउन	44 दिन

गाड़ियां रुके रहने के कारण इतने मिल्न हैं कि उन्हे गिनाया नहीं जा सकता। इनमें से सबसे महत्वपूर्ण कारण इस प्रकार हैं:-

पलवल और मिन्डो ब्रिज के बीच, जहाँ फि दैनिक यात्रियों के लिए बड़ी संख्या में स्थानीय गाड़ियां चलती हैं, लाइन क्षमता का सीमित होना

## प्रश्न

## उत्तर

खतरे की जंजीर लींचा जाना और तारों की चोरी के कारण संचार व्यवस्था का भंग हो जाना ।

(ग) क्या यह सच है कि उक्त गाड़ियों को नई दिल्ली रेलवे स्टेशन पर देर से पहुंचने के कारण यात्री मिलान गाड़ियों को पकड़ने में असफल रहते हैं और संसद सदस्यों को भी अपने संसदीय काम करने में देरी हो जाती है; और

(ग) नं 0 33 अप कश्मीर मेल का केवल नं 0 3 डाउन के साथ मेल निर्धारित है। अप्रैल, 1968 से दिसम्बर, 1969 के बीच इनका केवल 35 बार मेल नहीं हो सका, जिसका मुख्य कारण यह था कि अगस्त, 1968 के महीने में पश्चिम रेलवे पर लाइन के टूट-फूट जाने के कारण नं 0 3 डाउन गाड़ी बहुत विलम्ब से चलती रही। इस अवधि के दौरान नं 0 3 डाउन, 19 डाउन, 23 डाउन और 25 डाउन का दिल्ली/नदी दिल्ली ठीक समय पर पहुंचने का प्रतिशत 75 से अधिक रहा है।

(घ) यदि हां, तो क्या इस सम्बन्ध में कुछ शिकायतें प्राप्त हुई हैं?

(घ) इस सम्बन्ध में शिकायतें प्राप्त हुई हैं।

यात्रा टिकट परीक्षकों तथा टिकट कलेक्टरों की संगचल कर्मचारियों का दर्जा देना

(ग) सवाल नहीं उठता।

2283. श्री हुकम चन्द कल्याणः क्या रेलवे मंत्री यात्रा टिकट परीक्षकों तथा टिकट कलेक्टरों को संगचल कर्मचारियों का दर्जा देने के बारे में 23 दिसम्बर, 1969 के अतारांकित प्रश्न संस्था 5045 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

रेलवे सेवा आयोग की बजाय रेलवे प्रशासन द्वारा इंजीनियरिंग विभाग में वक्सन मिलियरों की भर्ती के बारे में 25 नवम्बर, 1969 के अतारांकित प्रश्न संस्था 1350 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

(क) क्या अपेक्षित जानकारी इस बीच एकत्र कर ली गई है;

2284. श्री हुकम चन्द कल्याणः क्या रेलवे मंत्री रेलवे सेवा आयोग की बजाय रेलवे प्रशासन द्वारा इंजीनियरिंग विभाग में वक्सन मिलियरों की भर्ती के बारे में 25 नवम्बर, 1969 के अतारांकित प्रश्न संस्था 1350 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

(क) क्या अपेक्षित जानकारी इस बीच एकत्र कर ली गई है;

(क) क्या अपेक्षित जानकारी इस बीच एकत्र कर ली गई है;

(क) यदि नहीं, तो उक्त जानकारी कब तक एकत्र कर समाप्ति पर रख दी जायेगी?

(क) यदि हां, तो उसका व्यौरा क्या है; और

रेलवे मंत्री (श्री नन्दा) : (क) और (क). इस तरह के किसी पत्र के जारी किये जाने के बारे में सरकार की जानकारी नहीं है। जिसका उल्लेख 23 दिसम्बर, 1969 के अतारांकित प्रश्न में किया गया है।

(क) यदि नहीं, तो इसके कब तक एकत्र हो जाने तथा समाप्ति पर रखे जाने की संभावना है?

रेलवे मंत्री (श्री नन्दा) : (क) से (ग). अपेक्षित सूचना संलग्न विवरण में दी जायी है।

## विवरण

प्रश्न संख्या और हवाला	विषय	टिप्पणी
25 नम्बर, 69 को थी वंश नारायणसिंह और श्री हुकम चन्द कछ- बाय द्वारा पूछा गया भतारांकित प्रश्न 1350।	(क) क्या यह सच है कि रेलवे बोर्ड के दिनांक 14 मार्च, 1956 के पत्र सं० ५० ५६ आर० सी० १/४५/३ के द्वारा इंजीनियरिंग विभाग में वक्सं मिस्ट्रियों की नियमित भर्ती करने का काम रेलवे द्वारा आयोग से लेकर रेलवे प्रशासन को दे दिया गया है;	(क) जी हां।
	(ख) क्या यह भी सच है कि निर्माण योजना के लिए निर्माण तथा सर्वेक्षण विभाग में वक्सं मिस्ट्रियों को खुली लाइन से भर्ती किया जाता है;	(ख) एक रेलवे की स्थिति दूसरी रेलवे से भिन्न है। कुछ रेलों पर वक्सं मिस्ट्री बहार से स्थानीय रूप से भर्ती किये जाते हैं जब कि अन्य रेलों पर बालू लाइन के कर्म-चारियों में से भर्ती की जाती है।
	(ग) क्या यह भी सच है कि निर्माण योजना के लिए डिवीजन अधिकारियों तथा प्रशासन अधिकारियों द्वारा अस्थायी रूप से भर्ती किये गये बहुत से वक्सं मिस्ट्रियों को 1966-67 में मितव्यिता आन्दोलन के अन्तर्गत कनिष्ठ पदों पर मेज दिया गया था;	(ग) और (घ). मध्य, दक्षिण, पूर्व और पश्चिम रेलों के सिवाय रेलों पर किसी मिस्ट्री को कनिष्ठ पद पर नियुक्त नहीं किया गया। उन रेलों पर इनकी संख्या क्रमशः 96, 126 और 103 है।
	(घ) यदि हां तो उनकी संख्या कितनी है; और	
	(ङ) क्या सरकार, रेलवे बोर्ड के दिनांक 2 मई, 1968 के पत्र संख्या ५० (एन० जी०) १/६७ आर० ५० १/२२ के अन्तर्गत डिवीजनल अधिकारियों द्वारा नियमित आधार पर भर्ती किये वक्सं मिस्ट्रियों को वही लाभ देने के एक प्रस्ताव पर विचार कर रही है जो रेलवे सेवा आयोग द्वारा भर्ती किये व्यक्तियों को दिये जाते हैं?	(ङ) भर्ती की निर्धारित सारणि से भर्ती किये गये फालतू वक्सं मिस्ट्रियों को, जिन्हें निम्न ग्रेड में लगाया गया था, उनके मूल वर्ग में नविष्य में होने वाले पदों पर लगाने में वरिष्ठता दी जाती है।

### Role of Private Sector in Industrial Field

2285. SHRI G. Y. KRISHNAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that he has appealed to the Private Sector in the developed States to play a restricted role in the industrial field;

(b) whether he has given some more facilities to the backward States also in this respect; and

(c) if so, the names of those States and the details regarding the facilities extended to the private sector ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

(b) and (c). In order to foster industrial growth & development of backward areas in different States, two Working Groups were set up by the Planning Commission—one to recommend the criteria for identification of Backward Areas and the other to recommend the Fiscal and Financial incentives for starting industries Backward Areas. The reports of these two Working Groups were discussed at a meeting of the Committee of the States' Chief Ministers of the National Development Council held on the 26th September, 1969 and the main decisions taken by the Committee are given below:

(a) The general concessions offered by financial and credit institutions for financing industries should be available to backward areas of all States and Union Territories...

(b) The financial and credit institutions will formulate suitable criteria in consultation with the State Governments and the Planning Commission to identify such backward areas requiring incentives for industrial development...

(c) The Government of India would subsidise the establishment of industrial units in selected districts among the backward areas, the subsidy being one-tenth of the total capital cost for projects, both in the private and public sectors, where such capital cost does not exceed Rs. 50 lakhs in individual cases...

(d) The subsidy will be available for industrial scheme in two districts in each of the nine States of Andhra Pradesh, Assam, Bihar, Jammu and Kashmir, Madhya Pradesh, Nagaland, Orissa, Rajasthan and Uttar Pradesh. In other States the subsidy will be available in one district in each case. One district in each Union Territory will also qualify for such treatment.

(e) The Central subsidy as well as the concessions from financial institutions will be in addition to incentives offered by the State Government themselves.

The concessions and incentives for promotion of industries in selected backward areas would be available to the entrepreneurs in the States, and not to the State Governments.

### Refractories For Bokaro Steel Plant

2286. SHRI RABI RAY : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that quality refractories required for the blast furnace complex are not available in the country;

(b) if so, whether it is also a fact that one of the closed refractories in the private sector is being taken over to be run as a captive unit of the Bokaro Steel Plant; and

(c) if so, which factory is going to be acquired in this connection ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) The domestic refractory industry is unable to cater fully to the requirement of the Steel Industry for silica bricks needed for the Coke ovens and for high grog fire clay bricks needed for the blast furnaces. This is due to the fact that many of the refractory producers are not equipped with facilities for production of these items and those who have the necessary facilities are fully booked with orders.

(b) An examination whether any of the closed refractory units in the private sector can be taken over in the public sector is in hand.

(c) Does not arise.

**Revision in the Time Scheduled for the construction of Bokaro Steel Pant**

2287. SHRI RABI RAY :

SHRI K. P. SINGH DEO :  
SHRI HIMATSINGKA :  
SHRI S. S. KOTHARI :  
SHRI RAGHUVIR SINGH SHASTRI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the time schedule for the construction of Bokaro Steel Plant has been further revised;

(b) if so, what is the date fixed for the completion of the first blast furnace and the whole complex; and

(c) the details of the progress so far made in this connection ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :**

(a) Yes, Sir.

(b) The revised schedule envisages completion of erection of 1st Blast Furnace Complex by December, 1971, and the entire 1st stage of the plant by March, 1973.

(c) Out of the total requirements of 282,440 tonnes of equipment, 236,361 tonnes of steel structures and 212,086 tonnes of refractories, 83,458 tonnes of equipment, 60,251 tonnes of steel structures and 17,804 tonnes of refractories had already been received at the project site, till the end of January, 1970. The erection of plant, equipment and steel structures is also in progress. In the civil engineering zones 7.88 million cu. m. of earthwork representing 62.40 per cent. of the total work involved, and 6.83 lakh cu. m. of concreting representing 38.78 per cent. of the total work, had been completed till the end of January, 1970.

**Disposal of Funds allotted to States for Welfare of Adivasis and Harijans**

2288. SHRI RABI RAY : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Minister of Scheduled Castes and Scheduled Tribes of Orissa has demanded that the money allotted to the State Governments by the Central Government for the welfare of Adivasis and Harijans be exclusively kept under the disposal of this particular Ministry for the welfare of Harijans and Adivasis in the States;

(b) if so, what is the present practice; and

(c) the opinion of the Central Government on the suggestion made by the Government of Orissa ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :** (a) No specific proposal in this regard has been received from the State Government. However, at the Conference of the State Ministers in-charge of Backward Classes Welfare held on 29th January, 1970, the Minister of Orissa had stated that the allocation made by the Centre for development schemes for the welfare of Scheduled Tribes and Scheduled Castes should be placed at the disposal of the Tribal and Rural Welfare Department or Social Welfare Department of the State.

(b) The funds in the Central Sector are allocated by the Department of Social Welfare to the State Tribal and Rural Welfare Department. In so far as the State Sector is concerned, provision has been made by the Ministry of Finance in the block grants given to the State Government.

(c) Does not arise.

**Customary Rights of Tribals of Bihar to collect Forest Produces**

2289. SHRI BHOGENDRA JHA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government intend to respect the customary rights of the tribals of Bihar in collecting and gathering certain forest produces; and

(b) if so, how far Government intend to stop the interference of the officials in this matter ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) (PHULRENU GUHA) :** (a) and (b). The information is being collected from the State Government and will be laid on the Table of the Sabha when received.

**Residential Quarters for Muslim Employees of H. E. C.**

**2290. SHRI BHOGENDRA JHA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the total number of employees of the Minority Community of the Heavy Engineering Corporation, Ranchi accommodated in the two hostels and the steps taken recently to resettle them in quarters for which they are entitled;

(b) the total number of quarters under unauthorised occupation and the steps taken against the persons concerned for this indiscipline and for ensuring immediate evacuation; and

(c) the steps taken against officers conniving at or instigating unauthorised occupation ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) The total number of muslim employees accommodated in the two hostels was about 500.

All the quarters earlier occupied by the employees have been kept reserved for them. The employees did not, however, feel secure enough to return to these quarters, and it was for some time not easy to devise a solution which would make them feel reasonably secure without concentrating them in one or a few areas which would disturb others and, therefore, arouse their opposition. Efforts have been and are being made to shift them back to the township in convenient blocks by suitable adjustments and with the cooperation of all sections of employees. A beginning has been made early in February, 1972 and 120 quarters have been allotted to them. So far 38 employees have shifted to these quarters.

(b) About 200 quarters of different types and scattered all over the colony have been

under unauthorised occupation by employees. They have been directed to vacate the quarters and electricity and water supply has been cut off. To begin with, disciplinary action was instituted against a few who had been occupying these quarters unauthorisedly. This included simultaneous suspension and issue of charge sheets. Cases were also filed against a few persons for criminal trespass. As a result of action taken, a number of quarters occupied unauthorisedly have been vacated and the progress is being maintained.

(c) Specific proof of officers having instigated or connived at unauthorised occupation is not forthcoming. If such proof is available suitable disciplinary action will be taken.

**Rajendra Pul (Bridge) Halt**

**2291. SHRI BHOGENDRA JHA :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5075 on the 23rd December, 1969 regarding Rajendra Pul (Bridge) Halt and State :

(a) whether the required information has since been collected;

(b) if so, the details thereof;

(c) whether the matter of shifting the Rajendra Pul Halt further south is proposed to be got examined in the presence of the representatives of the Darbhanga District Primary Teachers' Association, Simiariaghata Mela Yatri Sangh and others interested in the matter so that full facts about location, cost and feasibility are taken note of; and

(d) if not, the reasons therefor ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) (i) The number of inward passengers dealt with at Rajendra Pul Halt and Hathidah station during last three years was as under:-

Year	Rajendra Pul Halt	Hathidah,
1967	12,850	79,826
1968	15,070	1,03,022
1969	14,180	1,04,787
(Upto November, 69).		

(ii) Precise information about the number of passengers alighting at Hathidah and crossing the Ganga bridge on foot is not available. No additional income is expected from such passengers even if the Rajendra Pul halt is shifted closer to the bridge as proposed.

(c) and (d). The proposal for shifting Rajendra Pul Halt has been examined carefully taking into account all relevant factors and has not been found to be justified both from the financial and the engineering points of view. This matter can be discussed further by the representatives of the public interested in the proposal, if they so desire, with the Eastern Railway authorities.

**Opening of Halts at Muraitha and Korahia (North Eastern Rly.)**

2292. SHRI BHGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5075 on the 26th August, 1969 regarding the opening of Halts at Muraitha and Korahia on North Eastern Railway and state :

(a) whether the re-examination of the question of opening of Halts at Muraitha and Korahia on the North Eastern Railway on the condition of the villagers doing the earthwork on their own has since been completed; and

(b) if so, the result thereof ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) Fresh investigations made revealed that the proposals for opening train halts at Muraitha between Kamtaul and Jogiara stations and at Korahia between Khajauli and Jaynagar stations are not financially justified. The proposals, therefore, could not be accepted.

**Safety Matches Manufacturing Units**

2293. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number of Safety matches manufacturing units in the country, their location,

capacity and annual turnover during the last three years;

(b) how many of them are on a big scale and their individual share in production and distribution; and

(c) whether Government are considering to place this item on the list of small-scale or cottage industries provided the regulations are scrupulously followed ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFEAIRS (SHRI F. A. AHMED) :** (a) There are at present 1325 safety Matches manufacturing units most of which are in small scale and cottage industry sectors. There are 63 units borne on the list of the Directorate General of Technical Development. A statement (Annexure-I) showing the statewise distribution of these sixtythree units, their total capacity and annual turnover during the last three years is laid in the Table of the House. [Placed in Library. See No. LT-22945/70] Similar statistics on small scale industrial units engaged in manufacture of matches are not available separately.

(b) Six units are in the mechanized sector. A statement (Annexure-II), showing the names of units, their installed capacity and production during the last three years is laid on the Table of the House [Placed in Library. See No. LT-2294/70]

(c) 'Safety Matches' industry has already been reserved for development in Small Scale Sector.

**Demand Estimates of Steel requirements in Fourth and Fifth Plans**

2294. SHRI S. R. DAMANI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the demand estimates of steel requirements in the Fourth Plan and the demand projections in the fifth plan have been finalised;

(b) if so, their details and the basis on which they have been calculated; and

(c) the additional capacity that needs to be created and steps taken therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING ( SHRI K. C. PANT ) :  
 (a) The Steering Group on Iron and Steel set up at the instance of Planning Commission made the demand projection for both Fourth and Fifth Plans.

the Steering Group took into consideration the pattern of demand for iron and steel in the recent past, level of consumption during 1968-69 and the growth rate compatible with the growth rates in other sectors of economy as well as the possibilities of export. The demand projections made by the Steering Group are :

(b) While making the demand projection,

(Million Tonnes)

	1973-74		1978-79	
	Finished Steel	Pig Iron	Finished Steel	Pig Iron
Domestic demand	7.12	1.95	10.97	2.63
Exports	1.30*	1.00	1.80*	1.50
Total :	8.42	2.95	12.77	4.12

\*Including 0.25 million tonnes for 1973-74 and 0.37 million tonnes by 1978-79 for additional supplies for export of engineering goods.

(c) In order to fill the gap in the demand and availability of steel and in pursuance to the recommendations of the Steering Group, the following programme is proposed to be taken up in the Fourth Plan Period :

Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that only recently instructions have been issued to steel mills for making supplies to export-oriented industries on priority basis;

(b) whether this decision applies only to exports upto 31st March, 1970 or it will be a permanent policy;

(c) the reasons for not giving priority during the first nine months of the year; and

(d) the effect of this delayed decision on the export performance ?

1. Completion of the projects already in hand and attainment of optimum output from the existing facilities through introduction of technological improvements, additional balancing and finishing facilities.

2. Continuation of Bokaro to 4 million tonnes stage.

3. Bhilai's expansion to 4.2 million tonnes for the production of billets and plates.

4. Additional capacity in steel of about 4 million tonnes in the new steel plants.

5. Production facilities for cold rolled grain oriented sheets at Rourkela.

6. Expansion of the Alloy Steel Plant.  
**Supply of Steel To Export-Oriented Industries**

2295. SHRI S. R. DAMANI : Will the

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING ( SHRI K. C. PANT ) : (a) and (b). It is not correct that instructions had been only recently issued to the steel mills for making supplies to the export-oriented industries on a priority basis. The policy of according special priority for the supply of steel to

export-oriented industries has been in operation for many years. Under this policy the requirements of steel for export purposes receive a general priority, next only to that of the operation defence requirements. Furthermore, the Steel Priority Committee takes into account the special importance of export-oriented industries in allocating priorities for the distribution of scarce categories of steel.

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

**Metropolitan Rail Transport Organisation For Madras**

**2296. SHRIMATIILA PALCHOURI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a proposal to set up 'Metropolitan Rail Transport Organisations' for Madras similar to that set up for Bombay and Calcutta is under consideration of the Government of India;

(b) if so, when is the proposal likely to be finalised and put into force;

(c) the utility of setting up such organisations; and

(d) the benefit which the organisations under reference have brought to the travelling public of Calcutta and Bombay ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) and (b). The matter can be considered on receipt of the report of the Metropolitan Transport Team of the Planning Commission, who are studying the transport problem of Calcutta, Bombay, Delhi and Madras.

(c) Does not arise.

(d) The Metropolitan Rail Transport Organisations in Calcutta and Bombay have commenced Surveys, Investigations and Studies for Metropolitan Rail Transport Projects in the two Cities. The travelling public of Calcutta and Bombay would be benefited when the Metropolitan Rail Transport Schemes formulated on the basis of these Studies are implemented.

**Container Service on Indian Railways**

**2297. SHRIMATIILA PALCHOURI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the working of the existing container services introduced about four years ago between Bombay and Ahmedabad, Bombay and New Delhi, Bombay and Madras, Bombay and Secunderabad, and Bombay and Bangalore, has been satisfactory from the point of view of the quantum of commodities moved in containers and the general liking of the public;

(b) whether it is proposed to extend this service between Calcutta and Delhi, Calcutta and Bombay, and Calcutta and Madras and, if so, when;

(c) what are the commodities which can be sent through the container service;

(d) the difference in charges for container service transport as compared to those charged otherwise by the Railways by the Express Goods Train or by the Parcel Express; and

(e) the amount of Railway earnings through this service since its introduction in 1966 ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) Container service is already available between Calcutta and Delhi. Introduction of container service between Calcutta and Madras and between Calcutta and Bombay is under examination. If found justified, these services are proposed to be introduced during the next financial year.

(c) Broadly, such general goods traffic as is suitable for carriage in containers on the routes selected and is able to bear the container freight charges.

(d) A general comparison is not possible as, broadly, the container freight charges cover the road and rail haulage of containers from the premises of the consigner to those of the consignee and the difference will vary from commodity to commodity, route to route and party to party.

(e) The earnings from all the container services to end of January, 1970 are about Rs. 1,09,68,000.

**Seminar on Industrial Development**

**2298. SHRI K. P. SINGH DEO :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether a seminar on "prosperity through balanced industrial development" was held recently in New Delhi; and

(b) if so, the suggestions made in the Seminar and the reaction of Government in regard thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) A statement is attached.

**Statement.**

The Seminar on "Prosperity through balanced industrial development" recently held in Delhi under the aegis of the Federation of Indian Chambers of Commerce and Industry is reported to have suggested as follows :

(a) Industries located in backward areas should be assured of adequate supply of scarce raw materials like steel, non-ferrous metals, etc.

(b) Electricity be available at subsidised rates.

(c) Subsidy be provided to the extent of Rs. 5 crores on capital investment on a slab basis.

(d) Freight compensation be given for export-oriented units located in land-locked States.

(e) Suitable housing programmes be launched for industrial houses in backward regions; and

(f) Industrial licensing should be de-licensed and each State made responsible for promotion of industries within State wherever a project did not involve foreign exchange and that available foreign exchange be distributed to States possibly after a review by the Finance Commission.

2. Taking into consideration various factors such as the problem of regional imbalances and aggravation of concentration of economic power, Government view it as necessary to assign as specifically as possible roles to various sectors of industry for bringing about balanced regional development. Government is also of the view that large industries should shed the burden of producing goods by off-loading their production on ancillaries, which may be set up, as desi-

table from also the point of view of balanced regional development, at different places. Suitable incentives for industries from the point of view of balanced regional development are not ruled out; but the scope for these has to be decided in the light of exigencies obtaining from time to time.

**Indo-Soviet Differences on Designing Agency of Bokaro Steel Plant**

2299. SHRI K. P. SINGH DEO : SHRI MADHU LIMAYE :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that there have been wide differences between India and Russia in regard to the designing agency for the second stage of the Bokaro Steel Plant;

(b) if so, the nature thereof; and

(c) whether these differences have been resolved and, if not, the reasons therefor and their likely effect on the progress of the Plant ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) No, Sir.

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

**लोहे का उत्पादन**

2300. श्री प्रकाशकीर शास्त्री: क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विदेशों में ढलवे लोहे (पिंग आयरन) की खपत को देखते हुए सरकार ने लोहे के उत्पादन को बढ़ाने के लिये कोई योजना बनाई है; और

(ल) यदि हां, तो उसका व्योरा क्या है ?

इस्पात तथा भारी इंजीनियरी मंत्रालय में राष्ट्रीय मंत्री (श्री कुमार चन्द्र पट्ट) : (क) सरकारी कोष के इस्पात कारबालों से ढलवे लोहे का उत्पादन बढ़ाने के लिए कहा गया है जिससे आन्तरिक भाग की आंशिक पूर्ति की जाएगी और कुंध निर्यात किया जा सके।

(क) दलवे लोहे के उत्पादन में यह बृद्धि

(i) समुन्नत संधारण प्रक्रियाओं और (ii) औद्योगिक सुधारों द्वारा प्राप्त करने का विचार है।

इसके अतिरिक्त 1971-72 से 1972-73 की अवधि में भिलाई का छाता धमन भट्टी समूह और बोकारों कारखाना भी लोहे का उत्पादन करने लगेगा।

काली सूची में नाम वर्ज औद्योगिक संगठन

2301. श्री प्रकाशबीर शास्त्री: क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने कुछ औद्योगिक मंगठनों के नाम काली सूची में दर्ज किये हैं जिन्होंने किसी अन्य नाम तथा स्टाइल में फिर से काम करना आश्रम कर दिया है;

(ख) क्या यह भी सच है कि इसमें कुछ सरकारी अधिकारियों तथा मंत्रियों का हाथ है; और

(ग) यदि हाँ, तो इस बुराई का उन्मुक्त करने के लिये क्या ठोस कार्यवाही की जा रही है?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलहडीन अली अहमद): (क) मानकीकृत संहिता के अनसार काली सूची का अर्थ होता है कि सरकारी विभागों को उनसे माल लेना बर्जित है। फिर भी, इसका यह अर्थ नहीं है कि ऐसी कर्म तथा संगठन विद्यमान ही न रहें अबवा अपना निर्माण कार्य करना, व्यापार करना अबवा अन्य कार्य कलाप समाप्त कर दें। औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्रालय के व्यान में ऐसा कोई मामला नहीं है कि मंत्रालय द्वारा काली सूची में की गई कर्म ने किसी अन्य नाम और स्टाइल में कार्य करना प्रारम्भ कर दिया है।

(ख) तथा (ग). प्रश्न ही नहीं उठते।

भारी विद्युत उपकरण संयंत्र, हरिद्वार में उत्पादन

2302. श्री प्रकाशबीर शास्त्री: क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) भारी विद्युत उपकरण संयंत्र, हरिद्वार अपनी निर्धारित क्षमता के अनुसार काम करना कब तक आश्रम कर देगा;

(ख) इस संयंत्र का विस्तार कार्यक्रम ठीक समय पर क्रियान्वित क्यों नहीं किया जा सका; और

(ग) क्या यह सच है कि इस संयंत्र के निर्माण के सम्बन्ध से कुछ इंविंग अब तक प्राप्त नहीं हुए हैं?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलहडीन अली अहमद):

(क) भारी विद्युत उपकरण संयंत्र, हरिद्वार का निर्माण अभी पूर्ण नहीं हुआ है। इसमें अभी कुछ ही बन्तुओं का उत्पादन प्रारम्भ किया है। यदि पर्याप्त मात्रा में अधिम आदेश प्राप्त हुए तो आशा है कि हरिद्वार का भारी विद्युत उपकरण संयंत्र ट्रॉन सेटों और विद्युत क्षमतीनों में 1975-76 में और हाइड्रो सेटों में 1976-77 में अपनी निर्धारित क्षमता को प्राप्त कर लेगा।

(ख) अभी विद्युत उपकरण संयंत्र, हरिद्वार का कोई विस्तार कार्यक्रम नहीं है यथापि इसमें विविधता लाना विचारधीन है।

(ग) क्या फाउन्डेशन ड्राइंग जिसे कि 1969 की जूबी तिमाही में प्रदान किया जाना था, को छोड़ कर सभी ड्राइंग प्राप्त हो चुकी हैं।

देश से बर्ग-भावना को समाप्त करने की योजना

2303. श्री प्रकाशबीर शास्त्री: क्या विधि तथा समाज क्षमता मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार देश में सदैव बढ़ती हुई वर्ग-भावना को जो वंशानुगत जाति प्रथा की देने है, समाप्त करने को किसी योजना पर विचार कर रही है;

(ख) जिन संगठनों के नाम जाति तथा मतों वे: आधार पर रखी गये हैं उन्हें अनुदान देते समय ऐसे नामों को बदलने के लिये कमी कहा गया था; और

(ग) यदि हाँ, तो इस सम्बन्ध में उनकी क्या प्रतिक्रिया है?

विधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (आ॒ श्रीमती) कुलरेज़ गुहा:

(क) इस बात का कोई प्रमाण नहीं है कि देश में जातीय भावना बढ़ रही है।

(ख) तथा (ग). समाज कल्याण विभाग किसी ऐसी संस्था को अनुदाने नहीं देता है, जिसका नाम किसी विशिष्ट जाति के नाम पर रखा गया हो।

**Right of Parties to a Marriage to Seek Divorce on the ground of Non-resumption of Co-habitation.**

2304. SHRI BENI SHANKER SHARMA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) what is the relief available under the Hindu Marriage Act for the parties to the marriage who have not resumed co-habitation for a period of seven years or more;

(b) whether such type of relief was also available to the party against whom a decree of judicial separation or restitution of conjugal rights had been passed; and

(c) if so, whether Government have considered the desirability of granting right to seek divorce to either of the parties referred to in part (a) above ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) Non-resumption of co-habitation by itself is not a ground for any relief under the Hindu Marriage Act, 1955.

(b) Yes, Sir.

(c) A suggestion received in this regard is under examination.

**Rise in Steel Price**

2305. SHRI BENI SHANKER SHARMA : Will the Minister of STEEL and HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that by allowing the steel price rise, Government was encouraging a further rise in prices all over; and

(b) if so, what steps are envisaged to keep a check on the same ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :**

(a) and (b). To the extent the higher price of Steel cannot be absorbed in the current prices, of the steel based industries, there may be some increase in the prices of such products. Such price increases however, on account of the recent increase of steel prices are not likely to be, and in fact have not been of an order that would lead to a significant inflationary pressure.

**Uniform Civil Code to Check Polygamy Among Muslims in India**

2306. SHRI BENI SHANKER SHARMA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether a Uniform Civil Code for the whole country has been considered with a view to check polygamy among Muslims in India;

(b) the steps taken to mentally prepare them to give up the practice; and

(c) the steps taken to dissuade people from giving their daughters in marriage to persons who are already married ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) No, Sir.

(b) and (c). In matters of personal law relating to the minority communities, it has been the policy of the Government to encourage reforms therein only on the initiative of those communities. It is hoped that with the spread of education and the social and eco-

mic upsurge among the masses, the practice of polygamy will disappear in due course.

#### Practice of Untouchability

2307. SHRI BENI SHANKER SHARMA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that untouchability which was banned 22 years ago still exists in many parts of the country;

(b) whether any complaints have been received in this regard and, if so, their number during the last three years with the steps taken to look into them; and

(c) the reasons for its existence after such a long time has elapsed and the steps taken or proposed to be taken to uproot the social evil ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) : (a) The practice has almost died out in the urban areas, though sporadic cases still occur in the rural areas.

(b) The details about the cases registered under the Untouchability (Offences) Act, 1955, during 1966 to 1968 and the number of persons convicted under the Act during 1969 are being collected from the State Governments and will be laid on the Table of the House in due course.

(c) The evil has been in existence for centuries and cannot be rooted out in two or three decades. The problem has been tackled by means of legal measures, propaganda and welfare programmes for the social, educational and economic uplift of the Scheduled Castes. These measures are being expanded under the Fourth Plan. Further, it has been constantly urged upon the State Governments to take effective steps to enforce the Untouchability (Offences) Act, 1955. The question of amending the Act to make it more effective is also being actively pursued and it is hoped to introduce an amending Bill during the current session of Parliament.

#### Issue of Licences to Birlas

2308. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number and total value of industrial licences given to the Birla Group of Companies, Industry-wise, during 1967, 1968 and 1969; and

(b) the spare of the imported machinery and indigenous machinery in the total value of licences given to the Birla Group of Companies during this period ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) 20 licences were granted to Companies belonging to Birla Group during the years 1967 to 1969. Industry-wise distribution of these licences is as follows :--

Industry	No. of licences issued
1. Textiles	6
	{ N. U. -- 1 S. E. -- 5 N. U. 1 S. E. 1
2. Chemicals	4
	{ N. A. 1 Shifting 1 within the same state
3. Electrical Equipment	4
	{ N. U. 1 S. E. 1 N. A. 2
4. Industrial Machinery	1 (S. E.)
5. Machine Tools	1 (N. A.)
6. Small and Hand Tools	1 (S. E.)
7. Agricultural Machinery	1 (N. A.)
8. Refrigerators	1 (N. A.)
9. Tyres & Tubes	1 (N. A.)
	20
N. U. --	New Undertaking
S. E. --	Substantial expansion of existing undertaking
N. A. --	New article

As regards the value of licences, it may be mentioned that licences under the Industries (Development and Regulation) Act 1951, are given for specific production capacity and are not usually linked to value of production as such.

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

**Incidents of Wagon-breaking on Eastern Railways**

**2309. SHRI JYOTIRMOY BASU :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of incidents of wagon breaking in the Eastern Railway, year-wise during the last three years;

(b) the value of property lost, destroyed or stolen through wagon breaking in the Eastern Railway, year-wise, during the last three years;

(c) the causes of decrease or increase in the incidents of wagon breaking;

(d) whether it is a fact that some of the officers of the Railway Protection Force are suspected to be aiding and abetting these anti-social activities;

(e) whether the R.P.F. staff of Howrah Division II, Eastern Railway, sometime ago, addressed a letter to the then Railway Minister, charging some top officials of that Division with aiding and abetting wagon-breaking;

(f) whether in support of their allegation, the staff of Howrah Division II cited a number of concrete instances of wagon-breaking with the assistance of the Officer Commanding, R.P.F.; and

(g) if so, what action, if any, has been taken in the matter ?

**THE MINISTER OF RAILWAYS (SHRI NANDA):**

(a)	Year	No. of incidents
	1967	397
	1968	411
	1969	431

  

(b)	Year	Value of property lost or stolen
		Rs.
	1967	3,88,822
	1968	4,99,890
	1969	5,24,503

(c) The general economic distress and deterioration of law and order situation in certain areas.

(d) No

(e) No

(f) No

(g) Does not arise.

**Non-official Experts/Directors of Public Undertakings**

**2310. SHRI JYOTIRMOY BASU:** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the names of the public sector undertakings under his Ministry which have non-official representatives in their Boards of Directors as on the 31st of January, 1970;

(b) the name and profession of each non-official representative serving as Director in each public sector undertaking under his Ministry;

(c) the full particulars of the non-official experts serving in the Board of Directors of each public sector undertaking under his Ministry;

(d) whether Government are contemplating to take more non-official experts in the Boards of Directors of the public sector undertakings under his Ministry; and

(e) if not, the reasons therefor ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED):** (a) to (e). Information is being collected and will be laid on the Table of the House.

**Production of Tractors**

**2311. SHRI JYOTIRMOY BASU :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the value and number of tractors produced in India year-wise from 1967-68 to 1969-70;

(b) the share of indigenous production and imports in the total supply of tractors at the end of 1973-74;

(c) the share of imported components and raw materials in the total components and raw materials needed for manufacturing tractors during the last three years; and

(d) when India is expected to achieve self-sufficiency in the production of tractors?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Value and number of tractors produced in India year-wise from 1967-68 to 1969-70 is as under:-

Year	Production Nos.	Approximate value (Rs. in million)
1967-68	11,394	230
1968-69	15,427	300
1969-70	15,333	305
(Upto Feb. 1970).		

(b) While every effort is being made to step up the indigenous production of tractors, it is difficult to state at this stage what the respective shares of indigenous production and imports in the total supply of tractors at the end of 1973-74 will be.

(c) Information in respect of raw materials is not readily available as it can be obtained only after a regular cost examination. In regard to components, the percentage by value of imports in relation to the tractor as a whole, of the existing tractor manufacturing units for the last three financial years is as under:-

Name of the Unit and Make and HP of tractor	Percentage of value of imported components to the value of the tractor during		
	1967-68	1968-69	1969-70
1. M/s. Tractors & Farm Equipment Ltd., Madras (Massey Ferguson 35 HP)	31%	26%	17%
2. M/s. International Tractor Co. of India Ltd., Bombay (B-275 International 35 HP)	35%	33%	19.7%
3. M/s. Hindustan Tractors Ltd., Baroda Hindustan-HWD	50 HP	30%	20.5%
	35 HP	50%	45%
4. M/s. Escorts Ltd., Faridabad Escorts E-37 (34.5 HP)	42%	35%	18%
5. M/s. Eicher Tractors India Ltd., Faridabad (Eicher 26.5 HP)	45.5%	32%	18%

(d) Keeping in view the estimated demand by the end of the Fourth Plan and the capacity of the existing units and the new units propose to be set up, it is likely that self-sufficiency in tractors may be reached by the beginning of the Fifth Five Year Plan.

separate Pay Commission for the Railwaymen as the commission for the Central Government employees would not fulfil the purpose particularly in respect of the Railwaymen; and

(b) if so, his reaction thereto?

**Demands for a separate Pay Commission for Central Railway Staff**

2312. SHRI JYOTIRMOY BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of Central Railwaysmen's organisations have demanded a

THE MINISTER OF RAILWAYS SHRI NANDA : (a) and (b). There has been such a demand. The new Pay Commission, the setting up of which has been announced, will consider the case of all Central Government employees, including railwaymen. A separate Pay

Commission for Railwamen alone is, therefore not feasible. However, it is hoped that the special features affecting the emoluments and service conditions of Railwaymen will receive from the Commission the attention that they deserve.

### रेलगाड़ियों को दिये गये विभिन्न नाम

2313. श्री ओम प्रकाश त्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि रेलवे को किस आधार पर विभिन्न रेल गाड़ियों के लिए यात्री गाड़ी, एक्सप्रेस गाड़ी, टूकून तथा डाक गाड़ी के नाम दिये गये हैं और विभिन्न गाड़ियों के बीच क्या अन्तर होता है?

रेलवे मंत्री (श्री नन्दा) : जिन गाड़ियों के लिए यह निर्धारित होता है कि वे अपने मार्ग के प्रायः सभी स्टेशनों पर ठहरेंगी, उन्हें सवारी गाड़ियों और जिन गाड़ियों का ठहराव कुछ स्टेशनों को छोड़ कर बाकी सभी स्टेशनों पर निर्धारित होता है, उन्हें तेज सवारी गाड़ियां कहा जाता है। डाक एक्सप्रेस गाड़ियां आमतौर पर वे गाड़ियां होती हैं, जिन बारे में यह निर्धारित होता है कि वे अपने रास्ते के अपेक्षाकृत अधिकांश स्टेशनों पर बिना रुके सीधे निकल जायेंगी। इन डाक और एक्सप्रेस गाड़ियों की रफ्तार प्रति घंटा 75 कि.मी. से अधिक होती है और सवारी गाड़ियों की रफ्तार 75 कि.मी. प्रति घंटा या इस से कम होती है।

### Development of Toy Industry

2314. SHRI SHIVA CHANDRA JHA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken specific steps for the development of the toy industry in the country under the Plans;

(b) if not, the reasons therefor; and

(c) if the reply to part (a) above be in the affirmative, the total amount spent so far on the development of the toy industry, the present toy factories in India, the kinds of toys,

the total export of toys per year and the foreign exchange earned therefrom vis-a-vis that of Japan?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) and (b). The development of toy industry has been undertaken mainly through the State Governments. Specific schemes of training, production and marketing have been taken up by the State Governments in their annual plans. The All India Handicrafts Board has also been running a Research Centre for the development of the toy industry at Bombay as well as a production-cum-training Centre for educational, wooden toys at Bombay. The Design Centres at Bombay, Bangalore, Delhi and Calcutta have been rendering necessary assistance to the manufacturers in the matter of designs. There are four regional handicrafts training Institutes assisted by the Handicrafts Board, where training in toy-making is imparted.

(c) The total amount spent by the different States for the development of the industry is not available. The toy industry is concentrated in the following places:-

(i) Kondapalli (A.P.), (ii) Chinapata-nam (Mysore), (iii) Gwalior (M.P.), (iv) Jaipur & Udaipur (Rajasthan), (v) Banaras & Lucknow (U.P.), (vi) Delhi, (vii) Calcutta, (viii) Bombay (ix) Krishnanagar (West Bengal).

The kinds of toys manufactured at these Centres are wooden toys, lacquer toys, rag toys, clay toys and educational toys.

### The exports of toys and dolls are:-

Year	Value
1967-68	Rs. 11,18,000/-
1968-69	Rs. 19,82,000/-
1969-70 (Upto November, 1969)	Rs. 11,16,000/-

The figures of exports of toys and dolls from Japan are, however, not available.

## Unmanned Railway Stations

2315. SHRI BABURAO PATEL :  
 SHRI C. K. CHAKRAPANI :  
 SHRI K. ANJURUDHAN :  
 SHRI NAMBIAR :  
 SHRI UMANATH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the General Manager of the Southern Railway admitted at a press conference in Trivandrum on the 15th January, 1970 that he had no knowledge of an unmanned Railway station at Sirugamani, till someone brought it to his notice;

(b) how long this station has been operating thus;

(c) the reasons why this was allowed to happen; and

(d) whether there are any more unmanned Railway stations in India and, if so, how many and where ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). The General Manager, Southern Railway told the Press Conference at Trivandrum on 15.1.70. that he was not aware of any stations on Southern Railway being unmanned. At Sirugamani halt, Travelling Ticket Examiners have been attending to issue of tickets after the halt agent resigned in September, 1967. Efforts were made to get the services of a new halt agent. Since no one came forward to undertake the work, a Commercial Clerk has been posted at this halt from 23.2.70.

(d) At present 202 Train halts on Indian Railways are being worked by Guards/Travelling Booking Clerks/Travelling Ticket Examiners. The Railway wise break-up of these train halt is as under:-

Railway	Number
Central	23
Northern	22
Northeast Frontier	8
Southern	1
South Central	2
South-Eastern	19
Western	127
Total	202

उत्तर तथा दक्षिण भारत में कुछ रेल मार्गों का विद्युतिकरण

2317. श्री बंका नारायण सिंह :  
 श्री शिव कुमार शास्त्री :  
 श्री आस्म दास :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार का विचार दक्षिण भारत में कुछ मार्गों का विद्युतिकरण करने का है;

(ख) यदि हां, तो कहां-कहां और कितनी लम्बी (किलो मीटर) पटरी, का विद्युतिकरण किया जायेगा;

(ग) क्या यह भी सच है कि दिल्ली तथा नई दिल्ली के आस पास कोई विद्युत रेलवे लाइन नहीं है जबकि बम्बई, कलकत्ता, मद्रास आदि जैसे अनेक स्थानों से विद्युत-चालित रेलगाड़ियां चल रही हैं;

(घ) यदि हां, तो क्या सरकार का विचार दिल्ली से मेरठ, दिल्ली से खुर्जा, दिल्ली से पानीपत, दिल्ली से आगरा तथा दिल्ली से अजमेर तक विद्युत-चालित गाड़ियां चलाने का है;

(ङ) क्या उनका भवालय दिल्ली की उपेक्षा कर रहा है; और

(च) यदि नहीं, तो मद्रास, उत्तर प्रदेश, हरयाणा तथा राजस्थान में क्रमशः रेलवे लाइनों का कितनी दूरी तक (किलो मीटर में) विद्युतिकरण किया गया है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां।

(ख) बौद्धी पंचवर्षीय प्रोजेक्ट में विद्युतिकरण का जो कार्यक्रम बनाया गया है, उसमें दक्षिण भारत के मद्रास-विजयवाड़ा (मार्ग किलो-मीटर-484) और मद्रास-जरकोणम (मार्ग किलो मीटर-69) स्पेशल अन्तिम स्पर्श से शामिल हैं।

(ग) जी हाँ।

(घ) जी नहीं।

(ङ) जी नहीं। टूंडला-दिल्ली स्पष्ट का विद्युतिकरण चौथी पंचवर्षीय योजना में अन्तिम रूप से शामिल कर लिया गया है और इस योजना के वित्तीय फलितार्थों की जांच की जा रही है।

(च) जिन रेल लाइनों का विद्युतिकरण किया गया है, विभिन्न राज्यों में उनके मार्ग की लम्बाई इस प्रकार है—

मद्रास 163 कि०मी०

उत्तर प्रदेश 356 कि०मी०

हरयाणा कुछ नहीं

राजस्थान कुछ नहीं।

#### Sale of Polythene by Asian Cables

2318. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have completed investigation into the charges made against the Asian Cables of K. P. Goenka about the sale of excess imports of polythene at higher prices in violation of the Rules;

(b) whether inquiry into the loaning or sale of the imported raw material like copper etc. by this Company, in violation of Rules, has also been made;

(c) if so, the results thereof;

(d) whether Government have taken action against those who gave diversification permission to this Company, again, in violation of Rules; and

(e) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The case is still under investigation.

(d) and (e). As I had mentioned in my statement in reply to "Calling Attention Notice" on 22. 8. 69, the Director-General had dealt with the proposal himself in consul-

tation with one of his senior officers, and given the permission sought, in accordance with the rules. Hence, the question of taking any action does not arise.

#### Plans for Increasing Steel Production

2319. SHRI MADHU LIMAYE : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether there is an acute shortage of steel and steel products throughout the world;

(b) whether the private sector was not predicting a glut of steel products only a couple of years ago demanding cut back in steel outlay;

(c) whether Government did not fall a prey to this propaganda ; and

(d) what are their plans for increasing steel production in the public and private sector in order to meet this shortage ?

#### THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) Yes, Sir. This is indicated by the steel rise of world prices of steel and by longer delivery dates quoted in the International market.

(b) Certain views to this effect were expressed.

(c) No, Sir. Planning for steel was undertaken even before the recent world shortage.

(d) The proposed programme for increasing the steel production capacity in the country is given below :

1. Completion of the projects already in hand and attainment of optimum output from the existing facilities through introduction of technological improvements, additional balancing and finishing facilities.

2. Continuation of Bokaro to 4 Million Tonnes stage;

3. Bhilai's expansion to 4.2 million tonnes for the production of billets and plates.

4. Additional capacity in steel of about 4 million tonnes in new steel plants;
5. Production of cold rolled grain oriented sheets at Rourkela.

**Reduction of Imports due to Import Substitution Programme**

2320. SHRI P.C. ADICHAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the import substitution programme has shown any substantial reduction in imports;

(b) if so, the total reduction in imports affected thereby since the beginning and the item-wise details of such reductions; and

(c) the further step being taken under the Fourth Plan in pursuance of this programme?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) Yes, Sir.

(b) Since the import substitution has been an integral part of the industrial policy of the country and has been a continuous process covering the entire gamut of industry, it would be difficult to assess the extent of total reduction in imports on this account since the beginning or to list out the item-wise reduction in import.

(c) The following steps are being taken to intensify the efforts during the coming years with a view to have more savings in foreign exchange :

- (i) Substitution of raw materials, components and spare parts with indigenously manufactured materials and components of same specifications or of comparable specifications and according priority to their rapid development.
- (ii) Reduction in the consumption of imported raw materials and components per unit of production.

- (iii) Progressive change over of production of chemicals and chemical products from basic raw materials.
- (iv) Acceleration of phased manufacturing programmes to achieve a greater indigenous content in the shortest possible time.
- (v) Vigorous scrutiny of the request for capital goods imports with a view to ensuring that the plant and equipment etc. which are already being produced in the country or are likely to be produced in the near future, are not allowed to be imported.
- (vi) Instructions to all the concerned authorities both in the Central and State Governments to associate the D.G.T.D. with the planning of the projects from the very early stages, to ensure that the items of equipment which are capable of being developed within the country are not allowed to be imported for lack of timely planning.
- (vii) By having a scheme for giving encouragement to the work in the field of import substitution, under which, awards are given to the individuals and institutions that produce practical ideas which give rise to import savings.
- (viii) Instructing the various project authorities both in the private and public sector to get the drawings for all tailor-made items from the foreign collaborators so that against these drawing the manufacturers in India could produce the necessary equipment indigenously.
- (ix) By issuing instructions to all concerned that even in the matter of "gifts" from the foreign countries, the D.G.T.D. should be associated, before agreements are reached, so as to avoid importation of equipments items which could be indigenously available.
- (x) With a view to reducing further the imports of components and spares detailed instructions have been

issued to the Public Sector Undertakings under the control of this Ministry to assist in the setting up of the ancillary industries in close proximity of the main units.

**Recommendations of Kunzru Committee in regard to Railway Accidents and Unmanned Railway Crossings**

2321. SHRI P. C. ADICHAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the recommendations of the Kunzru Committee, particularly those relating to avoiding of accidents on the Railways and on unmanned Railway Crossings, have been fully implemented;

(b) if not, the reasons for the delay; and

(c) how far they have been carried out?

**THE MINISTER OF RAILWAYS** (SHRI NANDA) : (a) and (b). Most of the recommendations contained in the report of the Kunzru Committee aimed primarily at minimising railway accidents. Of the 354 recommendations which had been accepted, only 25 recommendations have not been fully implemented so far. On two of these recommendations—one pertaining to sharing the cost of manning of unmanned level crossings between the railways and State Governments and the other to the provision of road signs and signals at approaches to all level crossings—action is required to be taken by the State Governments. The remaining 23 recommendations are such as can be implemented only on a programmed basis subject to the availability of funds or require action to be taken by other organisations.

