

Fourth Series, Vol.II, No.2

Tuesday, November 18, 1969  
Kartika 27, 1891 (Saka)

# LOK SABHA DEBATES

(Ninth Session)



PUBLISHED BY THE SECRETARY, LOK SABHA

4(7) 3  
8 12 8

( Vol. II contains Nos. 1 to 10 )

LOK SABHA SECRETARIAT

NEW DELHI

Price : Rs. 1. 00

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# LOK SABHA DEBATES

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## LOK SABHA

Tuesday, November 18, 1969/Kartika 27, 1891  
(Saka)

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

[Mr Speaker in the Chair]

## ORAL ANSWERS TO QUESTIONS

### Nationalisation of Car Manufacturing Industry

\*32. SHRIMATI ILA PALCHOUDHURI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) Whether the Prime Minister has received any letter from the Deputy Chief Minister of West Bengal suggesting nationalisation of the car manufacturing industry in India ;

(b) if so, the full details of the letter and the suggestions contained therein ; and

(c) the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) and (b). No letter has been received by the Prime Minister from the Deputy Chief Minister of West Bengal regarding nationalisation of the car industry. However, during the recent visit of the Prime Minister to West Bengal, the Deputy Chief Minister had mentioned to the Prime Minister in the course of informal discussions that the basic industries such as manufacture of cars should be in the Public sector.

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(c) Government have under active consideration a proposal to set up a factory in the public sector for the manufacture of 50,000 cars per annum. There is, however, no proposal at present for Government taking over the existing car manufacturing units in the private sector.

SHRIMATI ILA PALCHOUDHURI : There was a lock-out in the factory of the Hindustan Motors, and the West Bengal Government had insisted on the opening of the factory. May I know the Central Government's reaction to their forcing the the factory to open ?...

SHRI V. KRISHNAMOORTHY : We do not know where our seats are and we do not know where to sit.

MR. SPEAKER : Information about the blocks have been conveyed to hon. Members. Now, there are other Members in the Opposition, and, therefore, something has to be done.

श्री छटल बिहारी बाजपेयी : मीटिंग अरेंजमेंट के बारे में आप सब दलों के प्रतिनिधियों को बुलाकर बात करते। जो डिस्टीब्ग्रेशन किया गया है उसमें सब सन्तुष्ट नहीं हैं।

अध्यक्ष महोदय : मीटिंग अरेंजमेंट के बारे में आप तय कर लीजिये और मुझे इनफार्म कर दीजिये।

श्री कंवर लाल गुप्त : मलाह तो करनी चाहिये थी।

श्री स० भो० बनर्जी : कुछ तो मालूम होना चाहिये कि हम कहाँ हैं।

श्री सु० कु० तापड़िया : सरकार के निकट हैं और कहाँ हैं।

**अध्यक्ष महोदय :** आपको तो खुश होना चाहिये कि आप इधर आ रहे हैं।

**श्री स० मो० बनर्जी :** मुझे खुश होने की जरूरत नहीं है। मुझे न स्पीकर बनना है और न प्रेजिडेंट बनना है। जिनको स्पीकर बनना है वे कांग्रेस में जायें।

**अध्यक्ष महोदय :** ऐसे ही चलेगा। इधर से इधर चलते जायेंगे।

**SHRI RANJIT SINGH :** They are shifting more to the left.

**SHRIMATI ILA PALCHOUDHURI :** May I know whether there was a lock-out in the Hindustan Motors and the Deputy Chief Minister of West Bengal forced them to open the factory? He said that he could force them to open the factory and he was taking legal opinion on that. When the workers had made it absolutely necessary to have a lock-out, how could they be forced to open the factory? What is the Central Government's reaction to this? Is there no law that operates in these things or is it just the sweet will of the Chief Ministers of the States to make them open the factory at the risk of the complete destruction of the factory?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SARI F. A. AHMED) :** So far as this matter is concerned, there is no specific law under which this could be done. This can only be done by persuasion. The lock-out has to be removed by persuasion and the workers have to be persuaded to go and work in the factory.

**SHRI S. K. TAPURIAH :** Where is the lock-out?

**MR. SPEAKER :** She said that there was a lock-out.

**SHRIMATI ILA PALCHOUDHURI :** There is a lock-out. May I know whether there were lock-outs also in West Bengal in the Bengal Lamps and Bengal Potteries and the same kind of thing was applied to them

to force them to open the factory when their factories were running the risk of being destroyed?