(c) These 25 recommendations are at various stages of implementations—some being in the final stages of implementation. Every effort is being made to expedite the complete implementation of these recommendations.

**Unmanned Railway Crossings**

2322. SHRI HIMATSINGKA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of unmanned Railway Crossings on each Zone in India and the total number of such Railway Crossings in the country; and

(b) the details of the programme to man such Railway Crossings under the Fourth Plan and how far the work or expenses would be shared by the State Governments concerned?

**THE MINISTER OF RAILWAYS** (SHRI NANDA) : (a) There are twenty one thousand, seven hundred and seven 'C' class unmanned level crossings (excluding cattle crossings) on the Railways as at the end of March, 1969. Railway-wise break-up is as under:—

	Central	885	Nos.
Eastern	740	..	
Northern	3246	..	
North Eastern	2222	..	
Northeast Frontier	1373	..	
Southern	3137	..	
South Central	2090	..	
South Eastern	3216	..	
Western	4798	..	

(b) The level crossings where both road and rail-traffic is heavy are manned on the basis of traffic census or on receipt of a request from the State Government/Road authority. Under the rules now in force, if an unmanned level crossing is required to be manned or a manned level crossing is required to be upgraded, the initial cost of works is to be borne by the State Government and the recurring cost is met by the railways. As each case has to be decided on merits and State Govt.'s approval is necessary, it is not possible to indicate at this stage the exact volume of the work and expenditure involved during the Fourth Plan period.

**Increase in Fares of First Class Season Tickets on Bombay Central Railway**

2323. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been an increase in the fares of the First Class Season Tickets on the Bombay Central Railway with effect from the 1st October, 1969;

(b) if so, the reasons of this increase;

(c) whether the Consultative Committee was consulted before increasing the fares; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS  
(SHRI NANDA): (a) Yes.

(b) Prior to the revision of these season ticket fares, a commuter holding a First Class Season Ticket paid only 6 to 20 single journey fares per month depending on the distance for which such tickets were issued. With this the monthly season ticket holder makes on an average 50 single journeys every month. These fares were found to be inadequate to cover even the operating costs and it was, therefore, decided to suitably increase the First Class Season Ticket fares.

(c) No. For revising the rates and fares Consultative Committees are not consulted.

(d) In view of answer to part (c), this question does not arise.

मध्य रेलवे में रेल दुर्घटनाओं में वृद्धि

2324. श्री ग० च० शीक्षित: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि मध्य रेलवे में रेल दुर्घटनाओं में हाल में वृद्धि हुई है;

(ख) यदि हाँ, तो 1 जनवरी, 1969 से 31 दिसम्बर, 1969 तक कितनी रेल दुर्घटनायें हुई हैं;

(ग) प्रत्येक दुर्घटना में कितने व्यक्ति मारे गये तथा कितने घायल हुए हैं;

(घ) प्रत्येक दुर्घटना में रेलवे सम्पत्ति को अनुमानतः कितनी क्षति हुई है; और

(ङ) प्रत्येक मामले में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). जी नहीं। 1969 के दौरान, मध्य रेलवे में गाड़ियों की टक्कर, गाड़ियों के पटरी से उत्तर जाने, समपारों पर गाड़ियों के सड़क यातावात से टकरा जाने और गाड़ियों में आग लगने की 103 दुर्घटनाएँ हुईं।

जबकि 1968 के दौरान वहाँ इस प्रकार की 112 गाड़ी दुर्घटनाएँ हुईं, थीं।

(ग) इन दुर्घटनाओं में 13 व्यक्ति मारे गये और 18 को चोटें आयीं।

(घ) इन दुर्घटनाओं के कारण रेल सम्पत्ति को लगभग 3,22,353 रुपये की क्षति होने का अनुमान है।

(ङ) इन सभी दुर्घटनाओं की जांच की गयी और आवश्यक दण्डात्मक तथा निवारक कार्रवाई की गयी।

सिर पर रख कर मल-मूत्र से जाने की पद्धति को समाप्त करना

2325. श्री ग० च० शीक्षित: क्या विवित तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) सिर पर ढोकर मल-मूत्र फेंकने की पद्धति को समाप्त करने के बारे में मलकानी समिति की सिफारिशों को लागू करने के लिये केन्द्र सरकार ने मध्य प्रदेश सरकार को कितनी धनराशि अनियंत्र की है;

(ख) क्या समस्त मध्य प्रदेश राज्य में यह पद्धति समाप्त कर दी गई है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

विविध भालालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्रीमती) कूलरेणु गुह) :

(क) 'मेहतरों तथा संमार्जकों के काम तथा रहने-सहने की पर्याप्ति योजनाओं में सुधार' की योजना के लिए की गई इकट्ठी व्यवस्था इस प्रकार है:—

रुपये लाख की राशियों में

तृतीय योजना	6.94
1966-67	4.50
1967-68	0.50
1968-69	1.50
1969-70	5.00

(ख) तथा (ग). यह सूचना एकत्रित की जा रही है तथा प्राप्त होने पर सभा पटल पर रख दी जाएगी।

मध्य प्रदेश के आदिम जाति सेवा मण्डल द्वारा चलाये जा रहे छात्रावासों की दयनीय दशा

2326. श्री गं. वीक्षित: क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि मध्य प्रदेश में आदिम जाति सेवा मण्डल द्वारा चलाये जा रहे आदिवासी छात्रावासों की दशा दयनीय है और उनकी ओर कोई ध्यान नहीं दिया जा रहा है और कई छात्रावासों की गत 10 अथवा इससे भी अधिक वर्षों से मरम्मत नहीं की गई है;

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

(ग) यदि उपर्युक्त भाग (क) का उत्तर नकारात्मक है तो होशंगाबाद तथा पूर्वी निमाड़ जिलों में स्थित छात्रावासों की मरम्मत के लिये कितना बनराशि मंजूर की गई है?

विधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (डॉ. (धीमती) फूलरेणु गुह) :

(क) से (ग). व्यौरा राज्य सरकार से एकत्रित किया जा रहा है तथा प्राप्त होते ही सभा पटल पर रख दिया जाएगा।

मध्य रेलवे में खिड़किया स्टेशन के दोनों प्लेटफार्मों पर शैडों की व्यवस्था करना

2327. श्री गं. वीक्षित: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) "प्लेटफार्म" शब्द की परिभाषा क्या है;

(ख) क्या यह कहा जाता है कि उक्त परिभाषा के अनुसार मध्य रेलवे के खिड़किया स्टेशन के दोनों प्लेटफार्मों पर शैडों की व्यवस्था की गई है;

(ग) क्या डाउन प्लेटफार्म पर शैड की व्यवस्था की गई है;

(घ) यदि हां, तो क्या उक्त प्लेटफार्म से रेलगाड़ी पर चढ़ने अथवा उतरने वाले यात्री वर्षा छृतु में नहीं भर्गेंगे; और

(ङ) क्या डाउन प्लेटफार्म के निंकट प्रतीक्षालय बरामदे में शैड का निर्माण इस प्रकार नहीं किया गया जैसे वह प्लेटफार्म पर ही हो?

रेलवे मंत्री (श्री नवा): (क) किसी स्टेशन पर रेल-पथ की तुलना में ऊँची की गई सतह को प्लेटफार्म कहते हैं। यह यात्रियों को गाड़ियों पर चढ़ने-उतरने की सुविधा देने के लिए बनाया जाता है।

(ख) और (ग). इस स्टेशन पर दो प्रतीक्षा शैड, एक 506 वर्गफुट का अप प्लेटफार्म पर और दूसरा 2816 वर्गफुट का डाउन प्लेटफार्म पर, पहले से ही मौजूद हैं जो बर्तमान यात्री यातायात की आवश्यकताओं को पूरा करने के लिए पर्याप्त हैं।

(घ) चूंकि प्रतीक्षा शैड प्लेटफार्मों को पूरा-पूरा नहीं ढकते, अतः वर्षा के दिनों में यात्रियों के भीग जाने की सम्भावना रहती है।

(ङ) जी हां।

#### Setting up of New Steel Plants

2328. SHRIMATI SHARDA MUKERJEE: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have decided to set up more steel plants of the capacity of 2 million tonnes every year to meet the growing needs of the economy;

(b) the basis on which such a conclusion has been arrived at; and

(c) whether the idle capacity of the existing plants and their proper management economically have been considered before over burdening our economy with more public sector undertakings running into losses ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) The proposal under consideration is to initiate action

during the Fourth Plan for setting up of capacity of about 4 million tonnes towards the end of the Fifth Plan.

(b) The basis for such consideration is the projection of demand and the long gestation period required for bringing steel capacity into fruition. It takes nearly seven years, including the time taken for preparation of a Detailed Project Report, to commission a plant and another couple of years for achieving near rated production. It is therefore necessary to take action now to be able to meet the likely demand during the 5th plan.

(c) Yes, Sir.

#### Unused Steel Scrap lying in Steel Plants

2329. SHRI HEM RAJ : Will the Minister of STEEL & HEAVY ENGINEERING be pleased to state :

(a) the quantity of steel scrap lying undisposed of at the three steel plants viz., Rourkela, Durgapur and Bhilai with the value thereof ;

(b) for how long it has been lying there; and

(c) the quantity that has deteriorated and the amount of loss suffered thereby ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (c). The information is being collected and will be laid on the Table of the House.

#### Asoka Mehta Committee Report on Khadi and Village Industries

2330. SHRI HEM RAJ : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refe. to the reply given to Unstarred Question No. 1210 on the 29th July, 1969 regarding the Asoka Mehta Committee report on Khadi and Village Industries and state ;

(a) whether the replies of all State Governments have been received ; and

(b) if so, the decision taken by Government on the report ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). No, Sir. The comments of the State Governments of Andhra Pradesh and Madhya Pradesh are still awaited. The recommendations of the Committee are being examined in the light of the replies of State Governments already received.

#### Decision on Recommendations of Elayaperumal Committee

2331. SHRI HEM RAJ :  
SHRI SIDDAYYA :  
SHRI SRINIBAS MISRA :  
SHRI J. AHMED :  
SHRI A. SREEDHARAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased[to refer to the reply given to Unstarred Question No.5003 on the 23rd December, 1969 regarding decision on recommendations of the Elayaperumal Committee and state :

(a) whether the replies of all the State Governments and the Union Territories have been received and, if so, the decision taken thereon ; and

(b) the proposal of Government to implement the recommendations of the Elayaperumal Committee ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) No Sir.

(b) The major recommendations of this Committee were discussed at a conference of State Ministers in charge of Backward Classes Welfare on the 29th January 1970. Considered views of the State Governments on some of the main recommendations like setting up of Taluka Boards etc. are still awaited.

The Department of Social Welfare proposes to introduce a bill during the current session to amend the provisions of the existing Untouchability (Offences) Act, 1955, to provide for enhanced punishment and for making an offence non-compoundable.

**Conference of Ministers of Social Welfare of States.**

2332. SHRI HEM RAJ. Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether any conference of the Ministers of Social Welfare of the States was held recently ; and

(b) if so, the main subjects discussed and decisions arrived at ?

**THE MINISTER OF STATE IN THE (MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :**

(a) Yes, Sir.

(b) The Conference was convened to exchange views on various matters relating to Social Welfare programmes and the schemes for the welfare of the Scheduled Castes, the Scheduled Tribes and the Backward Classes. The main subjects discussed were:--

*I Social welfare wing*

(i) New Set up of Central Social Welfare Board.

(ii) Family and Child Welfare Programme.

(iii) Control of Beggary in Metropolitan cities.

(iv) Future of Permanent Liability Homes .

(v) Employment, Training and Rehabilitation of the physically Handicapped ;

(vi) Social Welfare (general).

*II Backward Classes wing*

(i) Untouchability.

(ii) Economic Development.

(iii) Educational Development.

(iv) Forced Labour.

(v) Implementation of the Fourth Five Year Plan.

(vi) Special Health Problems of Scheduled Tribes.

(vii) Special programmes in the context of Gandhi Centenary.

(viii) Setting up of Committee of State Legislators on the pattern of the Parliamentary Committee for the Welfare of Scheduled Castes and Scheduled Tribes.

(ix) Functioning of Zonal Offices.

आन्ध्रप्रदेश में विधायकों द्वारा बिडला कर्मों के विषद् जांच की मांग

2333. श्री देवेन सेन: क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि आन्ध्रप्रदेश विधान सभा के सदस्यों के केन्द्रीय सरकार तथा राज्य सरकार से अनुरोध किया है कि राज्य में बिडला कर्मों की जांच की जाए तथा सरकार उन्हें अपने नियंत्रण में ले;

(ल) यदि हाँ, तो उन्हें अपनी मांग के समर्थन में जो आरोप लगाये हैं उनका व्यौरा क्या है; और

(ग) इस सम्बन्ध में केन्द्रीय सरकार की प्रतिक्रिया क्या है?

**औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलकट्टीन अली अहमद):**

(क) से (ग): मारत सरकार से आंध्र प्रदेश के विधायकों से कोई अनुरोध प्राप्त हुआ प्रतीत नहीं होता है। फिर भी इस सूचना के संबंध में राज्य सरकार से सुनिश्चित किया जा रहा है।

मेसूर आयरन स्टील लिमिटेड को हानि

2334. श्री देवेन सेन: क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि:

(क) गत तीन वर्षों में सरकारी उपक्रम, मेसूर आयरन एण्ड स्टील लिमिटेड को कितनी हानि हुई है और इसके क्या कारण है;

(क) गत तीन वर्षों में विदेशी तकनीशनों पर वर्ष-बार कितना व्यय किया गया;

(ग) मैसूर आयरन एण्ड स्टील लिमिटेड तथा आस्ट्रेलिया के बोहलर के बीच हुए 10 वर्षीय तकनीकी सहयोग करार के अधीन इस कंपनी ने कितना प्रतिकर देना है;

(घ) उक्त उपकरण की वार्षिक उत्पादन की क्षमता कितनी है; और

(ङ) उक्त उपकरण की बिगड़ती हुई दशा को सुधारने के लिये क्या कार्यवाही करने का विचार है?

इस्पात तथा भारी इंजीनियरी मंत्रालय में राज्य मंत्री (श्री कृष्णबन्द नन्त) : (क) मैसूर आयरन एण्ड स्टील लिं० के अनुसार भूल्य हानि और व्याज के रूपम की व्यवस्था करने पर पिछले 3 वर्षों में शुद्ध लाभ-हानि का व्यौरा इस प्रकार रहा है:—

(लाख रुपये)		
वर्ष	लाभ	हानि
1966-67	44.55	—
1967-68	—	211.34
1968-69	—	268.31

हानि के मुख्य कारण ये हैं:—

(i) कोयला, मैलिंग रक्केप, फर्नेस आयल, एलेक्ट्रोड पेस्ट आदि कच्चे मालों के मूल्यों में लगातार वृद्धि।

(ii) लोहा और इस्पात उद्योग संबंधी केन्द्रीय बेतन मंडल की सिफारिशों के आधार पर समय समय पर महंगाई मत्ते में होने वाली वृद्धि के फलस्वरूप बेतन और मजदूरी में वृद्धि।

(iii) देश-व्यापी सामान्य मंदी का प्रभाव, जिसके कारण 1967-68 में इस्पात के उत्पादों की विक्री पर प्रभाव पड़ा।

(ख) पिछले तीन वर्षों में विदेशी-प्रविशिक्षाओं पर किया गया व्यय इस प्रकार था:

वर्ष	व्यय (रुपये)
1966-67	35,74,525
1967-68	42,15,574
1968-69	65,75,007

(ग) समझोते की उपेक्षा, उसे न मानना उसका उल्लंघन अथवा उसकी अनुपयुक्तता की दशा में आस्ट्रिया (न कि आस्ट्रेलिया) की मेसर्स बोहलर कंपनी द्वारा देय क्षति पूर्ति की राशि का निर्धारण करार की शर्तों के मताबिक नियुक्त पंच-निर्णय द्वारा होगा।

(घ) उक्त उपकरण की वार्षिक उत्पादन क्षमता निम्नलिखित है:

(टनों में)

(i) चारकोल फाउन्ड्री ग्रेड का कच्चा लोहा	24,000
(ii) साधारण इस्पात पिण्ड	45,000
(iii) मिश्र तथा विशिष्ट इस्पात (विक्रेय)	77,000
(iv) फेरो सिलिकन	20,100
(v) अन्य फेरो एलाय	4,080
(vi) कास्ट आयरन से बने सामान	15,600
(vii) इस्पात से ढले हुए सामान	1,800
(viii) स्लैग सिमेन्ट	84,000

(ङ) मैसूर आयरन एण्ड स्टील लिं० ने सूचित किया है कि विभिन्न इकाइयों के परिचालन को मानकीकृत करने और उनके उत्पादन की क्षमता तक पहुँचाने के लिए सभी आवश्यक उपाय किये जा रहे हैं। इस उद्देश्य की प्राप्ति के लिए अनुमंडी जर्मन विशेषज्ञों की सेवायें प्राप्त की गई हैं। मैसूर आयरन एन्ड स्टील लिं० के तकनीकी अधिकारियों को इन विदेशी विशेषज्ञों की देख रेख में प्रशिक्षण दिया जा रहा है।

**Foreign Technicians working in Steel Plants**

2335. SHRI HEM BARUA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the foreign technicians working in our different steel plants have been completely withdrawn by now ; and

(b) if so, their plant-wise break-up and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) No, Sir.

(b) The number of foreign technicians presently employed in Steel Plants under HSL and in Bokaro Steel Plant is given below :-

Bhilai Steel Plant	67
Rourkela Steel Plant	98
Durgapur Steel Plant	nil
Bokaro Steel Plant	159

Of the technicians at Bhilai, 28 are employed on the operation and maintenance side and the rest in connection with the expansion of the Plant beyond 2.5 Million ingot tonne capacity. Bokaro Steel Plant is under construction/erection and all the technicians are employed for this purpose.

During the peak period, more than 300 foreign technicians were working at Bhilai, more than 250 at Rourkela and about 100 at Durgapur. Most of the foreign technicians on the operation and maintenance side in Bhilai and Rourkela have been employed in connection with the new units installed under the expansion programme. Indian understudies have been placed to all foreign technicians/specialists and it is expected that with stabilised production and acquisition of adequate experience and expertise, it would not be necessary to have more than a very small number of experts for some critical positions only.

**Demand for General Elections**

2336. SHRI YASHPAL SINGH : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether late political leaders of different parties are demanding General Elections throughout the country so as to end the present state of affairs; and

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

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) :

(a) No, Sir.

(b) Does not arise.

**Setting up of Steel Mills Abroad with Foreign Collaboration**

2337. SHRI D. N. PATODIA : SHRI MUHAMMAD SHERIFF :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that India is looking forward for foreign collaboration for setting up steel mills in the third country;

(b) if so, the names of the foreign countries which have been sounded by the Government of India in this connection and their reaction in this regard; and

(c) whether any offer for the setting up of the steel mills in a third country has so far been received ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) to (c). There is no concrete proposal, but the possibility has been kept in mind.

**Shortage of Scooters**

2338. SHRI D. N. PATODIA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that there is an acute shortage of scooters in the country;

(b) whether it is also a fact that much of the shortage can easily be mopped up if the existing plants are permitted to expand their production capacity;

(c) if so, the extent of the present shortage; and

(d) whether Government proposes to permit the existing plants to augment their production and, if not, the measures proposed to be taken to reduce the shortage within the minimum time lest the cost of scooters go up unreasonably high due to Government's indecision?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED):** (a) The production of scooters in the country, at present, is not adequate to meet the demand.

(b) The imbalance between demand and supply can be met by increased production. Increased production can be achieved either by expansion of the existing units or by setting up of new units, or by expansion of existing units as well as establishment of new units.

(c) The current annual demand for scooters has not been assessed. However, the demand for scooters, motor cycles, three-wheelers, mopeds etc. has been estimated by the Planning Group for Machinery Industries at 2,00,000 nos. per annum by 1973-74. Against this, the production of scooters alone during 1969 was 49,270 nos.

(d) The question of filling up the gap between the supply and demand of scooters has been under the consideration of Government for some time past. Government have now come to the conclusion that it would be preferable to have a project in the public sector for the manufacture of scooters. In pursuance of this decision, Government had set up a Committee of technical experts to work out and advise on a suitable design and programme of production of scooters in the public sector. The first part of the Report of the Committee has been received and is being examined.

Government have also decided that if any private sector party is prepared immediately to take up production of scooters with indigenous know-how and materials, he should be allowed to do so. Accordingly, a public notice had been issued on the 27th October, 1969 inviting applications by 31st January, 1970 from interested entrepreneurs who are prepared to take up the production of scooters with completely indigenous know-

how and materials. The applications received within the stipulated date, including those for expansion from the existing manufacturers of scooters, are, at present under examination.

**Use of Bagasee, hard wood, jute sticks, bamboo for manufacture of newsprint**

**2339. SHRI D. N. PATODIA :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that sugar-cane bagasee, hard wood, agricultural residues, jute sticks and bamboo, which are going waste in very large quantities, can be utilised for the manufacture of newsprint which India is importing at present;

(b) whether some of the Asian countries like Ceylon and Japan have already made great progress in harnessing these mediums for newsprint manufacture;

(c) if so, the reasons why no steps have been taken by Government to utilise these non-conventional mediums for the manufacture of newsprint; and

(d) whether Government have drawn up any plan in this regard and, if so, the details?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) :** (a) to (d). Newsprint is already being manufactured in India from unconventional raw materials like hardwoods and bamboo in Nepa Mills. The possibility of utilising Eucalyptus for the manufacture of newsprint is also under consideration.

Except in certain remote and not easily accessible areas, bamboo resources are already being utilised to the maximum extent possible for paper making. Other raw materials like sugar-cane bagasee, hard woods, jute sticks and agricultural residues like straws are also being utilised for paper making to some extent. In future years, subject to techno-economic and other problems of collection, handling storage etc. being sorted out, it is expected that larger quantities of this material will find use in the paper industry.

As far as Government is aware, Japan is known to be using temperate zone hard woods (which are quite different from mixed tropical hard woods found in our country) for manufacture of various types of paper including newsprint. That country is not using other raw materials like bagasse, bamboo, jute sticks, etc. as these are not available there. According to the available reports, Ceylon is also not using any of these raw materials.

#### मालगाड़ी के ब्रेक-डिब्बों की दशा

2340. श्री रामसिंह अध्यरक्षाल :  
श्री नागेश्वर विदेशी:

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेल गाड़ों के स्वास्थ्य तथा सुरक्षा की दृष्टि से मालगाड़ियों के ब्रेक डिब्बे अनुपयुक्त हैं और पूर्ण तथा तैयार नहीं हैं;

(ख) यदि हाँ, तो क्या सरकार ने इनकी दशा को सुधारने का विचार किया है; और

(ग) सदियों में गाड़ों को ठंड से बचाने के लिये ब्रेक-डिब्बों की खिड़कियों को बन्द करने की समुचित व्यवस्था की जायेगी ?

रेलवे मंत्री (श्री नव्वा) : (क) जी नहीं। मालगाड़ियों के ब्रेकयानों के डिजाइन में खिड़कियों के जरिए हवा आने की पर्याप्त व्यवस्था है। अपेक्षित संरक्षा की व्यवस्था करने के लिए उनके दरवाजे और खिड़कियों में अन्दर से ताला लगाया जा सकता है।

(ख) डिजाइन और फिटिंग में सुधार करना एक सतत प्रक्रिया है और ऐसा नियमित रूप से किया जा रहा है। ब्रेक यानों के नये डिजाइन में एक जिलमिली किवाह और शीषों के साथ दोहरी खिड़कियों में बट्टनी की व्यवस्था की गयी है।

(ग) ब्रेक यानों की खिड़कियों को अच्छी तरह बन्द किया जा सकता है जिससे सर्दी रोकने में अपेक्षित सुरक्षा की व्यवस्था हो जाती है।

बीना-कटनी यात्री गाड़ी का डिब्बों में बिना बिजली के बलना

2341. श्री रामसिंह अध्यरक्षाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बीना-कटनी यात्री गाड़ी तथा कटनी-बीना यात्री गाड़ी के डिब्बों में प्रायः बिजली नहीं होती;

(ख) यदि हाँ, तो इसके क्या कारण हैं;

(ग) क्या बिना बिजली के बलने वाली किसी गाड़ी में चोरियों तथा अन्य अपराधों के मामले में होने वाली हानि की अतिपूर्ति करना रेलवे प्रशासन की जिम्मेदारी है; और

(घ) यदि नहीं, तो क्या सरकार डिब्बों में बिजली की व्यवस्था करने के लिये पर्याप्त प्रबन्ध करेगी?

रेलवे मंत्री (श्री नव्वा) : (क) और (ख). जी नहीं। लेकिन गाड़ी में रोशनी की फिटिंग की ओरी, उपस्कर की लराबी, सामान के अभाव, अनुरक्षण की श्रुटियों आदि के कारण कमी-कमी लराबी हो जाती है।

(ग) मारतीय रेल अधिनियम के उपबन्धों के अधीन रेल प्रशासन यात्री के किसी सामान की हानि, उसके नष्ट होने, अतिप्रस्त छोड़े, लराब, हो जाने अथवा उसकी सुपुर्दग्धी न मिलने के लिए उत्तरदायी नहीं है जब तक कि रेल कर्मचारी ने उस सामान को बुक न किया हो और उसके लिए रसीद न दी हो और जो सामान यात्री द्वारा अपने साथ ले जाया जा रहा हो जब तक कि यह सिद्ध न हो कि उस सामान की हानि, उसके नष्ट होने, अतिप्रस्त होने अथवा लराब हो जाने का कारण रेल प्रशासन अथवा उसके किसी कर्मचारी की सापरवाही अथवा कदाचार है।

(घ) इन गाड़ियों में रोशनी के लिए पर्याप्त व्यवस्था है। रेल प्रशासन इस बात के लिए उत्सुक है कि ये फिटिंग अच्छी तरह हालत में रहें। अनुरक्षण में सुधार करने और ओरी और

उठाईंगीरी की घटनाओं में कमी के उद्देश्य से सुरक्षा के बेहतर प्रबन्ध करने के उपाय किये गये हैं।

बीना-कटनी लाइन (मध्य रेलवे) के द्विशायिका वाले और प्रथम श्रेणी के डिब्बों में कंडक्टर गाड़ों की नियुक्ति

2342. श्री रामसिंह अयरवाल: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बीना-कटनी लाइन पर चलने वाली रेल गाड़ियों के द्विशायिका वाले तथा प्रथम श्रेणी के डिब्बों में कंडक्टर-गाड़ नियुक्त नहीं किये जाते हैं; और

(ख) यदि हाँ, तो उक्त डिब्बों में कंडक्टर गाड़ों की नियुक्ति करने की कब तक व्यवस्था हो जायेगी?

रेलवे मंत्री (श्री नन्दा): (क) और (ख) कण्डक्टर गाड़ आम तौर पर केवल महत्वपूर्ण डाक और एक्सप्रेस गाड़ियों में तैनात किये जाते हैं; अलग-अलग डिब्बों में नहीं। 35 डाउन। 36 अप भोपाल-बिलासपुर एक्सप्रेस को छोड़कर बीना कटनी खण्ड पर चलने वाली अन्य सभी गाड़ियों के शयन-यानों में चल टिकट परीक्षक और पहले दर्जे के गलियारेदार डिब्बों में डिब्बा परिचर रखे गये हैं। इन गाड़ियों के शयन-यानों में भी चल टिकट परीक्षक और पूरे पहले दर्जे के गलियारेदार डिब्बों में डिब्बा परिचर तैनात करने की व्यवस्था की जा रही है।

मध्य रेलवे में बीना-कटनी सेक्षण पर बोहरी रेलवे लाइन

2343. श्री रामसिंह अयरवाल: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बीना-कटनी सेक्षण पर बोहरी रेल लाइनों का निर्माण-कार्य अभी पूरा नहीं हुआ है और यदि हाँ, तो निर्माण-कार्य में सुस्ती के क्या कारण हैं;

(ख) क्या यह भी सच है कि इस सम्बन्ध में एक चीजाई से भी कम कार्य शेष है और यदि हाँ, तो क्या इस वर्ष के आयव्ययक में घन की कोई व्यवस्था की गई है; और

(ग) यदि हाँ, तो कितने घन की और यदि नहीं, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री नन्दा): (क) 26 3.35 कि० भी० लम्बे बीना-कटनी खण्ड के 132.87 कि०भी० भाग में जिसे 196 3-6 4 के कार्यक्रम में शामिल किया गया था और्शिक रूप से बोहरी लाइन विद्वाने का काम पूरा हो चुका है और लाइन यातायात के लिए खोल दी गई है। निर्माण कार्य में कोई दिलाई नहीं है।

(ख) और (ग). वाकी थोटे-मोटे निर्माण कार्यों को पूरा करने और नाम खाते की बकाया रकमों का भुगतान करने के लिए 1970-71 के बजट में 24.02 लाख रुपये की व्यवस्था की गयी है।

मध्य रेलवे बीना सेक्षण पर खुरई स्टेशन पर उत्कल एक्सप्रेस गाड़ी का रुकना

2344. श्री रामसिंह अयरवाल: क्या रेलवे मंत्री यहाँ बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि ऐसी मांग की गई है कि बीना-कटनी लाइन पर खुरई स्टेशन पर उत्कल एक्सप्रेस गाड़ी रुके;

(ख) क्या रेलवे प्रशासन ने उक्त मांग पर विचार किया है और यदि हाँ, तो इस सम्बन्ध में क्या निर्णय किया गया है;

(ग) यदि कोई निर्णय नहीं किया गया, तो इसके तथा कारण हैं;

(घ) क्या यह भी सच है कि बीना-कटनी लाइन पर उत्कल एक्सप्रेस के लिये अधिक समय रखा हुआ है और यदि इसे खुरई स्टेशन पर थोड़ा रुकना पड़ जायेगा तो इससे उसके समय में कोई अन्तर नहीं पड़ेगा; और

(इ) क्या यह सच है कि उक्त रेलगाड़ी बीना-कटनी और अन्य स्टेशनों पर समय से पहले

पहुँच जाती है, इसलिए अन्य गाड़ियों को इन स्टेशनों से पहले रोकना पड़ता है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हाँ ।

(ख) से (ध). जनता की मांग को तथा बीना-कट्टनी खण्ड पर गाड़ी के चालन समय में गुंजाइश को देखते हुए, 1-4-1970 से नं० 77 अप्र०/78 डाउन उत्कल एक्स-प्रेस गाड़ियों को खुरई स्टेशन पर ठहराने का विचार है।

(इ) जी हाँ, कमी-कमी बीना और कट्टनी स्टेशन पर ये गाड़ियाँ, अपने समय से 5 से 15 मिनट पहले पहुँच जाती हैं, लेकिन इससे आमतौर पर, दूसरी गाड़ियों के चालन पर प्रभाव नहीं पड़ता ।

**Soviet Expert's Report on Management of Steel Plants and on Steel Production**

2345. SHRI BABURAO PATEL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the critical report made by Mr. Skachkov, a top-ranking Soviet technocrat, on Bhilai and Ranchi some time ago, led to any substantial changes in the Steel Ministry and in the top management of the Hindustan Steel and Heavy Engineering Complexes at Ranchi;

(b) if so, in what manner and whether it has led to an increase in production and efficiency;

(c) whether after his second visit in February, 1970, Mr. Skachkov suggested any more changes in the Steel set-ups with Soviet collaboration; and

(d) if so, the salient findings of the Soviet team in regard to Bhilai and Bokaro ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) and (c), No Sir.

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

**Registration of Companies for Production of Polyester Fibre**

2346. SHRI ABDUL GHANI DAR : Will the Minister of INDUSTRIAL DEVE-

LOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) how many companies have been registered for the production of polyester fibre in 1969-70; and

(b) the names of such companies, the dates of their registration, locations and the names of the directors ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). The information is being collected and will be laid on the Table of the House.

**Increase in Freight rates and Passenger fares**

2349. SHRI ABDUL GHANI, DAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government are increasing freight rates and passenger fares every year or after some period;

(b) what were the freight rates for different commodities and passenger fares for each class in 1960 and what were the comparative figures for the same in 1969; and

(c) the total revenue earnings, expenditure and profits of the Railways in 1960, and in 1969, separately ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) It is a fact that freight rates are revised from time to time, but not always upwards. In some cases there are reductions also. Passenger fares are also not revised every year. During the last ten years these were revised only four times, i. e. from 1-7-62, 1-4-65, 15-6-67 and 1-4-68.

(b) A statement showing freight rates for a few selected commodities and passenger fares for each class as on 1-4-1960 and as on 1-4-1969, is laid on the Table of the House. [Placed in Library. See. No. L T-2795/70.]

(c) The accounts of the Indian Railways are maintained for each financial year and the particulars for calendar years 1960 and 1969 are not available as such. Further the financial year 1969-70 has not yet been closed. Hence, the particulars for the year 1960-61 (Actuals)

and the Revised Estimate for the current year are shown below:—

(Figures in crores of rupees)

	1960-61 (Actuals)	1969-70 (Revised estimates)
Revenues	456.80	950.55
Expenditure	424.79	963.10
Surplus (+)/	32.01	(—) 12.55
Shortfall (—)		

एक रेलवे डिस्ट्रिक्ट को एक रेलवे डिवीजन में बदलने का आवाद

2350 वी मूल्यांक्य प्रसाद : क्या रेलवे मंत्री यह बताने की रुपा करेंगे कि :

(क) एक रेलवे डिस्ट्रिक्ट को एक रेलवे डिवीजन में परिवर्तित करते समय किन मुख्य बातों का विशेष रूप से ध्यान रखा जाता है और एक डिवीजन को सीधी तथा शाला लाइन की कितनी औसत लम्बाई और कितनी यात्री तथा माल गाड़ियों का अधीक्षण—कार्य सौपा जाता है;

(ख) पूर्वोत्तर, पूर्वोत्तर सीमान्त, पूर्वी तथा उत्तर रेलवे के विभिन्न मुख्यालयों के स्थान तथा कार्यभार क्या हैं और उनके अधीक्षणाधीन

रेलवे लाइनों की लम्बाई का व्योरा क्या है; और

(ग) एक रेलवे डिस्ट्रिक्ट को एक रेलवे डिवीजन में परिवर्तन करने पर प्रत्येक रेल को कितना अतिरिक्त आवर्ती तथा अनावर्ती व्यय करना पड़ता है, कम्बंचारियों की संख्या में कितनी वृद्धि अथवा कमी करनी पड़ती है, कार्यकुशलता में कितना सुधार होता है और इसके फलस्वरूप रेलों को कितना लाभ अर्थवी हानि होती है?

रेलवे मंत्री(श्री नन्दा) (क) इस सम्बन्ध में जिन मुख्य बातों का ध्यान रखा जाता है वे हैं परिचालन और प्रशासनिक कार्य कुशलता में सुधार और रेल उपभोक्ताओं को किफायत दर पर दी जाने वाली उच्च स्तर की सेवा। किसी मंडल को कितना पर्यावरण कार्य सौंपा जाये इसके लिए यांड़ी किलोमीटर और सवारी / माल गाड़ियों की संख्या के सम्बन्ध में कोई निश्चित मानदंड निर्धारित नहीं किया जा सकता क्योंकि अन्य विभिन्न प्राचली का भी ध्यान रखना पड़ता है।

(ख) चार रेलों के प्रधान कार्यालयों की स्थिति, कार्यभार सूचकांक और मार्ग किलो-मीटर का व्योरा नीचे दिया गया है :—

रेलवे का नाम	प्रधान कार्यालय की स्थिति	कार्यभार सूचकांक 1968-69 (आधार परिचय रेलवे 1952-1953: 100)	मार्ग किलोमीटर
पूर्वोत्तर	गोरखपुर	95	4,965
पूर्वोत्तर सीमा	मालीगांव, गुवाहाटी	65	3,632
पूर्व	कलकत्ता	175	4,144
उत्तर	नवी दिल्ली	210	10,591

किसी लेन का आकार निश्चित करने के लिए कार्य-भार सूचकांक ही बड़े कस्टोटी नहीं है, क्योंकि अन्य बातें जैसे विशेष भौगोलिक

स्थिति, जलवायु और सामारिक महत्वों को भी ध्यान में रखना पड़ता है।

(ग) पूर्व और उत्तर रेलों पर मंडलीय प्रणाली इन क्षेत्रों के प्रारम्भ से ही मौजूद है, इसलिए इनके सम्बन्ध में सवाल नहीं उठता। पूर्वोत्तर और पूर्वोत्तर सीमा रेलों पर मंडलीय प्रणाली केवल 1-5-1969 से चालू की गयी थी और इसका उचित मूल्यांकन कुछ दिनों के बाद ही किया जा सकता है जबकि हालात में स्थिरता आ जाये।

**Arrears of Licence Fees and Rents from Vending Contractors (North Eastern Railway)**

2351. SHRI VISHWA NATH PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a large amount of money is in arrear on account of licence fees & rents from the Vending Contractors on the North Eastern Railway;

(b) if so, the amount of arrears for the last three years;

(c) whether it is also a fact that the Vending Contractors generally sublet their Vending contracts after getting them and show such persons as their employees;

(d) if so, the steps proposed to be taken to check it;

(e) the number of contractors who are allotted more than two Vending Contracts at different Stations on the North Eastern Railway during the above period; and

(f) whether any preference is given to cooperative societies, political sufferers and unemployed persons ?

THE MINISTER OF RAILWAYS (SHRI NANDA). (a) No.

(b) Does not arise.

(c) and (d). No, but in proved cases of subletting, the contracts are terminated and awarded to the sublessee.

(e) One.

(f) In the allotment of Catering/Vending contracts on Railways preference is given to

Co-operative Societies and Scheduled Castes & Scheduled Tribes candidates.

**Delay in Implementing Recommendations of Law Commission**

2352. SHRI LAKHAN LAL KAPOOR :

SHRI MOHAN SWARUP :

SHRI P. VISWAMBHARAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have taken note of the public criticism by eminent Jurists over the delay in implementing the recommendations of the Law Commission on various subjects;

(b) if so, whether any steps are being taken to implement these recommendations; and

(c) if not, the reasons therefor ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) No such public criticism has come to the notice of this Ministry.

(b) and (c). Government is taking all possible steps to implement these recommendations.

**Arrest of 5 Armymen in Poona Station area**

2353. SHRI N. R. DEOGHARE : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that five members of the Indian Armed Forces were arrested by the Railway Police on the 14th February, 1970, in the Poona station area on charges of criminally assaulting a woman in a First Class Compartment ;

(b) if so, the details of the circumstances leading to the incident; and

(c) the action taken by Government ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) on 14.2.1970, a lady passenger arrived at poona by 205 UP Vasaco D'Gama Express and was going on the rail over-bridge in order to go out of the station. While she was on the bridge, one of the accused persons approached her & informed that she had left her purse in the compartment in which she had travelled. The lady, therefore, returned to the train and went inside the compartment to fetch her purse. As soon as she went inside the compartment, four persons belonging to the Armed Forces raped her while the fifth person, also from the Armed Force remained outside the compartment.

(c) on a complaint being made to Government Railway Police, Poona, a case was registered by them and all the five accused persons were arrested and kept under Military custody. Police investigation in this case is almost complete and a chargesheet against the accused persons is likely to be put up in the Court shortly.

**Linking of Pathankot with Jammu by Rail**

**2354. SHRI N.R. DEOGHARE** : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of Government to link Pathankot with Jammu by Rail; and

(b) if so, the details thereof ?

**THE MINISTER OF RAILWAYS (SHRI NANDA)** : (a) and (b) : A rail link between Pathankot and Kathua via Madhopur already exists. Construction of a further rail link between Kathua and Jammu (B. G. 75.31 Kms., cost Rs. 10.79 crores) is at present, in progress and is expected to be completed by the end of March, 1972.

**Scholarships to Wards of low income Handloom Weavers of Maharashtra**

**2355. SHRI N.R. DEOGHARE** : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether there is any proposal under consideration of Government to give scholarships to the school/college going wards of the

low income handloom weavers in Maharashtra;

(b) if so, the details thereof; and

(c) if not, whether Government intend to make some provision for the uplift of said section of the society and, if so, the details thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA)** : (a) to (c). There is no proposal for the award of scholarships to school/college going students belonging to low income handloom weavers in the State of Maharashtra.

**Financial assistance to Small Car Project**

**2356. SHRI YASHPAL SINGH** : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the nationalised banks are being sounded for financial assistance to help the small car project; and

(b) if so, the reaction of the banks to the proposal ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED)** : (a) A final decision in regard to the small car project is yet to be taken. No request to nationalised banks for assistance in raising the necessary financial resources for the project has so far been made.

(b) Does not arise.

**Action on Reports of Catering Committee**

**2357. SHRI K. ANIRUDHAN** : Will the Minister of RAILWAYS be pleased to state :

(a) whether any Catering Committee is functioning regularly for studying the Catering service in the Railways from time to time;

(b) whether the expert opinion of the Railway Passengers who use the Railway

Catering has also been considered by this Committee;

(c) the number of reports submitted by this Committee from time to time; and

(d) the action taken by Government on this Committee's recommendations?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) to (d). It is presumed that the reference is to the Railway Catering and Passenger Amenities Committee, 1967. This Committee was appointed on 13.7.1967 and submitted its report on 17.2.1968 after taking into consideration the views and suggestions of various railway users like Members of Parliament, Journalists, businessmen and members of the Catering Supervisory Committees and Railway Users Amenities Committee of Railways. The Committee made thirty eight recommendations, out of which thirty six have been accepted and are under various stages of implementation on the Railways. The remaining two recommendations are under examination.

**Lasing out of Central Railway Agricultural Field near Hoshangabad Railway Station by Public Auction**

2358. **SHRI NITIRAJ SINGH CHAUDHARY :** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Railway has an agricultural field near Hoshangabad Railway Station;

(b) if so, the reasons why the said field is being leased privately and not by public auction; and

(c) whether the field is now proposed to be leased by public auction and preferably to Harijans and Adivasis?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) about 46 acres of cultivable railway lands are available near Narmada Bridge at Hoshangabad.

(b) The said land has not been leased privately but about 18 acres of land has been given for cultivation by auction by the revenue authorities.

(c) The remaining 28 acres of land is likely to be required for railway's use and there is, therefore, no proposal to lease the land by public auction to any outsider for the present.

**Linking of Jabalpur Section with Bhilakhedi Yard by a Fly Past**

2359. **SHRI NITIRAJ SINGH CHAUDHARY :** Will the Minister of RAILWAYS be pleased to state:

(a) the number of Up and Dn. trains now passing through Itarsi Junction every day;

(b) whether the line capacity at Itarsi is sufficient to cope with the above;

(c) whether a fly past directly connecting Jabalpur section with Bhilakhedi Yard from North of Itarsi will be taken up;

(d) if so, when; and

(e) if not, the reasons therefor and how the increased traffic is proposed to be passed?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) 30 Passenger and 48 Goods trains are passing through Itarsi Junction every day in the four directions served by this junction station.

(b) Yes.

(c) Proposals are under examination to provide fly-overs for movement of goods trains, in order to eliminate cross movements.

(d) The proposals have not yet been finalised.

(e) Does not arise.

**Idle Diesel Engines at Itarsi**

2360. **SHRI NITIRAJ SINGH CHAUDHARY :** Will the Minister of RAILWAYS be pleased to state:

(a) the capacity of Diesel Shed at Itarsi Yard and the actual number of Diesel Engines now allotted to Itarsi;

(b) the number of Diesel Engines that remained idle during 1969 on account of

mechanical defects at Itarsi and the period for which they remained idle;

(c) if responsibility for the above has been fixed and, if so, the details thereof; and

(d) if not, the reasons therefor?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Itarsi Diesel Shed has a capacity to home 80 Locomotives. 75 Locomotives are at present based at this shed.

(b) on an average 7.16 Locos remained ineffective per day during 1969 representing 11.05% of the total allotment. These locomotives were kept in shed for carrying out preventive maintenance schedules necessary for efficient performance.

(c) No, as the ineffective are within the targets.

(d) Does not arise.

**Loss of Teak Logs sent from Bhilakhedi Yard to Itarsi Station**

**2361. SHRI NITIRAJ SINGH CHAUHARI:** will the Minister of RAILWAYS be pleased to state :

(a) whether twelve Box wagon loads of unclaimed Teak logs were sent from Bhilakhedi Yard to Itarsi Station yard about 3/4 months back for auction;

(b) whether the logs now lying at Itarsi Station yard are less than six Box wagons;

(c) how the logs not present and missing have been disposed of; and,

(d) the reasons for this inordinate delay in auction and the responsibility for the loss?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) and (b). Timber logs and 'bullies' off-loaded at New Itarsi Yard from wagons which had been improperly loaded (i. e. loaded without adequate props and fastenings) were collected and sent to Itarsi Station, loaded in ten (not twelve) BOX wagons in October, 1969. These Box wagons were not loaded upto their carrying capacity. These logs and 'bullies' are still lying at Itarsi Station,

awaiting public auction and no shortage has been reported.

(c) In view of the answer given to parts (a) and (b), the question of disposal of any missing log, does not arise.

(d) A request was received from the Forest Contractors' Association, Itarsi, that before disposing of the goods, efforts should be made to identify the logs and 'bullies', connect them with individual consignments to the extent possible and to send them to the respective destinations for delivery. This request was considered, but was not found feasible as logs could not be identified as belonging to a particular consignment. After considering all these aspects, it is now proposed auction the lot on 14.3.1970.

अखिल भारतीय रेलवे गार्ड संघ को  
मान्यता देना

**2363. श्री नागेश्वर द्विवेदी :** क्या रेलवे  
मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अखिल भारतीय रेलवे गार्ड संघ  
ने मान्यता प्राप्त करने के लिये सरकार को  
आवेदन प्रस्तुत किया है; और

(ख) यदि हां, तो उस आवेदन पर  
सम्मिलित कब तक निर्णय कर लिया जायगा?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां।

(ख) यह विनिश्चय पहले ही किया जा  
कुका है कि कोटिवार संघों को मान्यता देना  
बाधकीय नहीं है क्योंकि यह रेलप्रशासन की  
क्षेत्रीय प्रणाली के अनुकूल नहीं बैठता और इससे  
रेलों पर ट्रेड यूनियनों का विभाजन हो जायेगा।

**Increase in Income limit of Parents for  
Awarding Scholarships To Scheduled Caste  
Students for Post-Matric Classes**

**2364. SHRI RAM CHARAN :** Will the  
Minister of LAW AND SOCIAL WELFARE  
be pleased to state :

(a) whether income limit of the parents  
is being increased from the next year for awa-

ding Scholarships to the Scheduled Caste students for the Post-Matric classes;

(b) if so, whether there is any proposal to increase the amount of scholarships per month also; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :

(a) No, Sir.

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

**Enquiry against Birlas regarding Agricultural Land in their Possession**

2365. SHRI RAM CHARAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Committee appointed by Government will also give an estimate of total agricultural land under the possession of the Birlas in the name of various Religious Trusts like Mandir Sita Ram Trust; and

(b) if so, whether any claim over that land of those poor Harijans, who have been cultivating it for the last 40 to 50 years, will be kept in view after consulting the old land records ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). A copy of the notification giving the terms of reference of the commission of Inquiry recently appointed by the Government to go into certain specific allegations against the Birla Group of concerns and certain other matters relating to the Large Industrial Houses was placed on the Table of the House as an enclosure to the answer given to Unstarred Question No. 245 on 24.2.70. The terms of reference of the Commission do not specifically cover the point raised in this Question. However, the Commission shall also enquire into and report on such other allegations or matters which may come to its notice, being matters connected with or arising out of the matters referred to in the notification.

**Fast Train between Bombay and Delhi**

2366. SHRI VALMIKI CHOUDHARY : SHRI P.C. ADICHAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether any Study Report on the feasibility of introducing a fast train between Bombay and Delhi, like the Rajdhani Express has been obtained by Government, and if so, the details thereof; and

(b) the time by which this train is likely to be introduced ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No report on the feasibility studies of introducing a fast train between Bombay and Delhi has been received so far by the Government.

(b) The date by which this train will be introduced has not yet been decided.

**Black-Market in Scooters**

2367. SHRI VALMIKI CHOUDHARI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware of the scarcity of scooters in the country;

(b) the present position of the waiting list for each type of scooter;

(c) whether Government are aware that each type of scooter is readily available in the black-market; and

(d) if the replies to parts (a) and (c) above be in the affirmative, the action proposed to be taken by Government to check the black-marketing in scooters, to regulate their distribution and to facilitate their purchase, particularly by the lower middle class people ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) Yes, Sir.

(b) The number of orders of the three makes of scooters pending with the various

dealers in the country as at the end of December, 1969, is as under:-

i. Vespa	1,66,937
ii. Lamberetta	82,362
iii. Fantabulus	Nil

(c) No specified instance of black-marketing has been brought to the notice of Government.