**SHRI BHANU PRAKASH SINGH :** That question does not arise out of the main question.

**SHRI S. S. KOTHARI :** We have read that Government are considering price increase in respect of the cars manufactured by the three leading manufactures. May I know what decision has been taken? If no decision has yet been taken, may I know when Government propose to announce the final prices, and what would be the quantum of increase in each case?

**MR. SPEAKER :** The main question relates only to the letter from the Deputy Chief Minister of West Bengal.

**SHRI S. S. KOTHARI :** This question is regarding the manufacture and prices of cars. The car problems are all connected.

**MR. SPEAKER :** The main question concerns only the letter. I am sorry the hon. Member has missed his chance.

**SHRI D. N. TIWARY :** May I know whether Government have seen a prototype small car manufactured by Mr. Sanjay here in Delhi, and whether Government have seen its performance and have examined the question of setting up a new factory....

**MR. SPEAKER :** That question does not arise out of the main question.

**SHRI D. N. TIWARY :** It refers to the establishment of a new factory for manufacturing small cars.

**MR. SPEAKER :** The main question is whether the Prime Minister has received a letter from the Deputy Chief Minister of West Bengal suggesting nationalisation of cars. Government have said 'No'. So, how does the hon. Member's question arise out of the main question?

**SHRI HEM BARUA :** The Deputy Chief Minister made this suggestion to the Prime Minister when she visited Calcutta. That is what Government themselves have admitted.

**SHRI D. N. TIWARY :** The question of manufacture of a small car in the public sector has been hanging for a long time....

**MR. SPEAKER :** That was the question in the name of Dr. Sushila Nayar. That question has not been put. The next question is by Shrimati Ila Palchoudhuri as to whether there was a letter from the Deputy Chief Minister of West Bengal to the Prime Minister. Government have said 'No'. How does the hon. Member's question arise then ?

**SHRI TRIDIB KUMAR CHAUDHURI :** The Deputy Minister admitted that the Deputy Chief Minister had suggested during the discussions with the Prime Minister when she had visited Calcutta that the basic industries be including the car industry should be taken over in the public sector. Apart from general considerations of taking over of basic industries, may I know whether it is not a fact that he related his main argument to taking over the car industry, particularly the Hindustan Motors which manufactures Ambassador cars, and other cars also on the ground that these car manufacturers had refused to accept the price increase announced by Government and had been carrying on active propaganda through advertisements and other things to negate the effect of the Government's decision ?

**MR. SPEAKER :** Has the subject of the talks been mentioned in the reply ?

**SHRI F. A. AHMED :** No.

**MR. SPEAKER :** He says that he has not mentioned any subject.

**SHRI TRIDIB KUMAR CHAUDHURI :** What did he not mention ?

**MR. SPEAKER :** He has said that he did not receive the letter but the Deputy Chief Minister verbally spoke about something, and he has never mentioned what he had spoken about.

**SHRI TRIDIB KUMAR CHAUDHURI :** Did he put forward any argument ?

**MR. SPEAKER :** I do not mind if the hon. Minister is prepared to reply to the question. But it does not arise out of the main question.

**SHRI F. A. AHMED :** As has been pointed out in our reply, we did not receive any letter but during the last visit of the Prime Minister, this subject was discussed regarding the nationalisation of the car industry. I do not know the details. When the question was addressed to us, we made enquiries from the Prime Minister's office, and we only heard that no letter was received, but this matter was only mentioned during the discussion.

**SOME HON. MEMBERS:** rose--

**MR. SPEAKER :** I do not think that any further question arises now. Next question. Q. No. 33.

श्री इसहाक सम्भली : 41 भी इसी से ताल्लुक रखता है। उसको भी इसके साथ ले लिया जाए।

[ اہ بھی اس سے تعلق رکھتا ہے۔ اس کو بھی اس کے

ساتھ لے لیا جائے ]

अध्यक्ष महोदय : बाद में देखा जाएगा।

**SHRI S. M. BANERJEE :** It is the same question on the same subject. They can be taken together. That is always done in this House. It is the mistake of your Secretariat that they have been put separately.