(d) In order to secure equitable distribution of scooters in the country, the distribution and sale of scooters has been brought under statutory control. There is also an informal control over the selling prices of the scooters and nobody need pay a price higher than the price approved by Government. Further apart from facilitating existing unit to produce upto their full capacity, Government propose to set up a new unit of economic capacity in the public sector for the manufacture of scooters, it is also proposed to license new unit in the private sector provided production is established with completely indigenous know-how and materials. All these steps, it is expected, will increase the availability of scooters at reasonable prices over a period of time and bring supply and demand in better balance.

**Procedure for Booking Drivers  
for Learning Road and Station  
Working Rules**

2368. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) the procedure followed for booking a Driver for learning road and his duties and functions during learning road period;

(b) whether there is any time limit fixed for learning road period and whether this includes study of Station Working Rules or some extra period is allowed for picking up Station Working Order;

(c) what is the minimum time normally required for picking up the Station Working Order for (i) Road side station and (ii) Junction station;

(d) whether a Driver, who could not pick up the learning road within the specific period, is permitted extra time to pick up the

working fully in view of safe running of trains and, if so, how much; and

(e) whether it is a fact that some Drivers on the Western Railway have been punished for taking extra time in learning road and, if so the number of such Drivers and penalties imposed on them?

**THE MINISTER OF RAILWAYS  
(SHRI NANDA) :** (a) Drivers are required to travel spare on the foot plate of goods/ passenger trains for learning road over sections on which they have not worked previously, or over which they have not worked a train for the past 6 consecutive months. Whilst learning road a driver is required to observe signals and their locations, gradients and curves speed restrictions type of turn outs, location of level crossings etc., and to thoroughly acquaint himself with other working conditions of the section. He is also required to study Working Time Table of the section.

(b) Normally three trips in each direction during day and night are given for learning road. Drivers are not required to study Station Working Rules.

(c) Does not arise.

(d) If a Driver is unable to pick up learning road within the specified number of trips he is permitted additional trips provided he has satisfied the authorities with satisfactory reasons.

(e) No.

**Variation in amount paid as Running Allowance to Drivers, Firemen and Khalasis at Abu Road, Ajmer and Sendara (Western Railway)**

2369. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) the number of class 'C' Drivers, Firemen and Khalasis stationed at Abu Road, Ajmer and Sendara Stations of Ajmer Division, Western Railway;

(b) the total amount paid as running allowance to the employees referred to in part (a) above, separately, for each station and each class of employees;

(c) the variation in the amount of payment and the reasons therefor;

(d) whether Government have received any representation from the employees working at Sendra station as well as from the All India Loco Running Staff Association; and

(e) if so, the details thereof and the action taken by Government to relieve the aggrieved staff?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) to (e). Information is being collected and will be laid on the Table of the Sabha in due course.

**Avenues of Promotion of Commercial Clerks**

**2370 SHRI CHANDRIKA PRASAD :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 200 on the 25th November, 1969 regarding avenues of promotion of the Commercial Clerks and state :

(a) whether the required information has since been collected;

(b) if so, the details thereof;

(c) if not, the reasons there for; and

(d) the time likely to be taken in collecting the information?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) The required information is given in the Statement laid on the Table of the House. [Placec in library see No. L.T-2796/70]

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

**Promotion of Commercial Clerks as Commercial Inspectors on Railways**

**2371. SHRI CHANDRIKA PRASAD :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3242 on 9th December, 1969 regarding promotion of Commercial clerks as Commercial Inspectors on Railways and state :

(a) whether the required information has since been collected;

(b) if so, the details thereof;

(c) if not, the reasons there for; and

(d) the time likely to be taken to collect the information?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) The required information is given in the statement laid on the Table of the House. [Placed in Library. See No. LT. 2797/70].

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

**Cleaning of Goods Shed Yard of Sabarmati Transhipment (Western Railway)**

**2372. SHRI CHANDRIKA PRASAD : SHRI ONKAR LAL BERWA :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Goods Shed Yard of Sabarmati Transhipment of the Western Railway has not been cleaned since its formation and thus dump has created walls in between the tracks;

(b) whether it is also a fact that although the matter has been reported to the Railway authorities of Sabarmati a number of times, no action has been taken so far;

(c) what steps are now taken by Government to clear the Yard ; and

(d) how much time is required for it?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) to (d) : Sabarmati Transhipment is being cleaned regularly. It is a major transhipment yard and dumping of sweeping from wagons in this yard and clearance thereof is a continuous process.

**Railway line from Channarajaagar to Satyamangalam**

**2373. SHRI SIDDAYYA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the reassessment of the survey conducted regarding the Railway line between Chamarajanagar and Satyamangalam has been made;

(b) if so, the results of the reassessment; and

(c) if not, the reasons therefor ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) to (c). The reassessment work of the earlier survey reports of the Chamarajanagar Satyamangalam is already in progress and the reports thereof are expected to be submitted by the Southern Railway in a few months time.

**Setting up of State Committees on the Welfare of the Scheduled Castes and Scheduled Tribes**

**2374. SHRI SIDDAYYA :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether he has written to the State Governments to set up a Committee on the lines of the parliamentary Committee on the Welfare of the Scheduled Castes and Scheduled Tribes at the Centre;

(b) if so, which are the States that have already set up such a Committee; and

(c) whether a copy of the letter addressed to the State Governments would be laid on the Table of the House?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATHI) PHULRENU GUHA) :** (a) Yes.

(b) Mysore, Rajasthan, Uttar Pradesh and Manipur have agreed to set up such a Committee. At the Conference of the State Ministers in-charge of Welfare of Backward Classes held on 29.1.1970, the State Ministers were again requested to consider the proposal and send their views urgently.

(c) A copy of the letter is laid on the Table of the House.

*[Placed in Library. See No. LT-2798/70.]*

**Loans and Grants to Small Scale Industries in Kerala by Central Government**

**2375. SHRI P.C. ADICHAN :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether any loan or grants have been given by the Central Government to the Government of Kerala for the development of small scale industries in that State during the years 1968 and 1969;

(b) if so, the details thereof; and

(c) the amount of loan/grant likely to be given to Kerala during the ensuing financial year?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). Central Assistance in the form of loans and grant sanctioned to the Govt. of Kerala for the development of small scale industries and setting up of Industrial Estates during the financial year 1967-68 and 1968-69 is given below:

	(Rs. in Lakhs)		
	Small Scale Industries		Industrial Estates
	Grant	Loan	Loan
1967-68		12.10	24.20
1968-69		6.98	16.53
			9.94

(c) With effect from 1969-70, Central Assistance to the States for implementing schemes in the State Plan is in the form of block grants and loans and is not tied to individual heads of development. Hence, it is not possible to indicate the amount of grants and loans to be given to the Government of Kerala specifically for the development of Small Scale Industries and Industrial Estates.

**Indo-Soviet Agreement on Expansion on Bokaro Steel Plant**

**2376. SHRI JANESWAR MISRA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have entered into a new agreement with the Soviet Union for the expansion of the Bokaro Steel Plant;

(b) if so, the details thereof; and

(c) whether the Planning Commission has not approved of the said agreement?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT):** (a) Yes, Sir. A protocol was signed on this subject with the Soviet Union on the 20th February, 1970.

(b) Under this protocol the USSR Government have agreed to make available credit totalling 85 million roubles (equivalent to Rs. 70.8 crores) out of the past unutilised credits for the expansion of the Bokaro Steel Plant to 4 million tonnes of steel ingots per annum. It has been agreed that the Central Engineering and Design Bureau of Hindustan Steel Limited will be the principal consultants for the expansion of the Plant which will be based on the Soviet Detailed Project Report already accepted by the Government of India.

(c) The Planning Commission has already approved the expansion of the Bokaro Steel Plant to a capacity of 4 million ingot tonnes per year in continuation of the first state of 1.7 million ingot tonnes. They are not concerned with the Inter-Government Protocol signed for the implementation of this decision and as such there has been no occasion to seek their approval thereto.

#### **Setting up of a Plywood Factory in Tripura**

**2377. SHRI KIRIT BIKRAM DEB BURMAN :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the proposal of M/s Jayshri Tea and Industries Company for setting up a Plywood factory in Tripura has since been approved;

(b) if so, the capacity proposed to be installed and the details of the agreement for exploitation of timber to feed the contemplated factory; and

(c) if the reply to part (a) above be in the negative, the reasons for the delay in finalising the proposal?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F.A. AHMED):**

(a) and (b) : M/s. Madhya Pradesh Timber Industries, Bhopal, proprietors : Jayashree Tea and Industries Ltd. Calcutta were granted at Industrial Licence dated the 3rd January, 1964 for establishment of a new Industrial Undertaking at Bastar (Madhya Pradesh) for manufacture of Commercial Plywood with a capacity of 18 million sq. ft. per annum. They were subsequently allowed on 25.1.1966 to shift the location of their undertaking from Madhya Pradesh to Tripura State. The draft agreement provides for lease of the right for removal of 8495 cubic metres of timber per annum, subject to availability, for Government forests of Udaipur, Belonia and Sabroom Civil Sub-Divisions of Tripura. The draft is under active consideration of the Government.

(c) Does not arise.

#### **Short-Fall in Goods Traffic**

**2378. SHRI HIMATSINGKA :** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that during the first 9 months of the current year, while the Passenger traffic has increased, the Goods traffic has remained much below the estimates;

(b) if so, how far is the extent of short-fall in the Goods traffic; and

(c) the reasons for this fall and how far decrease in production has been responsible for this?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes.

(b) The originating revenue goods traffic in the first 9 months of 1969-70 increased over the corresponding period of 1968-69 by 5.27 million tonnes. Since the anticipated additional originating traffic for the full year 1969-70 was 9 million tonnes, the proportionate additional traffic for the first 9 months work out to 6.603 million tonnes and therefore the actual increase of 5.27 tonnes fell short of the anticipation by 1.333 million tonnes during this period.

(c) There was a shortfall in originating tonnages compared to anticipations mainly under foodgrains, fertilizers, salt and raw materials to steel plants, partly counterbalanced by increases under coal, cement, exportore, sugar, sugarcane, fodder, marble and other stones, petroleum products, etc. The shortfall under foodgrains and fertilizers may be attributable to less imports during the first 9 months of 1969-70 as compared to the corresponding period of the previous year. Even though the originating tonnage of pig iron and finished steel from the steel plants during the period under reference was marginally higher than the corresponding tonnage of the previous year (though less than the estimate), the loading of raw materials to steel plants has not come up to the level of the corresponding period of the previous year due to less intake by the steel plants. Shortfall as compared to the corresponding period of last year had been 1.13 million tonnes. The available figures of production of salt during the first 7 months of 1969 indicate a drop. It may, however, be added that the average index of industrial production during the first 4 months for 1969-70 increased by 7.8% as compared to the corresponding period of 1968-69.

**भारत में विदेशी उद्योग अवधार विदेशी सहयोग से उद्योगों की स्थापना**

2379. श्री ओम प्रकाश स्यारी : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में विदेशी उद्योगों तथा विदेशी सहयोग से स्थापित ऐसे उद्योगों की संख्या कितनी है जिनमें विदेशी के शेयर 50 प्रतिशत से अधिक हैं;

(ख) क्या सरकार ने उनको अपने शेयर 50 प्रतिशत से कम करने के निर्देश दिये हैं;

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

(घ) ऐसी विदेशी कम्पनियों के उद्योगों की संख्या कितनी है जिन्होंने अपने शेयरों की

संख्या में कमी कर दी है और भारतीय शेयरों की संख्या में वृद्धि कर दी है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फलश्वीन अली अहमद):

(क) 1951-52 से 19-2-1970 की अवधि में सौ कंपनियों को 50 प्रतिशत से अधिक विदेशी शेयर पूँजी की अनुमति दी गई है।

(ख) और (ग) : सरकार ने ऐसी कंपनियों को अपनी शेयर पूँजी को 50 प्रतिशत से कम न करने के लिए कोई नियम नहीं दिया है। सरकारी नीति के अनुसार जब कभी भी ऐसी कंपनियां अपनी क्षमता का अधिक विस्तार करने या अपनी पूँजी बढ़ाने के लिए आवेदन करती हैं तब विदेशी शेयर पूँजी की सीमा पर पुनर्विचार किया जाता है।

(घ) 1967, 1968 तथा 1969 की अवधियों में 17 कंपनियों ने अपने विदेशी शेयरों को कम किया है तथा अन्य पांच निश्चित समय के अन्दर ऐसा करने का सहमत हो गई है।

औद्योगिक उत्पादन के लिये वैज्ञानिक अनुसंधान को सहायक बनाने के लिये कार्यवाही

2380 श्री ओम प्रकाश स्यारी : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में किये जा रहे वैज्ञानिक अनुसंधान के परिणामों को देश के औद्योगिक उत्पादन में सहायक बनाने के लिये सरकार ने क्या कार्यवाही की हैं;

(ख) इसके क्या परिणाम निकले हैं :

(ग) क्या सरकार ऐसी कार्यवाही को अधिक शीघ्र जारी और प्रभावी बनाने का विचार कर रही है ;

(घ) यदि हाँ, तो इसका क्या व्यौरा है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलहृष्णन अली अहमद) : (क), (ग) तथा (घ). वैज्ञानिक अनुसन्धान के परिणामों को औद्योगिक विकास में अधिक सहायक बनाने के लिये सरकार द्वारा उठाए गये पत्रों में यह सम्मिलित है :-

(1) अनुसन्धान से उत्पादन तक विकास की अवस्थाओं में तारतम्य के उद्देश्य के राष्ट्रीय अनुसन्धान विकास निगम की स्थापना की गई है;

(2) अधिकांश विकास परिषदों तथा नामिक ओं के गठन में केन्द्रीय वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद के प्रतिनिधियों को शामिल करना और इसी प्रकार अधिकांश राष्ट्रीय प्रयोगशालाओं की कार्यकारी परिषदों में तकनीकी विकास के महानिदेशालय के प्रतिनिधियों को यह सुनिश्चित करने के लिये शामिल किया जाना कि अनुसन्धान तथा विकास प्रयासों में एक साथ ही प्रगति हो ;

(3) लाइसेंस समिति में विदेशी समझौता समिति (अब विदेशी विनियोजन मण्डल) आदि की बैठकों में तकनीकी विकास महानिदेशालय तथा केन्द्रीय वैज्ञानिक तथा अनुसन्धान परिषद के प्रतिनिधियों का इस आशय से शामिल होना ताकि उपलब्ध देश में विकसित तकनीकी ज्ञानकारी के अधिकतम उपयोग को सुनिश्चित किया जाये ;

(4) देशीय ज्ञानकारी को सम्मब समिति तक विकसित करने के उद्देश्य से तकनीकी विकास के महानिदेशालय द्वारा डॉनियरी तथा रसायन उद्योगों की समस्याओं को केन्द्रीय वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद को भेजना ;

(5) वैज्ञानिक तथा औद्योगिक अनुसन्धान की संयुक्त स्थायी समिति की विद्यमानता जिसके अध्यक्ष औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री अव्यक्त है। संयुक्त

स्थायी समिति की बैठकें समय समय पर होती हैं तथा तकनीकी और वैज्ञानिक लेन्ड्रों में किये गये सफल अनुग्रहान जिनका लाभ उद्योग के विभिन्न क्षेत्र व्यावसायिक रूप से उठा सकते हैं, को दिशा प्रदान करने के लिये महत्वपूर्ण नियंत्रण किये जाते हैं ;

(6) उद्योग की अनुसन्धान तथा तकनालोजी की समस्याओं के निपटाने के लिये विभिन्न विकास परिषदों के अधीन स्थायी तकनीकी अनुसन्धान समितियों की नियुक्ति का प्रस्ताव ।

(ख) बेन्द्रीय वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद की विभिन्न प्रयोगशालाओं ने बैकार अध्यक्ष के इन्सुलेशन इटों का बनाने के ढंग, चश्मों के रूपों जो कि एक मूलभूत सामग्री है का निर्माण, खलों तथा अनाजों पर अधारित प्रोटीन आहार का निर्माण, शिशु आहार, सिक्के बनाना और लौह मिश्रण, कार्बन की छड़े तथा चट्टियां, चीरीं मिट्टी के केपेसिटर और सज्जत तथा नाम फेराईट बनाने के तरीके दृष्टि निकाले हैं। भारत एटामिक रिसर्च सेंटर में विकसित की गई निम्नलिखित प्रक्रियाओं को व्यावसायिक स्तर पर उत्पादन हेतु हैदराबाद में स्थापित इलेक्ट्रोनिक्स कारपोरेशन आफ इण्डिया लिमिटेड को सौंप दिया गया है :--

(1) कार्बन तथा भेटल फिल्म रिसिस्टर, टेन्टेलम केपेसिटर, जर्मनियम पावर ट्रांसिस्टर, जेनर डायोडीज, सिलिकोन रेक्टी फायर, थमो इलेक्ट्रिक माइक्रोलस इत्यादि ।

(2) चिकित्सा, कृषि अनुसन्धान तथा औद्योगिक प्रयोजनों के लिये न्यूक्लियर रेडियेशन एण्ड डिटॉक्शन यंत्र ।

(3) भारत एटामिक रिसर्च सेंटर में पर्याप्त विकास के परिणामस्वरूप हाई एफिलेसी एमर फिल्टरस एण्ड रेस्परेटर्स जिनका न्यूक्लियर, इलेक्ट्रोनिक्स, औद्योगिक तथा अन्य उद्योगों में बहुत महत्व है, के नमूने तैयार किये जा रहे हैं और मार्गदर्शी परियोजना के स्तर पर इनका देशीय

उत्पादन किया जा रहा है। देशीय अनुसन्धान के फलस्वरूप सरकार अधिक विकास के लिये अपने प्रयासों को और तीव्र करने का विचार रखती है।

(इ) प्रश्न ही नहीं उठता।

**Aid to Backward Classes/Scheduled Castes/Scheduled Tribes Organisations at Nagpur**

**2381. SHRI N. R. DEOGHARE :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether some Backward Classes/Scheduled Caste or Scheduled Tribe Organisations at Nagpur are being given some aid by Government or through their agencies ;

(b) if so, the names of the Organisations and the amount of aid being given ; and

(c) if not, the reasons therefor ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA):** (a) Yes, Sir.

(b) An amount of Rs. 14,751 was paid to the Vidarbha Backward Classes Association Nagpur, during 1968-69 through the All India Backward Classes Federation, Delhi. During 1969-70 an amount of Rs. 15,399 has been approved for payment to the Association through the Federation.

(c) Does not arise.

**Decision regarding Scheme to Benefit Class III Railway Employees**

**2382. SHRI RAJ DEO SINGH :** Will the Minister of RAILWAYS be pleased to refer to the replies given to unstarred Question No. 58 on the 18th February, 1969 and Unstarred Question No. 2644 on 11th March, 1969 regarding the scheme to benefit class I, II and III Railway employees and state :

(a) when the decision of Government is likely to be announced for Class III staff and the date from which the same is likely to take effect ; and

(b) whether Government are considering to give effect to the decision from the date it was made effective for the Officers.

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) and (b). Relief to the concerned staff has been announced on 23-2-1970 in the speech of the Railway Minister introducing the Railway Budget for 1970-71. The decision will be effective from 1-3-1970.

**Cases of Seniority in Railways struck down by High Courts Supreme Court**

**2383. SHRI RAJ DEO SINGH :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3636 on the 6th December, 1968 and state :

(a) the details of the cases of seniority in the Railways struck down by the High Courts/Superme Court;

(b) whether it is a fact that in a seniority case of contempt of Court, the Northern Railway had to engage the Attorney General and the former Law Minister for defending the case in the Delhi High Court and, if so, what was the result ;

(c) how much expenses were incurred and whether his Ministry proposes to hold an enquiry to take full remedial measures ; and

(d) whether any action has been taken or proposed to be taken for recovery of expenses from the concerned officers who acted against the Government directives ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

**Gazetted Cadre for Purchase Organisation on Indian Railways**

**2384. SHRI RAJ DEO SINGH :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 440 on the 5th March, 1968 regarding Gazetted Cadre for Purchase Organisation on the Indian Railways and state :

(a) the time by which the decision of Government is likely to be announced regarding the Gazetted Cadre for the Purchase Organisation on the Indian Railways ; and

(b) whether the same will also apply to Class III staff ?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) and (b). The recommendations of the Committee with regard to determining the gazetted and Class III staff cadre for the Purchase Organisation on Indian Railways have not been accepted.

**Free Diet to Patients in Railway Hospitals**

**2385. SHRI RAJ DEO SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether in the Railway Hospitals, diet is provided free of cost only to employees drawing pay upto Rs. 180 per month but not to their families ; and

(b) if so, whether Government will consider to extend the benefit of free diet to the patients on the lines of benefits given to other Central Government employees ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) Yes, except for employees and their family members suffering from tuberculosis whose basic pay does not exceed Rs. 380/-p.m.

(b) Since the Government have already under consideration a proposal for appointment of Pay Commission to go into matters relating to pay and allowances and other service conditions of Central Government employees and other related issues, the Government consider that there is no need for changing the *Status-Quo* at this stage.

**Orders placed by Railways with  
D. G. S. & D. in 1969**

**2386. SHRI SADHU RAM :** Will the Minister of RAILWAYS be pleased to state :

(a) the amount of orders by each Railway placed against the Directorate-General of Supplies and Disposals' rate contracts in 1969 ;

(b) the designation of the Officers empowered to place orders against the rate contracts on the various Railways ; and

(c) whether it is a fact that these powers are being exercised by the Controller of Stores

himself on the Northern Railway and, if so, what are the reasons therefor ?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) A statement is attached.

(b) The officers empowered to place orders against rate contracts vary from Railway to Railway and from rate contract to rate contract. Generally one or more of the Officers namely Controller of Stores Deputy Controller of Stores, District Controller of the Stores and Assistant Controller of Stores are empowered. For items like gases required for direct use in Workshops and Sheds, the Divisional Superintendents and Works Managers are also empowered on one of the Railways.

(c) On the Northern Railway the Controller of Stores is the Direct Demanding Officer against Directorate-General of Supplies and Disposals rate contracts. The Directorate-General of Supplies & Disposals had desired that as far as possible only one Direct Demanding Officer should be nominated in one office to facilitate smooth and efficient working of the Rate Contracts.

*Statement*

Railway/Production Unit	The amount of orders placed by each railway against Directorate General of Supplies & Disposals rate contracts in 1969
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(Amount in lakhs)

Rs.

1. Central Railway	474
2. Eastern Railway	522
3. Northern Railway	171
4. North Eastern Railway	99
5. Northeast Frontier Railway	98
6. Southern Railway	460
7. South Central Railway	277
8. South Eastern Railway	914
9. Western Railway	298
10. Chittaranjan Locomotive Works	16
11. Diesel Locomotive Works	18
12. Integral Coach Factory	19

**Railway Over-Bridge In Moga City (Punjab)**

2387. SHRI GURCHARAN SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the fact that the Railway line passes through the heart of the Moga City (Punjab) and there is no Railway Bridge due to which great inconvenience is caused to the people in general and the traffic is jammed for hours together; and

(b) if so, whether Government propose to construct a bridge there?

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** (a) It is a fact that there is no road over/under bridge at Moga, but there are two level crossings. The road traffic at one of these level crossings is quite heavy, but every effort is made to minimise the detention to road-traffic by closing the gates across the road only during passage of trains and shunting movements.

(b) There is no firm proposal so far from the local Municipality or State Government for construction of road over/under bridge in replacement of these level crossings. Under the rules, the Railways construct road over/under bridges in replacement of existing busy level crossings provided the scheme is sponsored by the State Government/Road authority together with undertaking to bear their share of cost. Broadly, under the rules in force, 50% of the cost of road over/under bridge for a 24 ft. wide road way and its approaches (excluding cost of land for approaches) is borne by the Railways and the balance 50% as well as the cost of acquisition of any land required for approaches is borne by the road authority. Only when a firm proposal is received from the State Government/Road authority, the Railway can take further action in the matter.

रमानिया के सहयोग से भरतपुर में नील के कारखाने की स्थापना

2388. श्री बृजराज सिंह : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार भरतपुर (राजस्थान) में रमानिया के सहयोग से एक नील के कारखाना स्थापित करने के प्रस्ताव पर विचार कर रही है;

(ख) क्या इस कारखाने में इस वर्ष के अंत तक उत्पादन आरम्भ हो जायेगा;

(ग) रमानिया के साथ हुए करार की मुर्ख शर्तें क्या हैं; और

(घ) उक्त कारखाने के लिए किस व्यक्ति अधिकार फर्म को लाइसेंस दिया गया है?

**औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलहडीन अली अहमद) :** (क) से (घ). नील बनाने के लिए राजस्थान के भरतपुर जिले में एक कारखाना स्थापित करने के लिए भेसर्स कैपबैल मिनरल्स कंपनी (प्रा०) लिमिटेड के रमानिया की कंपनी भेसर्स इंडस्ट्रीज एक्सपोर्ट बुखारिस्ट से तकनीकी सहयोग प्राप्त करने के सहयोग के प्रस्ताव को रद्द कर दिया गया है, क्योंकि इसकी तकनीकी जानकारी देश में ही उपलब्ध है।

फांसीसी सहयोग से टोक में चमड़ा कारखाने की स्थापना

2389. श्री बृजराज सिंह : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार को टोक (राजस्थान) में फांसीसी सहयोग से चमड़ा कारखाना स्थापित करने की परियोजना रिपोर्ट प्राप्त हो गई है;

(ख) इस कारखाने पर कितनी पूँजी लगेगी और उसमें बिदेशी मुद्रा कितनी होगी;

(ग) कब तक कारखाना उत्पादन आरम्भ कर देगा; और

(घ) इसकी उत्पादन कमता कितनी होगी और क्या इसमें नियमित माल का भी नियंत्रित किया जायेगा ?

बौद्धिक विकास, आंतरिक व्यापार तथा समव्याय-कार्य नंग्री (श्री कलहुन असी अहमद) : (क) से (घ) 3,000 टन चमड़े का वार्षिक उत्पादन करने वाले, जिसके कुल उत्पादन के 50 प्रतिशत का नियत करना आवश्यक होगा एक औद्योगिक उद्योग की सरकारी क्षेत्र में टॉक (राजस्थान) में स्थापना करने के लिए राजस्थान सरकार को एक आशय पत्र प्रदान किया गया है। राजस्थान सरकार ने बताया है कि उन्हे इन संबंध में सहयोग के लिए एक फांसीसी कम्पनी का प्रस्ताव मिला है। और इसका अनुमानित पूँजी विनियोजन 70. 30 लाख रुपये अनुमानित है। जिसे पूँजीगत माल के आयात के लिए 34. 65 लाख रुपये विदेशी मुद्रा के रूप में होंगे। विदेशी सहयोग तथा उससे संबंधित विषयों पर राज्य सरकार को स्वीकृति मिल जाने के पश्चात कारखाने में करीब एक वर्ष की अवधि में ही उत्पादन प्रारम्भ हो जाने की आशा है।

**Extension of Railway Line from Dharmanagar To Agartala**

2390. SHRI KIRIT BIKRAM DEB BURMAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether the survey for the alignment of the Railway line for the extension of the Railway from Dharmanagar to Agartala in Tripura has been taken up and; if so, when the work was started and the progress made so far in this regard;

(b) by what time the work is likely to be completed; and

(c) the tentative route, if any determined for the extension of the Railway line upto Agartala and the rough estimate of the cost of extension of the line ?

**THE MINISTER OF RAILWAYS (SHRI NANDA)** (a) to (c). Engineering and Traffic Surveys for a new line from Dharmanagar to Agartala were sanctioned in September, 1969. They are in progress and will be completed in about a year's time.

The alignment, cost and other details of the line will be known only after the surveys are completed.

**Hooliganism and Violence in Sealdah Division (Eastern Railway)**

2391. SHRI TRIDIB KUMAR CHAUDHARI: Will the Minister of RAILWAYS be pleased to state :

(a) whether his attention has been drawn to the complaint made by Engine Drivers, Guards and other Railway staff before pressmen in Calcutta on the 30th January, 1970 about the increase of hooliganism and violence in the Sealdah Division section of the Eastern Railway which has made it almost impossible for the Railway staff to perform their duties;

(b) apart from hooliganism by passengers, whether there has been an interruption of Railway movement very frequently due to squatting on the Railway tracks by demonstrators on one demand or another on the Railways, particularly on the demand of faster and more frequent trains and for increasing the number of stoppages; and

(c) if so, the steps, if any taken by Government to put a stop to these vagaries of unruly passengers and demonstrators ?

**THE MINISTER OF RAILWAYS (SHRI NANDA)** : (a) and (b). No complaint as such was made by the Railway staff before the press but in order to focus the attention of the public and to enlist the co-operation of saner elements amongst them, a press conference was arranged where some of the guards, engine drivers and other railway staff, who were victims of these assaults, were present. They emphasised that instances of intimidation, manhandling and assault by a section of commuters dissatisfied with delays and other matters for which they were not responsible, jeopardised safe running of train services. This had the desired effect in that it made the journalists keenly aware of the magnitude of the problem, and through the newspapers, they warned the public of the serious consequences of the irresponsible actions of some of the passengers.

(e) Railways on their part bring all such instances immediately to the notice of the State Governments/State police authorities for seeking their timely intervention for bringing the offenders to book and for restoration of normal conditions. Ministry of Home Affairs are also apprised of the situation from time to time whenever necessary. Railway Administrations, also do their best to meet the reasonable demands of passengers. Opportunity is also taken through the press etc. to explain the Railway view point and seek the co-operation of commuters and other members of the society.

#### Utilisation of Steel Scrap

2392. SHRI TRIDIB KUMAR CHAUDHURI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have undertaken any survey of the capacity of steel furnaces for the better utilisation of available steel scrap in the country;

(b) the extent of unutilised capacity at present; and

(c) whether Government have received any representation from the Steel Furnace Association for a selective ban on export of Steel scrap ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT):  
(a) A Study was entrusted to the Central Engineering and Design Bureau of Hindustan Steel Ltd. to assess the availability of scrap in the country during the Fourth Plan period and suggest feasibility of setting up electric furnaces based on scrap for production of steel.

(b) Capacity utilization steel and alloy steel producing units has not been constrained due to nonavailability of scrap. Electric furnaces as a whole including those producing steel castings are however understood to be experiencing shortage of heavy melting scrap.

(c) Yes Sir. The Steel Furnace Association had submitted a memorandum in August, 1969 to this Ministry for selective ban on scrap exports.

#### Sub-leasing of land acquired for Precision Tool Factory at Palghat for Sugarcane Cultivation

2393. SHRI E. K. NAYANAR : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have dropped the precision Tool Factory Scheme in Palghat (Kerala State) which was accepted in the Third Five Year Plan;

(b) whether Government have accepted the scheme to sub-lease the land which was acquired for the above factory formerly, for sugarcane cultivation through the Chittor Sugar Mill Management (Kerala State); and

(c) if not, what is the Government's attitude towards the sub-leasing of the above land ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). In this connection attention is invited to the answer given in reply to Unstarred Question No. 2290 tabled in the Lok Sabha on the 5th August, 1969.

#### Desertion of Village Dhongarpur (Gwalior) by Harijans

2394. SHRI JAGESHWAR YADAV :  
SHRI RAMAVATAR SHASTRI :  
SHRI JHARKHANDE RAI :  
SHRI P. C. ADICHAN :  
SHRI BHOGENDRA JHA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that the entire population of Dhongarpur Tal, a Harijan Village near Gwalior, had deserted the Village due to continuous hostility and threat to life posed by the Thakurs of the neighbouring village; and

(b) if so, what steps Government have taken to prevent such incidents ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) and (b). The State Government have been addressed in the matter. Their reply is awaited.

**Decline in capital raised by Companies**

2395. SHRI LOBO PRABHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) how capital raised by companies has declined from Rs. 92 crores in 1964 to Rs. 47.8 crores in 1969 and funds raised by prospectuses fallen from Rs. 21.8 crores last year to Rs. 12 crores this year;

(b) whether Government have investigated if this is the result of the legislation against the Managing Agency system and Monopolies and the projected taxes against urban property and income;

(c) what steps have Government taken in respect of the resulting loss of production and employment opportunities; and

(d) whether Government will appoint committee to investigate the strike of capital ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) on the basis of information available, aggregate increase in paid up capital of companies in the entire corporate sector was of the order of Rs. 220.5 crores in 1964 and Rs. 131.2 crores in 1969.

(b) and (c). The rate of increase in paid up capital which was lower by Rs. 89.3 crores in 1969 than in 1964 was due mainly to fall in investments in Public sector companies which amounted to Rs. 82.1 crores. The recessionary trends in the economy which became visible, were largely on account of the fall in governmental investment expenditures. The tempo of industrial activity is likely to step up on account of increase now postulated on this account.

The data relating to index number of industrial production available up to September, 1969 indicate the rate of growth of 7.3% over the comparable period in 1968. The rate of increase in the index number of industrial production recorded by September, 1969 over the 1967 level works out at more than 14%. Thus, there is no indication of any recent fall in production and employment opportunities during this period.

(d) Does not arise.

**Conversion of Metre Gauge Line from Varanasi to Bhatani Junction (North Eastern Railway)**

2396. SHRI VISHWA NATH PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have surveyed the metre gauge line from Varanasi to Bhatani Junction (North Eastern Railway) to convert it into broad gauge line :

(b) what is the result of the survey; and

(c) when Government are considering to convert it into the broad gauge line ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) According to the survey report, the total length of the line to be converted from Varanasi to Bhatani and Gorakhpur, (including a parallel broad gauge line between Varanasi and Aunrihar), is 229.52 Kms. and its estimated cost of conversion is Rs. 14.32 crores.

(c) The survey reports submitted by the Railway Administration are under the examination of the Railway Board. A final decision regarding this conversion will be taken after the examination is completed. The actual conversion of this is also dependent on the priority this will merit vis-a-vis other conversion proposals and the availability of funds.

**बन्धु के लिये कांतेलिंगों का वर्तमान विकास**

2397. श्री रामगीताल शासवारी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हजारों की संख्या में कांग्रेसियों ने बम्बई कांग्रेस अधिवेशन में भाग लेने के लिये बम्बई तक बिना टिकट रेल यात्रा की;

(ख) क्या यह भी सच है कि टिकट चेक करने वाले रेल कर्मचारियों को गुप्त रूप से ये हिदायतें दी गई थीं कि वे टिकट चेक न करें; और

(ग) यदि हां, तो उसके क्या कारण हैं?

रेलवे मन्त्री (श्री नवा) : (क) जी नहीं।

(ख) जी नहीं।

(ग) सवाल नहीं उठता।

गाजियाबाद, शाहदरा तथा दिल्ली से बापस आने के लिये रेलगाड़ियां

2398. श्री रामगोपाल शालबाले : क्या रेलवे मन्त्री यह बताने की कृता करेंगे कि :

(क) क्या यह सच है कि दादरी तथा मारीपत से बहुत छात्र, व्यापारी तथा श्रमिक रेलगाड़ियों द्वारा गाजियाबाद, शाहदरा तथा दिल्ली जाते हैं;

(ख) क्या यह भी सच है कि इन के बापस जाने के लिये 2 ए० टी० ए० अलीगढ़ शटल रेलगाड़ी जो कि क्रमांक: 13-30 बजे तथा 17-30 बजे चलती है; और कोई रेलगाड़ी नहीं है; और

(ग) यदि हां, तो क्या सरकार इस बात पर विचार करेगी कि शाम को जाने वाली जनता गाड़ी को यात्रियों की मुविधा के लिये, मारीपत, दादरी तथा अजबपुर रेलवे स्टेशन पर रुकने की व्यवस्था की जाये?

रेलवे मन्त्री (श्री नवा) : (क) जी हां।

(ख) जी हां।

(ग) 40 डाउन दिल्ली-हवड़ा जनता एक्सप्रेस गाड़ी मुख्यतः लम्बी दूरी वाले यात्रियों के लिये है और इस गाड़ी को दादरी, मारीपत और अजायबपुर स्टेशनों पर ठहराने का कोई औचित्य नहीं पाया गया है, विशेष रूप से इसलिये कि इन स्टेशनों को जाने वाले उपनगरीय यात्रियों की जरूरतें 2 ए० जे० टी० सवारी गाड़ी द्वारा पूरी हो जाती हैं जो 40 डाउन जनता एक्सप्रेस के तुरंत बाद चलती है।

#### Export of Machine Tools

2399. SHRI R. R. SINGH DEO : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the amount of Machine Tools exported during the last year; and

(b) the amount of orders that Government have received for the export this year ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) During the year 1968-69 Hindustan Machine Tools Ltd. Bangalore, exported machine tools worth Rs. 97.00 lakhs.

(b) The Company received export orders worth Rs. 71.00 lakhs from April to December, 1969.

#### Sale of H.M.T. Products to Boeing Aircraft Co. of U. S. A.

2400. SHRI R. R. SINGH DEO :  
SHRI RAMACHANDRA  
VEERAPPA :  
SHRI Y. A. PRASAD :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Hindustan Machine Tools, Ltd. is likely to sell its Products to the Boeing Aircraft Company of U.S.A.; and

(b) whether any discussion was held in the matter and if so, whether any agreement was concluded as a result thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Hindustan Machine Tools are Presently negotiating with Messrs. Boeing Aircraft Conclusion of U.S.A. matters relating to the sale of their (HMT'S) Products. The question of conclusion agreement will arise only after completion of these negotiations.

**Statement correcting Answer to Unstarred Question No. 3962 dated 19.8.1969 re.**  
**Loss in Production and damage to property of Durgapur Steel Plant as a result of labour troubles**

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI (K. C. PANT) : In answer to part (a) Question No. 3962 on 19th August, 1969, it had been stated that estimad loss of Production due to labour troubles during 1968-69 was 78,485 tonnes + 100 wheelsets. I would like to point out that the correct figure in this respect is 58,556 tonnes.

12.15 hrs.

**CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE**

**REPORTED INSTRUCTIONS BY CENTRAL GOVERNMENT TO MYSORE GOVERNMENT TO STOP WORK AT CAUVERY BASIN**

SHRI N. SHIVAPPA (Hassan) : I call the attention of the Minister of Irrigation and Power to the following matter of urgent public importance and I request that he may make a statement thereon:-

The instructions reported to have been given by the central Government to the Mysore Government to stop the work at Cauvery Basin and its implications.

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : Certain differences of opinion have, of late, arisen between the States of Mysore and Tamil Nadu over the Hemavathi, Harangi and the revised Kabini projects proposed by Mysore. Tamil Nadu wanted that these projects should be cleared in the light of the provisions of the agreements of 1892 and 1924 between the Government of Mysore and the erstwhile Government of Madras. Kerala, to whom some areas in Cauvery basin of Madras were transferred consequent on the reorganisation of States in 1956, have represented that the Kabini project would submerge certain areas within its boudries and also that they should have an equitable share of the waters of the tributaries of eauvery flowing through Kerala.

Of the three projects mentioned above, Kabini Project providing irrigation for 30,000 acres was sanctioned by the planning Commission for Rs. 2.5 crores. Now, the Mysore Government is stated to be proceeding with a bigger project costing Rs. 24. 8 crores. the area proposed for irrigation being increased to 126, 000 acres. Hemavathi and Harangi projects have not been cleared by the Technical Advisory committee as these projects involve inter-state aspects not yet resolved.

The Government of India have been making efforts the settle the differences by negotiations. Since 1967, several discussions were held at the technical level and at Minister's level. In August, 1968 meeting, in which the Chief Minister of Mysore and Ministers from Tamil Nadu participated, differences were considerably narrowed down and it was hoped that it would be possible to arrive at an amicable settlement. A meeting was again held on 9th February at new Dehi at which Ministers of Mysore and Tamil Nadu and senior officers of Kerala Government participated. In the light of the discussions held, certain proposals were drawn up by the Ministry of Irrigation and power towards a settlement of the differences and forwarded to the Chief Ministers on the 11th February, 1970, for their consideration.

On receipt of the proposals made towards the solution of this problem, the chief Minis-

[Dr. K. L. Rao]

ter of Tamil Nadu wrote to the Government of India stating that assurances had not been given by the representatives of Mysore during the discussions on February 9, 1970 that the existing agreements would be honoured, and that the projects under discussion, viz., Hemavathi, Kabini and Harangi Projects, would not be proceeded with, pending consideration of the proposals for settlement. He therefore, made request that the water dispute arisen in the matter might be referred for adjudication to a Tribunal constituted under the Inter-State water disputes Act, 1956.

On the 26th February, 1970, I wrote a letter to the Chief Minister, Mysore stating that a settlement by negotiations would be preferable and might still be possible. Further, I suggested that pending this, the work on the projects not yet approved by the planning commission may not be proceeded with. A reply has been now received from the chief Minister, Mysore, stating that a detailed study of the proposals made for the settlement of the water dispute would have to be made by his Government and that this might take three or four weeks more. Meanwhile, the Chief Minister, Mysore, has made a clarification on the 5th March, 1970 in the Mysore State Assembly on the subject, when he stated that he was not thinking of stopping any of the projects.

All the aspects of the present Cauvery dispute are under careful consideration of the Government of India with a view to finding out how the present water dispute can be settled.

**SHRI N. SHIVAPPA :** It is rather very unfortunate to observe in the statement just now made by the hon. Minister that two important things which ought to have been mentioned by the hon. Minister are missed. One is: what are the alternative suggestions proposed by the hon. Minister to the disputed State chief Ministers? Second is: whether he is going to confine himself in his authority to the conditions and terms of the agreement of, 1924 positively, whether the chief Ministers suggestions have been taken into consideration, whether any categorical reply has been sent to the Government of Mysore or the reaction of the Chief Minister has been taken on that. Then,

with regard to the construction of the Kabini Project, is the Kerala Government now coming forward with a method to be adopted at the interference of the Central Government? I want to know whether there were any terms and conditions that were incorporated in any of the past agreements which the hon. Minister has quoted in his Statement pertaining to 1924 or earlier agreements? In the absence of such terms and conditions, when a technical clearance has been given to a project, where is the necessity to incorporate a mandate pertaining to the Kabini project after complicating the issue at the instance of the hon. Member between the Governments of Kerala and Mysore? I want to ascertain from the hon. Minister whether he has got any idea about the terms and conditions of the 1924 agreement and under what circumstances such an agreement came into being between the Governments of Mysore and Madras, for what purpose and for what concrete reasons. The concrete reasons are the construction of some reservoirs across the river Cauvery and its tributaries, for the water allocation between the Governments of Mysore and Madras and for regulation of all these things. What I want to ask him very categorically is: whether he has understood the implication and the spirit of the 1924 agreement and what are the benefits that will accrue to Mysore? 45 tmc of water has been agreed in that agreement to be given to Mysore. What has Mysore done? It has not utilised that particular quota of water which has been given to Mysore all these days. Who is responsible for it? If at all anybody on the face of the earth is responsible for the Mysore Government and the Mysore people for not using this quantity of water, it is Dr. K. L. Rao. With due respect to Dr. K. L. Rao who was kind enough to visit the Harangi, Hemavathi and Kabini projects as far back as 1963 and having himself selected the sites, he said that the recommendations should be submitted to the central Government where he will try his best to get the technical clearance and all the required clearances. What happened to Dr. K. L. Rao now? Why has he not given a naya paisa for the construction of any of these projects to utilise this 45 tmc of water which was categorically admitted and binding under the agreement? I only want to know the position. If the Government of Mysore has not utilised a drop of water, who is responsible? These projects were undertaken at

the instance of the Mysore Government and our people and not due to the mercy of the central Government. Has he realised the difficulty if he issues such a mandate or creates any further problem ? The projects which are under construction have already uprooted 1½ lakhs of people.

What will be the fate of those people ? Will they have to come and sit before the hon. Minister's house ? Or, will they have to take poison and die ? Then, what will happen to the crores of rupees already invested. I do not have the exact figure with me now. Sir, he has not understood the real difference or the real difficulty; nor has he placed the real difficulty or the difference of the two Government and the full facts of the controversy that has arisen. As per the agreement Mysore can utilise 45 t.m.c. of water and Mysore is entitled for it. Can the Minister say that Mysore Government is not entitled to utilise this 45 t.m.c. of water which is according to the terms of the agreement ? Has he bestowed the same discretion judiciously enough and according to law, which he has exercised against the Chief Minister of Mysore, with regard to the other arbitrary consideration of so many other beautiful projects, including projects in his own area, of the Great Narmada disputes and on other disputes ? Why is he adopting such an attitude of drastic *nirashtra* against the people of Mysore ? It is because of the political pressure tactics, because of the Central understanding with that of the Madras Chief Minister and because of the prejudice over the Mysore Chief Minister. By this he is doing an injustice to the people of Mysore. Are they to take poison and die. My question is this.

MR. SPEAKER ; I am almost in your speech.

SHRI N. SHIVAPPA : My question is, first, is the Mysore Government not entitled under the agreement to use this 45 T M C of water ? Why has he not used the same weapon of Central interference with regard to other disputes and awards ? Why has he not come forward with alternative suggestions to both the Chief Ministers ? Why is he not placing the full facts on the Table of the House to enlighten the hon. Members ? What is he doing to solving the problem by

means of negotiations ? What is his reaction ? These are my questions.

DR. K. L. Rao : With regard to the Kabini project asked by the hon. Member I want to mention the facts about the dates here. The Kabini project was sanctioned in 1958 by the planning commission on the distinct understanding that the cost of the project is to be Rs. 2½ crores and the area to be irrigated will be 30,000 acres. now, the Mysore Government has not sent any revised estimates so far for our consideration. But I understand, and it is also confirmed that they are now constructing a project which is ten times costlier in size. The cost of the project is estimated to be 25 crores increasing the irrigation area from 30,000 acres to 1,26,000 acres. The Kabini project sanctioned originally has nothing to do with the Kabini project which they now want, because when a project of this type is entirely enlarged and changed, it is entirely different and only the name remains. Therefore it is necessary for the planning Commission and the Government of India to sanction the project afresh.

Then, the hon Member asked another question why I have not placed my concrete proposals on the Table of the House, the proposals that I have made to the respective Governments for a compromise. Obviously those proposals are not to be made public because of their confidential nature. That is just in the way of trying to get at a compromise to see that these projects are sanctioned and taken up. It is with a view to do that I have made certain proposals between the three States concerned. We are awaiting their reaction on that. The Mysore Chief Minister has also written that he is studying proposals very carefully and that it will take 3 or 4 weeks, and then he will give his reactions.

With regard to the third question, it is obvious that the matter has to be referred to arbitration. Now, according to the present Act, it is to be referred to a judicial tribunal.

That was why before referring this matter, we wanted to make certain and be sure.....

SHRI RANGA (Sriakakulam) : There was an agreement of 1924 according to which Mysore was allotted a particular quantity up to which they can go on building their own irrigation

[Shri Ranga]

pojects. why should the hon. Minister not reply to that point ? Is it within that quantity or not ?

DR. K. L. RAO : I am coming to that.

There, we have got to satisfy the 1924 agreement. In terms of 1924 agreement, the technical advisory committee has technically cleared the Hemavati and Harange projects as far back as 1966, subject to one condition, and that condition was that those projects must be cleared or accepted after the rules of regulation were accepted between the two states. You cannot simply sanction a project anywhere without effecting the rules of regulations. So, they said that these projects must be sanctioned after the rules of regulations had been accepted [Interruption]. These rules of regulations are the ones that have been under discussion, and they are in technical terms. For instance, there are limit flows which are provided for in the 1924 agreement. According to the 1924 agreement, Mysore can impound water only under certain conditions and those conditions have to be observed, if we have to observe the 1924 agreement, and that is exactly what we have been trying to do both at the Ministerial level meeting held in 1968 and that held in 1970, and that matter is now being considered by the Government of Mysore and the Government of Tamil Nadu,

SHRI N. SHIVAPPA : Are we not entitled to build up to 45 TMC ?

The hon. Minister has not categorically answered my question. He has evaded it.

MR. SPEAKER: The hon. Member can ask another question.

SHRI N. SHIVAPPA : I am asking a very categorical question, in addition to reiterating earlier any question. May I know whether the Mysore Government is not entitled to utilise 45 TMC ? and whether it is not incorporated in the same agreement that if the Government of Mysore is not going to complete the construction of these projects within 1974, they will lose the right to the use of these waters ? My second question is this. The Madras Government as early as 1960-1963 had repudiated the 1924 agreement and had violated it, and constructed without the sanction of the Central Government the Upper and Lower Bhavani projects. What was Dr. K. L. Rao doing at that time ? When the Mysore Govern

ment had launched a protest, why was it not referred to arbitration ?

Dr. K. L. RAO : the 1924 agreement is an open book and any body can see it. What the agreement says is that the Mysore Government can construct storages of 45 TMC : that is, they can construct storage capacity of 45 TMC, and use the water for irrigation of 1.1 lakhs acres. (Interruptions)

I am only mentioning the provision in the agreement. Further, it was said that if there was any reservoir constructed on the tributaries of the Cauvery by Madras, offset reservoirs to the extent of 60 per cent. of that can be constructed by Mysore. But in both the cases, the agreement laid down that the limit, flows or the regulations of the river must be adhered to under the 1924 agreement. That is what we are trying to do. Nobody is denying the waters required by Mysore. In fact, I cannot make myself public, but I know fully the case of Mysore much more thoroughly than my hon. friend. But the point here is this. If you are going by the 1924 agreement, then you have got to observe certain stipulations. In fact it is with a view to see that these projects come up before 1974 that I have insisted that I shall be trying to get these projects sanctioned but if they do not come to my help, then what can I do ? After all, the rules of regulations have got to be accepted under the terms of the 1924 agreement. For example, I shall tell you a very simple case.

(Interruptions)

SHRI K. LAKKAPPA (Tumkur): River dispute cannot become a pawn in the political game. I represent an under-developed state like Mysore. The interests of the state have got to be safeguarded by the Centre. The 1924 agreement is outmoded. It was entered into when the Britishers were there. We had not achieved Independence then. After Independence, these things are coming up. In 1956, we had the reorganisation of states also. Many parts have been merged with the Mysore state such as Coorg and other parts of Madras. I would like to know whether the 1924 agreement can still hold good for all time. I would like to know what the political motive behind the Ministry is ? For the Centre is using these border disputes and river disputes as a political weapon.

Before I come to my question proper, I would just like to mention one thing. When the Gandharvas imprisoned the Kauravas, the Pandavas went to see them, and the

work at Canvery  
Basin (C.A.)

Gandharvas asked them, why are you seeing the enemies ? The Pandavas said when a common enemy is there, We are 105.'

So far as the rights of my State are concerned, so far as the riparian rights of my state are concerned, we are all united. So, how can the Central Government discriminate against us ? I have, no doubt, got my reservations in regard to the State Government of Mysore, it has got a feudal character also because at times they have not done what they should have done. The Central Government have no reason to issue an ultimatum when the works are in progress. The expenditure incurred on the works in progress is as follows : In the case of the Kabini project, the expenditure incurred is Rs. 548.72 lakhs. on the Svarnavati dam, which is in rapid progress the expenditure incurred is Rs. 142. 40 lakhs. The Hemavati is in progress and other dams also have been taken up, and the expenditure is Rs. 242.06 lakhs. There are also the Harange, Machanapal and Gandal projects. Nearly a sum of Rs. 10 crores has been spent by the Mysore Government to feed the hungry people of Mysore.

MR. SPEAKER : I am waiting for the hon. Member's question.

SHRI K. LAKKAPPA : I am giving facts to show how the Central Government have discriminated against the Mysore Government. Even according to the agreement of 1924, the Mysore Government are entitled to 45 TMC. The Central Government are applying double standards, so far as the construction of dams is concerned. When the Madras Government constructed the Pullambidi, New Kattalai and Bhavani projects under the same agreement, was the same principle applied, when the Mysore Government had asked the Madras Government in that regard ? Will the same principle be now applied so far as the construction of projects by the Mysore state is concerned ? May I know why there are double standards ? There are constructions of projects under tributaries of the Cauveri. For instance, take Kabini. It is not within the agreement zone of this agreement. What right has the Central Government to issue an ultimatum under the law and under the Constitution ? This is nothing but a mischief within the ambit of the IPC, and the hon. Minister should be punished for that, because he wants to set the Madras State against the Mysore State,

and he wants to set Maharashtra against Mysore. He has set these enemies against Mysore so that Mysore may not get its due rights ? ...

SHRI SONAVANE (Pandharpur) : May I know whether the use of the word 'enemy' is proper ?

MR. SPEAKER : Let the hon. Member come onward with his question now.

My question is this. The agreement is outmoded and does not hold good now; after the reorganisation of States, that agreement has not been revised. Purposely and wilfully the Planning Commission has been adopting a discriminatory attitude towards Mysore. The Nysore state's requirements have not been given priority in so far as the projects of the State are concerned.

MR. SPEAKER : I am not going to allow him any further. If he does not come out with his question in one minute, I will have to call on the other members on the list.

SHRI K. LAKKAPPA : Why have the Central Government not applied the same principle when crest gates were put up in Nagarjunasagar ? Why did he not give an ultimatum to Andhra then to give protection to Mysore ? Why has such an ultimatum been sent to Mysore now ? Is it not political ? Is it not vindictive ? Is it not discriminatory ? Is it not a step-motherly attitude ? In view of this, I have no hesitation in saying that Mysore has not received justice at the hands of Dr. K. L. Rao and I would ask him whether he will voluntarily resign or will have to be reprimanded for such lapses on the part of the authorities here.

DR. K. L. RAO : There is nothing more I can add except to say that there has been no political motive in dealing with these problems. It is purely technical. If I may repeat, the Kabini project that was sanctioned in 1958 was of a much lower magnitude costing Rs. 2.5 crores only. Now the proposal is to increase it tenfold. I am surprised the hon. member is arguing out that case. They have not even submitted revised estimates for the kabini project. If without sending us the revised estimates, they say 'we have spent Rs. 6 crores', what is the meaning of this ?

SHRI K. LAKKAPPA : When the Madras Government undertook some projects without

[Shri K. Lakkappa]

the Centre's approval, what was he doing ? Did he adopt this attitude then ?

DR. K. L. RAO : There are also some complications in this particular case. It will submerge some areas in Kerala. We cannot therefore sanction such a project without taking into consideration all the aspects. Similarly, there are certain regulations which have to be followed. In spite of all this, I will repeat--and I would request the hon. member not to indulge in this insinuation--that there is no personal or political motive in this.

SHRI K. LAKKAPPA : He has not answered my question. Three crores of the people of Mysore are suffering without food. They are poverty-stricken. Irrigation facilities are not there. Madras is having 22 lakh acres of irrigation and we are not even having 2 lakh acres. Why have these double-standards been applied regarding construction of projects by Madras and Mysore ? Why was not the same principle applied in the case of the construction of crest gates at Nagarjunasagar ?

MR. SPEAKER : His question is why there has been a double-standard.

DR. K. L. RAO : As I have already submitted, there has been no double-standard or discrimination whatsoever.

SHRI RANGA : Does he stick to his statement that it is not an ultimatum ?

SHRI A. SREEDHARAN (Badagara) : My call attention was addressed to the Minister of Home Affairs because this is not merely a water dispute. Here is a State Government which is blatantly, aggressively and violently refusing to carry out the directive of the Government of India and this question should have been replied by the Minister of Home Affairs.

SHRI K. LAKKAPPA : I protest against this remark. (*Interruptions*)

SHRI A. SREEDHARAN : the Minister's reply is an essay in apology and an epic in surrender. Here is a Government which says that there are water disputes between Kerala—Mysore and Madras. Three states are involved. Kerala and Madras have always been

advocating that they are prepared to sit round the table and resolve this issue peacefully and amicably. We have stretched our patience to the utmost limit and said that we are prepared to discuss, but here is the Government of Mysore which says that in spite of the Centres directive they are going to go ahead with the work on the project.

SHRI N. SHIVAPPA : Precedent has been established by the Centre.

SHRI A. SREEDHARAN : So, my question is very straight and simple. The hon. Minister said that he was still thinking in terms of negotiations, while the Chief Minister of Mysore on the floor of the State Assembly says that he will not stop the work on this project, which means that the Chief Minister of Mysore has thrown Dr. K. L. Rao's letter into the dust bin of the Vidhan Sabha. And now the spokesmen of Mysore are advocating that the kabini project is a fait accompli.

I would like to make it clear that the 1924 agreement is not binding on Kerala because the Government of Kerala did not exist at that time. The Kerala Government came into existence only in 1956, and no portion of that agreement will ever be applicable to Kerala, and if any attempt is made to clamp that agreement down on us, We will fight it tooth and nail.

I want the hon. Minister to give us an assurance, because his statement says :

"I suggested that pending this, the work on the projects not yet approved by the planning Commission may not be proceeded with."

And earlier on he says :

"Of the three projects mentioned above Kabini project providing irrigation for 30,000 acres was sanctioned by the planning Commission for Rs. 2.5 crores."

When these two portions of the statement are read together, it means that the kabini project has been sanctioned by the planning Commission and the Government has given a directive to the Mysore Government not to proceed with the work not sanctioned by the planning Commission. That means the

Mysore Government can go on executing the work on the kabini project. I want to ask the Minister if he will permit the Mysore Government to go ahead with the work on the kabini project because this is of vital concern to us. If this project is proceeded with, a vast area in Kerala will be submerged and also the question of sharing the waters arises. So, Will he give a categorical assurance that without the concurrence of the kerala Government the Mysore Government will not be permitted to go ahead with the work on the kabini project.

SHRI K. LAKKAPPA : It is not covered by the agreement.

SHRI A. SREEDHARAN : We repudiate that agreement, we do not accept it.

Secondly, even when this issue is being discussed on the floor of the House, work on this project is progressing. If the Mysore Chief Minister refuses to come to the conference table and if he still proposes to go ahead with this work, may I know what steps the Central Government will take to stop the work on this project by the Mysore Government ?

DR.K. L. RAO : With regard to the first question of the hon. Member, I want to submit that the original project that was sanctioned was a small one which does not submerge any land in Kerala, which does not affect water distribution, because the water utilisation of that project is small in quantity. Now, what we understand is that the Mysore Government is proceeding with a much bigger project which even involves submergence of land in kerala and also utilisation of a much larger quantity of water. It is this project that has not been sanctioned. Therefore, the Mysore Government are at perfect liberty to go along with the project that was sanctioned in 1958 but not any project that is much bigger, but unfortunately their expenditure figures show that they have spent nearly Rs. 6 crores whereas the original project was to cost only Rs. 2.5 crores. That means it is a revised project.

SHRI N. SHIVAPPA : What about the rise in costs ?

SHRI J. MOHAMED IMAM (Durga) : Chitraguga Whatever has been done has been done with the connivance of Dr. Rao.

DR. K. L. RAO : I am fully aware of the rise in prices. But this increase is due to widening the scope of the project, providing more irrigation, bigger and higher dam and so on. The hon Member has asked for a definite assurance. Definitely the Government of India would take note of it. Any project which is not properly sanctioned by the planning Commission will not be given any Central assistance. Government will be most unhappy if the State concerned still goes on constructing it without any sanction. I shall give a simple illustration. I do not want this project to be proceeded with in this unhappy stage. I may put a simple question by way of illustration. Kerala is higher up in Cauvery. Suppose the kerala Government constructs a bigger reservoir higher up and water does not flow in Cauvery, what will be the situation ? We shall be wasting money on kabini. Therefore, it is obvious that for the best utilisation of the water resources of this country, there should be planned and agreed action. The Government of India is anxious to go along on a planned and agreed manner, not any particular State going as it likes. I am unhappy at this.....

(Interruptions.)

SHRI S. M. KRISHNA (Mandya) : Sufficient poison has been injected into the body-politic of this country and let not parochial poison be injected into the sacred and serene waters of Cauvery. The entire dispute revolves around the 1924 agreement entered into between two unequal parties. just imagine that the present State of Mrdras was then comprising the whole of Andhra pradesh, today's Tamil Nadu, and parts of kerala and of Mysore. I wholeheartedly agree with that part of the statement that Comrade Sreedharan made, namely, that there has been a qualitative change that has come about in the country. If Mr. Sreedharan says that the 1924 agreement is not binding on Kerala then we are all operating on different wave lengths, and a new situation emerges. It is said that appearances are deceptive. Look at Dr. K. L. Rao; he looks very innocent. Even the statement he made sounded rather innocent. Let us not be deceived by this innocent appearance of Dr Rao. I have said on the floor of the House that so long as Dr. Rao continued to head the Irrigation Ministry at the Centre, Mysore shall not get justice (Interruptions.) Political compulsions are there. My friend Mr. Narayana Rao need not get unduly agitated because Dr. Rao is not going to be dislodged.

[Shri S. M. Krishna]

aced; I am sure about it. what is Mysore's contribution ? I shall quote Dr. Rao, as creation, the Central water and power Commission's survey :

"A survey by the Central water and power Commission has estimated the total yield in the Cauvery basin around 553 TMC ft. water at 75 per cent dependability. Of this 417 TMC ft of water is contributed from Mysore area and the balance of 136 TMC ft. from the Tamil Nadu area."

After the 1924 agreement came into being, Mysore state has put in only krishnaraja sagar dam; thanks to the successive Congress that have been ruling Mysore State, they did not spend any money to exploit the Cauvery basin. On the other hand, what has happened to Madras State ? They have built a number of projects such as pullambudi, New kattalai, High Level Bhavani, and so on. All these projects had been taken up and executed. What is the comparative picture of Madras, Mysore and Andhra pradesh ? In Mysore the percentage of irrigation is 9. Whereas in Tamil Nadu it is 36 per cent compared to 40 pre cent in Andhra pradesh. Among unequal partners, the greatest injustice has been done to Mysore. I should like to pose this question to Dr. Rao. Dr. Rao is a genius, shall I add that he is an evil genius....(Interruptions.) I stand, by it; let him repudiate it.

SHRI K. NARAYANA RAO (Bobbili): In these matters, it is the Government of India as a whole which is responsible ultimately for taking decisions. Why should anybody hold only Dr Rao responsible ? Mr. Speaker, I want a direction from you.

SHRI S. M. KRISHNA: Worse names than evil genius have been called here and evil genius is comparatively a dignified term.

MR. SPEAKER : Since you started, you had been using such words. I do not say they are unparliamentary; still that is undesirable.

SHRI S. M. KRISHNA : The 1924 agreement is confined to Cauvery and the scheduled rivers in the cauvery basin. I should like to know from Dr. Rao whether the non-scheduled rivers had been included in the 1924 agreement. If the non-scheduled rivers are not part and parcel of the 1924 agreement, what prev-

ents the Government of Mysore from going ahead with the Hemavati, and kabini and other projects ?

Another point which Mr. Sreedharan made is about the Central Directive, which Dr. Rao has sent to the Government of Mysore. I am a great admirer of the late Annadorai; I know what happened to the directive which the Central Government sent to him on the NCC. My hon. friends from Tamil Nadu also know what happened to that directive. The Central Government will have to take into account the feelings of the people of Mysore State in setting right an injustice that had been meted out to them due to historical reasons. I am not going to blame anybody. I should like an assurance from Dr. Rao that he is going to withdraw the letter which he had sent to the Chief minister of Mysore.

DR. K. L. RAO : I want to submit to the hon. Member that he must be sure of his information. For example he said that Hemavathi and kabini were not scheduled rivers. They are scheduled rivers.....

SHRI N. SHIVAPPA: Only upto a certain point..... (Interruptions)

DR. K. L. RAO : They are included in the list of scheduled rivers. Kabini river and Hemavathi river have been included in the list....(Interruptions.) I have got it here: if you went to see, you can very well see it.

Then, with regard to the Harangi project—there is on question of argument the Harangi river was not part of Mysore. It was part of old Coorg, and therefore it was not scheduled. What I want to submit is, if the hon. Member had correct information, probably he would not have dubbed me with the various terms that he has been kind enough to use. The only answer that I would like to make to my Mysore friends is that the best way to try to get the project sanctioned is to go on in the terms of the 1924 agreement, and whatever the agreement allows—if the agreement allows it—Mysore is perfectly entitled to it and it will get the water. There is no difficulty about it at all. But, if it is a question of revision of the 1924 agreement, I am afraid we cannot undertake it. Normally it has to go to the tribunal.

SHRI J. MOHAMED IMAM : When you visited Hemavati, you yourself made some

*Mysore to stop work  
at Canvery Basin (C.A.)*

clarification with regard to Harangi and Hemavati.

SEVERAL HON. MEMBERS ROSE.

MR. SPEAKER : Shri J. H. Patel.

SHRI J H PATEL ( Shimoga ) : (*Spoke in Kannada*).

MR. SPEAKER : There is no translation arrangement during the Question Hour.

SHRI J H. PATEL : I am putting my question in English.

AN HON. MEMBER : The Minister knows Kannada also.

MR. SPEAKER : Order, order. Let us listen to the question.

SHRI J. H. PATEL : I am referring to the statement which he placed before the House; I am not reading the entire statement. But, if you carefully go through it, you will find that all his intelligence has been used to make it appear that Tamil Nadu has all along been on the legal line and it is the Mysore State alone which has been illegal. He has put the whole matter in that way to the House. As a matter of tact, as long as Dr. Rao uses such intelligence and as long as Shri Chavan has his power, they will wield influence over the Central Government. I am not bothered about Madras Mysore or Kerala. The oath that they have taken at the National Integration Conference in Srinagar or somewhere or at some other place by somebody else, to uphold the integrity of the country and the unity of the country has been a farce and a drama. whatever it is, these two people have been entirely responsible for the disintegration, parochialism, disunity and division of the country.

(*Interruptions*)

MR. SPEAKER : Please put your question.

SHRI J. H. PATEL : They must first understand the problem correctly. We want very friendly relations with our neighbouring Tamil Nadu. I would like to have an assurance from the Minister that he will not interfere in this matter. Let the matter be left to Tamil Nadu and Mysore people and we will come to an amicable settlement. The very fact that he is intervening in it, will spoil the whole thing. Let him not interfere.

Now, in view of the regional imbalance, this irrigation problem must be solved not on any mathematical or arithmetical calculation but on the grounds of human and regional integration. As Mr Krishna pointed out, Mysore is the least irrigated State in the south except Maharashtra. Madras has 33 per cent, and Mysore has only nine per cent. Is it not this Minister's responsibility to allow Mysore to use its legitimate share of power ? It has 45 TMC. But the Minister brings in all technical objections. I demand of him : is he going to assure the House that he would not interfere in this matter. Secondly, he should withdraw his letter which has been written to the Chief Minister of Mysore. Thirdly, he should cease operating as a stumbling-block and dividing the country, one State from an other State. Finally is he going to uphold the oath which he has taken in the conference held at Srinagar, to uphold the integrity of the country ?

DR. K. L. RAO : If Mysore Government can into enter an agreement with Tamilnadu Government, we would be most happy. But unfortunately so far in spite of our very best efforts, it has not been possible to do so. The Tamilnadu Government has made a request that the matter may be referred to a Tribunal. It is at that stage now. If the hon. member can persuade the Chief Minister of Mysore to go and talk to the Tamilnadu Chief Minister and come to an agreement, I can assure him that on behalf of the Government of India, we would be most happy and I would have less of abuse from the hon. member. (*Interruptions*).

SHRI K. LAKKAPPA : I walk out in protest because he is not withdrawing that letter. (*Interruptions*).

(*Shri K. Lakkappa then left the House*)

13.06 hrs.

QUESTION OF PRIVILEGE (AGAINST THE SAMACHAR "BHARATI")

MR. SPEAKER : I have to inform the House that I received a notice of question of privilege on the 9th March, 1970, from Shri Shashi Bhushan against the "Samachar Bharati", a news agency, for circulating a news report, as published in the *Nav Bharat Times* and the

[Mr. Speaker]

*Hindustan* dated the 6th March, 1970, Misreporting the proceedings of this House on the 5th March, 1970, that a sitting of the House had been fixed on the 7th/8th March, 1970.

Subsequently, I receive a letter, dated the 9th March, 1970, from the Chief Editor, *Samachar Bharati*, which reads as follows :—

"I write this to express my deep regret for the release of a wrong news item by our News Agency about the sitting of the Lok Sabha last week.

Our Correspondent reported that the House would observe holiday on Friday, the 6th March 1970, on account of Shivaratri festival, but wrongly said that the House would meet on Saturday to dispose of the business originally fixed for Friday. There was no intention to misreport the proceedings; it was a mistake in hearing the announcement.

It may kindly be noted that some time after the release of the earlier item, the mistake was detected by our Correspondent and action was immediately taken to kill the earlier story. Unfortunately the news paper which used the original item did not notice the later message sent out to kill the story. In fact the newspaper concerned made another mistake and said that the House would meet on Sunday whereas our story did not say such thing.

SHRI S. S. KOTHARI (Mandsaur) : It is a frivolous matter. It should end here.

SHRI S. M. BANERJEE (Kanpur) : Let us kill the matter.

MR. SPEAKER : There was a privilege motion. Our practice is to refer it to the newspaper concerned. When they send any thing in writing I have to inform the House.

SHRI S. S. KOTHARI : It should be treated as closed.

MR. SPEAKER : But I have to read out in to the House what the paper has sent in writing.

SHRI RANGA (Srikakulam) : All right, Sir.

MR. SPEAKER : The letter goes on to say :

"In any case I express my unqualified apology to the members of the Lok Sabha for the mistake committed by us. Our Correspondents covering Parliament have been asked to be more vigilant so that such a thing does not happen again."

In view of the unqualified apology tendered by the Chief Editor of the "Samachar Bharati" if the House agrees, the matter may be closed.

HON. MEMBERS : Yes.

SHRI K. P. SINGH DEO (Dhenkanal) *Rose*—

MR. SPEAKER : Mr. Singh Deo, I have sent your paper to the External Affairs Minister. He is not here. Let us see tomorrow.

SHRI HEM BARUA : We have submitted an adjournment motion on the pollution of drinking water in Delhi. What about that ?

MR. SPEAKER : I am considering it.

SHRI INDRAJIT GUPTA (Alipore) : A former Chief of the Indian Army has made a very dangerous public statement and you have rejected a calling attention notice on that. He has said that the Constitution should be scrapped and military rule should be imposed. It is a very important matter.

(*Interruptions*)

MR. SPEAKER : These matters are not to be raised here. They are already before me and they will be decided on merits. Now, papers to be laid on the Table.

13.11 hrs.

#### PAPER LAID ON THE TABLE

##### REPORT OF COMMITTEE OF ENQUIRY ON CSIR

THE MINISTER OF EDUCATION AND YOUTH SERVICES (DR. V. K. R. V. RAO) : I beg to lay on the Table a copy of the Report (Part I) of Committee of Enquiry

(Council of Scientific and Industrial Research). [Placed in Library. See. No. L. T.—2788/70]

MR. SPEAKER : Regarding item No. 5, at the request of the Chairman of the Committee, this item is postponed.

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1969-70**

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R.L. CAATURVEDI) : Sir, on behalf of Shri Gulzari Lal Nanda, I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget Railways for 1969-70.

13.12½ hrs.

**MESSAGE FROM RAJYA SABHA**

SECRETARY : Sir, I have to report the following message received from the Secretary of Rajya Sabha :—

"In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Press Council (Amendment) Bill, 1970, which has been passed by the Rajya Sabha at its sitting held on the 4th March 1970."

**THE PRESS COUNCIL (AMENDMENT)  
BILL AS PASSED BY RAJYA SABHA**

SECRETARY : Sir, I lay on the Table of the House the Press Council (Amendment) Bill, 1970, as passed by Rajya Sabha.

13.13 hrs.

**RAILWAY BUDGET, 1970-71—GENERAL DISCUSSION—Contd.**

MR. SPEAKER : We will now take up the Railway Budget. When the member who is on his legs concludes, I will call the Minister.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING & TRANSPORT (SHRI RAGHU RAMAIAH) : Kindly allow one member from this side also. You can extend the time slightly.

MR. SPEAKER : He can speak on the Demands.

SHRI RAGHU RAMAIAH : Please allow one member from this side.

MR. SPEAKER : All right. One or two members may have 5 minutes each.

SHRI SHRICHAND GOYAL (Chandigarh) : So far we have not exhausted our time. You can extend the total time by one hour so that parties which have not exhausted their time may do so.

MR. SPEAKER : All right. All the parties may exhaust whatever time is left for them. Each member can speak for 4 or 5 minutes and give his suggestions.

I am sorry the calling attention motion has been converted into a regular debating hour. The procedure should be, after the Minister's statement, straightforward questions are put so that we can curtail the time and use it for other purposes.

SHRI S.M. BANERJEE (Kanpur) : I agree no lengthy questions should be asked. But you are rejecting calling attention notices on many important matters. (Interruptions).

MR. SPEAKER : You can amend the rules. I have no objection.

SHRI S. M. BANERJEE : I do not question your ruling or judgment because you are the supreme and sovereign authority in this House. (Interruptions).

**अध्यक्ष महोदय :** इस हाउस का प्रोसीजर बना हुआ है। जो भी चेअर पर बैठा हो, चाहे मैं हूं, चाहे डिप्टी स्पीकर हो, चाहे चेअरमैन हो सब को इस पर अमल करना होगा। आप क्यों उसकी मिट्टी पलीद करते हैं, बने हुए प्रोसीजर को बिगाड़ कर अगर आप समझते हैं कि वह दुर्घट नहीं है और दूसरी तरह से होना चाहिये तो उसको अमेंड कर दीजिये।

**श्री स. मो. बनर्जी :** आप मेरी बात तो सुन लीजिये। मैं कहना चाहता हूं कि कालिंग अटेशन पर लम्बे-लम्बे सवाल न पूछे जायें। इसमें मैं आपका साथ देना चाहता हूं। आप प्रोसीडिंग्स देख लें, मैं लम्बे सवाल नहीं पूछता हूं। लेकिन इसके साथ....

**अध्यक्ष महोदय :** आपने मेरे संजेशन को ही डिवेट बना दिया, कालिंग अटेशन को कब छोड़ेंगे।

**SHRI KANWARLAL GUPTA (Delhi Sadar) :** When will the Minister reply? He may reply at 3.30.

**MR. SPEAKER :** now it is 1.15. We will adjourn now and meet at 2.15. We will have one hour for the members to speak and I will call the Minister at 3.15.

13.15 hrs.

*[The Lok Sabha adjourned for Lunch till fifteen minutes past Fourteen of the Clock.]*

*[The Lok Sabha re-assembled after Lunch at eighteen Minutes past Fourteen of the Clock]*

**[MR. DEPUTY SPEAKER in the Chair.]**

**RE: NOTICE OF STRIKE BY DESU WORKERS**

**SHRI S. M. BANERJEE (Kanpur) :** We are all concerned that to day the strike notice given by the Union of Delhi electricity workers expires and they are going on strike after 72 hours. In 1966 there was an agree-

ment between Dr. Rao and the Union. That agreement has been flouted; it has not been implemented by DESU. I would request Dr. K. L. Rao, through you, to make a statement on the proposed strike by the Delhi Electricity workers. There is going to be chaos.

**श्री शिव नारायण (बस्ती) :** हमारी हमर्दी मी पूरी-पूरी उनके साथ है।

**श्री जार्ज फर्नेंडीज (बम्बई-दक्षिण) :** मैं भी उनका समर्थन करना चाहता हूं। दिल्ली में जनसंघ का शासन है। मैं जनसंघ के नेताओं से मैं अर्ज करना चाहता हूं कि वे बिजली वाले मामले को तत्काल हल करने के लिए कदम उठायें और वैसा न करें जैसा ये लोग करते हैं।

**श्री शिव बांड लाला (मधुबनी) :** मैं इसका समर्थन करता हूं।

**श्री रणधीर सिंह (रोहतक) :** इन बकंज की मांगें जायज हैं। ये हमारे पास आए थे। कालिंग एटेशन मीं हमने दिया था लेकिन बद-किस्मती से वह आ नहीं सका। गवर्नमेंट को इनकी मांगों की तरफ ध्यान देना चाहिये और उनकी मांगों को पूरा करना चाहिये। वे गरीब आदमी हैं और स्ट्राइक करने पर सरकार को उनको मजबूर नहीं करना चाहिये। मिनिस्टर साहब एक स्टेटमेंट दें और उनकी मांगों को पूरा करें ताकि हुतातें वाला बिगड़ा स्तम्भ हो और पक्षिक और हाउस सफर न करे। हमारी पूरी हमर्दी उनके साथ है।

**MR. DEPUTY-SPEAKER:** Now, Shri Sheo Narain.

**SHRI S. M. BANERJEE :** I hope the hon. Minister of Parliamentary Affairs has taken note of what we have said.

**MR. DEPUTY-SPEAKER :** The hon. Members have made their point, and I am sure the hon. Minister has heard it.

RAILWAY BUDGET 1970-71-GENERAL  
DICUSSION--Contd.

श्री शिव नारायण (बस्ती) : मुझे खुशी है कि नन्दाजी ने आज फिर तीन साल के बाद गवर्नरमेट में प्रवेश किया है।

खूब इंसाफ है तेरे अंजुमने नाज में,  
शीशा झुकता है मुँह चूमने को पैमाने का।

SHRI S. M. BANERJEE (Kanpur) : This is briefing by Shrimati Tarkeshwari Sinha. She has given this couplet to him.

श्री शिव नारायण : नन्दाजी जब होम मिनिस्टर थे तब उन्होंने प्रतिज्ञा की थी कि दो बरस के अन्दर कुर्प्पान को वह वाहप आउट कर देंगे देश से। मैं नन्दाजी की बड़ी इज्जत करता हूँ। मैं उनका दोस्त हूँ लेकिन उस तरह का नहीं जिस तरह से ये लोग हल्ला कर रहे हैं। मैं उनको सही राय देना चाहता हूँ। उनकी हम लोग बहुत कद्र करते हैं। वह सीनियरमोस्ट मिनिस्टर हैं। गवर्नरमेट में दो बार वह प्राइम मिनिस्टर के तौर पर एकट भी कर चुके हैं। मैं चाहता हूँ कि वह हाउस को एजेंटरेस दें कि कितने बरस में वह रेलवे से कुर्प्पान को समाप्त कर देंगे।

सर्विसिस में एफिशेंसी लाने की भी आज सब्ज जरूरत है। गाड़ियां समय पर पहुँचेंगी इसकी कोई ग्यारंटी नहीं होती है। पंकजुएलेटी की तरफ आपको विशेष ध्यान देना होगा। किसी भी पैसेंजर या मेल ट्रेन से आप चले जाएं आप कभी आश्वस्त नहीं हो सकते हैं कि आप समय पर पहुँच जाएंगे। अगर मैं लखनऊ से दस बजे चलूँ दिल्ली के लिए तो मैं किसी भी सूरत में आश्वस्त नहीं हो सकता हूँ कि मुबह सात बजे मैं यहां पहुँच जाऊंगा। मिनिस्टर साहब कृपा करके इस ओर विशेष ध्यान दें।

नन्दाजी यह जो गाड़ी है इसके इंजन के समान हैं। वह लेवर मिनिस्टर भी रहे हैं और होम मिनिस्टर भी रहे हैं। प्राइम मिनिस्टर भी

वह आफिशेट कर चुके हैं। मैं चाहता हूँ कि कुर्प्पान को रोकने में वह हमारी मदद करें।

मैं बचत की एक मद उनको बताना चाहता हूँ। इसको लागू करके आपको 36 करोड़ सालाना की बचत हो सकती है। जितने भी पासिस आपने फस्ट क्लास या सीकिंड क्लास या थड़ क्लास के इश्यू कर रखे हैं, उनको आप बन्द करो। आपको 36 करोड़ की बचत हो सकती है। जब डा. रामसुभग सिंह रेल मंत्री थे तब भी मैंने यह सुझाव दिया था। मैं यह चाहता हूँ कि बर्तमान रेल मंत्री इसको मान लें।

कल डिप्टी मिनिस्टर ने बताया था कि फस्ट क्लास का ए पास न्यू कमर्ज को नहीं दिया जाएगा। मैं पूछ्ना चाहता हूँ कि यह रूप बोर्ड कमर्ज पर एप्लाई क्यों नहीं किया जाता है। सब को सत्म करो।

आपने बहुत सुन्दर काम भारत सेवक समाज में किया है। वैसा ही सुन्दर काम आप रेल विभाग में भी करें।

जहां तक ट्रैक ओपरेनिंग का सम्बन्ध है, मैं प्रार्थना करता हूँ कि बस्ती में खलीलालावद से मेंधावल होते हुए बांसी तक सूप लाइन देने की आप कृपा करें। क्यों कि इस सूप साइन की हम मांग करते हैं। कारण यह है कि हम बोर्डर पर हैं। नेपाल का बोर्डर वहां सगता है। भी आर इन भी जार्ज आफ भी चाहनीब। आप हमें प्रोटेक्ट करें। यह मैं पहली स्पीच अपोजीशन बैचिंज से दे रहा हूँ रेलवे बजट पर। जब मैं ट्रैकरी बैचिंज पर था तब मैंने मांग की थी कि लखनऊ से सिलीगुड़ी तक डबल लाइन आप दें। यह आज की मांग नहीं आठ सालों से यह मांग चली आ रही है। दुश्मन से इस साइन को देने से हमारा बचाव हो सकेगा।

धीरज धर्म मिशन अह नारी,  
आपत्ताकाल परस्तिये चारी।

रेलवे बोर्ड की यहां बड़ी नुकसानी की गई है। रेलवे बोर्ड क्या है? यह मंत्री है जो कि इन

## [श्री शिव नारायण]

सब बातों के लिए जिम्मेदार हैं। श्री गोविन्द मैनन साहब कहां हैं? वह रेलवे बोर्ड के इंचार्ज थे और इनके बहत बजट बना था।

इसमें श्री नन्दा का दोष नहीं है। माननीय सदस्य, श्री तिवारी, ने इस बात पर बड़ी प्रमाणता प्रकट की कि थर्ड क्लास के किराये में वृद्धि को वापिस ले लिया गया है। लेकिन मैं बताना चाहता हूँ कि थर्ड क्लास के किराये में 500 परसेंट वृद्धि हो चकी है। अंग्रेजी काल में बस्ती से लखनऊ तक का थर्ड क्लास का किराया बीस आने था, जो कि बढ़ कर अब छः रुपये हो गया है यद्यपि थर्ड क्लास के पैसेंजर से रेलवे को सबसे ज्यादा आमदनी है, लेकिन उनके लिए कोई मुविधाएं उपलब्ध नहीं हैं—उनके लिए पानी, बिजली और लेटिन आदि की कोई व्यवस्था नहीं है।

रेलवे में केटरिंग का मिस्टर बहुत खराब है। मैं श्री नन्दा को दावत देता हूँ कि वह लखनऊ आ कर रेलवे का खाना खायें। पिछले साल मैंने रेलवे द्वारा दिया जाने वाला खाना रेल मंत्री को यहां दिख या था।

मैं रेलवे डिपार्टमेंट से मांग करना चाहता हूँ कि वह अपनी एफिशेंसी को बढ़ाये। मिनिस्टर तो आते-जाते रहेंगे। सारी जिम्मेदारी रेलवे डिपार्टमेंट पर ही है। हम इस बात को नजरअन्दाज नहीं कर सकते कि जब पाकिस्तान ने देश पर हमला किया, तो रेलवे डिपार्टमेंट ने बड़ी मदद की थी। रेलवे डिपार्टमेंट में सब लोग निकम्मे नहीं हैं। मेरी मांग है कि पिछली इस्ट्राइक में जिन रेलवे कर्मचारियों ने मांग लिया था, उनको माफ कर दिया जाये और उनको राहत दी जाये।

बनारस से बाराबंकी तक की रेलवे लाइन को ठीक किया जाये। गवर्नरमेंट ने बांधू कमेटी की रिपोर्ट को मान लिया, लेकिन उसने लेवल क्रासिंग सम्बन्धी ग्रीकमेंडेशन को मानने से इंकार कर दिया। इस माइनारिटी गवर्नरमेंट के लिए

यह शर्म की बात है। कई बरस से बस्ती में लेवल क्रासिंग और ओवर-क्रिज की माँग की जा रही है। रेल मंत्री को उस माँग को पूरा करना चाहिए।

अन्त में मैं श्री नन्दा से यह आशा करता हूँ कि वह रेलवे प्रशासन में सदाचार और दक्षता लायेंगे, ताकि देश का कल्याण हो।

श्री बै. ना. कुरील (रामसनेहीधाट): उपाध्यक्ष महोदय, मैं माननीय मंत्री, श्री नन्दा, को इस बात के लिए बधाई देना चाहता हूँ कि उन्होंने जाने या अनजाने थर्ड क्लास के किराये, प्लैटफार्म टिकट के मूल्य और माल-माड़े में जो वृद्धि की थी, जनता और संसद-सदस्यों की भावनाओं का आदर करते हुए उन्होंने उसको विद्वा कर लिया, वापिस ले लिया। उन्होंने इस प्रश्न को अपने सम्मान का विषय, प्रैस्टीज इस्ट, नहीं बनाया, इसके लिए वह बधाई के पात्र है।

रेलवे के अन्तर्गत सर्विसेज में हरिजनों और आदिवासियों का रिजर्व कोटा पूरा नहीं होता है। कल मेरे मित्र, श्री जाज़ फ़ालेन्डीज, ने इस बारे में फिरांज रखे और उनको इस बात पर आश्चर्य हुआ कि फोर्थ क्लास में मी हरिजनों और आदिवासियों का कोटा पूरा नहीं होता है। वह लेवर लीडर है और उनको बहुत जानकारी, लेकिन हरिजन और आदिवासी तबकों के कर्मचारियों और लेवर्ज की अन्दरूनी बीमारियों को शायद वह नहीं जानते हैं। फोर्थ क्लास की सर्विस का मतलब है चंद्रासी और अधिकारी लोग चाहते हैं कि चंपरासी के पद पर वह लोग रखे जायें, जो उनके घर के अन्दर तक जा सकें, उन को पानी दे सकें और उनकी प्लैट आदि साफ कर सकें (ब्याक्चान) हरिजनों और आदिवासियों में फोर्थ क्लास के लिये अयोग्यता इसी लिए है कि वे लोग इस प्रकार के कामों के लिए अयोग्य समझे जाते हैं। मैं मंत्री महोदय और रेलवे प्रशासन से निवेदन करूँगा कि यह कोटा जल्दी से जल्दी पूरा करने का प्रयत्न किया जाए। लेकिन यह कोटा तब तक पूरा नहीं होगा, जब तक हरिजनों

और अदिवासियों की यह अयोगता नहीं जायेगी। यह व्यवस्था की जानी चाहिए कि जिन एपार्टमेंट्स एथारिटीज, नियुक्त करने वाले अधिकारियों, के अधीन हरिजनों और अदिवासियों का कोटा पूरा नहीं होता है, उनको अयोग्य ठहराया जाए और उनसे एक्सप्लेनेशन काल किया जाए कि उनके अधीन नियुक्तियों में रिजडंस कोटा पूरा क्यों नहीं हुआ।

विषय की तरफ से एक भूतपूर्व मंत्री ने बहुत उम्मदा भाषण दिया। उनकी जानकारी भी बहुत है, क्योंकि वह रेल मंत्री रहे हैं। उन्होंने बड़ा लम्बा-चौड़ा और लच्छेदार भाषण दिया। उन के भाषण से तो ऐसे लगा कि श्री नन्दा ने इस पद को संभालते ही सब कुछ गड़बड़ करना शुरू कर दिया है। माननीय सदस्य यह भूल गए कि अगर रेलवे की एक्षेंसी चौपट हुई है, अगर उसके आर्थिक ढांचे में कृव्यवस्था हुई है, तो जो लोग इस के लिए जिम्मेदार थे, वे सब उधर ही बैठे हैं। डा. रामसुभग सिंह भी उधर बैठे हुए हैं। वे लोग भूल जाते हैं कि करप्रणाल धड़ाधड़ होती रही और वे आख मूँद कर देखते रहे, एक्सिडेंट होते रहे, हजारों लोगों की जानें जाती रहीं, लेकिन इस सम्बंध में कोई रोक-थाम नहीं की गई। इस प्रश्न को ले कर श्री शिव नारायण बराबर मंत्री महोदय के इस्तीफे की मांग करते रहे, लेकिन किसी ने इस्तीफा नहीं दिया। (व्यवस्था) होना तो यह चाहिए था कि रेलवे बर्बाद और चौपट करने के लिए वे लोग देश के सामने शमिन्दा होते, लेकिन उसकी बजाए वे बड़े लच्छेदार भाषण कर के यह दर्शने का प्रयत्न करते हैं की वे तो बिल्कुल पवित्र हैं और सब गड़बड़ उनके बाद से शुरू हुई है।

देश में मद्रास, बम्बई और कलकत्ता आदि जो बड़े-बड़े शहर हैं, उनके समीपस्थ रेलवे ट्रेक कूड़ाधर और ओपन-एयर लेट्रिन्ज बने हुए हैं। अगर गाड़ी सुवह पहुँचे, तो आप देखिये कि वहाँ क्या नक्शा होता है। किसी का व्यान इस तरफ नहीं जाता है कि रेलवे ट्रेक के आस-पास

सफाई रखनी है। मैं मांग करता हूँ कि इस ओर व्यान दिया जाए।

अब मैं अपनी कौस्टोट्युएन्सी की बात कहना चाहता हूँ। वहाँ एक स्टेशन श्रीराजनगर है, जहाँ सहारनपुर-इलाहाबाद पेसेंजर, 351 और 352 डाउन का स्टापेज था, लेकिन उसको हटा दिया गया है। मैं बहुत दिनों से मांग कर रहा हूँ कि वहाँ पर स्टापेज रख दिया जाए, लेकिन आप व्यूरेकेसी के काम करने का ढंग जानते ही हैं। अगर एक क्लब भी चिट्ठी लिख देता है, तो बगीर किसी करेक्षण के, मिनिस्टर के दस्तखत से वह हमारे पास आ जाती है। डा. रामसुभग सिंह सिर्फ यह करते थे कि चिट्ठी के नीचे “जय हिन्द” लिख देते थे। किसी भी मिनिस्टर में ताकत नहीं है कि वह किसी चिट्ठी में जरा भी करेक्षण कर सके। मैं मांग करता हूँ कि श्रीराजनगर पर दोबारा स्टापेज बना दिया जाए, जिस के बारे में मैं बहुत दिनों से कह रहा हूँ।

अन्त में मैं निवेदन करना चाहता हूँ कि बाराबंकी से लखनऊ तक के लिए एक लांकल ट्रेन 11 बजे चलाई जाए, ताकि वहाँ के लोगों को सुविधा मिल सके।

श्री रामस्वरूप विज्ञाधी (करोलबाग) : उपाध्यक्ष महोदय, मूँस खुशी है कि रेलवे मंत्री ने यह ब्लास के किराये में जो बृद्धि करनी चाही थी, उन्होंने वह वापिस ले ली। लेकिन अगर हम गम्भीरता से इस पर विचार करें कि क्या भाड़े-किराये की इस बृद्धि की आवश्यकता है या नहीं, तो हम इस नतीजे पर पहुँचेंगे कि इसके बगीर गुजारा हो सकता है। अगर रेलवे में करप्रणाल समाप्त हो जाये, एक्षेंसी बढ़ जाये और कर्मचारियों के असंतोष को समाप्त कर दिया जाये, तो मैं समझता हूँ कि किसी प्रकार के किराये या भाड़े में बृद्धि करने की आवश्यकता नहीं है और देवेलपमेंट का काम भी ठीक ढंग से चल सकता है।

## [मंत्री रामस्वरूप विद्यार्थी]

आज सुबह एक प्रश्न के उत्तर में बताया गया था कि द्यूज की पेंटेंट न करने के कारण एक रेलवे स्टेशन को एटैच कर लिया गया। हम दिल्ली में देखते हैं कि क्लेम्ज को पास करने में कितनी देर की जाती है। जब तक किसी की पूजा नहीं होती है, तब तक क्लेम्ज पास नहीं होता। रेलवे अधिकारी लोगों से बोगस और एजेंजेंट लेम दाकिल करवाते हैं और उन्हें पैसा दिलवाते हैं। इस तरह रेलवे को हर साल दस-पन्द्रह करोड़ रुपये की हानि होती है। अगर मंत्री महोदय इस भ्रष्टाचार को रोक दें, तो आम टैक्सपेयर को काफी राहत मिल सकती है।

मैं उदाहरण देना चाहता हूँ मंत्री महोदय को। क्लेम्स का आफिस है दिल्ली के अन्दर। फिरोजपुर डिविजन का आफिस है डी० एस० आफिस के साथ और दिल्ली डिविजन का आफिस बड़ीदा हाउस में है। मंत्री महोदय ने कहा है कि 35 दिन में क्लेम्स का निपटारा कर देते हैं। तो मैं उनकी इतिला के लिए कहना चाहता हूँ कि फिरोजपुर डिविजन का आफिस तो डी० एस० आफिस के बराबर में है, और दिल्ली डिविजन का आफिस बड़ीदा आफिस में है, आप वहां चल कर देख लीजिए, जितनी डाक है सारी की सारी फिरोजपुर आफिस में आती है और दस-दस, पन्द्रह पन्द्रह दिन वहां पड़ीं रहती है। एक और बात यह है कि अगर वे जाकर वहां का रजिस्टर देखें कि डिस्पोजल कितना है तो पाएंगे कि जितनी रिसीट होगी पाँच सौ रिसीट होगी तो पाँच सौ ही डिस्पोजल दिखलाया जाएगा और अगले रोज पन्द्रह सौ रिसीट होगी तो 1500 ही डिस्पोजल दिखाया जायगा। तो मैं मंत्री महोदय से निवेदन करूँगा कि वह जा कर जरा उसका निरीक्षण करे कि कोई स्टाफ जो 500 का डिस्पोजल कर सकता है, अगले दिन वह 1500 का डिस्पोजल कैसे कर सकता है और उस से अगले दिन अगर 300 रिसीट्स हुईं तो 300 का कैसे कर सकता है? इसको वह देखें और जो क्लेम्स के अन्दर घाँटेबाजी है उसको समाप्त करने की कोशिश करें।

एक और चीज मैं कहता हूँ। मंत्री महोदय जब होम मिनिस्टर थे तो एक सदाचार समिति बना कर उन्होंने नारा दिया था कि दो साल के अन्दर मैं करप्शन दूर कर देना चाहता हूँ। लेकिन रेलवे में आप करप्शन बन्द कर सकेंगे, ऐसा तो मुझे नहीं लगता। जो विजिलेन्स डिपार्टमेंट रेलवे में आप ने बना रखा है उसका भी यही टायर सिस्टम है। उस विजिलेन्स डिपार्टमेंट की कोई इंडिपेंडेंस नहीं है। एक विजिलेन्स डिपार्टमेंट डी०एस० लेवेल पर है, एक उससे ऊपर जनरल मैनेजर के लेवेल पर है और तीसरा रेलवे बोर्ड के लेवेल पर है। और सारा स्टाफ एक जगह से दूसरी जगह ट्रांसफर हो सकता है। किसी व्यक्ति की जो दूसरे के मातहत है हिम्मत नहीं पड़ सकती कि दूसरे के खिलाफ कोई कार्यवाही कर सके। इस लिए मेरी प्रार्थना है कि अगर वह ईमानदारी से महसूस करते हैं कि रेलवे में करप्शन बन्द हो तो विजिलेन्स डिपार्टमेंट को इंडिपेंडेंट बनाइए या होम मिनिस्ट्री के मातहत उसे कर सकते हैं या रेलवे बोर्ड के अन्दर ही एक अलग विभाग उस का बना सकते हैं जिसका रेलवे बोर्ड के किसी और विभाग से कोई संबंध न हो। उन के ट्रांसफर, प्रोमोशन और दूसरी बातों पर अन्य विभाग को कोई हक न हो। अगर इस तरह से करेंगे तो मैं समझता हूँ कि करप्शन किसी हद तक बन्द हो सकता है।

मंत्री महोदय ने अपने भाषण में कहा कि रेलवे कमंचारियों में काफी संतोष है और उनकी तत्त्वावाह है वह 132 प्रतिशत बढ़ गई है। वैसे वह स्वयं लेबर लीडर है और मंत्री बनने के पहले इंटक के अध्यक्ष थे। मैं उनसे पूछना चाहता हूँ कि क्या रिजल वे जेज बक्स की उतनी प्रतिशत बढ़ी है। 132 प्रतिशत या ज्यादा बढ़ी हैं अगर उससे ज्यादा बढ़ती है तो नन्दा जी आप कम से कम इतना कर दीजिएगा कि रेलवे कमंचारियों को रिजल वे जेज हैं वह उन को मिल जाय ताकि वह अपने जीवन का निर्वाह कर सकें। अगर इतना नहीं कर सकते तो मैं नहीं समझता हूँ कि आप लेबर लीडर

कहलाने के अधिकारी हैं क्यों कि आप इसकी माँग करते रहे हैं हमेशा । तो रिअल विजेज एक माडेल एम्प्लाइर बन कर उन को निश्चित रूप से आपको देना चाहिए और नहीं देंगे तो उनके हक की अवहेलना होगी ।

एक निवेदन में मंत्री महोदय से और करना चाहता हूँ कि इनिशीयल पे स्केल जो है रेल कर्मचारियों की वह मिनिमम नीड वेस्ट जितनी है वह होनी चाहिए । उससे कम दे के आप उन को जिन्दा नहीं रख सकते और उन के अन्दर असंतोष बना रहेगा । इसलिए अगर आप उन में संतोष लाना चाहते हैं, उनके अन्दर एक्सियैंसी लाना चाहते हैं तो उन्हें मिनिमम नीड वेस्टवेज निश्चित रूप से देना पड़ेगा ।

एक मेरा यह भी निवेदन है कि वर्किंग क्लास केमेली बजट जो हैं उस की एन्वायरी करने के लिए एक कमेटी बना दें ताकि आपको को सही आंकड़े मिल सकें और फिर आप उस आधार पर कर्मचारियों को राहत दे सकें । आप ने जैसा अपने भाषण में कहा कि रेलवे एक इंडस्ट्री और कार्मशियल अण्डरटेकिंग है तो इस के अन्दर बोनस रेलवे कर्मचारियों को निश्चित रूप से मिलाना चाहिए । बोनस प्राप्ति शेर्यरिंग का मामला नहीं है । बोनस एक डेफ़ॉल्ट पेमेंट है, सप्लीमेंटरी पेमेंट है और यह कम से कम थॉर्डक्लास और फोर्थ क्लास के जो एम्प्लाईज हैं उनको तो निश्चित रूप से देना चाहिए क्योंकि रिअल विजेज उन्हें इतनी कम मिलती है कि दोनों वक्त खाना भी मरम्मत नहीं होता ।

इसके अलावा कल श्री जार्ज फरनेन्डीज ने भी निवेदन किया था, मैं भी कहना चाहता हूँ माननीय मंत्री जी से, किर मुझे याद आ जाती है कि वह लेवर लीडर हैं कि यह कैजुल लेवर का मामला किसी प्रकार ठीक करें । जब हम प्राइवेट सेटकर से यह एक्सप्रेक्ट करते हैं कि तीन चार या पांच महीने कोई काम करे तो, उसको परमानेट करें और उसे पूरी सहुलियत दें तो समझ में नहीं आता कि रेलवे के अन्दर लास्टों कैजुल

लेवर जो रखा जाता है उस के लिए डिपार्टमेंट कभी ऐसा प्रयास नहीं करता कि उनको रेग्लर कर उन की सीनियारिटी मेन्टेन करें । मैं निवेदन करना चाहता हूँ कि एक तो उन्हें परमानेट किया जाय और जब तक वह परमानेट नहीं होते डिवीजन-वाइज उनकी सिनियारिटी लिस्ट तैयार होनी चाहिए और उस के मुताबिक उनकी सर्विसेज रेग्लेट करनी चाहिए ।

इसी प्रकार टेम्पोररी एम्प्लाईज जितने हैं, आज बीस-बीस साल से, अठारह-अठारह साल से वह टेम्पोररी पड़े हैं, कहीं उनको कफ्मार्न नहीं किया गया । अभी स्ट्राइक दुर्ई । बहुत से इसी बिना पर निकाल दिए गए कि वह टेम्पोररी हैं । लेकिन वह टेम्पोररी अपनी गलती के कारण नहीं थे । अगर मंत्रालय या रेलवे बोर्ड किसी को 15 साल तक टेम्पोररी रखता है तो यह उनका कस्तूर नहीं है, और उनको निकाल दिया गया, सर्विसेज टर्मिनेट हो गई है । उसके बाद होम मिनिस्ट्री की तरफ से जो सुविधा मिली है उसमें उन्हें री-इंस्टेट किया गया है लेकिन उन की सर्विसेज ब्रेक कर दी गई है । यह ब्रेक समाप्त होना चाहिए ।

जहां तक इन के ट्रांसफर का मामला है रेलवे बोर्ड के इंस्ट्रक्शंस निश्चित रूप से उस के लिए है । लेकिन जिस कर्मचारी से कोई भी अधिकारी बदला लेना चाहता है या उस को हैरेस करना चाहता है तो स्कूल वर्ष के बीच में मिडिल आफ दि सेशन में उस का ट्रांसफर हो जाता है । यह एक विकिटमाइजेशन का हथियार रेलवे के अधिकारियों के पास है जो समाप्त होना चाहिए ।

रेलवे कर्मचारियों के साथ किसी प्रकार का भी कहीं कोई अत्याचार होता है तो वह रेलवे बोर्ड तक पहुँच जाय तब भी उन्ह इंसाफ नहीं मिलता है । पहले जब पुनादा जी रेल मंत्री थे तो उन्होंने बायदा किया था कि एक परसोनेल डिपार्टमेंट है उस को वह एक्सियैंस बनाना चाहता

## [श्री रामस्वरूप विद्यार्थी]

है और उस पर जिम्मेदारी डालेगें कि केस जल्दी से जल्दी सुलझें। तो मेरा आप से निवेदन है कि परसोनेल डिपार्टमेंट को आप पुल अप करे और लोगों की कठिनाइयों को दूर करने का प्रयास करे।

इसी प्रकार से रनिंग स्टाफ है। उस के अन्दर टिकट चेकर्स जो हैं वह भी आते हैं, अटेंडेंट्स भी आते हैं। लेकिन उन को किसी प्रकार का ओवर टाईम एलावेस नहीं मिलता। तो मेरी प्रार्थना है कि जितने भी कर्मचारी देन पर कार्य करें उन्हें निश्चित रूप से माइलेज और ओवर टाईम एलावेस मिलना चाहिए।

एक मेरा और निवेदन है कि रेलवे में बड़े एक्सीवेंट्स होते हैं और इस हाउस में कई दफा यह चीज आई है कि एक ड्राइवर को अठारह अठारह और बीस बीस घंटे काम करना पड़ता है। तो मेरा निवेदन है कि आप स्ट्रिक्ट रूल बना दें कि साइनिंग आन और साइनिंग आक 8 घंटे से ज्यादा नहीं होना चाहिए। जब एक व्यक्ति ड्रूटी पर आता है, अगर उसे गाड़ी नहीं मिली, दस घंटे उसे बैसे ही बैठाये रखें, किर गाड़ी आ गई तो उसे गाड़ी सौप दें और फिर उस से एक्सपेक्ट करें कि आठ घंटे तक ड्रूटी करे यह उस के साथ बड़ी बैर्सफी है और आप को प्रयास करना चाहिए कि किसी प्रकार से यह चीज दूर हो जाय।

एक चीज मुझे यह निवेदन करनी है कि रेलवे बोर्ड के अन्दर जितना क्लरिकल स्टाफ है उसे ओवर टाईम एलावेस मिलता है। लेकिन बाकी जोनल या डिवीजनल स्टाफ को किसी प्रकार का ओवर टाईम नहीं मिलता है। उन को भी यह ओवर टाईम मिलना चाहिए।

वक़्रशाप में आप ने इंसेटिव की स्कीम को लागू किया था। तो मेरा निवेदन है कि इंसेटिव स्कीम को लागू करने का आधार टोटल एमाल्यू-मेंट्स किया जाना चाहिये। बेसिक पे के आधार पर नहीं।

जहां तक प्रोमोशंस का सवाल है बहुत से ऐसे कर्मचारी हैं जो कि पांच पांच और दस 2 साल से जो मैक्सिमम है उस ग्रेड का वह ले रहे हैं। अगर उन्हें आप राहत देना चाहते हैं, मनुष्यता का व्यवहार उन से करना चाहते हैं या उन से अपेक्षा रखते हैं कि उन में किसी प्रकार का कोई इंसेटिव हो कि वह काम कर सके तो कम से कम उन के इंक्रीमेंट के हिसाब से उन्हें इंक्रीमेंट मिलता रहे और वह स्पेशल पे या परसनल पे कर के उन्हें दी जाय। इस से उन के अन्दर असंतोष घटेगा और वह ज्यादा मेहनत से काम करेंगे।

हाउसिंग के लिए रेलवे मंत्री जी से काफी बन्धुओं ने प्रार्थना की है; दिल्ली जैसे शहर में जहां कि मकानों की बड़ी शार्टेंज हैं वहां आप ने अपने बजट में 169 डब्लिंग यूनिट बढ़ाने की बात कही है। लेकिन मेरी समझ में नहीं आता कि दिल्ली की प्रावलम इस से किस प्रकार से हल होगी। इसलिए मेरा निवेदन है कि चाहे रिवाल्विंग फंड बनाएं या और कहीं से पैसा लाये लेकिन रेलवे बवाटंस ज्यादा से ज्यादा बनने चाहिए। दिल्ली के अन्दर 30 परसेंट से ज्यादा रेलवे कर्मचारियों के पास रेलवे क्वार्ट्स नहीं हैं और जो रेलवे बवाटंस बने हुए हैं उन की इतनी दुर्दशा है कि कोई भी आदमी उसे अच्छा नहीं कह सकता। तो मेरा अनुरोध है दिल्ली में जो रेलवे कालोनी है, जो प्रशिया की सब से बड़ी रेलवे कालोनी है उसे ठीक करें। वहां जा कर निरीक्षण करें, उन के यहां नालियां नहीं हैं, बिजली नहीं है, जितने पाक हैं सब डम्पिंग ग्राउण्ड बने हुए हैं, उन में से निकलने का रास्ता नहीं है, उनकी कोई मेन्टेनेंस नहीं होती है। आप रेलवे कालोनी किशनगांज में जा कर देखिये, दो-दो फुट पानी इकट्ठा हो जाता है, निकलने का रास्ता नहीं है। इसलिये मैं मंत्री महांदय से प्रार्थना करता हूँ कि वे वहां जा कर देखें और उन की तकलीफों को हल करने का प्रयास करें।

सेन्ट्रल गवनमेंट पे-कमीशन बनाने जा रही है। पहले भी दो पे-कमीशन बने, लेकिन रेलवे के साथ हमेशा नाइन्सफी हुई। होता यह है कि

सैन्ट्रल गवर्नमेंट के एम्पलाइज को एसेम कर के रेलवे के कर्मचारियों को उस के अन्दर फिट-इन करने की कोशिश की जाती है। रेलवे की 750 केटेगरीज हैं। जो कमीशन सैन्ट्रल गवर्नमेंट एम्पलाइज के बारे में तय करता है, उस के साथ रेलवे की 750 केटेगरीज को केसे एडजस्ट किया जा सकता है। आप एक पोस्टमैन को रेलवे के प्लाइन्ट्समेन के साथ नत्यी कर दे तो यह तो मुनासिन नहीं है, दोनों की जिम्मेदारियाँ अलग-अलग हैं। मैं चाहता हूँ कि आप इस पर विचार करें। नन्दा जी से मेरा अनुरोध है कि अगर आप रेलवे के लिये कोई सैप्रेट वैज-बोर्ड न बनाना चाहे तो कम से कम पे-कमीशन के अन्दर ही रेलवे के लिये कोई सैप्रेट पैनल नियुक्त कर दीजिये, ताकि उन के साथ बैड-माफी न हो।

1969 में न्यू ईयर गिफ्ट के रूप में ब्लास 1 आफिसर्ज को अपग्रेड किया गया था, डिप्टी हैड आफ डिपार्टमेंट्स की नई नियुक्तियाँ की गई थीं। उस बत भन्नी महोदय ने हम से बायदा किया था कि बाकी जितने कर्मचारी हैं उन को भी किसी न किसी प्रकार का प्रोत्साहन मिलेगा। मेरा निवेदन है कि पे-कमीशन की रिपोर्ट तो अभी बहुत देर से आयेगी, इन कर्मचारियों के अपग्रेडेशन के मामले को आप फोरन टेकअप करें। इस के अलावा चैक प्राइस इंडेक्स बहुत बढ़ गया है और पेकमीशन की रिपोर्ट में अभी देर है, इसलिये इंडेक्स के हिमात से उन को कुछ न कुछ फौरन इन्टरिम गिलीफ दिया जाना चाहिये।

उपाध्यक्ष महोदय, मुझे लुशी है कि भन्नी महोदय ने अपने बजट माओण में मास-डॉजिट-सिस्टम का उल्लेख किया है, लेकिन इस में केवल कलकत्ता, मद्रास और बम्बई को ही निया गया है, दिल्ली को क्यों छोड़ दिया गया है। दिल्ली में रिंग रेलवे का अपने बायदा किया था, उस पर अब तक काम चालू हो जाना चाहिये था, लेकिन अभी तक उस में कुछ नहीं हुआ है। दिल्ली की यात्रा कठिनाई को दृष्टि में रखते हुए, जो लोग 10-15 मील की दूरी पर कालोनीज में रहते हैं उन की राहत का स्थाल रखते हुए,

दिल्ली की रिंग रेलवे को फौरन पूरा करने का प्रयास करें।

अब में यूनियन्ज की रिकामीशन के सम्बन्ध दो बातें कहना चाहता हूँ। जब डा० राम सुधारसिंह रेल मंत्री थे, 1966 में उन्होंने राज्य सभा में विश्वास दिलाया था कि जिस यूनियन में कम से कम 15 परसेन्ट मेवरशिप होगी, उस को रिकामीशन मिलेगी। वे लोग आज तक रिकामीशन के लिये लड़ते रहे हैं, लेकिन रेलवे बोर्ड उन्हें रिकामीशन नहीं देती है। मेरा आपसे निवेदन है कि ऐसी रेलवे यूनियन्ज जिनकी 50-60 या 65 हजार मेवरशिप है उनको हर कीमत पर रिकामीशन मिलनी चाहिये। अगर आप नहीं देना चाहते हैं और एक इण्डस्ट्री, एक यूनियन में विश्वास करते हैं तो आप जितनी भी रिकामाइज्ड यूनियन्ज हैं फेडरेशन है, उन को डिरिक्यानाइज करें और फिर सीक्रेट बैलेट करा कर उन के बारे में तय कर दें और उस को रिकामाइज करें।

मेरा यह भी निवेदन है कि जब तक सीक्रेट बैलेट डारा भान्यता का फैसला न हो तब तक सब रजिस्टर्ड यूनियन्स के मेवर्ज की अपनी मुश्किलात को रेलवे बोर्ड तक पहुँचाने का अधिकार होना चाहिये ताकि उन को योड़ी सी राहत मिल सके और जो नामल द्वेष यूनियन एक्ट-विलटीज हैं, जैसे भीटिंग करना, सब्सक्रिप्शन इक्टिठा करना, इन बातों की उन को सुविधा होनी चाहिये।

SHRI SONAVANE ( Pandharpur ) : Yesterday, my hon. friend, Shri Fernandes, while speaking on the budget referred to some statistics regarding reduction in passenger traffic, employment of labour other things.

He was correct, but I am sorry to say that he did not blame the previous Ministers who now sitting on the oppsite side with whom he wants to haves political alliance, while Mr. Nanda has come just now. He was reading an articie dated 28 February, written prior to the amendment of the Railway Budget by the Minister. He did not refer to the concessions

[Shri Sonavane]

announced by him, and he was therefore unchallengeable to the Railway Minister. therefore, I would like Mr. Fernandes to lay the blame where it belongs.

**श्री जार्ज करनान्डोज (बम्बई दक्षिण) :**  
मेरी शिकायत तो सरकार से है, वहाँ कौन बैठता है, उससे मुझे कोई वास्ता नहीं है, कोई मतलब नहीं है, जो सरकार है वह दोषी है।

**SHRI SONAVANE :** This year's was a bureaucratic budget. Mr. Menon was ill, Mr. Nanda took charge hardly six days earlier. So, he should blame the bureaucracy and not the Congress Government.

I wish to congratulate Nandji for conceding the demands and reducing the third class fares and freights on essential supplies. Banana is a produce of Maharashtra which is being carried by wagons in thousands. It is a poor man's fruit. He should take care to see that the freight on banana is also reduced.

I have been repeatedly demanding the abolition of the Railway Board. In my speech of March 18th last year, for instance, I had said:

"I would like to repeat my demand for the abolition of the Railway Board."

I repeat this demand even now. If it is not possible for the Railway Minister because he has come on the scene just now, at least let him reconstruct it. If he is not able reconstruct it, let him completely abolish it. I suggest that a committee of the General Managers be constituted in the place of the Railway board with the Railway Minister as chairman. The expenses incurred on the Railway Board would then be saved. what is the performance of this Railway board ? Have they been able to effect any economy ? The freights and fares are not reduced, the railways are running into losses, late running of the trains continues, and all complaints are there. Therefore, what is the utility of this Board ? We are spending Rs.  $1\frac{1}{2}$  crores on the establishment charges of this Board. So, this demand for its abolition is not voiced by me alone. It was made by others and it has gained momentum in this House. So, the Rail-

way Minister should either reconstruct it or abolish it.

I was very happy that our Deputy Railway Minister who headed the Uneconomic Branch Lines committee completed the work in a record time of five or six months. The members of the committee visited all the Lines and the report was submitted on 8.12.69. Out of the 77 uneconomic lines that the Government have studied, the committee has recommended that 46 of them should be helped, reconstructed and renovated and that about Rs. 35 crores would be the expenditure in doing this. I would ask the hon. Deputy Minister, in all humility, whether his recommendations have been accepted by the Railway Minister; what action has been taken on these recommendations; what allotment has he made in the Railway budget. When we are losing on these uneconomic lines, when the speed of the trains is so slow and when they have levied so many fares - I have been crying hoarse for the last 20 years and I have been in this House from 1950 - and when these difficulties are felt by the people in my constituency, Pandharpur, nothing has been done, and these rural areas have not been served. The pilgrims are crowded like heds of cattle and the authorities do not see to their welfare, because the high-ups travel in air-conditioned coaches and in saloons, and they do not care to see the condition of the poor pilgrims. The line which runs from Latur via Kuruduwadi to Miraj has been left uncared for and we have clamouring and clamouring but nothing has been done so far. So far the belief was that this section was a losing concern but the report of the Dy. Railway Minister says that it is not a losing concern. Therefore, I would earnestly plead, now that the traffic and engineering surveys are over, that they should at least keep some money for this section to be converted from narrow gauge to broad gauge, and this is our demand. This demand is being voiced since a very long period of time. I think some money will be set apart for this purpose I have received several telegrams in this connection, and I would like to pass them on to the hon. Minister. These telegrams say that something should be done even at this late hour.

**MR. DEPUTY-SPEAKER :** Please conclude with that.

**SHRI SONAVANE :** Sir, I represent the Scheduled castes who are neglected and you also represent scheduled Tribes.

MR DEPUTY-SPEAKER : All right; one minute, for the last point.

SHRI SONAVANE : We are in the days of socialism. what socialism ?

Should not problems of the economically downtrodden people be attended to ? In the catering department, there has been a monopoly of the Marwadise, Guptas and jains-all these people- but not a single Scheduled Caste or Scheduled Tribe person has been given such an establishment as a tea-stall or a catering Shop. The present position creates a sole monopoly for others. We have been crying every day, day in and day out, year in and year out, that something should be done to see that the railway establishments such as these should be put in charge of the economically downtrodden people, but nothing has been done. From the days of Shri Jagjiwan-Ram, soon after he relinquished office, nothing was done. Whatever was done by Shri Jagjiwan Ram is being gradually undone.

MR. DEPUTY-SPEAKER : Conclude please.

SHRI SONAVANE : One last point, and that is about the delay. The conversion of the Poona-Miraj line from metre gauge to broad gauge is going on. But the scheduled date for completion is past, and nothing is done to expedite the work. The work should be expedited.

Another point is about the Sholapur division. Formerly, it was in the Central Railway zone. Now, it has been transferred to the South Central zone. In Bangalore, the Railway Service Commission is there. All these people are neglecting the claims of the Marathi-speaking people. We are tried; We did not want to go to into that zone, but we were forced, and it was said, "your claim would not be neglected." But that promise has not been fulfilled. The last point—

MR. DEPUTY-SPEAKER : No, no you have been saying that it is the last point again and again.

SHRI SONAVANE : This is really my last point, It is about the reduction of penalty of Rs. 10 for ticketless travel and other defaults. I feel that this is justified in cities

and in the urban areas, But in the rural areas this fee is particularly very high, So, I request that if it cannot be reduced to Rs. 2 or Rs. 3, at least it should be reduced to Rs. 5 particularly on the branch lines.

Thank you :

15 hrs.

जी बाल गोविंद बर्हा (खोरी) उपाध्यक्ष महोदय, सबसे पहले मैं नन्दाजी को धन्यवाद देना चाहता हूँ कि उन्होंने सभी सदस्यों की भावनाओं का आदर करते हुए तीसरे दर्जे के किराए तथा अन्य जरूरियात की चीजों के माध्यमें जो बढ़ोतारी हुई थी उसको घटा दिया है। इससे लगभग 13 करोड़ का घटा हुआ है लेकिन इसमें परेशानी की कोई बात नहीं है। यह घटा आसानी से पूरा हो सकता है। 10 करोड़ के करीब येक्ट और पिलफेरेज में चला जाता है। उसको प्लग किया जाना चाहिए इसके अलावा हर स्टेज पर जिम्मेदारी फिल्स-अप की जानी चाहिए। जो चीज जहाँ चोरी होती है वहाँ उसका जो जिम्मेदार हो उसी से उसकी उगाही की जानी चाहिए। जब तक यह नहीं होगा तब तक इसमें कभी होने वाली नहीं है।

इसके बाद जहाँ तक बैंडिंग और केटरिंग की बात है उसकी पिछवर बहुत ही गूमी है। वहाँ पर जो घटा होता है उसका अन्दाजा नहीं लगाया जा सकता है। मैं इसके सम्बन्ध में नन्दाजी को लिखकर भी दे रहा हूँ। बैंडिंग में इस्यु कम किया जाता है और बिकवाया ज्यादा जाता है। और इस तरह से जो फायदा होता है को बाट कर ला लिया जाता है। इसके अलावा जहाँ तक केटरिंग का सवाल है, उसमें तो घटा ही घटा होता है। एक केश-मेमो काटता है, वह जा कर कई जगह से वैसे बसूल करता है परन्तु वैसा एक ही जगह का जमा करता है। इस तरह से नुकसान हो रहा है। नन्दा जी और दूसरे लोग इसको जानते हैं।

इसके अलावा जो बार पी एक बनाई गई थी वह रेल की सम्पत्ति की रक्षा करने के लिए बनाई गई थी लेकिन उसके द्वारा बड़ी बेईमानी की जाती है। जितना माल गायब होता है वह उसकी शारारत से गायब होता है। रेलवे के

## [श्री बालगोविंद शर्मा]

कमंचारी और आर पी एफ, इन दोनों के सहयोग से यह सब होता है। इसकी तरफ विशेष रूप से व्यान दिया जाना चाहिए। मैंने लिखकर भी दिया है। मैं बहुत से लोगों को जानता हूँ जोकि इंस्पेक्टर्स हैं जिन्होंने पैलेशल विल्डिंग बना ली हैं। उनसे पूछा जाए कि कहाँ से रुपया आया तो पता चल जाएगा कि किस तरह से यह सब होता है।

अगर प्रयत्न किया जाए तो रेलवे में अच्छी कमाई हो सकती है। आज कोई भी आदमी कछुए की चाल गाड़ी से चलना नहीं चाहता। हर आदमी अपने समय की कीमत जानता है और उसका सदृपयोग करना चाहता है। इसलिए जितनी भी गाड़ियाँ हैं उनको स्पीड-अप किया जाये। मिसाल के लिए छोटी लाइन की जो गाड़ियाँ हैं जैसे कि बरेली से लखनऊ आने वाली गाड़ी है उसकी रफ्तार 12 मील फी घंटा होती है। अब 12 मील प्रति घंटा चलने वाली गाड़ी पर कौन चलना पसन्द करेगा जबकि उसके पास तमाम दूसरे साधन रोड के उपरान्ध हैं, उसको ट्रैकिंसर्याँ और बेसेज प्राप्त हैं। लोग उन साधनों से ही सफर करना पसन्द करते हैं। अगर इन गाड़ियों की स्पीड बढ़ाई जाय तो फिर कोई शक की गुंजायश नहीं है कि रेलवे की आमदनी बढ़ेगी। इसके अलावा रेलवे से जो माल एक जगह से दूसरी जगह जाता है वह बक्त पर नहीं पहुँचता है। उसमें देर होती और बेफ्ट तथा पिलफरेज होती है। इसकी तरफ भी आपको विशेष व्यान देना होगा। गाड़ियों की स्पीड बढ़ानी पड़ेगी और दूसरी व्यवस्थायें करनी पड़ेंगी ताकि चारियाँ न होने पायें। माल गाड़ियों में भी आर पी एफ को मेजा जाये और माल की सुरक्षा की व्यवस्था की जाये।

इसके साथ-साथ कुछ जगहें ऐसी हैं जहाँ से माल आने-जाने में देरी होती है। जैसे कि गोरखपुरी साइड से जो माल दिल्ली व पश्चिम के क्षेत्र की ओर जाता है विशेषकर लखनऊ आता है तो लखनऊ में इतना कंजेस्चन हो

जाता है कि पटरियों पर माल गाड़ियाँ रुक जाती हैं। अगर कोईयालाइट और कतरनियालाइट जो कि 6 मील की पट्टी है, उसको मिला दिया जाये तो करीब-करीब डेढ़सौ-दोसौ मील का चक्कर बच जाता है। इस प्रकार जो माल पूर्व से आयेगा वह आसानी से पश्चिम जा सकता है और अभी जो उसमें देर लगती है वह भी समाप्त हो जायेगी।

इसके अलावा एक जगह से दूसरी जगह जो शटल सर्विस चलाई जाती है उसमें इस बात का व्यान नहीं रखा जाता कि उसमें औचित्य है या नहीं है, उसमें कोई फायदा है या नहीं है। अगर उन शटल सर्विसेज को आगे बढ़ाकर इम्पार्टेन्ट टाउन्स और इंडस्ट्रियल टाउन्स से जोड़ दिया जाये तो उससे रेलवे तथा उन टाउन्स, दोनों को ही फायदा पहुँचेगा। मिसाल के लिये जो गाड़ी मैलानी से पीलीभीत जाती है.. (व्यवस्थान)। उसमें जो लोग कच्छरी के लिये पीलीभीत जाते हैं वह जायें लेकिन अगर उसी गाड़ी को बढ़ाकर सीतापुर तक कर दिया जाये तो बड़ा अच्छा रहेगा। शाम को वहाँ आकर वह गाड़ी रुक जाती है और सबेरे जाती है। अगर सीतापुर तक उसको बढ़ा दिया जाये तो उससे बड़ा फायदा हो सकता है। सीतापुर, लखीमपुर, गोला ये इंडस्ट्रियल टाउन्स हैं वहाँ पर काफी आमदनी बढ़ सकती है।

इसके बाद हमें यह देखना है कि जो लोग हैं उनकी पेंशन केपेसिटी बढ़ गई है, लोग ज्यादा पैसे दे सकते हैं। ऐसी स्थिति में कोई ज़रूरत नहीं है कि हम लोगों को घर्ड क्लास में चलने के लिए मजबूर करें। हमें व्यवस्था करनी चाहिए कि गाड़ियों में अच्छे डब्बे जोड़े जायें। मिसाल के लिए कोईयालाइट से लगकर के सेलानी जाया करते थे और मैलानी से लखनऊ वाली गाड़ी 51 अप में जोड़ दिया जाता था। इधर 62 डाउन में आता था और 152 में जोड़ दिया जाता था। इससे पलिया जैसा टाउन मी बीच

में पड़ जाता था वह काफी घनवान इलाका है, काफी अच्छे लोग बसे हैं, वह इंडस्ट्रियल टाउन वहाँ के लोग चाहते हैं कि उन के लिए कोई अच्छी व्यवस्था होनी चाहिये ।

इसके बाद में कहना चाहता हूँ कि दिल्ली से लखनऊ को एक गाड़ी जाती है जो कि मेल है । दूसरी कोई गाड़ी नहीं है । हजारों पेसेन्जर दिल्ली में मारे-मारे फिरते हैं, उनको जगह नहीं मिलती । इसलिए एक और तेज चलने वाली रेलगाड़ी यहाँ से वाया मुरादाबाद चलनी चाहिये ।

रेलों ने हमारी आर्थिक व्यवस्था को ठीक करने के लिये बड़ा योगदान किया है । नई-नई लाइनें बनाई जाएं इसमें मुझे कोई एतराज नहीं है । खनिज पदार्थ बाले ध्रोत्रों को भी पोर्ट्स से जोड़ा जाय, लेकिन कम से यह जरूर होना चाहिये कि सारे देश में समान रूप से प्रगति हो । मैं कहना चाहता हूँ कि एक कमेटी कायम की जाय जो इस चीज को देखे कि कहाँ पर कौनसी जगहें हैं जहाँ पर नई रेलवे लाइनें निकाली जा सकती हैं और वहाँ पर निकाली जानी चाहिये ।

मेरा तराई का खेत्र है जिस में सीतापुर, लखीमपुर खेरी और पीलीमीत आते हैं । वहाँ पर कोई भी गाड़ी नहीं बढ़ाई गई । शुरू में जो रेलवे लाइन बनी थी तब से वही चल रही है । कोई भी प्रयत्न नहीं हुई है । वह गाड़ियाँ अब भी चल रही हैं, बल्कि उनमें से भी कुछ कम कर दी गई हैं । जैसे मैलानी से शाहजहाँपुर लाइन सन् 1914 में लड़ाई के समय हटा कर दूसरी जगह ले जायी गई थी उसको अभी तक ठीक नहीं किया गया है । मैं समझता हूँ कि नई लाइन द्वारा लखीमपुर खेरी से शाहजहाँपुर वा गोला से शाहजहाँपुर को जोड़ा जाय बड़ी लाइन द्वारा तो बहुत प्रगति हो सकेगी ।

इसके अलावा मैं कहना चाहता हूँ कि कल मेरे दोस्त श्री जार्ज फरनेन्डीज ने स्टडी टीम

का रिफरेंस दिया था कि नेशनल फेडरेशन आफ पोर्ट्स एंड बेडर्स ने कोशिश कर के स्टडी टीम को बिठाया था और उसने अपनी रिपोर्ट भी दे दी है । रिपोर्ट में पोर्ट्स और बेडर्स के बारे में काफी सिफारिशें हैं, लेकिन रेलवे द्वारा इसके बारे में कोई काम नहीं किया गया । मैं समझता हूँ कि रेलवे पोर्ट्स और बेडर्स की हालत को सुधारने की बहुत जरूरत है । वे बेचारे अनाय हैं, कोई उनकी सुनने वाला नहीं है । रेलवे उनको अपना नीकर नहीं मानती है और परिवाक कहती है कि हम पैसा देते हैं, हम से कोई सरोकार नहीं है । मैं समझता हूँ कि श्री नन्दा इसके ऊपर व्यापार देंगे और स्टडी टीम की रिपोर्ट को ठीक से कार्यान्वित करेंगे ।

**SHRIMATI JYOTSNA CHANDA (Cachar) :** At the outset, I congratulate the hon. Railway Minister for dropping the proposals for enhancement of third class fares and giving concessions also in freight rates. We agree that due to these railway concessions, the railways would lose about Rs. 13 crores, in additional revenue. He has apprehension that with the revised proposals for the current year, the contribution of the railway for the first year of the Railway Plan would have been only Rs. 41.99 crores against Rs. 120.37 crores visualised by the planners, which means that if the Plan is to be implemented, another Rs. 200 crores will have to be found out by the Department itself.

May I now make a few suggestions? Government might find out strict measures to stop ticketless travelling, and other loopholes must be plugged, so that the earnings of the railways could increase. I have mentioned many a time on the floor of the House about the poor communication of Assam, Tripura, Manipur and NEFA with the rest of India. These are border areas having China and Pakistan as our neighbours. If the railway communications in these areas are not immediately improved, any attack from our neighbours will isolate us from the rest of the country. But with regret, I have to admit that no mention has been made in this budget regarding any improvement of these areas.

[Shrimati Jyotsna Chanda]

Though the broad gauge line has been extended to new Bongaigaon no proposal has been made in this budget to extend this broad gauge line upto Gauhati or further. Rather this whole strategic area has no place in this budget as it is placed before the House. For the sake of defence, I would request the hon. minister that the M. G. line from Karimganj to Dharmanagar should immediately be extended upto Agartala. For similar reasons, new railway lines should be constructed from either Kuticherra or from Silchar to the Mizo district and from Silchar to Manipur via Jiribum. I tried to impress upon the Government so many times to take up this matter immediately with the Planning commission for survey work at least in the fourth plan so that construction work could be taken up immediately as soon as the survey is over. But I find no consideration has been given in this regard.

I would like to draw the attention of the House to the fact that during the Mizo rebellion due to lack of railway communication, Government had to face difficulties to send the army and their rations. Lumding Badarpur hill section railway is the only link for the people of Cachar, Mizo district and Tripura with the rest of Assam and India. But this hill section railway track and the main line railway track from Lumding to Mariani are often disturbed due to hostile Nagas, because of which trains do not move on these lines at night. These tracks should be cleared of jungles on both sides and should be settled with landless people of Assam in a planned manner that they will be able to act as guards against any hostile infiltrators and at the same time production of food-grains will also be increased. So far as I could rather occasionally jungles are cleared but no step has been taken to settle down the landless persons on both sides of the railway track nor any road has been made parallel to the railway track for the sake of a security. I have been pressing this since 1962.

I draw the attention of the minister to take measures for the security of the railway staff in general and especially in West Bengal. It has been published in the newspapers that "people's railway stations" have come up in different places in West Bengal where trains are illegally stopped and passengers get in with

the so-called tickets issued in the name of "people's railway station". The Government stop any such attempts with a heavy hand. Otherwise, the railway system will come to a stand still as genuine passengers are harassed and railway is deprived of its genuine earnings.

I would like to refer to the amenities given to passengers and also to railway employees. I have been given to understand that the amenities provided in third class cannot be properly enjoyed by passengers as on many occasions lights and fan are not found to work. For reservation of sleeper berths, reservation charts are not hung in proper time and they are written in bad handwriting. May I request the minister to issue an instruction that reservation charts should be typewritten and hung in proper time? Frequently I find lights and fans in the mail trains even do not work properly.

Now I like to refer to the housing condition of the third and fourth grade employees, particularly of the N. F. Railway. In the past, my association with the N. F. Railway employee's Union gave me opportunities to see the housing condition and I regret to point out that even today houses are constructed without proper ventilation and sanitation. I presume other railway employees have also the same fate. The old age imperial outlook still guides the housing system in utter disregard to modern ideas of housing for workers. I feel ashamed to mention that latrines are used on community basis.

I appeal to the minister to see that proper ventilation and sanitation of housing arrangements are provided to the railway employees within this plan period.

I find that 90 percent of the trains in the country do not run to the exact time which means disadvantage to the passengers.

The Taj Express still runs by coal engine. It should be run by diesel locomotive which will save time and will justify the proposal for increase in fare.

I was told that the Railway Research Unit which was established at Chittaranjan a few years back is being shifted to Lucknow. I do not find any reasons for such an action. May

I know from the hon. Minister whether it will not involve some expenditure ? I would request the hon. Minister to ask the Railway Board to be more cautious about their decisions. They have no right to spend money at their sweet will and bring proposals to raise the fares and freights every year, taxing the common people.

The three production units located at Chittaranjan, Varanasi and Madras are doing commendable work.

I find from the speech of the Railway Minister that the Government have accepted many of the recommendations made by the Railways Accidents Inquiry Committee the implementation of which I hope, will drastically reduce the number of accidents in the near future.

It is good on the part of the railways to make efforts to improve the quality of the food and the standard of catering services on the railways. During winter tea served in porcelain pots gets cold. May I suggest that it may kindly be served in metal pots for the convenience of the passengers ?

Before I conclude, I would like to extend my gratitude and thanks to the hon. Minister for his good gesture to relieve the common people from the burden of increased fares and freights.

**THE MINISTER OF RAILWAYS (SHRI NANDA) :** Mr Deputy-Speaker, Sir, it is not just a formality when I say that I am grateful to the Hon. Members. I am deeply grateful to them for their warm generosity towards me which has found expression in the speeches of a large number of hon. Members. I was overwhelmed by the consideration which has been extended to me and I can only say that I shall endeavour to do my best to be worthy of this trust.

Sir, I have listened with great care to the observations made in the course of the speeches. I have given earnest thought to the various suggestions made and views expressed here. I cannot say that I have been able to apply my mind fully to these questions but on the basis of my study of these problems during the limited time that was available to me I have arrived at some conclusions.

They are not final conclusions; in fact, some of them are tentative conclusions, I should say. But I would take the earliest opportunity to discuss these matters with the hon. Members of the House and others and arrive at a more firm base for any action that has to be taken in the course of the coming months.

The speeches made here were not just routine speeches. A large number of them had a bearing on important questions of principles, policies and methods and the whole question of organisation and the problems of administration were highlighted. The financial structure of the administration was also very much in the picture. These are important questions concerning the present and the future of the railways.

Because of the limitation of time, I may not be able to convey all that I want to but it is my conviction that the dialogue which has started now does not end with my speech.

We can carry it on other forums and there will be many occasions for us to meet and discuss these things in a fruitful manner. This will be a continuous process.

I am very conscious of the fact that the minister's authority, as I view it, is not such that I can hope to produce very big results not because there is any limitation on my authority by anybody in my ministry but because there are bigger limitations, and I shall seek the help of Members of Parliament, irrespective of party, as partners in this endeavour.

I look upon all those who are serving the railways—working in or for the railways in any capacity, including the members of the Board—as co-workers and I shall count very much upon their help and co-operation. Also, I wish to involve in this process a large number of persons, those who use the various services offered by the railways and the people generally, in doing their part in making the railways a model national enterprise.

This is a very high aspiration and I shall not spare myself. This will be my contribution I shall do my best. I may add that I will not make any promise regarding which I am not sure that it will be fulfilled or there is a reasonable chance of carrying it out. Everything

[Shri Nanda]

that will come to my notice, including the scores of letters that I receive from Members of Parliament from day to day, will receive attention and decisions will be taken as quickly as possible without delay.

But there is one thing which I shall say just at this stage. If because of the compulsion of circumstances I cannot give satisfaction with respect to many demands that are being made and I have to say, "No", I hope and I plead that hon. Member will put up with me.

SHRI GEORGE FERNANDES : No

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI M. R. KRISHNA) : That is expected from you.

SHRI NANDA : In the context of our proposals to increase the rates of fares and freight, the discussion inside and outside the House raises some very pertinent questions as to the principles underlying our attitude and decisions in determining these scales and structure of rates with regard to passenger and goods traffic. The Budget proposals as well as the modifications that were made have brought these questions to the fore. They call for some elucidation on my part.

What is our conception of the function and role of railways in the new society which we are trying and hoping to create in this country ? The further question which has occurred in many speeches is : will the railways continue to act in the old fashion or do they feel the need for change to bring themselves into tune with the spirit of the new times ? I may say immediately that the railway system is not standing still; yet, there is no denying the fact that there is a great deal of room for a fresh orientation. The railways should be receptive to the play of the new forces which have been released in this country.

One cannot, however, be oblivious to one very important fact. The railways themselves are a product of prevailing social condition and social and political climate. But I do not want to put up a kind of an excuse. I will say that all those who are connected with the railways should seize the possibilities of taking a lead in the matter of this change and help the country in that way.

Then, an hon. Member who is sitting here prescribed for me three tests of our good faith in relation to this budget. How will it affect the common man, what does it mean for the passengers and what is the message for a large body of employees in the railways were the three tests prescribed. I accept this yardstick. I cannot give all the answers straightforward. They will unfold themselves, in the coming days in the budget as it is before you and we can re-shape as we go along.

श्री जाबू फरनेंडीज़ : इस के पास होने के बाद क्या करेंगे ?

SHRI NANDA : Yes, depending upon how much we are able to achieve in the matter of economies, in the matter of saving the property from the destruction, [in the matter of augmenting our revenues, plugging the loopholes and in so many ways.

श्री रामसेवक यादव (बाराबंकी) : ठंड-गर्म दर्जे को खत्म करेंगे ? उस से पैसा मिलेगा ।

SHRI NANDA : I will attend to things which have a higher priority. we will consider that also.

I must face one question, the first thing, in my reply to the general discussion and this question has been asked repeatedly by some hon. Members, and that is, the Railway Minister, in his Budget speech, came out with a case that the finances of the railways were in a very bad shape, that there was a substantial and recurring deficit and, on that ground there was the need for an increase in the revenues and that it was proposed that it should be raised by increasing freights and fares and, thereafter, within less than a week, he came forward with an announcement which involved sacrifice of precious resources amounting to Rs. 13 crores. And the words used were. Is this not a retreat ? Is it not a somesault ?

SHRI INDRAJIT GUPTA (Alipore) : Progressive one.

SHRI NANDA : Progressive also. Regarding both these charges, I say, it is not so. Weakness will be everywhere. . .

SHRI RAM SEWAK YADAV : At the moment, you confine it to yourself.

**SHRI NANDA :** I think, there will be more strength than weakness here. To use the language of transport, it was just a change of the track, to some extent and it was just a move in the direction of conforming more fully to our social obligations and to the spirit of democracy.

May I put plain facts of the situation before the hon; Members ? The railways have drawn on their reserves to the extent of Rs 110. 48 crores during the last six years and the revenue reserve fund has been exhausted. The railways have also drawn a debit on the general revenues to the extent of Rs 55.39 crores during the same period and, on all this debit, the railways have to pay interest on a progressive scale which now amounts to Rs 1.56 crores in the current year. This is one side of the picture. This is the picture as we have now and it has a very intimate direct bearing on all the things that are being asked for, and, of course, very real needs which have been projected here. On the other hand, the passenger and other traffic is being maintained and developed as a losing proposition. The amount of loss of Rs. 45 crores cannot be wholly met out of the earnings from goods traffic. Now, an assumption is that the general revenues are going to remain as they are, that is, the payment that is to be made in the shape of dividend to the general revenues is fixed—we cannot change. Also, in respect of the five year plan, we expect to provide a part of those resources out of funds raised internally.

That means that some of the surpluses have to be ploughed back into railway development. This was the assumption. In the light of these facts and assumptions—I would ask the hon. Members—was there anything outrageous in the railway Budget proposals conceived purely on commercial principles ? But there is, I should say, adequate and sufficient justification for them on commercial and economic grounds. Then, why have we withdrawn the additions to the rates of fares for the most part and freight in some cases ? The simple answer is that while the Railways have their responsibility as a commercial organization they have also their obligations as a public utility. Furthermore, as a public undertaking they cannot ignore the wider considerations affecting the nation as a whole, the nation to which they belong and all of us belong. In other words, the Railways have not merely

to fulfil the test of commercial viability, they have also to satisfy some vital, social and political criteria. A commercial body will in all circumstances set its face against avoidable losses and will normally charge for its products what the traffic can bear. There is another aspect—what the traffic can bear. It is not possible in any case to charge more than what the traffic will bear, because otherwise we will be losing that traffic. certainly we have come to the rock bottom and, therefore, we cannot charge. Therefore, it is inescapable. There is a difference. A commercial undertaking, however will not scruple to charge all that the traffic can bear, that is, it will tend to maximise its revenues. As public utility, the Railways may have to charge less than the maximum feasible rates because of various special considerations. I am mention here the kind of social responsibilities which the Railways have accepted in recent years. Members are familiar with that but I would like to mention briefly a few things. These are maintenance of uneconomic branch lines—Rs. 7.70 crores, freight concessions for commodities like foodgrains, fodder fertiliser, etc.—Rs. 13 crores, suburban traffic and particularly the loss on monthly and quarterly season tickets—Rs. 8 crores. A private employ would not spend all that. We spend on the maintenance of hospitals and health units for railway staff and railway schools for the children of the railway employees Rs. 17.50 crores. I should say this is all good investment. But all that I want to say is that in other cases much of it will be born by the State or the administration of the country. It may also be pointed out that at least a portion of the expenditure on Railway protection Forces and order Police—Rs. 7.50 crores—is not a proper charge on the Railway earnings. For the current year the aggregate loss on this account may be approximately Rs. 53.70 crores.

In the case of Third Class Passengers, the losses have been borne in the past on social grounds. I have also spoken of the political aspect. It is not related at all to any narrow Party outlook. It marks our appreciation of the imperative of politics in a democracy that the will of the people must prevail. In a representative democracy largely it means the voice of the representatives of the people. The wishes of the people have become the decisive influence in reshaping the Railway Budget on the modified lines. with all this I must also disclose to the House an important

[**Shri Nanda**]

element in my thinking, but for which it would not have been possible for me to give up an income of Rs. 13 crores. Knowing well enough even with all the proposed additions there would be very little or no money for new lines, for conversion of metre gauge to broad gauge and there will be nothing at all to spend on uneconomic lines and various other necessary improvements.

I have entertained the belief that quite apart from any relief in the general dividend the railways may obtain there is the large prospect of augmenting the revenues in other ways to a substantial extent. I hope it is possible, I hope it will be possible,—but I must warn those who would press me to undertake,—or, if I may use a better word, who plead with me or put forward the plea, or press me to undertake the liability,—or increase in expenditure without any increase in income, whether on behalf of the passengers, or the employees or any other considerations, that I will be in no position to meet those demands unless more resources have become available. I am well aware of another aspect of the problem connected with it. There are things which can be done, improvements which can be secured, without any kind of increase in expenditure. Within the same allocations much better things can be done, much better ways can be found.

**Hon. Members here**—many of them spoke to me about the condition of the third class passengers and what they have themselves experienced. Now, I have got a statement before me about what is being done about the passenger amenities saying so much is being done: All that is good. But yet, the fact is this, passengers move from one place to another and they have to do so because they have to fulfil certain social obligations certain pressing commercial or business engagements etc. What can they do? If they can help it they would not travel. I have been told by the Department that about Rs. 12 crores every year is being spent on the maintenance. Why? People remove the apparatus, fixtures and equipments etc. Whatever it may be it is our responsibility, it is the responsibility of the Railways, certainly.

**DR. SUSHILA NAYAR (Jhansi)** : They are sold back to the Railways. Things are stolen and sold back to the railways.

**SHRI NANDA** : Whatever may be the reason, they are spending all these money. We must revise ways and means to see that they are stopped. Let the lights fail in the first class. They will be able to look after themselves but let the lights not fail in the third class.

**श्री राम सेवक यादव** : आप याद रखेंगे अपने इस जुमले को। मैं यही देखूँगा कि जब तक आप रेल मंत्री रहते हैं इस जुमले को याद रखें और अमल में लाएं।

**SHRI NANDA** : If it is left to my unaided efforts, I will do all that is possible and yet not succeed.

**श्री राम सेवक यादव** : जब तक ठंड गरम और फस्ट ब्लास रहेंगे तीसरे दर्जे की तरफ तब जह जायगी ही नहीं। इसलिए सोचना हो तो इस लाइल पर सोचिए।

**SHRI NANDA** : The hon Member said certain things. He mentioned about lights; he mentioned about drinking water; he mentioned also the problem of sanitation. How can we afford not to do it? We have to see the human aspect and in fulfilling our obligations we would go to the utmost extent to see that no one is suffering because of lack of water. Particularly in not weather you can imagine the plight of the people go without water. sometimes it may not be cold potable water but sometimes no water at all is available. Sometimes it may happen that way. I am told that they have a very good organisation they have got certain arrangements, pots and everything are there to run the service, and yet, it has happened.

On the question of sanitation, it is a health need I can understand the sufferings and hardships of the people whom they have to carry on their journeys in those conditions, impossible conditions, sometimes. It is no question of the comfort or health of the passengers, it is a question of the dignity of this nation, its self-respect.

It is one kind of a symbol of how much advancement we have made.

I was asked by the hon. member whether I could go with him to see the conditions of third class travel from one place to another.

श्री राम सेवक यादव : कमी-कमी किया किजिए।

श्री स० मो० बनर्जी : उस में आप को तकलीफ नहीं होगी क्योंकि आप को कम जगह की जरूरत होगी। तकलीफ हम लोगों को होती है।

SHRI NANDA : I am greatful to this invitation and gesture. But may I tell the hon. member that I can move in third class unescorted, and I will do that.

श्री जार्ड फर्नेंडोज़ : नहीं-नहीं आप हमारे साथ चलिए।

SHRI NANDA : After a certain period which we can decide on, we will meet, I will report to him and we will exchange notes. If I have missed anything, I will have another talk with him.

श्री स० मो० बनर्जी : लेकिन स्टेशन पर जो लड्डू बिकता है। वह खाइएगा जरूर।

SHRI NANDA : This brings up the problem of catering. I do not eat *laddus*. I would take him with me and he can eat all the *laddus* at the stations.

Here, people pay for what they get. They do not get their due in the sence that it is not enough in quality, although the notes I have been given show that there has been improvement over the years.

SHRI GEORGE FERNANDES : Do not believe them.

SHRI RAM SEVAK YADAV : He goes according to his own notes; he is off the track.

SHRI NANDA : I do not vouch for the accuracy of those figures. We must be accurate as far as possible. But the conditions actually people experience are more important. I believe it should be possible to improve catering without increasing charges there within the same limitations.

There was also mention of the difficulties experienced by ladies moving in suburban trains. I cannot say off-hand regarding that. I will go personally, see and examine what can be done regarding that. The hon. member said that I should move along with him in that train. I will be able to see it from outside also without moving in the train.

DR. SUSHILA NAYAR : The problem is that they drink in the train.

श्री जार्ड फर्नेंडोज़ : मेरी मांग इतनी थी कि आप दो दरवाजे बाले डिब्बे तत्काल लगाने का हुक्म करें। इसमें देखने की जरूरत नहीं है। एक दरवाजे बाले डिब्बे में महिलाओं के लिए चलना बिलकुल असंभव है।

SHRI NANDA : That is not my way of doing things.

Similarly regarding staff, the demands they are making for increased payments, increments raising the basis of their remunerations - these things will certainly be dealt with by the Pay Commission. Still some suggestions were made why we could not get more out of the workers by better dealings with them, by giving them a sense of participation. This is possible; by looking after the small numerous difficulties, this is possible. There is a machinery and organisation. It can be streamlined. Some improvement is possible.

About the employees, there were other things said. I was told about the accidents.

It is not a loss to the Railways only but to the people. Many of them can ill afford it. It involves loss of life and injury. It is possible, without spending any money, to get the best out of people in order that we can remove or at least bring down as much as possible the incidence of accidents.

So far as the complaints about the increase in freights are concerned, in line with the same trend of thought which I have expressed, we took of the increase on foodgrains, all kinds of foodgrains.

SHRIMATI JAYABEN SHAH (Amreli) : What about salt ?

**SHRI NANDA** : I have got figures before me. In most cases although the Railways will get something sizeable but not enough in relation to its requirements, the percentage increase on those on whom this increase is going to fall is very slight. I see the argument that though it is slight here, actually it will swell. If things improve in other way and there are increases in the revenues on the lines that we have contemplated or visualised, and if there is any thing found regarding any hardship created by the increase in freights in any particular commodity, we will certainly examine it.

**DR. SUSHILA NAYAR** : Salt you must consider, We had a salt satyagraha. It is a special thing.

**SHRI NANDA** : What I have said applies to all these things. I learn that there are two types of salt, programmed and non-programmed. The salt which is consumed by the people is not subject to any appreciable increase. I think it is nothing at all.

**SHRI SHIVAJIRAO S. DESHMUKH (Parbhani)** : The freight on bananas has gone up from Rs. 400 to Rs. 1,600 per wagon.

**DR. SUSHILA NAYAR** : There should be no freight on salt in the Gandhi Centenary Year.

**SHRI NANDA** : I have answered that in general terms because it is not possible for me to specifically take up any commodity and say I can do this here and now. I have tried to reduce the complaints on account of the burden on fares.

There is a further complaint that I have robbed the opposition of the major part of their ammunition against the Railway administration in the course of this debate by withdrawing increase in fares. That complaint was voiced I think in the very first instance by Mr. Poonacha and some other friends. I am sorry I have no answer for that.

Now I come to Railway finances. Some Members mentioned, and it come out in the Press that there is a very substantial surplus of Rs. 20 crores and therefore there was no necessity to increase the fares and freights. This

way of presentation is the product of some customary method of accounting in the Railways which at this stage does not take into account the further transfer from the Railway earnings to the Development Fund. This Development Fund again is being used not as a kind of reserve for capital investment. The expenditure incurred out of the Development Fund approximating to Rs. 21 crores is totally unremunerative. Therefore, that much also has to be taken out of that figure to arrive at what the balance is. This illusory surplus gives a false impression and leads to wrong conclusions. I have already stated before the House that for the year 1970-71, there is an estimated deficit of Rs. 14.07 crores with the proposed increases remaining intact. Without them, it would have amounted to Rs. 40.97 crores. This is my side of the picture, but I would also like to contend with the contrary point of view. According to that, where is the deficit? I am told that the deficit is non-existent. I would be very happy if somebody can show me the way to find out some underground reservoir which could be tapped or drawn upon in order to meet these demands. But in concrete terms, what emerged after discussion was that in the opinion of several Members, we are paying an excessive amount as dividend to the general revenues. I shall welcome any relief that I can get on this account. If there is any thing legitimate, whatever is the legitimate charge, has to be paid, although the railways may benefit. But I have to submit that this is the largest public undertaking, and it carries a very huge investment, a huge chunk of the resources of this country, and if it incurs a loss, it would have to be then met out of the general revenue and that is borne by the general tax-payer.

**SHRI INDRAJIT GUPTA** : Do you want relief or not? Why blow hot and cold in the same breath?

**SHRI NANDA** : I want justice, whatever relief is due, because what I have in mind is this : that the relief will not be adequate. A just relief, legitimate relief, will not adequate to meet all the needs of the railways.

**SHRI S. R. DAMANI (Sholapur)** : May I know what will be the proportion of expenditure on administration and maintenance in the railway expenditure? (*Interruption*)

**SHRI NANDA :** I have said at the very start that when we surrendered that, it was in the hope and belief that various avenues will be explored for raising the revenue for maintenance and consumption of fuel, and for plugging loopholes and leakages in revenue and so on.

I may say further that the railways should certainly be compensated for the social burdens which they have to carry, and on this account I do not want to enter into the details. There is a fairly large amount. I now come to the dividend. Shri Poonacha is not here.

**AN HON. MEMBER :** But we are here.

**SHRI NANDA :** But your position is somewhat different. Shri Poonacha initiated the discussion on the railway budget. And may I pay a compliment to him that with great enthusiasm, he propounded certain theories, and I may say from my side that I saw in his presence, and I see in the presence of two other former Ministers of Railways on the other sides—

**SHRI SHEO NARAIN :** They are three.

**SHRI NANDA :** I see in their presence a great factor for the safety of the Railway Ministry. Although what Mr. Poonacha said tended in the opposite direction, he took strong exception to our having produced a budget and formulated the Railway's Fourth plan without waiting for the recommendations of the Railway Convention committee. He is entitled to respectful hearing on any subject that is connected with the railways, but he is unduly worried on our account. His apprehensions are unfounded. I must confess that I am unable to comprehend what possible basis there could be for the charge that in coming before the House with our budget proposals, we have in any manner violated the privileges of the House. He played with that idea, I presume. The real position is firstly, the principles of 1965 Convention Committee would hold good till the same are revised or modified by the railway convention Committee of 1968, when duly approved by Parliament, and secondly, there revised recommendations would have effect from the 1st April, 1969.

I have to enter into this because more than half the speech of the hon. member and some others was devoted entirely to the question of the conventions committee. As a matter of convenience, it was decided to have a new convention committee from 1st April 1969 coterminous with the new Fourth Plan. So long as the recommendations of the Railway Conventions Committee of 1968 are not made effective retrospectively, there could be no objection at all. There is a subsisting Convention and if there is any delay in the new Convention, it does not affect the issue at all.

**श्री पन्नालाल बालपाल (गंगानगर) :** एक बात मैं मन्त्री जी से कहना चाहता हूँ कि मेरे 18 वर्ष के संसदीय कार्यकाल में दर्जनों रेलवे मिनिस्टर्स बदल गए, दर्जनों रेलवे बोर्ड के चेयरमैन और मेन्टर्स बदल गए और तभाम दूसरे अधिकारी बदल गए, मेरे काले बाल बदल कर सफेद हो गए लेकिन मैं यह जाना चाहता हूँ कि इस विभाग की भाषा क्या बदलेगी? रेल मंत्रालय सो कोई भी चिट्ठी जाती है तो उसका यही जवाब आता है कि श्रीमानजी, आपका पत्र मिला, इस पर उचित कार्यवाही की जायेगी। यह कौनसी भाषा है?... (ब्यब्धान) ... यह कौई तरीका है?... (ब्यब्धान) ... यह कोई तरीका नहीं है जवाब देने का!... (ब्यब्धान) ...

**SHRI NANDA :** Immediately concede the point that the person who writes to us in Hindi must receive a reply in Hindi and not in English.

**SHRI SONAVANE :** What is the action taken?

**SHRI NANDA :** Action cannot be taken in English or in Hindi; action can be taken only by means of action. The reply has to be in Hindi or English according as the person writes in Hindi or English.

**SHRI SHRICHAND GOYAL (Chandigarh) :** He is not complaining about English or Hindi. He is complaining about the tone of the language.

**SHRI NANDA :** He is in a stronger position on that score, because even if we cannot agree to all the things that hon. members ask for, the tone of the language should be the best possible. It should be dignified and courteous. (*Interruptions*).

**श्री ओ०प्र० लक्ष्मी (मुरादाबाद) :** रेलवे बोर्ड तो हाउस आफ लाइस है। (अव्यवधान) वह हमेशा बोकरलुक करते हैं और कोई जवाब ही नहीं देते हैं . . . (अव्यवधान)

**श्री योगेन्द्र शर्मा (बेगुसराय) :** मैं रेल मन्त्री नंदा जी से जानना चाहता हूँ कि इस हाउस के मेम्बरों की यह राय रही है कि रेलवे बोर्ड को हटा दिया जाय तो उसके बारे में आप क्या कहना चाहते हैं ? . . . (अव्यवधान) . . .

**SHRI NANDA :** I have something to say about that also if hon. members will listen. (*Interruption*).

**श्री ओ०प्र० लक्ष्मी :** आप उनको प्रोटेक्शन देना बन्द कीजिये।

**श्री नन्दा :** प्रोटेक्शन देना मैंने शुरू ही नहीं किया है, आप क्या कह रहे हैं ?

I have been in this ministry for too few days to be able to think much about these things.

I will have to look into these matters more carefully, but I will acknowledge one thing. Something must have gone wrong somewhere; otherwise, there would not have been such strong feelings here. I quite appreciate that. Therefore, it becomes my responsibility to go into it. If there is a case for the Board, I will present it.

16 hrs.

You may call it a Board, a council or a secretariat but there has to be an organisation to coordinate the activities of such a vast network spread all over the country with so many technical problems, problems of finance, personnel, different zones and so on.

**SHRI SONAVANE :** There is a huge army of people at the zonal headquarters.

**SHRI NANDA :** It may be that while maintaining some such apparatus there can be room for making some modifications; there can be deep and extensive re-organisation. We can undertake that. But, all the same, we require peoples to look after this organisation and discharge the functions, by whatever name you may call them. It is not a question of individuals; individuals come and go; it is the question of some organisation. If anybody goes wrong, we must take stringent action against him. But there must be some organisation, some apparatus to run the railways. Let us sit down and go into this question.

I am told that I should deal directly with the General Managers, as if the General Managers are better than these people. These people were General Managers earlier. So, that will not solve the problem. It is a question of considering what is the soundest footing for an organisation like this. The committees and commissions which have so far gone into this question have not opined against this system. So I cannot offhand say that the Board should be scrapped. There is the ARC which appointed a Study Team to go into this question. It has made its recommendation on the basis of its own observations. We will have to consider that. Then, I am told that recently P&T have decided to go in for this method of organisation.

I think I have dealt with this point sufficiently. I will again repeat that I have an open mind on this question. We shall sit down and discuss this question, whichever is the better system will be adopted. But if there is nothing else which is better, or even equally good, to take its place why should we scrap it ? I do admit that there is room for a great deal of improvement. I think I will leave it at that.

**SHRI RANGA (Srikakulam) :** Has not the ARC made recommendations in regard to this ?

**SHRI NANDA :** They have.

**SHRI RANGA :** Then, why do you want another conference or committee ?

**SHRI NANDA** : If the hon. Members agree here and now then I shall carry out the recommendations of the ARC

**SHRI RANGA** : Then why did you appoint that commission at all, if you want to come to us again and again suggesting more commissions ?

**SHRI NANDA** : They will not satisfy the hon. Members because they do not go far enough from the point of view the hon. Members.

**SHRI RANGA** : You appointed a high-powered commission which, in its turn, appointed a study team to go into this question. They studied this question and invited some Members of Parliament to give their views. In the end, they have made some recommendations I am not holding any brief for anybody, but why can't you implement those recommendations ?

**SHRI NANDA** : May I know whether the hon. Member has read those recommendation of the ARC ?

**SHRI RANGA** : No. My point is not that. First of all who is on the dock—you or me ? Certainly, you. So, don't be silly. The most important thing is this. The ARC have made some recommendations. Have the Government given serious consideration to their recommendations, with out the mediation of the Railway Board ? Have the Cabinet considered those recommendations and come to any conclusion ? If not, why do you want another commission for consultation ? If you appoint another commission, it will go on and there will be no end to it.

**SHRI SONAVANE** : Sir, is it proper to use the word 'silly' ?

**SHRI NANDA** : Sir, may I answer this question first, because the hon. Member has been swept off his feet ?

**SHRI RANGA** : What is wrong with my question ? Here is the report of a Commission. Have you considered those recommendations ?

**SHRI NANDA** : The report was received recently and it is being examined. Why I took

up the other point was that knowing the mind of these Hon. members and having known recommendations... *(Interruption)*

I leave that point because I agree with him.

**SERT RANGA** : There was a commission. Ministers come and ministers go but the commission is on important thing.

**SHRI NANDA** : I will not reciprocate that compliment but I will say that the hon. Member is not absorbing the point.

**SHRI RANGA** : I have been here for long but you, as minister, have gone out so many times..... *(Interruption)*

**SHRI NANDA** : I have to deal with another important question which was raised by many Members. It is about corruption and corrupt practices..... *(Interruption)* It has been said by many Members that corrupt practices are a contributory factor to aggravating the financial difficulties of the department. I have received many communications from people corroborating this assessment on the strength of their experience. I have received many letters about what is happening.

**SHRI RAMAVATAR SHASTRI** (Patna) : We can supply more.

**SHRI NANDA** : It has been made out that this evil exists in big proportions and that vested interests have grown up.

**श्री राम सेवक यादव** : उपर्युक्त महोदय, मैं जानना चाहता हूँ कि रेलवे विभाग के अध्यात्मकों द्वारा किये क्या मंची महोदय इस समय कोई सीमा बांधने की हैंसियत में हैं ?

**SHRI NANDA** : Some hon. Members appealed to me to tackle the evil of corrupt practices in the railway system telling me that I will find the railways a more manageable proposition than the one which I had taken up earlier. They recalled an earlier assurance of mine on the subject.

I may incidentally bring to the notice of the House as to what precisely was my earlier commitment made on 30th November 1963. These are the words said in this House :—

[Shri Nanda]

"Even in this sphere in which I act, that is, the Central sphere, within a period of two years if I fail to produce a striking impression and to make a substantial difference in regard to prevalence of corruption, I will give up the present position and regard myself unworthy of holding any such office."

This was the commitment. I shall take some other opportunity to share with the House the facts regarding what came out of it and what happened as a consequence.

**SHRI SHRI CHAND GOYAL :** It increased. There was a difference in that way.

**SHRI NANDA :** I will not be led into that. I will answer the question now.

**श्री राम सेवक यादव :** उपाध्यक्ष महोदय प्रगर मंत्री महोदय खुद अपना फैसला सुनायेंगे तो यह बाजिब नहीं होगा। वह खुद अपने किये के जज्जमेंट पर बैठ रहे हैं।

**SHRI NANDA :** I may answer that specific question by the hon. Member. I have a fairly clear idea of the obstructions and obstacles in the way of removing corruption. I know how many people with power, influence and resources stand in the way. Therefore I have an illusion that any individual effort of mine can achieve much or can go very far without a great deal of active co-operation from the workers of all grades in the railways. Members of parliament and the people. This is a statement of position.

I will spell out briefly the approach that I have in my mind at present for dealing with the problem. Every genuine complaint will receive attention and will be investigated. No wrongdoer will escape punishment so far as it lies in our power. My main reliance in this matter will be on the result of a drive for better and more efficient performance and for this I wish actively to enlist the co-operation of everybody who can be of any help. I want to approach corruption elimination through efficiency and, I believe, a great deal has been done by that alone.

**AN HON. MEMBER :** Another promise.

**SHRI NANDA :** Without any kind of tail to it.

The hon. Members will be dissatisfied if I do not answer a number of points which they raised during the general discussion. There was a question of increasing revenue and reducing expenditure. I have my own ideas and information about what can be done.

**SHRI MANUBHAI PATEL (Dabhoi) :** An important question was regarding the commitment of the Government made last year about the narrow-gauge or the metre-gauge lines to be converted into board-gauge lines.

**SHRI NANDA :** I will deal with that also. Because I was asked to attend to their grievances regarding the Board, I had to leave those other points which in succession I was going to deal with.

Now, shall deal with the question which the hon. Member raised just now. That was also a point which was emphasized by the hon. Member, Shri Poonacha. He talked of the perspective plan; he talked of a way of solving our financial difficulties by a programme of converting metre-gauge lines all over the country into broad-gauge lines. This will improve our resources, at the same time, accelerating the economic development in certain less developed areas. It is true that any investment on broad-gauge construction will be more remunerative than a similar investment on metre-gauge construction. But the conversion of the existing metre-gauge lines itself comes up against a variety of limiting factors, for example, severe dislocation of traffic that it would create during the execution of the projects, time-factor in manufacturing the rolling stock equipment for broad-gauge lines, investment in repairing fully serviceable equipment before the expiry of normal period of useful service which this country can ill-afford. So, there is a huge cost involved in the programme of gauge conversion. However in view of the very clear gain and advantage, in change-over from metre-gauge to broad-gauge, a perspective plan has been taken up for conversion into broad-gauge. About 3000 km. of metre-gauge traffic routes will be converted in some parts of the country where the

existing metre-gauge lines, even now, are running near to saturation limit and a total estimated amount of investment, even a modest one, will exceed Rs 175 crores. It will be completed within the next 10 to 15 years. This programme covers 10 sections and in all these sections, the surveys are either in progress or have been completed. It is expected that in the Fourth Plan, Rs 60 crores will be available for gauge conversion.

In this connection, I may point out that the study team of the Administrative Reforms Commission has studied the problem and have recommended that an annual investment of about Rs. 10 crores should be set apart for this purpose so that about 200 km. could be converted yearly. The provision proposed by us is somewhat larger and it will enable the Railways to convert 300 km. every year from the third year of the Plan.

**SHRI SONAVANE** : What about narrow-gauge conversion?

**SHRI RAGHUVIR SINGH SHASTRI** (Baghpat) : What about narrow-gauge conversion? You have said only about metre-gauge conversion.

**SHRI NANDA** : That will include the conversion of narrow-gauge also depending upon the feasibility, the need and what return we are able to get on the investment that will be made.

**SHRI M. A. KHAN** (Kasganj) : What about uneconomic lines?

**SHRI NANDA** : I will deal with that also. Regarding the question of uneconomic lines, I have personally studied this report and given considerable thought to the whole problem.

**श्री शिव नारायण** : लखनऊ से सिर्फ़ यही तक डबल लाइन की मैने मांग की थी।

It is on the border with China. It is an important question. The Minister has not replied to it.

**SHRI NANDA** : I have got it. I will explain the position regarding uneconomic lines. The problem is this. There is some kind of an assurance given to the hon member,

a positive assurance given by my predecessor when he was holding this portfolio. Now there is the Committee's report. This report is being examined and I have asked for a proper examination of the relative importance of these lines for the purpose of conversion, etc. Priorities are to be established both in respect of how much we are going to lose, how much we are losing now and how much we will be able to make up by any investment. With the cost on the one side, it has to be examined as to what will be the margin which will have to be covered in respect of the present loss. If it is a heavily losing proposition, we may not be able to undertake it immediately. In the Budget speech I had mentioned that there are few lines which have been taken up for the purpose of surveys. After proper examination of this hurriedly in the sense that all the proposals could not be examined but some of the proposals have been examined and I will give a list of those on which further surveys will be carried out. They are :

Khurduwadi to Pandharpur

Raipur to Dhamtari

Extension of Rohtak-Gohana line to Panipat.

Extension of Burhan Etah line to Kasganj

Extension of Chickajur-Chitradurg line to Rayadurg

Extension of Rangapura North-Tezpur line to Bhumraguri

Conversion of Chota-Udaipur-Pratapnagar narrow gauge line, along with Chhuchapura-Tankhala branch, to Broad Gauge.

Conversion of Shantipur-Nabadwipghat Narrow Gauge section to Broad Gauge.

Conversion of Pushpa-Talband line

Conversion of Purulia-Kotahila line.

**SHRI SONAVANE** : Survey of Khurduwadi to Pandharpur line has already been completed.

**SHRI NANDA** : I must submit that the problem before me is; either to loss nothing

[Shri Nanda]

at all during this period and leave things as they are or go ahead and do something. But we cannot do everything at once.

श्री राजीव सिंह (रोहतक) : इनको तो कर दो, बाकी भी हो जाएगा ।

SHRI SHIVAJIRAO S. DESHMUKH : Your predecessor is committed to conversion of the metre gauge to broad gauge in Marathwada.

SHRI SHEO NARAIN : My question was concerned with the defence of the country. He has not replied to that.

SHRI NANDA : I thank you, Sir, the consideration you have shown me for taking all this time. Various questions have arisen and various proposals were made. Each one will be considered earnestly with care but I cannot promise that every one of them is going to be accepted. It will not be possible apart from anything else because there is a limited amount of funds. Unless we establish priorities; nothing can be done. Therefore, I do not want to say that everything will be done. (Interruption)

श्री राजीव सिंह : बैंकडे एरियाज में, हरल एरियाज में मुनाफे का सवाल नहीं होता आशिये ।

SHRI NANDA : It would not be possible for me to give reply to all the questions now. But there is a way of giving attention to this matter. Although Prof. Ranga may not like it, I want to associate hon. Members and take their help. I want to associate them for consideration of both sides of the question; How to increase the resources and the other things? What are the things to be done? On all these we should meet and discuss and consider them, without any commitment on their part; but at least let me be enlightened which will be of help to me.

SHRI S. M. BANERJEE : I do not want any additional line. There is nothing of that sort. The Rajdhani express from Calcutta to Howrah stops at Kanpur. But the passengers are not allowed to get in. What about that? There is no addition of expenditure involved in that.

SHRI NANDA : If all the demands for more halts on the express lines are to be met there will be no express line left at all and no speed left and the whole purpose will be lost. All the suggestions offered will be carefully considered and examined. I thank the Hon. Members for the very great consideration that they have shown to me. Thank you.

16/23. hours

#### GENERAL BUDGET—1970-71, GENERAL DISCUSSION

MR. DEPUTY SPEAKER : The House will now take up Discussion of the General Budget. Shri Asoka Mehta.

SHRI ASOKA MEHTA (Bhandara) : I thank you, Mr. Deputy-Speaker, for having asked me to initiate a discussion on the Budget which is claimed to mark a watershed in the politics and economy of this country. It has been the claim of the Prime Minister that she is engaged now in battering down the barriers that divide the country into two nations, the nation of the rich and the nation of the poor. It is for that purpose that she has destabilised the politics of this country and has broken the historic party. It is therefore that we should give the closest attention to the budget which I presume spells out the new economic policy of the protagonists of new politics in this country. Sir, Gandhiji, in the course of his charismatic leadership of the freedom movement had offered two evocative slogans. One at the beginning of his career, and the other, almost at the end of his career. The first was: "Swaraj in one year"; the other great evocative slogan was "Quit India". Both these slogans have been appropriated by the Prime Minister's party. The President of her party has said that he is trying to achieve socialism in one year! And, a former President of the party has given a slogan of 'quit poverty'. And now we have got to see how far these evocative slogans are woven into the fabric of the budget. I shall look at the budget from four standpoints.

Does it conform to the pattern and trend of the previous budgets, obnoxious as they obviously were? Does the Budget accelerate economic growth and reconcile it with social justice? Does it improve the management of

the economy? To what extent does it put the real content of socialism in our life today?

Let us first consider the pattern and trend. In 1967—I shall confine myself to the budgets presented to this House after the last general elections—the then Finance Minister raised Rs. 114 crores by additional taxes. In 1968, additional taxes were levied to the tune of Rs. 118 crores. In 1969, additional taxes were imposed to the extent of Rs. 152 crores. In 1970, Rs. 170 crores are sought to be raised by way of additional taxes. The pattern is the same. The trend is the same. Any Finance Minister who accepted the general trend that has been followed in the past would have tried to raise about Rs. 175 crores this year.

Then there is a certain proportion—that is where the pattern comes—between direct and indirect taxes raised. As far as direct taxes are concerned, the corporation tax structure remains unaltered. It is significant that the corporation taxes have remained stagnant for a long time. In 1964, the revenue from corporation taxes was Rs. 313.6 crores. In 1970, it will be Rs. 342 crores. During these 6 years, industrial production has increased very much, industrial activities have expanded and diversification has taken place. I am aware there are various tax concessions given to new industries. But even then, when we realise that there has been a significant rise in prices during this period in real terms, what the corporations are being made to pay is much less than what they were paying in 1964. I am not suggesting that any alteration be made; I am merely pointing out certain pattern which is existing, and to the fact that the Prime Minister has conformed to that pattern.

Coming to income-tax, I would not like to tire the House by giving figures about additional income tax raised in 1966, 1967, 1968, 1969 and 1970. All that I can say is that if we look up the figures; there again the same uniform pattern is discernible.

It is true she has made certain changes in income-tax as far as the higher brackets are concerned. What are these changes? Those whose incomes are over Rs. 40,000 a year will have to pay higher taxes. Figures about income-tax assesses are notoriously out of date; therefore, I have not before me the most up-to-date figures. The Finance Minister can

give them, if she wants to. Latest figures available are that there are 30,000 assesses earning over Rs. 40,000 a year. The total income of these 30,000 was computed to be Rs. 225 crores, of which Rs. 100 crores were paid in taxes. Out of these 30,000 people, 17,500 or near about that number have incomes below Rs. 60,000 a year.

Therefore, let us see what has happened to those between Rs. 40,000 and Rs. 60,000 a year. Rs. 60,000 a year means an income more than 100 times the per capita income of this country. In the last year's budget—obviously last year's Budget was thoroughly unacceptable to the Prime Minister in the light of her later actions a person having an income of Rs. 60,000 a year would be left after paying tax with Rs. 2,983 per month.

Under Indiraji's Budget he will be left with Rs. 2,900 a month. As far as the higher income brackets are concerned, out of Rs. 145 crores of income, they were paying Rs. 75 crores; they will now be called upon to pay Rs. 35 crores. Here I suggest that there is a certain trend. No matter who was the Finance Minister, even if the previous Finance Minister had continued, in this Budget he would have been compelled to find Rs. 25 to Rs. 30 crores through direct taxes. Whether this budget was also prepared by the officers as the Railway Budget is claimed to have been drawn up. I do not know, but there is no doubt about it that this trend would have asserted itself irrespective of who was the Finance Minister handling the Budget.

Then again, when it comes to Wealth Tax, in 1968 Rs. 11 crores were raised from Wealth Tax, in 1969 Rs. 14 crores, in 1970 Rs. 18 crores, and that also as a result of various measures that were taken in the last year's Budget. There has been a certain step up in Wealth Tax and, as the Prime Minister pointed out, the result is that wealth beyond Rs. 10 lakhs has now become counter-productive. At Rs. 10 lakhs even if the return is calculated at seven per cent, after paying income tax and Wealth Tax, Rs. 25,000 per year will be left. Anything beyond that would become counter-productive. Here again, if we look at the way the Wealth Tax has been raised from time to time and if we recognise that this year Rs. 25 to Rs. 30 crores additional revenue would have to be raised from

[Shri Asoka Mehta]

direct taxes, I have not the least doubt that there would be a certain amount of step-up in the Wealth Tax. The utmost that one can say in favour of the Prime Minister is that she has accelerated the movement on the trend line perhaps by one year. If that incremental increase or incremental gain of one year is all she was aiming at when she did all that she did, it is for her to answer. In last year's Budget an attempt was made, I know large sections of the House did not like it, to mobilise a certain amount of resources from those farmers benefiting from the prosperity that has come, their number may be limited, from the agricultural evolution. There has been no effort to move forward in that direction.

As far as indirect taxes are concerned, between 1965 and 1969 Rs. 500 crores of increased revenue was raised through various excise duties that were levied. You will find that the same trend and the same pattern is continued now.

As far as market loans are concerned, the position is really surprising and depressing. In 1969 from market loans Rs. 141 crores were to be raised. In 1970, after all that we have done by nationalising the banks, what we hope to get is Rs. 161 crores. This has been the pattern and the trend in the past. If the previous Budget were chalks, the present Budget is also chalk. If the present Budget is cheese, the previous Budgets were also cheese. Let no one try to say that till yesterday every thing was chalk, from today every thing has become [cheese]. I would like to know from the Finance Minister if, just to achieve these marginal changes in the pattern laid down, just for a very small incremental gains or the trend line that has been pursued so far, it was necessary for her to de-stabilise the politics of this country and break the historic polity of this nation ?

Next, I would like to say something about the strategy of change in the budget in its economic and social content, but before I analyse it, I would like to invite your attention to the window-dressing that is the characteristic of this Budget. I cannot object to a lady seeking the aid of Max Factor, but I am entitled to object to a Finance Minister

using the tricks of Madison Avenue in presenting her budget. The Prime Minister has already alerted us on some of the methods pursued by make-up men. May I understand that a make-up men is objectionable but a make-up woman is to be applauded?

Let us look at the growth part of it. The budget of 1969 marked a real upswing, upturn in our economy. The rate of saving in the economy, the ratio of growth of capital formation through the Budget of gross national product and the ratio of revenue to national income were going down from 1965 onwards, and the downward trend was arrested and the whole thing was reversed in 1969. Is she going to maintain it? I doubt very much. I doubt very much that this upward trend is going to be maintained. Why?

Let us look at the Plan outlay. She is very proud to point to the sharp step-up in the Plan outlay. In the Plan outlay, according to her, Rs. 400 crores more are going to be provided. I have been in this house off and on for many years now, and I remember in the 1955, constant criticism of the Finance Minister; the recurrent charges against the Finance Minister used to be that the revenues were under-estimated. I remember the late Dr. L. K. Sundaram raising a special debate on this point. Probably my colleague, Shrimati Sucheta Kripalani, will remember that. When Shri Morarji Desai became the Finance Minister, in keeping with his temperament, he neither allowed over estimation nor under-estimation. I now find that this is probably the first budget where revenues have been over-estimated, and it is a very dangerous thing to do. I cannot go into the details of it, but if the Prime Minister is interested I will sit down with her or her officers and tell them why I consider the revenues are over-estimated. According to me, the over-estimate is in the neighbourhood of Rs. 100 crores to Rs. 150 crores. The revenue resources will not be realised to the extent she has indicated in the budget.

She has said that there will be a 20 per cent step-up in the Plan outlay of the States which is contingent upon the balances from the current revenue being negative to the tune of Rs. 9 crores and the States being prepared to raise Rs. 165 crores

from additional taxes. Everybody knows here as to what kind of State budgets are being presented. I would like to know from the Prime Minister : let her officers say whether in the State budgets that are presented, the balance will be from current revenues minus Rs. 9 crores, or whether there is the remotest possibility of the States raising Rs. 165 crores in additional taxes during this year for any mounting the plan resources. Therefore, both because the revenue has been over-estimated, and because of the possibility that revenues in the States have also been over-estimated, where are the Rs. 400 crores going to come from ? As far as growth is concerned, I do not know if the expectation that is being held out can be fulfilled at all.

It is important that when the economy faces a certain amount of inflationary danger, when inflationary potential continues to flout around the economy, the budget should have a tight texture, and it is a matter of deep concern that the Prime Minister has deliberately kept the texture loose.

When we come to social change, the most heartening thing today is that the peasants in the Country have a new technology for dryland farming. Millions of our people who are living in dryfarming areas have now something to look forward to, because, here the Indian Council of Agricultural Research, our magnificent scientists, have been able to produce a new technology. This new technology, we would like to see implemented as rapidly as it humanly possible. As we expect our peasants, our agriculturists, to take advantage of the new methods, of new scientific approaches as quickly as possible, we are equally anxious that whatever is demonstrated should be multiplied as fast as possible, and whatever resources are lacking, we would like to see that the resources are made available. One expects that the Government is equally concerned about implementing this new technology.

What is the provision in the budget for implementing this new technology ? Rs. 2 crores.

You will recollect that in the President's Address, we were told that the Government is interested in launching massive rural works programmes. If I remember aright, the word "massive" was there. Our Rashtrapati

was taken in by this word because he has been talking about employment for millions. What is the provision in the budget ? Rs. 25 crores providing jobs for 3,75,000 men for one year at the rate of Rs. 1.50 a day.

May I say this to the Prime Minister that her stewardship of the economy has been such that she has shown hardly any regard for employment. Between 1962 and 1966-these were not necessarily very favourable years for us both in public sector and private sector, in Government service as well as outside, in the organised part of our economy, employment went up by 32 lakhs. But from 1966 till to date, I have not got up-to-date figures but figures available so far show that employment went up by only 4 lakhs. It may have gone up some what further in the past few months, but one would like to know, during the four years of her stewardship, what has been the impact on employment. What is the employment content of the budget she has presented, because again in the President's Address, it is claimed that industrial employment has increased by 2 per cent ? In the past, has the President's Address ever pointed out that employment has gone down by so much per cent ? This kind of 'Max Factoring' trying to mislead the House and the country, one does not expect from the Prime Minister and the Finance Minister.

When we come to children's programme, we are all aware that 119 lakhs of school children are today having some feeding arrangements for them. Whether they are adequate or not is a different matter. She has come forward and said that 2 million infants will also be given nourishment. We welcome it. But let us look at the facts. I can understand school children having a feeding programme for 250 days in the year, because there are holidays and when schools are closed, you cannot feed them in schools. But I do not know on what calculation she has said that infants should be fed for 250 days and for 115 days they should be left high and dry. On this basis, if they are going to be given nourishment, Rs. 4 crores which have been provided will provide nourishment only for 7 lakhs of children and not 2 million as argued.

I am happy to know that children are to be given various vitamins-prophylactics against nutritional anaemia. I am also quite

[Shri Asoka Mehta]

happy to know that quite a sizeable number of children are going to be looked after and given prophylactics against propensity to blindness.

We all take some vitamins from time to time, but what the Prime Minister has said runs counter to my experience. She thinks by spending Rs 1.35 per year per child, this wonderful vitamin will be able to cure nutritional anemia, and, by spending 50 paise per child per year, propensity to blindness will be cured. I wish similar wonderful vitamins are produced, so that most of our problems are solved.

She has talked about what proposes to do about rural water-supply. She says, for rural water-supply, provision is being made in the fourth plan which is as much as what we have spent in the past. May I say in every direction, that is the position. The total financial provision made in the fourth plan is larger the combined provisions in the first, second and third plans.

Therefore, I do not know what is the wonderful thing that she is suggesting when she argues that while Rs. 100 crores have been provided, in fact Rs. 150 crores are likely to be spent for rural water supply. In the first year of the Fourth Plan Rs. 12.36 crores were provided and, I presume, spent for rural water supply. If Rs. 138 crores are to be spent in the remaining four years, then there has to be a very substantial step up. Unless she can tell us that the provision this year is going to be Rs. 25 crores or 30 crores it is again trying to hoodwink the people who may not be aware about how these things are done.

Another interesting thing is she has gone in for the fallacy of double counting. She has come to us and said that she has provided Rs. 635 crores of Central assistance for the State Plan. On top of that, she has taken the credit for innumerable programmes that are going to be implemented by the States. She is guilty of two things. One is mixing up the annual plan with the budget. The budget must be there, precisely given, in order to understand how the Finance Minister is trying to husband the economy of the

country. The plan is something different. A part of the Plan is included in the budget, but it is no use talking about what you are going to do in the next five years in the context of the budget. She can do that when she wears the hat of the planning Minister. But she has no right to talk about those things when she is talking about the budget. If she does that, she is trying to mislead us, to baffle our understanding.

Then she takes credit for what the states are doing. If some of her favourite states claim credit for what the Central Government is doing today I do not know what our Constitution will come to and what will be the fate of our budget for the future. All this shows that there is a deliberate attempt of using the tricks, the Madison Avenue advertising tricks, Max Factoring tricks, make-up tricks which, I thought, would be unworthy of the Finance Minister of our country.

Was it necessary, I want to ask the Prime Minister with all the strength at my command, to disrupt the Congress and destabilise the politics of this country in order to make a few timed advances have to and there in order to have an occasional puny initiative? Now her amateurish embroiliery on the fabric of our economy has been laid bare.

Let us now come to the management of our economy. The most important thing is how we are managing the economy. In the last 18 years, in the public and private sector Rs. 30,000 crores have been invested. The capital output ratio today is—I may be marginally wrong—Somewhere 3.7 : 1; that means, out of this investment we may get an additional income of round about Rs. 8,000 crores. If we can improve the capital output ratio, if we can raise it to 3 : 1, we will get Rs. 10,000 crores. If we can raise it during the next 3-4-5 years to 2½ : 1 by better management of our investment, we will get Rs. 12,000 crores. It is here that she can raise the resources for the purpose of various things for the betterment of our people.

What is she doing for the better management of the economy? It is admitted the Economic Survey says so that shortages are appearing everywhere. I believe most people know how profiteering is going on because of

shortages in various parts of our economy. There is need for quick expansion; the Economic Survey says that. The criticality is likely to be in raw materials; the criticality is likely to be in some imports.

In imports, in expansion of industries what has been the experience of those who have—been at the receiving end of the government? Here is a group of engineers—I know the prime Minister has great respect for engineers, the Indian Society of Agricultural Engineers who have produced a very interesting report, "Bottlenecks in the Farm Equipment Industry". What does it say? I will give two small instances :

"Components of fuel Injection System ;

..... There are disturbing reports about difficulties in the further expansion programme of this manufacturer; if they are not overcome quickly, increase in production of tractors and engines will be greatly hampered."

Then, on Pistons, Rings and Liners :

"Manufacturers of these components have problems of procurement of vital raw material such as pig iron, aluminium alloy, gudgeon pin steel, circlip steel and steel for dualflex ring."

The whole report is produced by engineers who say that in the agricultural implements industry, in the farm equipment industry, there are so many bottlenecks today, bottlenecks created by the way in which this government functions.

There are other instances wherein we have found that by just providing Rs. 20 lakhs of foreign exchange to an industry we can save import of Rs. 5 crores. This has been denied and refused.

This Government, particularly the prime Minister, is impressed only if one can cite some kind of an authority from the Soviet Union. That is why in order to gain her interest and her support, may I invite her attention to the latest slogan that has been put forward in the Soviet Union? The slogan is : "Efficiency and intensiveness".

This is how it is described:-

"A careful attitude to each minute of working time, to each machine, to each gram of raw materials, to each new rupee invested."

Is there that kind of earnestness in this administration?

We had a discussion on the railways and we know what Members feel. I know, when we discuss the whole economy we will find that the charge will be made over and over again that you are not managing your economy in an efficient manner. Having destabilised everything, having got all the power in her own hands, having assured the people that wonderful changes are to come, in what way is she improving the management of the economy?

Some newspaper reports have come about what she has told the general managers of public sector enterprises and what she has been saying to the managers of the banks. May I say that they are just inane generalities and I do not find anywhere an awareness on her part of the administrative details and points and how they are going to be handled?

The next important thing is the monetary Policy. Most of us are concerned about the constant rise in prices. Our monetary policy over the last five years and even earlier has been that we have permitted money supply to outrun completely increases in the national income. In the last five years the growth rate in money supply has been five times as high as the growth rate in national income.

What is going to be the monetary Policy? It is now more and more recognised that it is not enough to use fiscal weapons. One has to use the more sensitive weapons of monetary Policy. Here again, from the way guidance is given and from what filters into the newspapers, I have my serious doubts.

Then, coming to exports, the rate of growth in non-traditional items was as high as 21 per cent per year for two years and I would like to congratulate the minister concerned for this fine achievement. In non-traditional items they went down by 1.7 per cent. Are we in a position to sustain that growth rate

[ Shri Asoka Mehta ]

in the non-traditional items ? where are the investments ? where is the production ? You have only to talk to the persons concerned in the Ministry of Foreign Trade to find out how whatever the Ministry of Foreign Trade wants to do, the Ministry of Industrial Development tries to see undone. This constant working at cross purposes is there. I want to know from her in what way things are being done to see that the tempo generated in exports will be maintained because it has started petering out.

Here I would like to say that if in the 1970 we really want to step up our exports in the world market, we have got to develop the growth sector of our industries very much. The growth sectors the world over are chemical industry, the electronic industry and some of the most modern industries. That is where the Prime Minister has constantly tried to prevent any kind of growth from taking place. In contrast Japan looked ahead and said that in the next ten years these are going to be the real growth industries. It was a leapfrog. Japan moved away from the old traditional industries to new industries of tomorrow. That is how the Japanese miracle was achieved. Is she willing to think along those lines ?

In the absence of a new dynamism in any of these four directions, all I can say is that it is a matter of deep regret and concern to me that this country under her stewardship will remain caught in the savings trap and in the foreign exchange trap and we shall have all the problems that have plagued us in the past. There is no surge forward. If the old things, mistaken as many of those things were, were to be sharply corrected, I could understand the new politics. But to continue the old thing and to find scapegoats for that is something which is not worthy of a person whose politics are determined by her conscience.

The last point that I would like to make is : What is the real content of socialism. I think, in this country, there are four things to which attention needs to be given. The

first is that we must attempt and achieve a higher rate of growth, not less than 7 per cent rate of growth. There are many countries in Asia where they have 10 per cent rate of growth. Any thing less than 7 per cent rate of growth will not give us the wherewithal for a low rate growth if attempts are made attending to some of the problems. With in bringing about social justice, while one would applaud those attempts, the consequences will be that there will be a back-lash from the reactionaries in the country. Let us realise and let the Prime Minister realise that with a low rate of growth if any attempt is made at social justice, we all who are interested in social justice will be confronted with a tremendous back-lash from the reactionaries.

SHRI VASUDEVAN NAIR (Peermade): Who are the reactionaries ? (Interruptions)

SHRI ASOKA MEHTA : Then, we must know what the poor people are interested in. She can take away the property rights; she can take away property, whatever she likes. How is it going to help the poor ? The cesspool of poverty lies in rural areas. Therefore, in the rural areas of this country, there should be a massive rural works programme, not Rs. 25 crores or so but Rs. 200 crores or even Rs. 300 crores, because then alone the poor people in India will have something to look forward to, employment and work. Secondly where the prevalent wage rates are Rs. 1/8/-, you make it Rs. 2/-, No amount of legislation, no amount of Kisan Sabha activity, no amount of Naxalite effort will improve the conditions of the poor people. You should have a massive rural works programme where you are constantly trying to raise the daily wages and making an ever-rising effort in improving the lot of the poor.

Thirdly, there should be childrens' feeding programme. We must feed our children from 0-3 years period. It is during that period that the brain is formed. During that period, with inadequate nourishment, there is an impairment to the brain formation and that cannot be corrected no matter what you do after third year. If socialism and equality has any meaning, we have to see that, at that stage, at an infant stage, we do not allow any child to be handicapped for the rest of his life. And that is where she is going to spend Rs. 4 cro-

res. I had suggested, over and over again, let us levy a children's cess of 1 per cent on all the taxes which are collected by the Centre and the States. Roughly on Rs. 8000 crores, we can get Rs. 80 crores. at least, we can do something for a crore and a quarter children.

Then, I come to primary education. In the next 30 years remaining of the century, far-reaching changes are going to take place in the life of the country and in the life of the world. New skills have to be learnt; new aptitudes have to be gained. The least that is necessary is that the children of the poor should be given the right kind of primary education. Today, the drop-out is nearly 50 per cent. What kind of primary education are we giving? How much are we spending? We have 3 million graduates and 15 million matriculates in India. They are doing so badly that so few of them are in the income-tax paying bracket even at the lowest level. The primary education should be improved by using some of them.

The whole point is, if the Prime Minister is really interested in the future, the future lies with the children and the young people, with education and children's feeding programme. Let us forget the older people. Let us become the manure of history—I know Mr. Masani does not like that. I want to see that my children, the children in this country, are being properly looked after. I had hoped that. From a mother at least, this new initiative would come but, as I said, they are mainly fugitive initiatives. When one looks at the Budget, it is a performance, as I said, of an amateurish embroidery of a fabric that is deliberately made thread-bare. I wish the Prime Minister had come forward with a better Budget.

17 hrs.

[SHRI K. N. TIWARY *in the chair*]

SHRI N. K. P. SALVE (Betul) : I have examined the Budget proposals in great detail. I have also followed the country's reactions to the national budget and in the preceding two decades, if not more, I have yet to remember a budget which has received such warm approbation and spontaneous response of the Indian people and the Indian economy as this budget of 1970-71. The

Budget seems to have satisfied, *Inter alia* Shri Asoka Mehta also because he said that the present budget is nothing but the carryover of that which has been brought-forward earlier. He may please himself I have nothing to say. But the budget has pleased not merely those who are the least privileged and the under privileged but it has also pleased the punctilious experts. To a sagacious and an objective observer of affairs in India the reason for this unprecedented response to the budget is very easily discernible, because I submit that the Budget proposals have undertaken demonstrable commitments marking a substantial step forward for fulfilling and implementing all those solemn pledges given by the Prime Minister and her Party at the Bombay session to the people of this country. All those pledges are being honoured without impairing the delicate forces which nurture and nourish the Indian economy.

In the pre-Budget period while speculations were rife as to what the Budget was likely to be, one set of critics was inclined to criticise and observe that these pledges were mere political hypocrisy and plenty of sanctimony, another set of critics said that these pledges are not likely to be implemented and they are only for the sake of cheap political gains and in that process it was more likely that the entire economy is likely to be liquidated. In that process of diametrically opposite reason, both of them came to the same conclusion that the country will be doomed. However, the reaction of the people as a whole is a clear manifestation of their satisfaction that all these apprehensions and conjectures were utterly unfounded, ill-conceived and baseless.

For one set of commentators who said that the pledges given by the Prime Minister and her Party at the Bombay sessions were plenty of political humbug and hypocrisy I was inclined to consider, until I heard Shri Asoka Mehta, that he was also one of these commentators—they would do well to read the memorandum, to which Shri Asoka Mehta, just now referred and which is included in this publication supplied to us, "Towards Growth with Social Justice." They would do well to look to the schemes to which Mr. Asoka Mehta referred, relating to small farmers and agricultural labour'

[ Shri N. K. P. Salve ]

nutrition programme for school going children, housing and urban development and drinking water supply schemes in rural areas. There is also the social security benefit which he has not referred to. Shri Asoka Mehta might consider that these provisions are inadequate.

SHRI J. B. KRIPALANI (Guna) : He made a very good speech.

SHRI N. K. P. SALVE : There is no doubt about it but there are other aspects of the matter to which you will kindly permit me to refer. These provisions have been made to cater to the weal and welfare of the poor. His grievance was that the provision was inadequate he said that Rs. 200 crores should have been provided for the rural economy. I say, 'Why Rs. 200 crores ? Rs. 2000 crores should be provided.' But where is the money to be found ? There is a limitation on our resources. It is anybody's opinion. It was something else when he was sitting here. It is a matter of opinion as to how much should be provided. (Interruptions). But it cannot be denied that a beginning has been made and a provision has certainly been made to take care of the weal and the welfare of the downtrodden and the poor also in this budget. *Inter alia* these commitments should leave no doubt about the approach of the Prime Minister and our party about the political and economic matters. The approach is clear and the priorities are going to be so devised; they are going to be so oriented that social justice and economic growth become co-extensive. I submit, Sir, this is the quintessence of the avowed political and economic philosophy of my party.

There was another set of critics, possibly, the followers of Shri Masani were apprehensive that the entire economy might very soon be liquidated by this Budget. All sorts of apprehensions were expressed about taxation. About the corporate sector, it has been suggested that this budget is going to come with such crushing taxation on the corporate sector that it may completely crush the visible spectrum of the Indian economy. I would only draw their attention to the proposals in regard to direct taxation, and in regard to the corporate taxation also they would do well to look at the various tax incentives and sav-

ings schemes, enlarged exemptions income of on approved investments and various reliefs to depositors. The Budget presented for 1970-71 shows considerable promise. It is extremely unfortunate that it was disapproved by some of the critics, some of them economists and some of them politicians. They said people are wrong in supporting the budget, the budget was foolhardy and they were wrong in supporting the budget. I am not able either to understand or to appreciate the predicament of these critics. So far as economists are concerned they have to take a particular line and so far as the politicians are concerned it only shows a clear manifestation of their political frustrations.

There are certain features in the Budget which will necessitate very careful and efficient implementation of the fiscal programmes we have undertaken. Sir, to a certain extent I do share the anxiety expressed by Mr. Asoka Mehta about the figures he gave in respect of augmenting tax revenues. As per the budget estimates for 1970-71, at the existing level of taxation the figure is put at Rs. 2966.97 crores in 1970-71 as against Rs. 2732.04 crores of last year. That means Rs. 234.93 crores is the expected growth of tax revenues on the basis of the existing level of taxation. To this, Rs. 170.06 crores are added by way of new levies on assumption of buoyant economy. Thus it is estimated in the Budget that we will be augmenting our tax revenues in the aggregate to the extent of Rs. 404.99 crores. The growth is not impossible of achievement. However, there are people who have apprehensions about the veracity of these figures. Some economists have said that even at the rate of 6% growth of nonagricultural sector it may be difficult for us to raise Rs. 404.99 crores. At any rate what is of academic interest is the wealth tax figures which are taken at Rs. 75 lakhs less than last year. I really don't know how it will come about if there is going to be buoyancy of economy. Even in wealth tax there is bound to be growth. But this aspect assumes very great importance because the budget proposals have proceeded upon a concession by the Finance Minister that further progressive steps and programmes could not be taken up because deficit finance had to be kept at a figure of Rs. 225 crores. It was in order to avoid

deficit finance which would unleash inflation of a somewhat unfortunate nature that this has been decided upon. Therefore, these figures and calculations are of some importance, and when one sees the inflationary picture, and sees inflation on the anvil, it is extremely necessary that one should take a very careful look at the matter.

I find today there are three basic reasons for this type of inflation which has come about. We have large foreign exchange reserves. There has been reckless advances of credits by the Reserve Bank and the aggregate deficit finance is not absorbed by the economy as yet. Therefore, a very skilful and deft handling of the monetary policy is necessary and shrinkage of credit is warranted to stabilise prices.

The history of the Reserve Bank in stabilising prices has, unfortunately, been very uninspiring so far. I only hope that now with the added responsibilities of the Reserve Bank, it will bring about greater dynamism in its approach and will actively intervene to shrink credit norms without injuring the economy. At any rate, I would suggest to the Prime Minister to consider the following steps to combat the inflationary pressure.

Firstly, it is possible for us to liberalise import facilities. Secondly, it is possible—necessary, I submit—that the low priority on low productivity schemes, of which there are plenty in our budget, should be removed. Thirdly, it is imperative that we put our utmost efficiency in working out the incentive schemes and harness utmost savings even in the rural areas. Enforcement of stricter financial discipline on States is necessary. A conscientious and efficient government in a poor country like India can ill afford 4 per cent increase on Rs. 108 crores in unproductive consumption. Efficiency in administrative productivity is the greatest weapon which the Government can sharpen to avoid the pernicious forces of inflation.

The unmistakable symptoms of inflation, despite bumper crops and growth of industrial production this year, can be disregarded only at grave peril to the Indian people. Each minute the battle will have to be fought to avoid further deficit finance and to beat back the inflationary forces; otherwise, the magni-

ficient programme delineated in the Budget, a document of sheer brilliance, may come to cause more harm to the people and outrage the Indian economy.

I shall now make some observations about direct taxation. The provisions contemplated regarding discretionary trusts are very salutary. In terms of these, discretionary trusts hereafter will be taxed at the flat rate of 65 per cent or the regular rates, whichever are higher. In fact, I may submit that experts had expected this much earlier. It is a very salutary feature and it is equally sensible that the provision is not retrospective.

Then I would refer to the provisions in direct taxes regarding charitable trusts. These are being streamlined. They will only enable the department to deal more effectively with a set of misguided philanthropists who create charitable trusts in the hope that charity always begins at home. It is these misguided philanthropists who need to be checked, and the amendments do not in any way militate against the cardinal right of exemption to charitable trusts. They only contemplate a stricter and more punctilious compliance to merit exemption on account of the incomes of these charitable trusts.

There is, however, one aspect of the matter to which I must draw the attention of the Finance Minister. It is now proposed that the incomes of charitable trusts must be spent within the duration of three months of the close of the account year. Where accounts are maintained on mercantile or accrual basis, within those three months you may not have money to spend. This matter needs to be examined.

Next, I should like to refer to the provisions regarding the levy of additional Wealth Tax on urban assets. It is high time that we brought about effective ceilings on urban properties. We are obliged to do this and the sooner it is done the better. I also appreciate the very great legal difficulties in implementing this intent of ours of bringing about a ceiling on urban properties, and this additional Wealth Tax on urban assets is at least expected to achieve the purpose partially. I have nothing against the principle of larger tax being levied on urban property so that

[Shri N. K. P. Salve]

ceiling does come about, but the modality of achieving the objective by levying additional Wealth Tax on urban assets in the form and manner proposed in the Bill is rather crude and is bereft of legal finesse. If under the garb of charging Wealth Tax the Government is either going to expropriate urban assets or force their owners to sell the same outside the subject of the law of eminent domain, such a levy on capital value, if wholly disproportionate, may be struck down as colourable legislation.

Take a concrete case where a person built a property in 1944 for Rs. 5 lakhs and rented it out at ten per cent rental, which is Rs. 50,000. After payment of all the property taxes and income tax, Rs. 30,000 is left with him. In the course of 16 years the market value of the property has increased to Rs. 20 lakhs. What will happen in the case an assessee for the year ending 31st March 1971, that is the assessment year 1971-72, he will be called upon to pay an aggregate wealth tax of Rs. 1,43,000 which is 33 1/3 per cent of the capital employed by him. And another assessee similarly situated, if he has Rs. 20 lakhs cash, will be required to pay only Rs. 48,000.

SHRI S. R. DAMANI (Sholapur) : How will the value of the property increase ?

SHRI N. K. P. SALVE : I am coming to that. There is no provision in the law anywhere or in the rules that a lesser rental income on property similarly situated will entitle the owner of such property to lesser market value. So, this is the answer. That has to be taken care of. In a case like this the State will either be taking away the property without compensation or shall be compelling the owner to sell it, and not acquiring it for any public purpose. This, I submit, the State cannot do. This will lead possibly to this House making a legislation which may be struck down as colourable legislation, because the doctrine of colourable legislation is very simple. A legislature cannot indirectly do what it cannot do directly. If we cannot expropriate property without compensation, or if we cannot compel them to sell, if this measure is tantamount to forcing them to do so, we have the risk involved in this. I must make it clear that this is not to say that we are not to proceed ahead

with the measure. What I submit is that I find that it is a rather crude measure. There are several alternatives or ways which, with a proper legal understanding of the matter, can help us achieve the objective of bringing about ceiling on property.

SHRI KANWAR LAL GUPTA (Delhi Sadar) : What is your suggestion ?

SHRI N. K. P. SALVE : Some other time I will discuss it with the Member, but at the moment I am confining myself to this difficulty of this legislation being liable to be struck down as colourable.

Thereafter, the Prime Minister dilated upon the imperative necessity of enlarging the tax base and augmenting the tax revenue to meet the requirements of social welfare. For a moment, I thought that a Messiah had ultimately emerged on the scene with a revolutionary plan to redeem direct taxation from the pernicious tentacles which had stifled its growth all these years, but when I heard the measures which the Finance Minister had to offer to expand the base or augment the taxation by way of direct taxes, I felt considerably disillusioned because the measures proposed are completely niggardly and extremely inadequate to reach the very revolutionary objective of expanding the tax base and augmenting the direct tax revenue as a percentage of national income.

Sir, when we look at the working of the direct taxation in our country over last year's, in our anxiety to expand the tax base and bring our tax collection from direct taxes to a next figure of our total national income, we find our performance is rather unfortunate. We failed in augmenting the resources.

The *Economic Times* of 17th February, 1970 gives a chart of our tax structure in which they determine the shares of different groups in the total tax revenue. In this chart, it has been worked out that in 1955-56, whereas out of the overall tax revenue, the tax on income and expenditure was 23 per cent, in 1968-69, it declined to 18 per cent.

There is another tax structure by *Economic Times* published on 13th February, 1970. This also highlights our dismal failure in the field of direct taxation. In the agricultural

sector, direct taxes in 1951-52 were 1.2 per cent and in 1968-69, they came to 1.1 per cent. In the non-agricultural sector, our direct taxes were 4.21 per cent in 1951-52, and in 1968-69 there was only a marginal increase of 5.4 per cent. As against that, the indirect taxes rose from 4.7 per cent to 14.2 per cent. This chart, I submit, reveals a very sordid story of our abject failure in direct taxation which we have tried to expand simply by increasing the rate of taxation to heights which are absurd. Our present approach has made the tax-base, stagnant, and augmentation of the direct taxes impossible. Eradication of disabilities in wealth, opportunity and power is a far cry. Therefore, I submit a wholly revolutionary change is needed now to redeem the direct taxation in our country. One most dynamic, revolutionary plan which I can think of in dealing with the existing law of direct taxation is to throw away all the existing Acts, and books of law, and all the voluminous case laws into the dust-bin, and if the dust-bins are not adequate, burn them away because only thereafter shall we be giving to us and we will be compelled to give to us a modern, simple and a brief code of laws on direct taxation. (Interruption) I submit that the time has come when it is necessary that we should consider taxation of statutory income. This is my suggestion. We will have to make a drastic departure. After all, it has nothing to do with a budget; we all know that it is extremely cumbersome. There is nothing new in it, I submit, therefore, that we should make a complete departure. The change should be that we should think of taxation of statutory income determined with reference to the turnover in respect of various goods, services and commodities, agricultural and non-agricultural, to be appropriately classified every year. Such a law on taxation will have the merit of brevity, simplicity, elasticity, celerity in assessment and collection, and eradication of black money. And this would also help us augment and expand our tax base.

My next submission is regarding taxation of income. Having submitted that there is no scope for further deficit financing, I would like to submit one thing. Morally I am disqualified from canvassing any claim for withdrawal of the tax, claim for any relief in taxes, but my only submission to the Prime Minister is this. In a small booklet which I had published, with facts and figures I had

made out a case that so far as the rates of personal taxation are concerned, they are very highly punitive already and there is hardly any scope for further taxation on the same. In the budget proposals, taxes have been increased on personal incomes of Rs. 40,000 and above. Instead of collecting Rs. 15 crores from individuals, I submit that the corporate sector which still can bear much more taxes must be brought within the purview of the taxation proposals.

About the clubbing provision, it is said that hanging and wiving go by destiny. The Prime Minister, therefore, was magnanimous in promising in her budget speech, "let not the tax collector put asunder those united in heaven". [But the Prime Minister gave a warning of a most disastrous calamity which is round the corner, particularly for the hen-pecked husbands—the possibility of the income of the wife and minor children being clubbed with the husband's income. The harassed husbands, who constitute 99 percent of the total husbands, will be sunk when the new law of clubbing comes into force. These harassed hen-pecked husbands will have to put up not only with nagging wives but pay penalty to the tax collector for being married to a wife who earns. This is not social justice, because the down-trodden, hen-pecked husbands are being oppressed. If not now, it is on the anvil.

I read in the papers that a new steel plant in the fourth plan will be erected at Vishakapatnam. The economists and technicians in India have unequivocally reported that cheapest steel can be made at Baila Dilla in Bastar District, which is a most backward area. But political manoeuvring always outweigh the larger consideration of distributive justice. That is one reason why Mahakoshal area has also been denied the currency printing press. After it was decided to be installed in Betul—a backward tribal area—for mysterious reasons, it was decided to be shifted to Dewas, a highly developed industrial area, against technical advice. I have no grievance that Dewas is the constituency of the Minister whose ministry runs the press. My grievance is that the people of Betul have been grievously wronged and this decision, therefore, must be revoked.

**SHRI M. R. MASANI (Rajkot) :** Mr. Chairman, Sir, listening to my friend, Mr. Salve, I thought I should put his mind at rest about something that was puzzling him as to why what he calls some of my followers are so pleased with the budget. He was referring to the reaction of the stock-exchanges and some sections of business. Let me tell him straight. way that those people are neither my friends nor my followers. They embrace a large number of businessmen with whom I have nothing in common, but who are the camp followers of your own party, who are hand in glove with your ministers. In fact, the Prime Minister may derive whatever satisfaction she can from the fact that all the tax-evaders and dubious businessmen I come across tell me that it is a beautiful budget, which is poor compliment one can pay to the budget, judging by the kind of birds of a particular feather who seem to be delighted with it, because in any case they do not pay any taxes, leaving the honest, hard-working people Mr. Salve refers to in his booklet to bear the whole brunt of these savage taxes.

Mr. Chairman, I think we should discuss this budget in a dispassionate manner and examine it against the background of the past years. We cannot take this budget in isolation. We have to see it against the background of past decisions, past policies and our present economic condition. The result of the past budgets of the last twenty years has been that this country has made about the slowest and lowest economic progress, except for Burma, even in the backward continent of Asia. Twenty years of these policies have reduced this country to stagnancy and bankruptcy. Our *per capita* income at constant rates taking 1960 values as the base, has been more or less stagnant. The figure for 1960-61 was Rs. 307 and, by the same token, for 1968-69 it is Rs. 319, a piffling rise. Inflation, meanwhile, has been taking its toll. Over the last eight years prices have risen by 73 per cent. During the last twelve months by seven per cent. Specially during the last few weeks, the rate of inflation has become galloping. From November to January, which are the latest figures which we have, inflation was proceeding at the rate of 15 per cent. It is against this backlog and pace of inflation that we have to Judge this budget. One result of this has been the constantly depreciating

value of our rupee among the currencies of the world, and one manifestation of it has been the refusal of the Yugoslav Government to trade with us on rupee account any more. They have made it perfectly clear that they consider our rupee to be utterly worthless and, therefore, they want us to deal with them in hard currency.

India's overall progress in the last twenty years was bad because of the policies of the predecessors of the prime Minister and the Finance Minister, who had been introducing State Capitalist, reactionary budgets for twenty years. I quite agree with my hon. Friend, Shri Asoka Mehta, that there is nothing new or original in this budget. It is a budget of the same series as those which were brought in by Shri Krishnamachari and Shri Morarji Desai, but it is one step further down the slippery slope to ruin. Shrimati Gandhi can certainly sing to Shri Morarji a popular song which runs as follows :

"whatever you can do, I can do better; I can do anything better than you". But here "better" means more ruinous to the country that is all what she has done, to build on the wrong policies of Shri Krishnamachari and Shri Morarji Desai and to take the country one step downwards. Now, for the same reason that I have got up in this House to denounce the policies of Shri Krishnamachari and Shri Morarji Desai, I must reject this budget because it is based on the same wrong premises and comes to the same wrong conclusions and results the same inflation and the same disasters which the earlier budgets have created.

The budget claims certain virtues. Let us examine to what extent they bear scrutiny. Because of want of time I will take only four. One is improving the lot of the common man, which should come first; secondly, increasing savings; thirdly diffusion of ownership of economic power and, fourthly providing employment opportunities.

So far as improving the lot of the common man is concerned, perhaps the only little feature of the budget which may be of some use to some middle class people is what

has been called the raising of the exemption limit of income-tax. So far those who did not have incomes over Rs. 4,500 to 4,800 a year, which varies according to marriage, children etc. were exempted from income-tax. Shri Boothalingam in his report, which was submitted two or three years ago, suggested both for equitable reasons and administrative reasons that the exemption limit should be raised to Rs. 7,500, a very modest proposal made by an administrator. Even this modest proposal has not been accepted. Meanwhile, the value of the rupee has gone down and Rs. 7,500 today does not mean what it meant even according to Shri Boothalingam report. In place of that, a piffling rise from Rs. 4,800 to Rs. 5,000 has been brought about. And for this a great amount of credit has been taken and some newspapers have been foolish enough to give headlines of this concession.

I see nothing in this budget that will, in the coming twelve months, improve the lot of the commonman. Against this, we have to put a tremendous burden of crores of rupees of additional taxation in the form of excise levies and increase of railway freights. The increase of railway freight means that every commodity except milk and foodgrains, which have been released under pressure, every other commodity used by the common people will have now to bear the cost of additional freight which will be passed on to the consumer. These commodities include...

**SHRI RANGA** (Srikakulam : Betel leaves.

**SHRI M. R. MASANI** : Yes, betel leaves; professor Ranga is very much exercised about betel leaves. It will also cover commodities like Kerosene, sugar, vanaspati, textiles, newspapers, cement and sanitary fittings.

For some reason this very modern Prime Minister seems to grudge sanitary fittings to the people. All that will enter into the life of the commonman.

On top of this come the excise duties. These excise duties, as we know, are on a wide range of commodities like aerated waters, sugar, cigarettes, tea, coffee, kerosene, and so on. Somebody has estimated that, except for a very small amount, which might be on

air-conditioners and refrigerators, the bulk of the indirect taxation this year falls on the lower middle class and the poor people of this country.

The former Transport Minister, who is sitting there, had given a solemn assurance he must now be regretting that because he has been let down by his Prime Minister--that no more burdens would be cast on road transport. Shri Raghu Ramaiah also, for good measure, repeated that assurance. Neither of them has tendered their resignation at the Prime Minister having flagrantly flouted the assurance that they gave, because the tax on petroleum of 10 paise a litre is a breach of that assurance given by both Transport Ministers in public speeches. Already, the duty on petrol was 82 paise a litre. 431 per cent of the cost of petroleum was the excise duty collected by these parasites who sit opposite. On top of that another 10 paise has now been added.

**THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH):** My assurance was only that the matter would be placed before the Finance Minister.

**SHRI M. R. MASANI** : The Finance Minister has obviously shown how much weight she attaches to her colleague, the Minister of Parliamentary Affairs.

The biggest burden on the poor consumer is going to be deficit finance. Shri Ashok Mehta has already referred to it. This year's deficit finance has been calculated by the Finance Minister at Rs. 225 crores. Shri Mehta is perfectly right that this is a gross under estimate of deficit finance and a gross over estimate of revenues. He gave certain reasons as to why he thought the revenues have been over estimated, but I will point out another respect in which an over estimate of about Rs. 100 crores has been indulged in the Budget. This comes under the estimate of "growth effect" which takes place every year; that is, as a result of some growth the taxation at the old rates also is estimated to give a higher yield. Shrimati Gandhi has estimated that at existing rates of taxation, tax revenues will grow to the extent of Rs. 280 crores. This is entirely unfounded. If no recent year has the "growth effect" of taxation been

[Shri M. R. Masani]

more than Rs. 100 to Rs. 150 crores. On what basis does she now tell us that, even if she [had not raised rates of taxation, the existing rates of taxation would have given Rs. 280 crores of more revenue ? I hope, when she replies, she will explain this very peculiar guess of hers. I think, it is completely baseless and what this really means is that, in addition, to Rs. 225 crores of deficit finance, there will in fact be another Rs. 100 crores of deficit finance which she is trying to hide in her Budget.

If you take these Rs. 325 crores and add to that Rs. 290 crores of admitted deficit finance last year, you get a total of Rs. 615 crores. This is lethal. On top of the existing inflation, this amount of deficit finance will destroy the economy. The Planning Commission itself has admitted that over a period of five years deficit finance should not exceed Rs. 850 crores. In the first two years of the Fourth Plan, that target is almost being approached, leaving nothing for the remaining three years.

I say that it is an inflationary budget of the worst kind and the cumulative effect of excise duties, railway freight and the printing of currency notes is going to impose a burden of several hundred crores of rupees on the poorest section of our people. All this is done on the basis that production in both agriculture and industry is going to increase.

I do not know if the Prime Minister has consulted an astrologer. Perhaps she has been influenced by her New Railway Minister and had taken to those outdated, superstitious practices. On no other basis can I understand why she assumes that Nature will go on favouring us.

Why does she assume that we have had two good monsoons and we may budget for a third ? Experts in meteorology have explained that, taking the last couple of hundred years of our history, in every seven monsoons we may expect a couple of good ones, a couple of really bad ones and two or three which are neither good nor bad but normal. Now if we study the last few years, the law of averages will tell us that, if we are really responsible people, we should budget for a more

moderate monsoon, if not a bad one. But the Prime Minister in her recklessness has budgetted for another excellent monsoon and has explained that this amount of printing of currency notes will be justified because agricultural and industrial expansion is going to continue. I hope so, not for her sake, but for the sake of the people of this country. In that sense, the budget is nothing but a reckless gamble on the Monsoons like any share-market speculator who has applauded the Budget. "The Birds of the same feather flock together" in these matters also.

From the point of view of the common man, it is a bad Budget. I regard the Budget as a declaration of war on the standards of life of the poorer section of the people. It is certainly not the common man who is going to be helped. So much for the common man.

Now, I come to savings and investments. We come here to the realm of corporate and direct taxes. I would have very much liked to spend fifteen minutes on this. But I have a limited amount of time and I propose to leave the examination of the direct and corporate taxes to which Mr. Salve has already referred to my young colleague, Mr. Somani, who will follow me later in this debate.

All I would say is that, as far as I can make out this Budget is going to dampen further the very low average rate of 8 per cent of savings of our national product which may have managed in the last twenty years. I say this because this Budget transfers another Rs. 170 crores from the pockets of the saver and the investor to the sterile pockets of the Government. This is called "mobilising resources". This is a beautiful phrase that the Marxists have coined. What does this mobilisation consist of ? It consists of this that a rupee which in the private sector earns a return of 7 paise earns in the State sector, the Government sector only two paise. That is the wretched record of our State sector. Every rupee of the Rs. 170 crores that could have earned 7 paise for the nation is going to earn 2 paise for us, that is, a net loss of 5 paise per rupee of the tax payers' money. This is not mobilisation but demobilisation of resources, pouring them into the gutter. And yet the Government accepts the marxist ideology, the Stalinist ideology, of talking

away money from the people, squeezing "surplus values" from the people and calling it resource-mobilisation. This Budget is an enemy of saving and investment for which this country will have to pay as it has paid for the last twenty years.

Then, I come to the diffusion of ownership. We all agree with the idea that economic ownership and power should be spread as widely as possible. That was the Gandhiji's thought. But this Budget, far from diffusing ownership places more of it in the hands of those who do not pay taxes and accumulate fortunes in black money. Let me explain how this Budget of Mrs. Gandhi is a black-marketeers' Budget. Till now, a man with an income of over Rs. 2 lakhs paid 77 per cent tax, whereas now he has to pay 93.5 per cent. The difference is this. Formerly, this man had to earn Rs. 4.35 in order to make one rupee of white money, that is for every Rs. 4.35 that he earned, he could take one rupee as white money, but now, with this additional impost, in order to have one rupee as white money, he has to earn Rs. 15.40. Can we imagine the temptation, the provocation, this offers to these gentlemen not to pay taxes, even if they were doing so far, and to join the increasing ranks of those who think that it is better not to pay taxes and have a good time?

The result is that fixed income people have to pay taxes and those who are honest have to Pay Taxes. The entire burden is cast on those honest people who pay taxes. But what about the thousands and thousands of rich people who do not pay any tax at all and yet can buy half of us with crores of rupees of black market money?

These are the people who have applauded this budget. These are the people who like this budget. That is why I said that far from diffusing ownership, what this budget does is to put more money into the pockets of tax-evaders and black-marketeers.

Having said that, let us not also put on an air of superior virtue—we in this House or those on the Treasury Benches. A class of people who escape taxation are the Ministers. They have put the tax limit of Rs. 40,000, of course, in such a way that they themselves are not affected (*Interruption*) because their salary

is Rs. 2250 per month which I am told is taxable. If you add it up for the year, it does not touch Rs. 40,000. So they have put the extra burden of taxation just where it does not hurt those Ladies and Gentlemen.

AN HON. MEMBER : ICS Officers also.

SHRI M. R. MASANI : Let us stick to ourselves. (*Interruption*) All right, ICS officers also though some of them<sup>1</sup> may come into this category. Let us, Mr. Chairman, turn the search light inwards towards our political class. Sir, charity begins at home. Let us examine ourselves. Now the Cabinet Ministers have excluded themselves from the additional taxation. But it is a fraud on the taxpayer that they do not draw more than Rs. 2250 per month. It has been estimated by Mr. Palkiwale who [ought to know, that their tax-free perquisites come to around Rs. 17,000 per month. In other words, their total income is over Rs. 2 lakhs gross. I do not mind if the Minister in this big country, for the hard work they do, feel that they are entitled to Rs. 20,000 a month, I would be prepared to sanction it provided [they, like other non-officials outside, pay the tax that is due on Rs. 2,40,000 per year. (*Interruptions*) If the people who earn Rs. 2,40,000 outside are "exploiting" the country, then these Ministers are among the ranks of the exploiters. To borrow the metaphor of Mr. Asoka Mehta, they are drawing in emoluments and perquisites and amount equal 750 to times the per capita income of India. (*Interruptions*) it is a shame.

But let us turn to ourselves. I do not want to be popular in this House. Let us examine ourselves, we Members of Parliament I recall, when last year we added to our emoluments, I moved an amendment opposing that particular measure saying : 'Let us not adjudicate in our own cause. Let us refer this to a tribunal for arbitration or adjudication as with all other public employees. But I was not listened to. We gave ourselves a little more.'

SHRI S. M. JOSHI (Poona) : That also tax-free.

SHRI M. R. MASANI : We get Rs. 500 as salary per month. Hon. Members who

[Shri M. R. Masani]

gave evidence before the Select Committee were asked to estimate what we get tax-free. Of course, we do not get as much as hon. ladies and gentlemen sitting over there. Most of the Members said : We think we get something between Rs. 1500 and 2000 a month tax-free which, converted for the year, comes to Rs. 18000 to 20,000 a year. Now, I do not know how much more we have added in the last twelve months.

In other words, according to Mr. Asoka Mehta's calculation, we, Members of Parliament, take 60 times what the *per capita* income of the country is. I am not complaining. I am not saying that we do not work hard. We deserve all this, may be. But let us be honest with the people of India. Let us not kid them by saying Mr. Fakhruddin Ali Ahmed and Mrs India Gandhi take Rs. 2250 per month and we take only Rs. 500 per month. We earn a very good income from the country, from the tax-payer, for producing what I do not know, except words, words and words. We think that [is justified] Outside people who are honourable and hard-working engineers, technicians, chemists and executives have been called exploiters are enemies of the people let us not have double standards. If they are exploiters, we are equally exploiters in this country.

Now, Sir, I come to employment opportunities. The Budget has some gimmicks to create employment, as if employment can be created by allocating funds in a budget. Rs. 27 crores are put aside for various schemes. They are good. I have no objection to rural welfare schemes or if roads are built and wells are dug. But to think or say that by providing some money in the budget the unemployment problem is going to be solved would amount to this that we are throwing dust in our own eyes. It may give employment to a few lakhs of people for a few years. That is all. It cannot solve the unemployment problem permanently. Already there are 15 million to 16 million people, who are unemployed in this country about half are in the villages and half are in the cities. By this kind of socialism, at the end of the Fifth plan what we are told we are going to have is that there will be 28 million unemployed. This is the goal towards which Socialist

India is supposed to have been moving. Will this sum of Rs. 27 crore, solve this unemployment problem of 28 million people at the end of the Fifth plan ?

SHRI RANGA : There is under-employment also.

SHRI M. R. MASANI : The only way to increase employment is to increase productivity and to increase production you have to increase the size of the cake; so that more can partake of the slice. Jobs are not created by allocating funds in a budget. I would like to read a piece of advice that comes to the Prime Minister from very near home. I read the other day an excellent address, a lecture, given to a learned academic society by a cousin of hers, Mr. B.K. Nehru. He had not read the Budget at that time. He said :

"It is demonstrable that there are a much larger number of people on the pay roll, particularly in Government offices and in our larger industrial establishments, irrespective of ownership, than required for efficient working of the office or factory. These additional people are not employed. They are receiving unemployment relief at a very high rate at the cost either of the tax payer or of the consumer. A person is employed only when he is utilising the factors of production available in his particular environment in the most effective fashion and thereby producing goods or services additional to what would be produced if he were not working. Employment in short means productive employment.

And then he goes on to say and this is what I would like the Prime Minister particularly to note :

"It follows therefore that there is no such thing as an employment policy taken by itself. A policy which increases the production of goods and services at the maximum possible rate is the policy which leads to the maximum employment."

So much on this point.

Now I have an obligation at this stage to suggest an alternative. What I say is there is no need for additional taxation at all. What his country requires today is a drastic

cut in the rates and levels of taxation so that savings are simulated and enterprise and growth take place. There is nothing inescapable or necessary about this budget or this taxation.

There is tremendous leakage of public funds. I was the Chairman of the Public Accounts Committee from 1969. A sample survey was made of the leakage of public fund, on the basis of the facts which had come to our notice in a small cross-section of the departments and in those two years the figures showed that no less than Rs. 90 crores had gone down the drain in those particular cases. In the wide spectrum of public expenditure how many thousands of crores are being wasted year after year.

Every year, while the money spent on non-development expenditure goes up, the money spent on development expenditure goes down. In 1951-52 non-development expenditure was 32% of the revenues; it was 40% in 1960-61 and 56% in 1968-69. The corresponding development expenditure has shrunk from 68% in 1951-52, to 60% in 1960-61, and 44% in 1968-69. At this rate of socialism you will see that in the next 50 years non-developmental expenditure will take away between two-thirds and three-fourths of the revenues of the Government, leaving only a fraction for development. All this demonstrates the Law of Prof. Parkinson, who is very much in our minds these days, that expenditure rises to meet income.

There are many ways in which additional taxation could even now have been avoided. I suggest them to the Prime Minister. Like Shri Nanda, let her have second thoughts.

First of all, by efficient tax collection of arrears and current taxes which is not taking place now the whole of this Rs. 170 crores could be made good. Not one rupee of additional taxation will be necessary.

Secondly, there is a mysterious paragraph in the Finance Minister's speech, Part A, p. 4, paragraph 11, which says :

"Provision is being made for Rs. 175 crores to cover gaps in the resources of certain States".

It is a very cryptic and mysterious remark which gaps and which States ?

SHRI BAL RAJ MADHOK (South Delhi): States which support her?

SHRI M. R. MASANI : This is the first time that this kind of provision has featured in our Budget. We are a federal country. Our Constitution lays down how the revenues of this country are to be shared between the Union and the States. A discretionary grant taken by the Prime Minister and her colleagues to be used to put money in the pockets of the State Governments that they favour and omit others that they do not would be not only highly improper and corrupt, but I wonder whether it is constitutional. I have my own doubts whether this kind of discretionary grant can be sustained in the courts of law. But we will leave the Constitutional aspect alone. I want to ask the Prime Minister which are these States, what are these gaps and how are they going to be ascertained? Above all, who is going to ascertain them? Is it to be a quasi-judicial body like a Finance Commission? Or is to be the Government of the day, with its well known standards of political morality? I hope when the Prime Minister replies she will tell us how this money is going to be used. But I am pointing out that if even today she will drop this mysterious grant, the entire rise in indirect and direct taxation can be remitted and this country can go ahead faster.

Then there are the State enterprises, the drones and laggards of our economy, the bad boys in the class. It has been estimated that the private sector earns an average rate of 11 per cent on capital invested. If the public sector could only return 5 per cent on capital invested, then that will give Rs. 175 crores. That is, if a 5 per cent return is there from State enterprises, there will be no need for the additional taxation proposed this year. Will the prime Minister, lay down this target for the government sector and remit this additional taxation ?

Then there is Bokaro, the biggest white elephant of them all. This wretched plant promises to be the most expensive of the expensive steel plants in India and it is taking a needlessly long time to erect.

[**Shri M.R. Masani]**

But now we come to the biggest scandal and it has broken in the last few days—and that is the way in which, under brutal Soviet Pressure, an Indian consultancy firm has been pushed out of the job of consultancy in Bokaro that had been promised to them solemnly by the Government of this country. This follows from the visit to Moscow last November of Shri K T Chandy, a well known communist fellow-traveller throughout his life. When he went there, he signed an agreement for bringing into this country what is called Gipromez, the Soviet consultancy organisation. By bringing this Soviet consultancy organisation into this country, the Soviets now stake the claim that Dastoor and Company, who were promised this assignment should not be trusted with it. But it is going to be taken over not by the Soviets—because that would be too blunt—but by what is called the Central Engineering and Design Branch of the state enterprise itself. But everyone who knows anything about it knows that this Central Engineering and Design Branch will be nothing but a cover, a facade, for the Soviets who have got the Indian consultants thrown out.

I am sure the prime Minister does not want to be party to another breach of faith. May be she did not know about it when this commitment was made by Shri Chandy in Moscow. Whatever be the facts, I would like her to go into this before her reply to the Budget debate next week and tell us what are the facts, why this assurance has been gone back on and what exactly is the commitment to the Russians? Our information is so far from what has been published in the press. I want to draw attention to a very authoritative article by Prof. K V Subramanyam, no less than a member of Shrimati Gandhi's Cabinet sub-committee on Sciences.

As we understand, it the payment to the Soviets has to be made for these services either in Pounds sterling or in the gold content of the rupee—not our rupee which nobody wants any more, neither the Soviets nor the Yugoslavs—at the option of the Soviets. I hope that the prime Minister will remember to reply to this. Otherwise we shall have to raise the welfare again when he Demands for Grants of the Steel Ministry, come up.

The point I am making is this if the rates of taxation, direct and indirect, can be reduced by half, and I say they can be, what would happen to the revenues? President Kennedy, who carried out this experiment in America—he was a great progressive—showed that when you reduce tax rates, your revenues do not go down proportionately. They go down much less, and the best estimate we can give just now is that if our rates of taxation, indirect and direct, every excise duty, every freight rate, every income tax were lowered to half the proportion, then we might lose about 30 per cent. of our gross, revenues not 50 per cent. And I believe that we can have an over-all cut of 30 per cent. of our total revenues in this country today. There is a tremendous amount of leakage and wastage that can be shut out, and I have shown there are three or four ways in which it can be done. If this can be done, then I can promise this House that within one or two years the present bulk of revenues will be restored and the people of India will be going places.

Let me give some figures. In 1961-62 and 1962-63 the rates of industrial growth were high, 9.1 and 9.7 respectively.

The corporate taxes went up during that period from Rs. 160.81 to Rs. 287.30 crores. They did not quite double, but were nearly double, without any rise in rates. Then came a rise in corporate taxation and then noxious effects of the Second and Third plan, the rotten plan that we have gone through, began to be felt. The result was that by 1967 the rate of industrial growth had dropped from 9.7 to (minus)-0.7 per cent. The entire industrial advance in this country was brought to a standstill. If the rate of corporate taxation had not been raised. If the Second and Third plans and the Budgets of Shri Krishnamachari and Shri Moraji Desai had not been presented, what would have happened? What would have happened is that the rate of growth would have gone up by eight per cent. every year. I am not taking nine per cent. If that had happened, our revenues would have gone up every year by Rs. 245 crores at the existing levels of direct taxation. If taxes had not been raised in 1963-64 and later, we would have been getting Rs. 245 crores more than what we are getting today. Let us assume half goes to the Government and half would have remained

with the producers, because corporate taxation is about half. That means that an additional Rs. 124 crores would have remained with the public exchequer by direct taxes.

Similar figures can be given for indirect taxes. Between 1961-62 and 1963-64 indirect taxation rose from Rs 702 crores to Rs. 1,064 crores an increase of 52 per cent. Then, excise duties started being raised to finance these wretched plans and the result was that they stopped growing.

Another Rs. 100 crores a year could have come from additional revenues from excise duties at the old rates.

I am pointing out that it is not the rate of taxation that the people should worry about, it is the rate of growth of the economy. If you can get a higher rate of growth of the economy as Japan, Korea, Taiwan and Malaysia have shown, not to speak of Germany, we would be getting more for our social and public purposes than we are getting by this stupid policy of raising rates so high that revenues drop and use blackmarket becomes the feature of the day. This is our objective. We have said this before and we say it again.

Mrs. Gandhi thinks, she had said so, that she is in the company of forward-looking people. I wish she was because then I can see a bright future for our country. Alas, she does not know that the fact is that she is not. She seems to be.

Living, according to her Budget and her policies, in the era of the kind of Marxism that young people like her and others picked up in the Universities in England in the middle thirties.

In the middle thirties, it was fashionable to be a Marxist and all young people naturally picked this up, (*Interruption*) as no doubt she did also. I suggest to her that it is time she moved from what she learnt in Cambridge or in London in the middle thirties. Things have moved since then. Socialism the world over has changed. (*Interruption*) Take West Germany; take Sweden, (*Interruption*) except in this country take countries like Sweden which practise socialism. Take countries like West Germany that practise socialism because now, Mr. Willy Brandt, the leader of

the Social Democratic party, is the Chancellor of West Germany. If you examine the programmes of the Swedish Socialist party or the German Socialist party, you will find that this kind of budget, this kind of planning, has no place in their make-up.

I will read a passage from the programme of the German Social Democratic party which, hon. Members will realise, sound, like a passage from the programme of the Swatantra Party :

"Free choice of consumer goods and services, free choice of working place, freedom for employers to exercise their initiative and free competition are essential conditions of a social Democratic economic policy."

It goes on to say :

"The Social Democratic Party, therefore, favours a free market wherever free competition really exists... As much competition as possible....as little planning as necessary."

I could go on reading from the Swedish Socialist manifesto. I commend to Mrs Gandhi a little book, *20th Century Socialism* by Mr/s Rita Hinden, a woman socialist in England. Above all, I would like her to read this book which I am showing to her : If she will look at it *The Unperfect Society* by Djilas, a great communist. He was a communist till recently. He has learnt, because he is moving with the times, and he says what I am trying to say to Mrs Gandhi if she would listen :

"The philosophical foundations of Marxism, laid down in the mid-nineteenth century and systematized by the eighteen-seventies, have remained in essence unchanged, while the modern sciences have been pushing forward inexorably."

What does he say ? He says that the choice before the world is Lenin on the one side and Gandhi on the other. He was a great Marxist-Leninist and he describes, in this book, how Lenin was his first prophet and how he turns to Gandhiji.

And what do we do ? We from a Committee to celebrate the centenary of Lenin, distinguished by fellow-travellers, and build

[Shri M. R. Masani]

up this man who openly proclaimed his belief in lying, deceit, murder and treachery for the benefit of the Communist party. We try to elevate him in this country with the patronage of our prime Minister, and at the same time we turn our backs on Mahatma Gandhi (*Interruption*).

AN HON. MEMBER : You disregard Gandhiji.

SHRI M R MASANI : We do not disregard Gandhiji; We stand by him and uphold him.

Sir, this budget does not represent 20th century democratic socialism. This budget is a reflection of the kind of decadent reactionary State capitalism which has been so far practised by despots like Nkrumah of Ghana and Soekarno of Indonesia. I was in Ghana for a meeting in January. People said to me "Do not talk of socialism here. It is a dirty word, because Nkrumah has vulgarised this word so much that people will not look at anyone who calls himself a socialist. Do we want that day to come in this country, and it will come, if this goes on. People will spit at the word socialism. (*Interruption*) It is a good word which I have professed for many years and I still accept the objectives. (*Interruption*) The objectives of socialism are good objectives. They are a classless, equal and free society. But, unfortunately, the methods of socialism are the slowest and the most impossible methods to get to those objectives.

Therefore, intelligent socialists like the Germans, the swedes and the British—

AN HON. MEMBER : And like you.

SHRI M.R. MASANI : Yes; like me—discard them as rusty, outdated, weapons and take up new weapons with which the German socialists, the Swedish and others taken their countries forward.

If the Prime Minister really wants to modernise the country, I can assure her that people like me will be with her. But before she can modernise the country, she will have

to modernise her own thinking, and the thinking of many of her colleagues.

MR B. K. NEHRU : I will quote one Nehru to another, because it may make a bigger dent then I can to hope to has put his finger on the spot in discussing the mentality of the kind of socialists sitting there. He says :

"There is ignorance about the nature of modern wealth. Modern wealth is totally different kind to traditional wealth; these two kinds of wealth are not created the same way, their social consequences are entirely different and the manner therefore in which society has to treat them must also be wholly different....

All the ways of growing rich before the industrial revolution involved the exploitation by the strong of the weak, by the privileged few of the unprivileged majority. Wealth was limited; the rich could not grow rich without robbing the poor. No wonder then that in a society such as ours where the economy has only fractionally moved into the industrial area and which has hardly yet been touched by the present scientific and technical revolution, the minds of the people should be attuned to the concept that there is something in word in the ownership of wealth..."

This is what the budget is based on. Then he goes on to say :

"Modern wealth is not limited; it is capable of being increased without any limit whatsoever."

That is without exploiting anybody. This is what I am trying to say to the prime Minister. Let us all modernise our own thinking. Let us keep up with what is happening in the rest of the world. Let us not stick to what we learnt thirty or forty years ago.

That is why I agree with my friend, Mr Asoka Mehta, that there is nothing new or original in the budget. It is the same old dreary, "stale and unprofitable" mixture,

which we in this House have got bored by listening to from Mr T.T. K Krishnamachari, Mr. Morarji Desai and now from Mrs Gandhi.

has really prevailed upon him to believe in the slogan of Indianisation.

I deplore above all the lack of originality in the thinking of this budget. There is neither social justice in it nor growth.

Now a days there is a fashion abroad. It is called the maxi-coat, a coat that goes right down to the ankles has become the ladies' fashion in Europe. But under the maxi-coat, the ladies of fashion wear very brief, bikini-size under-garments. Mrs Gandhi's budget appears to be very much like this, because under all this covering of gimmickry and make-up, her maxi-coat policies may look very big and imposing, but underneath I am afraid its under-garments are extremely short and extremely negligible.

**SHRI CHINTAMANI PANIGRAHI**  
(Bhubaneswar): Sir, while being conscious of the constraints of realism at the present crossroads of India's political development the budget for the first time has boldly faced the realities and the challenge of the changing times and has responded cheerfully to the new awakening of the masses. It has shown that given determination and will, promises improve the lot of the common man and the underprivileged can be faithfully fulfilled and our sovereign Parliament can lead the nation from victory to victory in the realisation the directive principles of the Constitution, to which we all owe faith and allegiance. This wind of change is noticeable in the proposals of the budget.

For the first time, as a people's budget, it has thrown up possibilities for a radical break-through. There are decidedly socialist orientations. It is also for the first time that the budget as an economic instrument has adopted some strategy which while completely demoralising the forces of reaction has paved the way for providing common meeting grounds for the rising progressive, democratic and socialist forces in the country. I can understand why Mr. Masani was so angry. But I was happy because when I used to hear him in the second Lok Sabha, he used to quote Dean Acheson of the United States. He used to quote Mr. Dulles. I am very happy he has come nearer home to quote Shri B. K. Nehru this time. I hope his alliance with Jansangh

18.15 hrs.

[SHRIMATI JAYABEN SHAH *in the Chair.*]

With the food production about to exceed one hundred million tonnes, with a rising level of foreign exchange reserves, with our exports increasing and our balance of trade position improving very fast, the economy is poised for a high rate of growth and it is quite good that in this budget we have attempted for a high rate of growth of our economy. It is our duty to accelerate this tempo still further.

Much is being said about this deficit financing of Rs. 225 crores. I had a talk with some American Professors of Economics about the traditional theory of supply and demand and found that the traditional theory of supply and demand does not operate nowadays. If the big tycoons in America store all the coal available in the coalmines the theory of supply and demand lose all meaning. If Shri Masani is guided by the traditional theory, I may tell him that he can at least for one instant keep in mind the experience of Mr. May inchun who was Rector of Hsinhua University. He had a doctorate of an American University and he was in America for 26 years. When he went back to China to join the Hsinhua University he was told by the authorities and the people to go back to the villages and learn everything afresh. After training for one year in the villages he said that he had to unlearn many things which he learnt of traditional economics for 26 years in America.

Today in our country we are shaping the economics of growth in a never way. I may venture to say that growth and inflation do not necessarily go together. There is no reason to believe that growth and inflation must go together. Rather, growth is the greatest enemy of inflation. Therefore, in this budget we have attempted for growth without inflation. Because we want accelerated development in the economic sphere, therefore the provision of Rs. 225 crores of deficit financing is nothing to bother about. I may also say that it is much less than what was provided by Shri Morarji in 1968 if he cares to look at his own budget. Therefore, charge of reckless deficit financ

[Shri Chintamani Panigrahi]

ing does not hold good. In fact, it is much less than that of last year.

The keynote of this budget is production; the keynote of this budget is production-orientation and accelerated investment. We will have to look at this budget according to this new light. An earnest and sincere attempt has been made to ease the lot of the salaried middle-class and efforts are being made to tighten the screws of the richer sections, sections which are affluent so that they could give a little more money for the development of the society.

Therefore, if Shri Asoka Mehta was trying to see the line of demarcation between the traditional budget and this year's budget and he could not see any difference I can only cite the example of a learned professor. I was also learning under him. He was a professor of philosophy. He used to have two holes in his front door for years together. A common man from the village went and asked him why he is having those two holes. He said that he has two cats with him, one big and another small. Since he would be immersed in his work and would not like to be disturbed he had made two holes, one big and another small, so that the two cats could go out and come in whenever they like without disturbing him. Then the villager asked him whether it is not sufficient to have only one big hole so that both could go out and come in by the same hole. On examination it was found that both the cats could go out by the same big hole.

So, Shri Asoka Mehta has to learn quite a lot from the common man. Then he could understand the difference between the traditional Budget that Shri Morarjibhai presented and this Budget.

Here are the salient features of this new Budget which marks a complete watershed from all the traditional Budgets. Shri Asoka Mehta was trying to ask as to why at least this split in the Congress. This recent split which has been brought about in the Congress is of their creation, not by the Prime Minister or by us. It is their creation because they could not distinguish between light and darkness, black and white.

18.21 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

See the difference of this new Budget. It provides for firstly, family pension-cum-life insurance scheme for industrial workers; secondly, special schemes for small farmers and research on dry farming techniques; thirdly, rural works programmes in areas which are prone to famines, droughts and all kinds of natural calamities—the Bombay Congress session had accepted the programme so that you could provide employment to millions of men and women—fourthly, setting up of Urban Development Corporation to tackle problems of slums and other problems which are facing the urban areas; fifthly, supply of drinking water which is the basic need of the villages and which many of the areas are today deprived of and it was the demand of the Bombay Congress session that it might be fulfilled; sixthly, massive nutritional programme for millions of children; and, seventhly, minimum pension of Rs. 40/- for the employees. We accepted the ten-point socialist programme and I can see seven of them here.

For the wage earner with less than Rs. 5,000 income a year, the concessions are considerable. He is freed from income-tax and the duties on certain consumer goods leaving him virtually unscathed because he does not normally consume them.

A great point was made about taxation that has been done in some sectors. If you analyse this taxation, you will find that at least 70 per cent of it will be borne by those who belong to the higher income groups and perhaps only 16 per cent will be borne by others. Therefore I know why they are angry.

Then, the wage earner will benefit from the proposed scheme for family pension and life insurance which will guarantee a pension of between Rs. 40 and Rs. 150 a month. Further, Government servants are promised a minimum pension of Rs. 40 a month. This proposal will benefit about 3 million employees throughout the country who contribute to the Provident Fund Scheme. Our party knows that the 3 million Government employees will be the strongest supporters of the scheme and the Government.

Again, Government has decided to build a buffer stock of foodgrains. We have built up 4.2 million tonnes of buffer stock of foodgrains and we hope that we can control prices. Much was being made of rising prices now-a-days. With a good deal of control and if we can implement all these decisions, I hope the price mechanism can be controlled.

I had said that this Budget is meant for growth. What are the salient features for growth in 1970-71? If you look at the Budget proposals, you will find that significant attempts have been made for accelerating agricultural growth and also to stimulate industrial growth. Provision has been made for investigating national resources of ground water wealth so that in many areas where there is no possibility of irrigation electricity could go and the villagers could get water and grow more crops. Then, provision has been made for improving cattle breed and wealth. Provision has also been made for encouraging silk production. Tea, rubber and coffee industries have been given impetus so that we could compete in the export market.

Then, Mr. Masani was just giving a very gloomy picture of industrial growth. We have recently come from certain countries and we find steel which goes from India is being utilised in Kuwait, in Turkey and in Afghanistan on a large scale for housing-building programmes. Our cement is also being utilised in those countries. Our engineers are building hospitals in Kabul and in other countries also. India is marching ahead.

We have made provisions for the desert regions in Rajasthan, Gujarat and Haryana. All these areas are backward and they need special attention. It is a matter of regret that Mr. Masani had to say why Rs. 175 crores have been placed at the disposal of the Centre to help the backward areas in various States which are lagging behind. I think, no State Government and no M.P. from any State will ever subscribe to the views of Mr. Masani. I have seen all those areas and they are backward and neglected. There is a demand that they should get more and more attention. Therefore, the Government has been generous enough to provide for this sum of Rs. 175 crores. I congratulate the Government for their boldness and imagination in this direction.

In line with the political commitment to the under-privileged and to the common man in rural areas, we have decided to take up rural project for small farmers. To begin with, in 45 districts, it is proposed to start the rural projects and we are quite sure that this scope will be enlarged further. This is meant for growth and for furthering investment because we want to keep the tempo of productive activities that are going on in the country.

The stock exchanges all over the country, as you might have seen, after the Budget was presented, have been quick to respond to the stimulus offered to the investment in the budget. It provides tax exemptions for a larger size of personal incomes from investment in the Unit Trust, share dividends, Government securities and interest on bank deposits. For all those who prefer saving to spending, an attempt has been made to encourage people to save.

There is an increase in the exemptions from Wealth Tax of amounts invested in public sector and new manufacturing enterprises. The big farmers have been offered higher rates of interests if they entrust their wealth to the postal savings scheme. Higher interest is also proposed on provident fund deposits.

The Budget also breaks fresh ground with a massive nutrition programme which will serve more than 2 million children under the age of 3 years. I think, it is for the first time perhaps that such a big effort has been made. Besides, the school feeding programme has also been enlarged. In all, this bold nutrition programme will benefit 14 million children upto the age of 12 years.

Lastly, this Budget has made a curb on the rich people for which Mr. Masani was so angry. It is a commitment of this Congress party made at the Bombay session; that the affluence should be curbed and it is in right earnest that the Prime Minister and our Government has tried its best to curb the affluence. Therefore, the Budget has introduced a levy on all property of urban nature worth more than 5 lakhs. This is a practical answer to the problem now. I met certain people in Calcutta and they said, "What should we do? We have more than Rs. 10 lakhs to Rs. 20 lakhs of property." I asked them, "Who told you to have the property here?". It is nece-

[ Shri Chintamani Pangirahi ]

sary to do that to help the poor people in the country.

Let me quote the words of the Prime Minister. I quote:

"Who derives his entire income from wealth, the combined effort of income and wealth taxation, as now proposed, will impose an effective ceiling on income after tax when such income reaches approximately Rs. 25,000 per annum."

For the first time, the Wealth Tax rates on urban land and buildings has been raised. The Wealth Tax rates have been raised from the existing levels of 0.5 per cent. The exemption limit for Gift Tax has been lowered from 10,000 to Rs. 5,000. The Company entertainment expenses have been disallowed for tax exemption. The flat rate of 65% on the income of discretionary trusts is also a well-designed measure to check tax evasion. These trusts were being mismanaged like anything. They were extending their empire. This is the first time that we are attacking these trusts. Therefore, if all this does not distinguish the Budget of 1970-71 from the budget of 1969-70, then what makes the difference? I hope, Sir, the trend and direction shown in the budget will pave the way for better understanding between the forces of progress, the forces of democracy and the forces of socialism and they shall try to adjust with each other and will provide such a kind of solid rocklike understanding that the forces of reaction will be defeated in all their conspiracies. A beginning has been made in the right direction and I am quite sure, that if the corporate sector had been left untouched to-day, it is like a goat being prepared for the next year's sacrifice.

**श्री महाराज सिंह भारती (मेरठ) :** उपाध्यक्ष महादय, मुझे इस बात का रज नहीं है कि....

**MR. DEPUTY-SPEAKER:** You can continue tomorrow.

DISCUSSION RE: WESTERN KOSI CANAL, ASHOKA AND THAKUR PAPER MILLS, AND MITHILA UNIVERSITY AND MITHILA BROADCASTING STATION

**MR. DEPUTY-SPEAKER:** Then we take up the half-an-hour discussion. Mr. Bhogendra Jha, you have raised four or five matters for this half-an-hour discussion. I stand corrected. This is not an half-an-hour discussion, but it is a discussion under Rule 193. But only half an hour has been allotted for it. After you speak, we cannot allow any other members and I will call upon the Ministers to reply.

**SHRI SHEO NARAIN (Basti):** Every Party should be given a chance.

SOME HON. MEMBERS *rose*—

**MR. DEPUTY-SPEAKER:** Please resume your seat. I am listening to other members. You are not the only member here. I cannot hear anybody if everybody talks. Please sit down. I am running this House. I know what I am doing let me here.

**श्री रामावतार शास्त्री (पटना) :** उपाध्यक्ष महादय, हर एक पार्टी को कुछ समय दिया जाये।

**श्री शिवचन्द्र जा (मधुबनी) :** उपाध्यक्ष महादय, यह स्पष्ट कर दिया जाये कि क्या अन्य पार्टियों के सदस्यों को समय मिलेगा या नहीं।

**MR. DEPUTY-SPEAKER:** I am entirely in your hands. If others speak, you cannot conclude this discussion in half an hour. Therefore, you have to decide one way or the other. It is not possible. Kindly hold on. About four or five Ministers are involved in this discussion. If you want them to say something in reply to all the points raised, then you must forgo the right to speak.

**SHRI VASUDEVAN NAIR (Peermade):** May we know whether there is such a wise Minister who can reply on behalf of all the Ministers?

MR. DEPUTY-SPEAKER: There is no one Minister who can speak on behalf of all the other Ministers. Perhaps the only person who can do that is the Prime Minister. It is not possible for her to do that. Let us not waste time on this. If you all agree, I will call Mr. Jha to make his submission and those Ministers who are here will reply.

SHRI BENI SHANKER SHARMA (Banka): Sir, this is a discussion under Rule 193.

MR. DEPUTY-SPEAKER: But only half an hour has been allotted for this.

श्री भोजेन्द्र शर्मा (जयनगर) : उपाध्यक्ष महोदय, मैं जो सवाल उठाने जा रहा हूँ, वह उस इलाके से संबंध रखता है जो हमारे देश का सब से अधिक आबादी वाला जिला है। और दूसरा कोई जिला अपने देश में नहीं है जिस की आबादी 55 लाख होगी। तो 55 लाख की आबादी वाला वह जिला जो उत्तर बिहार के पिछड़े इलाके के मध्य में पड़ता है उस के उत्तरांग-घन्थे, उस की कृषि, उस की तालिम, इन सब के पिछड़ाव की कायम रखा गया है और जो मसीदा तैयार हो रहा है चौथी पंच साला योजना के लिए उस में अगले पांच माल के लिए उस के पिछड़े पन की गारंटी की गई है जिस के लिए उस के पिछड़े पन की गारंटी की गई है जिस के लिए उस के पिछड़े पन की गारंटी की गई है जिस में, पहली मई को पूरे दरमया शहर के बाजार बन्द रहे थे, जिला बन्द मनाया गया था। अभी 13 फरवरी को सभी कालें स्कूल बर्नरह बन्द रहे, छात्रों की, शिक्षकों की हड्डाताल रही और 20 से 28 फरवरी तक 11 हजार लोगों ने सत्याग्रह किया जिस में तीन हजार गिरफ्तार हुए और सौ से अधेर लाठी बर्मरह से जायल हुए हैं। एक ही कुमूर उन को, वहां के लोगों का है कि अभी तक उन्होंने हिंसा का रास्ता नहीं अपनाया है और तोड़फोड़ का रास्ता नहीं अपनाया है। केवल अपने बदन पर एक तरफा चोट बर्दाहत की है। और यही कारण है कि इस भारत सरकार का दिमाग अभी तक साफ नहीं हुआ है क्योंकि

उन्होंने हिंसा का रास्ता नहीं अपनाया है। अबर मैं यह समझता कि कोई सात्स मजबूरी है तो मैं खुद हूँ। इस में मदद करने की हालत में अपने को पाता। लेकिन मैं कुछ सकालों को आपके सामने रखता हूँ।

पश्चिमी कोसी नहर की योजना है। वह इलाका नेपाल की ओर पड़ता है। जितनी हिमालय की नदियां उस इलाके से हो कर बहती हैं वह अपने साथ सिल्ल भी लाती है, जो की बर्बा के बाद बाढ़ और कुछ भी बर्बा नहीं होने पर सूखा, अभी बहां अकाल की स्थिति है और बिहार सरकार ने भी कुछ इस सिलसिले में कांयं शुरू कर दिया है, इसी सब को घ्यान में रखते हुए कोसी नहर योजना बनाई गई थी। जिस योजना से भारत को कायदा है, और नेपाल की भी कायदा है। अब बार बार सिचाई मंत्रालय से कहा जा रहा है कि नेपाल सरकार उस के लिए तैयार नहीं हो रहा है। मैं सदन को यह बतलाना चाहता हूँ कि इस के जरिए सिचाई विभाग के मंत्री, सिचाई विभाग के अभियंता बर्गरह हम को अपने पड़ोसी देश के साथ क्यों कि नेपाल सिर्फ हमारा पड़ोसी देश ही नहीं है, सिर्फ मित्र नहीं है, हमारा एक सहादर देश है, उस के साथ यह रित्ये खराब करने की कोशिश कर रहे हैं और अपनी नाकामी का सेहरा उन के सिर पर धोयन। चाहते हैं। नेपाल की सरकार चाहती है कि नहर को योड़ा और ऊतर ले जाना भिस से नेपाल को भी कायदा है और भारत को भी कायदा है। भारत की दो लाख एकड़ जमीन ज्यादा पटेंटी और नेपाल की भी लगभग छेक लाख एकड़ ज्यादा जमीन पटेंटी। हमें कायदा है उस से। लेकिन सिचाई विभाग के कुछ अभियंता उस के लिए तैयार नहीं हैं। मेरी अपनी बातचीत चीज़ इंजिनियर से हुई थी। उन्होंने कहा कि हमारा खर्बा बड़ा जायदा। हमने कहा कि खर्बा बड़ेगा तो उस से नेपाल की जो ज्यादा जमीन पटेंटी वह अलग छोड़ दीजिए, हमारी भी इतनी जमीन ज्यादा पटेंटी। उन्होंने कहा कि यह आप सोचिए मा राजनीतिक दृष्टि से कि कायदा होगा नेपाल के हिसाब से, हम उस दृष्टि से नहीं संबंध सकते हैं। दूसरे, कमला का तटबन्ध हम ने बनाया है नेपाल की सरहद तक

## [श्री भोगेन्द्र ज्ञा]

जयनगर तक चला गया है। यह शर्त थी कि उस को सीसापानी तक, हिमालय तक ले जाएंगे। उस शर्त को पूरा नहीं किया और जो बिहार सरकार से खत मिला है उस के मुताबिक वह केंद्रिय बाटर एंड पावर कमिशनर के पास पड़ा हुआ है। ऊपर तक वह टटबन्ध हम नहीं ले जा सके। हम लोग अपने यहां पानी का तटबन्धों में फेर लेते हैं तो पूरा पानी नेपाल में वह जाता है और सैकड़ों गांव उन के ढूब जाते हैं। फिर वह पानी हमारे यहां आ जाता है। भारत सरकार पिछ्ले 6 सालों से उस को टाले हुए हैं। जब हम लोग नेपाल गए थे, हम ने देखा वहां के मंत्री हैं, वहां की सरकार उद्धत है, वहां के नेपाल के राजी भी उद्धत हैं और सभी चाहते हैं कि यह कार्य हो। लेकिन उस सम्बन्ध को पूरा नहीं किया और इसलिए पर्चिशमी कोसी की नहर के नाम पर उन को हिचक है कि होगी या नहीं। मैं आप के जरिए सदन से कहना चाहता हूँ कि हर बार कहा जा रहा है कि बड़े ऊंचे स्तर पर बात हो रही है, तो मेरा आप्रह है कि ऊंचे स्तर पर नहीं हुआ तो जरा सोची नीचे स्तर पर कोशिश करें, कुछ मंत्री चले, कुछ उस इलाके के सदस्य चलें और हम लोगों का विश्वास है कि उस में उन का फायदा है, हमारा फायदा है, वह काम हो जायगा। वहां के लोग, वहां के मंत्री, वहां के अधिकारी उत्सुक हैं और निश्चित रूप से यह काम हो जायगा। इस में मुझे कोई संदेह नहीं है। ऐसे लोग वहां जाते हैं जो नेपाल से हमारे संबंध को समझ नहीं सकते। एसी स्थिति में फिर भी जो मसीदा तैयार हुआ था, पिछ्ले साल सब से जो आखिरी चिट्ठी मुझे मिली है वह यह है:

In the draft forth five-year plan for 1969-74 prepared in August 1968 a provision of Rs. 500 lakhs has been made but since no final approval has come this provision was reduced to Rs. 50 lakhs only. This total provision of Rs. 50 lakhs can be augmented if the Planning Commission agrees to provide more funds.

तो 20 करोड़ की यह योजना है। 5 करोड़ पहले मसीदे में 68 में दिया गया था और अब जो मसीदा

तैयार हो रहा है उसमें उस को घटा कर 50 लाख कर दिया गया है अगले पांच सालों के लिए। मेरा कहना यह है कि अगर इस सरकार के निकम्मेपन के चलते संभव ही नहीं हों कि नेपाल सरकार उस की स्वीकृति करे तो पायलट डोरिंग स्कीम वहां चाल करें जिस से उस इलाके की सिचाई की गारंटी की जा सकती है। मगर वह तभी संभव होगा जब रुपया हो। अगर यह 20 करोड़ रुपया नहीं रखते हैं तो नेपाल की स्वीकृति के बाद भी कम से कम पांच साल तो उसे पूरा नहीं ही कर सकेंगे। और बाद में भी कब पूरा होगा कुछ कहा नहीं जा सकता। इसलिए मेरा आप्रह यह है कि, मैं चाहता था कि प्रधान मंत्री यहां रहें, लेकिन वित्त विभाग के मंत्री मीजूद हैं, मैं चाहूँगा कि इस मद में जो 20 करोड़ का उनका आंका हुआ बच्चा है उसको वह प्रोवाइड करें परिचयी कोसी नहर के लिए और अगर वह असम्भव हो जाय तो इसके लिए एक डेलीगेशन यहां से नेपाल भेजें। फिर भी न हो तो पायलट डोरिंग स्कीम का इन्तजाम करें और यह शीघ्र से शीघ्र करें। यह मामला विलम्ब करने का नहीं है क्योंकि लोग भूखों मर रहे हैं। वहां अकाल की स्थिति अभी से हो रही है।

दूसरा मसला आद्योगीकरण का है। 22 साल की आजादी के बाद हिन्दुस्तान में केरल की जो घनी आबादी है वही उत्तरी बिहार की है तो सबसे घनी आबादी वाला इलाका, उसके आद्योगीकरण पर एक नया पेसा भी भारत सरकार ने खबर नहीं किया है। फिर भी वहां पर व्यक्तिगत रूप से और बोड़ा बिहार सरकार का हिस्सा लेकर एक बहुत बड़ा कागज का कारखाना खड़ा हुआ। एक दूसरा कारखाना भी खड़ा हुआ, अशोक पेपर मिल, इतना बड़ा कारखाना है जिसमें साड़े सात करोड़ की पूँजी लगी है, साड़े चार करोड़ की विदेशी मशीन है, साड़े तीन सौ एकड़ जमीन में वह लगा हुआ है। दूसरा एक पेपर मिल समस्तीपुर का है और उसमें जो मिल बनाने वाले थे एक की मृत्यु हो गई। लेकिन

सबसे बड़ी बात कि जैन और बिरला, यह कागज के इजारेदार परिवारों ने दबाव देकर अधिकारियों के ऊपर इस मिल को चालू नहीं होने दिया। जैन और बिरला के हुक्म पर बिहार सरकार वे: उस समय के मंत्री चले, अभी भी उसके अफसर चलते हैं और केन्द्र पर भी असर डाला जा रहा है। अभी हमारे मंत्री फलस्वरूपीन अली अहमद साहब यहां भौजूद हैं, उन्होंने 1969 की 27 मई को: यह जबाब दिया है। जब हमने कहा था कि आप केन्द्र में ले लें, देश में कागजकी जरूरत है। पेपर कारपोरेशन आप कायम करने जा रहे हैं और कागज की मिल वहां कायम है जिस में साड़ चार करोड़ की विदेशी मुद्रा का सवाल है, उसमें कुछ रुपया और डालें और उसको चालू कर दें। तो उन्होंने जबाब दिया था।

"The possibility of the Central Government taking over the mill will also be examined as soon as any Central Government scheme for the manufacture of paper is approved."

यह इनकांखत है। मैं इनके लिए उद्धृत कर रहा हूँ। तो यह 69 के मई में इन्होंने कहा था और फिर उसके बाद अगस्त में जो इन्होंने जबाब दिया था, उसमें भी यही कहा था।

"As regards the Central Government taking over the mill, as I indicated in my letter of May 27, the feasibility of this will be examined as soon as any Central Government scheme for the manufacture of paper is approved.

अब चौथी पांच साला योजना में चार-पांच अगह नई कागज मिल खोलने का सवाल है और इसके लिए जहां इतनी मशीन लगी हुई है, जमीन आठ साल से बेकार पड़ी है और पूरा कारखाना तैयार है, नई रेलवे साइडिंग भली नई है, उसके लिए यह सुझाव मुझे मिला है जिसमें से बोड़ा सा अंश में उद्धृत कर दे रहा हूँ:

"Among other terms and conditions, the main condition is that the State Government (that is the Bihar

Government) are agreeable to the shifting of the required machines from Darbhanga to Assam for manufacture of 90 tons and 120 tons of paper and pulp per day respectively in Assam provided another unit of the Ashok Paper Mills Ltd. is set up at the present site at Rameshwarnagar (Darbhanga) for manufacture of 30-40 tons of high grade paper per day.

तो इस मिल की क्षमता 90 टन प्रति दिन कागज की है और 120 टन प्रति दिन पल्प की है। अब यह मशीन उठाकर ले जाएंगे आसाम और तब एक नई मशीन मंगाएंगे शायद विदेश से जो 30-40 टन सिफ़र कागज तैयार करे।... (अवधार) ... अब अगर यह कहवे कि बिहार देश से बाहर है, उत्तरी बिहार देश से बाहर है, इसलिए वहां से उद्योग उठाकर ले जाएंगे तो इन की मर्जी लेकिन यह में कह दूँ कि आखिर वहां जीव रहते हैं जिन्दा, वह उठ कर मशीन जाने नहीं देंगे, चाहे यह मशीनशन चलाएं, लोगों को गोलियों से मूँह दें, कुछ भी करें लेकिन मैं यह बाजाबदा कहना चाहता हूँ कि एक भी बच्चा वहां जब तक जिन्दा रहेगा मशीन वहां से उठ कर नहीं जाने पाएगी और उस को चालू करने के लिए भारत सरकार को तैयार रहना चाहिए।

उपाध्यक्ष महोदय, इस में फलस्वरूपीन साहब पर इल्जाम आता है, लोगों का यह कहना है कि वह आसाम के हैं, इस लिये उस को बसीट कर आसाम ले जाना चाहते हैं। यह इल्जाम मैं नहीं लगाना चाहता हूँ लेकिन जो खत मुझे मिले हैं उन से ऐसा महसूस होता है। मुझे आसाम में कारखाने खोलने से कोई इतराज नहीं है, दो के बजाय चार खोलिये, लेकिन हमारे कारखाने को आप वहां उठा कर नहीं ले जा सकते।

एक बार मुझे अहमद साहब ने कहा कि वहां कच्चा माल नहीं मिलेगा। मैं उन से कहूँ बेना चाहता हूँ कि उस मिल के इर्व-मिर्व के इलाके में 25 चीज़ियां मिलें हैं और वे मिले आजादी के बाद की नहीं हैं, जिसमें बहुत बड़ी मात्रा में बांगास निकलता है जिससे कागज तैयार हो सकता है। इसके

## [श्री भीमेन्द्र ज्ञा]

अलावा बिहार में जंगली डलाका है, जहां बहुत बड़ी मात्रा में बांस के जंगल है, जिनको बिहार सरकार ने डालमिया जैन को ठेके पर दिया हुआ है। यह ठेका बहुत सस्ते दर पर दिया हुआ है और हम को डालमिया जैन के पैसे पर पले हुए अफसराने कहते हैं कि यह घाटे में चलेगा, लेकिन सच्चाई यह नहीं है। इसलिये, उपाध्यक्ष महोदय, कच्चे माल की बहां पर कोई कमी नहीं है। इन 25 मिलों का बगास, बिहार सरकार का बांस का जंगल उस मिल के चलाने के लिये पर्याप्त है। जब कि उस में साके चार करोड़ रुपया आइ. एफ. सी. का फंसा हुआ है, ये लोग उस को नीलाम करने या उस को उठा कर आसाम ने जाने की वात कर रहे हैं। केन्द्रीय सरकार इस को अपने हाथ में ले और उस को चालू कराये।

उपाध्यक्ष महोदय, तीसरा सबाल दरमंगा के विश्वविद्यालय को लेकर है। यह 20-22 साल पुराना सबाल है। मैं इस के विस्तार में नहीं जाऊंगा, लेकिन यूनीवर्सिटी प्रान्ट्स कमीशन ने अपनी एक टीम, जहां पर भेजी थी, उन्होंने सुझाव दिया कि इसको पुनर्गठित कर के मिशिल। विश्वविद्यालय बनाया जाय। इस विश्वविद्यालय के लिये 2 करोड़ रुपये का मकान और पुस्तकालय मिल रहा है। मैं समझता हूं कि देश में किसी भी विश्वविद्यालय के लिये अभी इतना संबंध नहीं है; सका है, लेकिन इस सरकार की तरफ से इस में विलम्ब किया जा रहा है। यह तो पहले ही सरकार का होना चाहिये था, क्योंकि वह दरमंगा राज्य का मुख्यालय था, लेकिन अब वे उस को दे रहे हैं। मैंने इस के संबंध में राब साहब को पत्र लिखा था कि आप इस को स्वीकार कर लें और केन्द्रीय विश्वविद्यालय के रूप में इस को चलायें। कूंकि दरमंगा प्राचीन संस्कृत का विद्यात शिक्षा केन्द्र रहा है, जहां के लोग मूँह रह कर भी पढ़ना पसन्द करते हैं, शिक्षा हासिल करना पसन्द करते हैं और करते आये हैं, इसलिये यह माझला टलंगा नहीं चाहिये, कमीशन की सिफारिश को मान कर इस को फौरने लेने की व्यवस्था की जाय।

लेकिन इसके संबंध में हाल में मुझे जो पत्र मिला है, वह बड़ा ही भयानक है। यह पत्र मुझे पालियामेन्टी विमान की मिनिस्ट्री से मिला है, जिसमें बहा गया है—

"The report of the UGC Committee was referred to the State Government of Bihar. The State Government enquired as to what amount of assistance the Government of India, i.e. UGC make available towards the establishment of the university. The University Grants Commission indicated the amount of assistance that it could offer to the State Government. It had yet to consider the report of this committee after the receipt of the State Government's comments thereon. Nor have this Ministry any scheme under which assistance could be given to the State Government for this purpose. This position was explained to the State Government."

इसलिये, उपाध्यक्ष महोदय, यू. जी. सी. की सिफारिश है कि यह होना चाहिये : बिहार की सरकार भी इस को करना चाहती है और उसने पूछा है कि आप बताइये, इस में क्या मदद देंगे, लेकिन ये कहते हैं कि हम बताने की स्थिति में नहीं हैं। इस तरह से यह माझला लटाका हुआ है, लेकिन थोड़ी सी मदद से यह काम हो सकता है।

आखिरी बात, मुझे प्रसारण केन्द्र के संबंध में कहनी है। जब श्री के. के. शाह इस मंत्रालय के मंत्री थे, उनके एक लत का उद्धरण में यहां देना चाहता हूं। उन्होंने लिखा था—

"I have looked into the matter and find there is a proposal to set up a radio station in Darbhanga under the Fourth Plan. We propose to take action on this project next year as soon as the necessary funds are made available to us. However, this could be discussed in a meeting that I propose to hold. Regarding your suggestion for the introduction of programmes in Maithili, the question could be considered when the Darbhanga station goes on the air."

यह लत 3 नवम्बर, 1967 का है। आखिरी लत जो मुझे मिला उसमें कहा गया है—

"I need hardly assure you of my own anxiety to provide a transmitted for Darbhanga station. I hope to secure early approval of the project so that it could make a start in the year 1969-70."

इस खत के अनुसार यह काम 1969-70 में हो जाना चाहिये था। उस के बाद श्री सत्यनारायण मिह मिनिस्टर हुए, जो लोगों से बोट के लिये एक बायदा करते हैं, लेकिन करते कुछ नहीं हैं। अभी जो बजट पेश हुआ है जिसमें देश में 5 नये प्रसारण केन्द्रों के लिये व्यवस्था की गई है, लेकिन उन में दरभंगा का नाम नहीं है। मैं चाहता हूँ कि उपर्युक्त आश्वासन को दृष्टि में रखते हुए सरकार एलान करें कि यह भी इसी साल में शामिल कर नियम जायगा।

इस के संबंध में एक और पहलू भी आपके सामने रखना चाहते हूँ—आवा नेपाल का जो हिस्सा है, तराई का क्षेत्र, जिसमें जनकुरु आता है, यह सब मिथिला भाषा-भाषी क्षेत्र है। नेपाल के साथ हमारे सहानुदर के संबंध हैं और हम उस संबंध को और अधिक बढ़ाना चाहते हैं। उस इलाके के लोगों के साथ हमारे नाते-रिष्टे और दोस्तों के सम्बन्ध हैं। कई हजार नेपाल के लोग वहाँ के स्कूल और कलेजों में पढ़ते हैं। इस प्रसारण केन्द्र के खुल जाने से दो महानुदर देशों में दोस्ती का शाहा रिक्ता और ज्यादा मजबूत होगा।

अन्त में, उपाध्यक्ष महोदय, मैं निवेदन करता चाहता हूँ कि इन चारों सभाओं पर सरकार फोरन कदम उठाये। मैं नहीं चाहता कि तेलंगाना के गास्ते पर हमारे लोगों को भी जाना पड़े और फिर आपको यहाँ से मिशन करीकून भेजना पड़े।

SEVERAL HON. MEMBERS—rose.

MR. DEPUTY-SPEAKER: There are only 10 minutes. Kindly co-operate.

श्री गुणानन्द ठाकुर (सहरसा) : हम दो मिनट चाहते हैं, हम को सुन लीजिये।

श्री रामावतार शास्त्री : बेरा प्वाइंस्ट बाफ आंडर है। यह 193 के अंतर्गत हिस्क्यून है, कर्मी भी आवा चन्टे में लत्म नहीं होता है।

SHRI BENI SHANKER SHARMA: Please allow two minutes at least to my party also. (Interruption)

MR. DEPUTY-SPEAKER: First take your seats. Let me understand what you say. If you all want to speak, it is impossible, unless you decide that we sit longer.

श्री गुणानन्द ठाकुर : उपाध्यक्ष महोदय, मिथिला का इलाका बांडर से सटा हुआ है। आप जानते हैं.....

MR. DEPUTY-SPEAKER: Let me have the sense of the House. The main thing is, you have agreed to half-an-hour.

SHRI RAMAVATAR SHASTRI : We have not agreed.

MR. DEPUTY-SPEAKER: It is for the House to decide whether you are going to sit after 7 p. m.

SOME HON. MEMBERS : No.

श्री गुणानन्द ठाकुर : उपाध्यक्ष महोदय, मैं आज की खबर दे रहा हूँ। आज दरभंगा में एक नाल लोगों ने बिहार के भूतपूर्व उपमुख्य मंत्री श्री कर्पूरी ठाकुर के नेतृत्व में प्रदर्शन किया है और उन्हें इन्हीं मांगों को लेकर किया है। मुझे इस बात का डर है—चूंकि मैं उस क्षेत्र का पड़ीसी हूँ—यहाँ जिस तरह से स्थिति बिगड़ती जा रही है, आपके मंत्री श्री ललित नारायण मिश्र यहाँ बैठे हैं, इन्होंने मैं कहा था कि मिथिला सेना का संगठन किया जायगा। चूंकि दरभंगा हिन्दूस्थान का सब से पापुलेटेड इलाका है।

MR. DEPUTY-SPEAKER: Let me as certain the wishes of the House. If you do not stop, I will not have anything recorded. It is now eight minutes to 7 p.m. You please decide up to what time you are going to sit in order to finish this discussion. I cannot proceed in this way; the House must decide.

श्री रामावतार शास्त्री : बेरा प्रस्ताव है कि हिस्क्यून का टाइम बढ़ा दिया जाय, कम से कम एक घन्टा बढ़ाया जाय.... (व्यवस्था) .....

**MR. DEPUTY-SPEAKER:** There is no point of order. It is impossible. Do not take down anything.

**SHRI GUNANAND THAKUR:** \*

**MR. DEPUTY-SPEAKER:** I want this to be settled first. Up to what time you want the House to sit for finishing this discussion?

**श्री रामावतार शास्त्री :** आधा घण्टे का समय बढ़ा दिया जाये।

**MR. DEPUTY-SPEAKER:** There is a proposal from Mr. Shastri that the sitting of the House should be extended by half an hour.

The question is:

"That the sitting of the House be extended by half an hour in order to finish this discussion."

*The motion was negatived.*

**MR. DEPUTY-SPEAKER:** The House has rejected the proposal. (Interruptions). Nothing will go on the record now. (Interruptions).\*

**श्री रामावतार शास्त्री :** 15 मिनट का समय बढ़ा दिया जाये।

**MR. DEPUTY-SPEAKER:** There is another proposal now that we extend the sitting by 15 minutes. Does the House agree with it?

**HON. MEMBERS :** Yes.

**श्री गुणालन्द ठाकुर :** उपराष्यक महोदय, वहां की स्थिति की क्या मत्यकरता है उसके संबंध में मैं इस सदन का और खासकर मंत्रियों का ध्यान लीजाना चाहता हूँ। कांग्रेस के श्री मणेश चन्द्र मिश्र ने एक पर्वा केन्द्रीय सरकार को दिया है जिसमें उन्होंने चेतावनी दी है कि अगर तीन महीने के अन्दर इन कार्यों की पूर्ति नहीं हुई तो उस इलाके में भारी विवरोह होगा। मैं ने पहले कहा कि आज

दरमंगा में एक लाल लोगों का प्रदर्शन श्री कर्पुरी ठाकुर के नेतृत्व में हुआ। इस मामले में सभी एक राय के हैं। इसलिए सरकार ने बड़ी भूल की और बड़ी गैर जिम्मेदारी से काम किया कि पश्चिम कोंसी नहर के सवाल पर जब चुनाव का मौका आया तो जिम्मेदार लाल और मंत्रियों ने जाकर उद्घाटन किया क्योंकि श्री बिनोदानन्द ज्ञा ने मुख्य मंत्री की हैसियत से और कर्मी वालू जगजीवन राम ने केन्द्रीय मंत्री की हैसियत से जाकर उद्घाटन किया। मैं डा. के. ए.ल. राव से खासकर जानना चाहता हूँ कि यदि नेपाल सरकार से आपका एंप्रीमेन्ट नहीं हुआ तो किस आधार पर मंत्रियों ने जाकर उद्घाटन किया और टैंडर मांगे गए और यह कहा गया कि इसको चालू किया जायेगा।

जहां तक मिथिला विश्वविद्यालय का सवाल है, मुझे याद है कि मैं शिक्षा मंत्री श्री वी. के. आर. वी. राव से श्री कर्पुरी ठाकुर के साथ मिला था। विहार कैबिनेट ने तय करके शिक्षा मंत्री और केन्द्रीय सरकार को लिखा था लेकिन पता नहीं वह फाइल कहां है। जब भी हम सदाल उठाते हैं तो सरकार कहती है कि विचार हो रहा है।

**श्री मोगेन्द्र ज्ञा** ने जो तीसरा सवाल उठाया है कि दरमंगा, उत्तर विहार में एक उद्योग है अशोक पेपर मिल, करोड़ों रुपए का जिसको बर्बाद करने की बात की जा रही है। इससे वहां की मिथित विगड़ती जा रही है। इसलिए मैं अपनी पट्टी, संयुक्त संशोधित पार्टी की ओर से जो कि दरमंगा जिले में सबसे बड़ी पार्टी है, बड़ी जिम्मेदारी के संघ कहना चाहता हूँ कि मंत्री लोग जनता में जाकर दूसरे भाषण करते हैं लेकिन यहां पर आकर बदल जाते हैं, यह बात अब नहीं चलेगी।

उपराष्यक महोदय, दरमंगा, सहर्सा और पूर्णिया का स्लिक कटअप है। डा. के. ए.ल. राव खुद मेरे साथ गए थे उस इलाके में। सहर्सा और दरमंगा को मिलाने के लिए बरसों से मांग चल रही है लेकिन उस की तरफ कोई व्याप्त नहीं दिया जा

\* Not recorded.

रहा है। मैं कहता चाहता हूँ कि स्ट्रेटिजिक प्लाइन्ट आफ घूँसे आज जिस तरह से नेपाल और हिन्दुस्तान का रिश्ता बिगड़ता जा रहा है दिन व दिन और जो हालत हो गई है, हम लोग जो सरहदों इलाके के एम. पीज हैं जिनका एरिया बांडर सर सदा हुआ है, अगर आप से परिचय नहर का सवाल हल नहीं होता है तो बांडर एरिया के एम. पी. होने के नाते हमको कांठमांडू भेजे ताकि वहां के राजा और वहां की जनता की मावना हम ठीक कर सकें।

मैं सरकार से हाथ जोड़ कर आग्रह करना चाहता हूँ कि अविलम्ब इन समस्याओं पर ध्यान दें नहीं तो वह इलाका एक दूसरा तेलंगाना हो जायगा और वहां की हालत अगर बदतर हो गई तो उसकी सारी जिम्मेवारी इस सरकार पर हो जाए।

(19.00 hrs.)

**श्री क. चि. भव्यकृत (केसरिया) :** उपाध्यक्ष महोदय, जैसा कि श्री मोगेन्द्र क्षाना ने कहा है, दरभंगा में खासकर कोसी नहर के सवाल को लेकर इतना विश्वाल आंदोलन लड़ा हो गया है कि चार चार एम. एल. ए. और मुखिया जेलों में है। इसके साथ साथ मैं इस सदन का ध्यान दिलाना चाहता हूँ कि डा. के. एल. राव ने बार बार आश्वासन दिया है कि गंडक नहर को जल्दी से जल्दी तय करने के लिए ध्यान दिया जायेगा लेकिन आज स्थिति यह है कि यू. पी. में और छपरा जिले में गंडक नहर की योजना का कोई काम नहीं हो रहा है। सारी जमीन ले ली है। किसानों में जमीन लेने के बावजूद उनसे मालतुजारी बसूल की जानी है और गंडक नहर का काम नहीं हो रहा है। मैं ने बार बार कहा है कि उस योजना को कन्द्रीय सरकार की योजना के रूप में लिया जाये लेकिन वह नहीं ली जाती है। मैं सरकार से कहना चाहता हूँ कि गंडक नहर के लिए जनदान दिया जाये और उसका छपरा जिला और यू. पी. में शुरू हो।

इसके अतिरिक्त मुझे यह निवेदन करना है कि श्री के. के. शाह ने पांच पत्र लिखे कि चम्पारन में एक रेडियो स्टेशन लोला जायेगा लेकिन उन 5 पत्रों के बावजूद समझ में नहीं आता कि वे क्या लिखते हैं और क्या नहीं लिखते हैं। लिखने के बाद भी उस बात को पूरा नहीं करते हैं। अगर

उसको पूरा नहीं करना था तो फिर पत्रों को लिखने की क्या जरूरत थी? इसलिए मैं चाहूँगा कि इफामेंशन मिनिस्टर साफ साफ कहें कि चम्पारन में रेडियो स्टेशन लोलने का जो उनका आश्वासन था उसको पूरा करने के लिए तैयार हैं या नहीं। कोसी नहर को पूरा करने के सिलसिले में, गंडक नहर को पूरा करने के सिलसिले में और चम्पारन में रेडियो स्टेशन लोलने के लिए यहां पर निश्चित आश्वासन दिये जाये।

**श्री रामाबातार शास्त्री (पटना) :** उपाध्यक्ष महोदय, जो मांगें उठाई गई हैं उनका मैं पूरा पूरा समर्थन करता ही हूँ लेकिन इन्हीं मांगों के सम्बन्ध में सरकार की अब तक जो नीति रही है। उसे स्पष्ट करना चाहता हूँ। एक जमाने में बिहार के मुख्यमंत्री श्री कृष्ण बल्लभ साहाय जो कि सिन्धीकेट के लीडर हैं उन्होंने एलान किया था बिहार को औद्योगिक मान चित्र पर लाकर लड़ा करेंगे। वे तो चले गए लेकिन औद्योगिक मानचित्र में बिहार को आगे नहीं बढ़ा सके बल्कि उलटा यह हो रहा है कि पेपर मिल को खट्टम कर रहे हैं। उन्होंने ही हमारे पटना में जो साइकिल का कारखाना था जहां पर बहुत अच्छी साइकिलें बनती थीं उसको बीपट कर दिया। इसके अतिरिक्त इस सदन में मन्त्री महोदय से कई दफे प्रश्न हुए लेकिन उन्होंने यही जबाब दिया हम कर नहीं सकते हैं। तो मेरा कहना है कि बिहार कितना पिछड़ा हुआ है यह आप जानते हैं। वहां पर और ज्यादा उद्योगधर्षे बिठाने की आवश्यकता है, लास तौर पर उत्तर बिहार में लेकिन आप उसको न करके पेपर मिल को कहीं हटा दे रहे हैं, कहीं साइकिल फैक्टरी को बन्द कर रहे हैं। आपकी यह नीति बिहार की जनता के लिए जनता विरोधी नीति है। इसका परिमार्जन होना चाहिए। मन्त्री महोदय को किसी भी कीमत पर उस पेपर मिल को वहां से हटाना नहीं चाहिए।

**आखिरी बात यह है कि जब मन्त्री लोग कोई आश्वासन देते हैं तो उसके लिए कोई कायदा भी होना चाहिए। हम लोग क्या समझते कि ये लोग मुँह से बात बोलते हैं या क्या करते हैं मालूम**

## [ श्री रामावतार शास्त्री ]

नहीं। जब ये आश्वासन देते हैं तो उन आश्वासनों को पूरा भी करना चाहिए। अगर उनको पूरा नहीं कर सकते हैं तो फिर आश्वासन भी नहीं देने चाहिए नहीं तो हम लोगों को मजबूर होकर के इनके लियाँ प्रस्ताव लाना पड़ेगा कि ये आश्वासन तो इन बातों मिनिस्टर हो गए हैं। इन शब्दों के साथ जो भी चार मार्गें यहां पर उठाई गई है उनको मैं पूरा पूरा समर्थन करता हूं।

**श्री बेंगुस्तार शर्मा (बांकी) :** उपर्युक्त घोटाला, श्री भोगेन्द्र जा ने दरमंगा के सम्बन्ध में जो मार्गे उत्तरित की है मैं उनका समर्थन करते हुए केवल अशोक पेपर मिल के सम्बन्ध में हो बातें कहना चाहता हूं। मैं अशोक पेपर मिल का एक शेअर-होल्डर भी हूं और उसके जो प्रमाणिटर थे उनसे सम्बन्धित भी हूं। इसलिये मैं जनता हूं कि किस परिस्थिति में अशोक पेपर मिल शुरू की गई थी। दरमंगा के आसपास बहुत सी शुगर फैसिलिटीज़ हैं और उनमें बगास होती है। अशोक पेपर मिल में जो भर्तीनीरी लाई गई है वह विशेषकर बगास से कागज बनाने में काम आ सकती है। भेरी समझ में नहीं आता कि अब इस भर्तीनीरी को उठाकर असम ले जाने में क्या तुक है। अगर वहां सकड़ी बहुत है तो बिहार में भी बांस और लकड़ी की कमी नहीं है। वहा और भी नई पेपर मिले बढ़ाई जा सकती हैं। अगर कोई प्रॉस्ट्रिक्शन रीजन हो तो मैं इसका घोर विरोध करता हूं। मैं और भेरी पार्टी असम, बंगाल और बिहार में कोई फक्कन नहीं भानते लेकिन जो बिहार एक पिछड़ा हुआ प्रदेश है और उसमें दरमंगा जिला सो एक सबसे पिछड़ा हुआ जिला है। जैसा आपने अभी सुना वहां सबसे अधिक गरीबी है, वहां जमीन की कमी है और कोई उद्योग भी नहीं है। सिर्फ़ एक अशोक पेपर मिल शुरू की गई थी। और वह भी बंद की जा रही है इसलिये मैं प्रायंता कहना कि अगर असम में आवश्यकता है तो कोई तूसरी मिल वहां स्थापित करें इस मिल को उठाकर वहां ले जाना एक नेशनल बेस्ट होगा।

डॉ. के. ए. राव से नहरों के सम्बन्ध में भी कुछ अजैं करना चाहता हूं कि वे डेम बनाते हैं, नहरे बना रहे हैं। लेकिन कन से कम अपने इंजीनियरों से कहें कि वे थोड़े दिमाग और बुद्धि से भी काम लें। जो कोंसी नहर बनी है उस के बारे में एक छोटा सा समाचार है दो लाइन का, जो 4 तारिख के "आयरित" में निकला है जो सहरसा का है:

"कोंसी नहर में पानी की व्यवस्थिति सुविधा न होने के कारण सहरसा गांव और दूसरे छोटे गांवों की लगभग 10,000 एकड़ मूमि बेकार हो गई है।"

कोंसी की जो नहरें बनी है उन के जरिये खेतों में इतनी बालू आ जाती है कि पूर्णिया के अधिकांश क्षेत्र में जो हरी कान्ति होनी थी वह पीली कान्ति में परिवर्तित हो गयी है और वहां की पैदावार बढ़ने के बदले कम हो गई है। मैं मंत्री महोदय, स प्रायंता कहना कि जब भी कोई नहरें बनें तब उनके पानी के साथ खेतों में बालू न जाए कम से कम वह इस की कोई व्यवस्था करें।

**श्री शिव नारायण :** कोंसी नहर इंटर-नेशनल बिलेश्वन है। यह इंडिया और नेपाल की रिलेशनशिप और फैंडिशिया का सबाल है और बड़ा जेनुइन प्रश्न है। मैं इन सब बातों का समर्थन करता हूं और उम्मीद करता हूं कि यह बदनंभेन्ट भी इस को मान कर कोंसी नहर के प्रबन्ध को ठीक करेगी।

**श्री योगेन्द्र शर्मा (बेंगुसराय) :** क्या यह सत्य है कि मैंविलि भाषी जनता की ओर उपेक्षा के लियाँ अपनी भावना को प्रकट करते हुए किसी केन्द्रीय राज्य मंत्री ने यहां तक कहा कि यदि यह उपेक्षा मैंविलि भाषी जनता की जारी रही तो कहीं अलग मैंविलि राज्य न बन जाय ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): Mr. Deputy-Speaker, Sir, I quite appreciate the hon. Member's anxiety on the question of the Western Kosi Canal. This Canal has had a very long history. Though sanctioned in 1961

by the Planning Commission, it took five years to enter into an agreement with the Government of Nepal. After that joint surveys were done for two years by the engineers of India and Nepal. Everything had been finalised. After that the Nepalese Government wanted some things to be done. They wanted some irrigation canals and the percentage of rice to be increased. All that has been agreed to and now there is no other demand from the Government of Nepal. Therefore we are expecting naturally the sanction of this project at any time.

I quite agree with the hon. Member, Shri Jha, that we should take every step to expedite the Project. He made some suggestion of sending a delegation and so on. I do not know how far it is practicable. But I will pass on the information to the Ministry of External affairs to see what can be done.

I entirely agree that the Western Kosi Canal had a chequered career and it is necessary that we should request the Nepalese Government to see that that project is approved by them. They are concerned only with the first 22 miles of the Canal and they should accept the alignment for that portion.

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED):** Mr. Deputy-Speaker, Sir, so far as the question regarding Ashok Mill is concerned, I would like to place certain facts before the House so that it may realise the actual situation and circumstances why this Mill has not started functioning there. The licence was given for starting this Mill in 1956 and three years later an import licence for importing machinery worth Rs. 238 lakhs from France was issued. This amount was to be paid on deferred payment system and the Government and the bank had to stand guarantee for this payment. A loan of about Rs. 1 crore was taken from the I.F.C. and equity shares were also raised from the I.I.C. and others.

The plant was to go into production in 1965. But till now except the completion of civil works, nothing has been done. The machinery is there. It is in that stage that they were negotiating first with the private and then they approached the Central Government as

to whether it will be possible for the Government to take over the plant. We had the matter examined by the National Industrial Development Corporation. They submitted a feasibility report on the basis of which the Government found that it would be a financial loss. There was no raw material available and, therefore, the Central Government. . . (Interruption)

**SHRI BHOGENDRA JHA:** The officers reported on the orders of Birla and Jain. . . (Interruptions)

**श्री गुणलाल लालूर :** मंत्री महोदय, तिर्फ़ इतनी आश्वासन दें कि वह कोई उच्च-स्तरीय जांच कमेटी बिठायेंगे। अब वह एकस्वर्ण कमेटी कह दे कि रा. मैटीरियल मिलने वाला नहीं है, तो हम उसके बाद कुछ नहीं कहेंगे। (व्यवसाय)

**SHRI F. A. AHMED:** I am not prepared to yield.

**MR. DEPUTY-SPEAKER:** He is not yielding. Whatever reply he has given is there. You can pursue other avenues that are left to you.

**SHRI F. A. AHMED:** May I submit it is no use shouting? The matter was referred by the State Government to the N.I.D.C. for submission of a feasibility and rehabilitation report. On considering that report, the Government of India decided that it would not be possible for them to participate in a very losing concern.

**SHRI YOGENDRA SHARMA:** Will you accept Bihar Government's recommendation now?

**SHRI F. A. AHMED:** The Bihar Government is entitled to run it if they want.

**SHRI YOGENDRA SHARMA:** They have no money. If the Bihar Government says that this factory can be set up, will you accept that and run it?

**SHRI F. A. AHMED:** Why don't they do it?

**SHRI BHOGENDRA JHA:** They need finance from you.

**SHRI F. A. AHMED:** There is nothing to prevent to Bihar Government from running the paper mill.

Then, another allegation has been made that because I come from Assam, I am interested in the transfer of this plant from Bihar to Assam. May I say that so far as I am concerned, I am personally opposed to the transfer of this plant from Bihar to Assam. It is as a result of negotiation between the Assam Government and the Bihar Government that they have decided to have part of the plant in Assam and the other part in Bihar for which they are also submitting proposals.

**SHRI BHOGENDRA JHA:** You do not know the facts. New machinery will be imported afterwards. The entire existing machinery will be shifted to Assam.

**SHRI F. A. AHMED:** I can tell him that the matter has been sent to me. But we are actually starting a paper mill in the public sector in Assam and we have nothing to do with the Ashok Mill. I do not know the negotiation between the Assam Government and the Bihar Government on the basis of which a petition had been filed before the High Court and the Liquidator and certain orders have been obtained. That is the only information I have. So far as we are concerned, we have not taken any such action.

**SHRI BHOGENDRA JHA:** When you are setting up a new paper mill in Assam, why can't the Centre take this over on the basis of the assurance that I read out from your letter. I read out that part of the letter. Why don't you consider and take it over?

**SHRI RANDHIR SINGH (Rohtak):** Let the plant go to Haryana.

**THE MINISTER OF EDUCATION AND YOUTH SERVICES (DR. V. K. R. V. RAO):** Mr. Deputy-Speaker, Sir, I do not know why I should have been brought into this discussion, a very interesting discussion. As far as establishment of Sanskrit University is concerned, Mr. Deputy-Speaker, Sir, several times I have answered questions on this subject. (Interruptions) I am sorry I cannot help. The University Grants Commission's report still remains without any comments from the Bihar Government. There is another organiza-

tion called Bihar State University Commission. They do not like the idea of the amalgamation of the Sanskrit University with the proposed multi-faculty Mithila University. We have not received any reply from the State Government giving their comments on the subject. We had been writing to them and I have also talked to a number of Members privately. We have been sending letters but we get no reply. At one time, they were afraid that the executor of the Dharbanga State may sell away those buildings. So I went out of my way and took action. The matter is under-consideration with the University Grants Commission and we are waiting for the State to take action on that particular matter.

Regarding the question whether the Central Government is in a position to give financial assistance, I deeply regret, Sir, that the demands for Central Universities are coming from all over the country. (Interruptions) I wish my hon. friend moved a private Members' Resolution that the Government of India should have 20 or 30 such universities. Let them suggest wherefrom this could be done by cut from the existing budget. As far as I am concerned, I would like to have as much money as possible for education. But I cannot create money.

The Central Government is not in a position to find money for setting up Central Universities. The University Grants Commission can help a new University after it is established. They can help for developmental purposes. Once the Bihar Government establishes the University, then for developmental purposes the University Grants Commission can help them. It is entirely within their terms of reference. I don't think there will be any difficulty, but the initiative rests with the State.

**सूचना तथा प्रसारण मन्त्रालय और संचार विभाग में राज्य मन्त्री (भी शेरस्वत):** श्री भोगेन्द्र ज्ञा ने दरभंगा में रेडियो स्टेशन बनाने की बात कही है। 22 नवम्बर 1967 को एक मीटिंग हुई थी जिसमें विहार के पालिमेंट के मैम्बर उपस्थित थे। उसमें यह निर्णय किया गया कि भांजपुरी और मैथिली बोलने वाली जो आवादी है, इस्टन उत्तर प्रदेश, विहार और नेपाल की उनके लिए गोरखपुर में रेडियो स्टेशन बनाया जाए और दरभंगा में मैथिली के लिए बनाया जाए।

गोरखपुर स्टेशन के मामले में तो काफी काम आगे बढ़ चुका है जैसाकि 4 दिसम्बर 1969 को हाउस में जबाब दिया गया था । दरमंगा में भी चौथी योजना में देडियो स्टेशन बन जाएगा । उसका काम कुछ शुरू हो चुका है । ट्रांसमिटर के लिए जमीन एकवायर करने के लिए कलेक्टर को 23 फरवरी 1970 को कह दिया गया है और उसके लिए जो सर्वा है वह भी मंजूर कर दिया गया है 23 फरवरी 1970 को ही । इसी तरह से स्टेडियो और स्टाफ क्वार्टर्ज के लिए स्टेट गवर्नरमेंट से कहा गया है कि वह जमीन एकवायर करके दे दें । इक्विपमेंट के लिए आँडर लेस कर दिये हैं । हम कोशिश कर रहे हैं कि दरमंगा में रेडियो स्टेशन जल्दी से जल्दी से बन जाए । अंतरिम रिकार्डिंग स्टेडियो दरमंगा में बना दिया गया है पिछले साल से । वहां पर रिकार्डिंग कर लेते हैं मैथिल माषा में और पटना से उसका डाक्कास्ट कर देते हैं । जब तक वह नहीं बनता है तब तक रिकार्डिंग का प्रबंध कर दिया है ।

COMMITTEE ON THE WELFARE OF  
SCHEDULED CASTES AND SCHEDULED  
TRIBES

MINUTES

SHRI BASUMATARI (Kokrajhar): Sir, I beg to lay on the Table the Minutes of the 1st to 20th sittings of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes and 1st to 8th sittings of the Sub-Committee thereof.

MR. DEPUTY-SPEAKER: Now, the House stands adjourned till 11 a.m. tomorrow. 19.20 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday March 11, 1970/Phalgun 20, 1891 (Saka).*