#### Scooter Manufacturing Plant in public Sector

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\*33. **SHRI S. C. SAMANTA :**  
**SHRI RAM AVTAR SHARMA :**  
**SHRI LAKHAN LAL KAPOOR :**  
**SHRI K. LAKKAPPA :**

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

(a) the financial implications of setting up a scooter manufacturing undertaking in the public sector as declared by him on the 24th October, 1969 ;

(b) whether the declaration was made after consulting the Ministry in regard to the investment involved ; and

(c) the time by which the scheme is to materialise ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) to (c). A statement is laid on the Table of the House.

#### Statement

(a) The financial implications of the proposal to set up a public sector unit for the manufacture of scooters have not yet been worked out. A Committee of Technical Experts has been set up by Government to advise them on a suitable design, production programme and the economic and technical feasibility of taking up the manufacture of scooters in the public sector. The Committee has also been requested to indicate the order of investment required (in Rupees and foreign exchange) for the establishment of a scooter manufacturing unit in the public sector.

(b) The decision to set up a scooter manufacturing unit in the public sector has been taken by Government after consultation with the Ministries/Departments concerned.

(c) It is not possible to indicate at this stage the time limit by which the scheme will materialise.

#### Scooter Factory in Public Sector

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\*41. SHRI ESWARA REDDY :  
SHRI VASUDEVAN NAIR :  
SHRI PREM CHAND VERMA :  
SHRI DHIRESWAR KALITA :  
SHRI S. M. KRISHNA :  
SHRI SHRI CHAND GOYAL :

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

(a) whether Government have a proposal to set up a scooter factory in the public sector ; and

(b) if so, the details thereof and the estimated cost of the proposal ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) Yes, Sir.

(b) The details including the estimated cost of the project are being worked out by a Committee of Technical Experts appointed by the Government for the purpose.

SHRI S. C. SAMANTA : I would like to know the amount of foreign exchange...

SHRI PASHABHAI PATEL : I do not know where I have to sit.

MR. SPEAKER : He should always be ready for surprises now.

SHRI S. C. SAMANTA : I would like to know the amount of foreign exchange that will be required for the enterprises to be run by Government themselves.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : It is our effort to see to what extent we can reduce the foreign components so far as manufacture of scooters is concerned. But from the applications available with us and which were filed by the private sector, about Rs. 75 lakhs would be required as foreign exchange for the purposes of manufacturing the scooter, and we shall try to reduce it where we can do so with less than the amount mentioned by the private sector.

SHRI S. C. SAMANTA : I would also like to know why the licences at present are limited to the private sector. May I know why there is no competition amongst the manufactures ?

SHRI F. A. AHMED : We have also adopted the policy that in case a private enterprise wants to manufacture scooters without any assistance of foreign collaboration or foreign exchange, they will be permitted to do so, and applications for that purpose have been invited.

श्री हुकम चन्द कछवाय : आज हमारे देश में स्कूटरों की बहुत अधिक माँग है। क्या

सरकार ने इस बात का अनुमान लगाया है कि इस समय हमारे देश में स्कूटरों की कितनी माँग है और उसको पूरा करने के लिए वह क्या कदम उठाने जा रही है ? मंत्री महोदय ने कहा है कि यदि कोई व्यक्ति बाहर की मदद के बिना स्कूटर का कारखाना लगाना चाहे, तो हम उसको लाइसेंस देने के लिए तैयार हैं। मैं यह जानना चाहता हूँ कि ऐसे कितने लोगों ने कारखाना लगाने के लिए प्रार्थनापत्र दिये हैं, उनमें से कितनों को लाइसेंस दिये गये हैं और क्या उन्होंने काम प्रारम्भ किया है या नहीं। वे लोग जल्दी से जल्दी काम शुरू करें, ताकि स्कूटरों की माँग की पूर्ति हो, इसके लिए सरकार क्या पग उठाने जा रही है ?

**श्री फ़ख़रुद्दीन अली अहमद :** जहाँ तक स्कूटर्ज और थ्री-व्हीलर्ज का सम्बन्ध है, उनके मुताल्लिक अलग-अलग फ़िगर्ज इस वक्त मेरे पास नहीं हैं। लेकिन अन्दाज़ा है कि 1973-74 तक हमको दो लाख स्कूटर्ज, मापेडज और मोटर साइकल्ज वगैरह की ज़रूरत होगी। इसके मुताबिक प्राइवशन बढ़ाने के लिए हम पब्लिक सैक्टर में भी कारखाना लगाना चाहते हैं और अगर प्राइवेट एन्टरप्राइज बिना किसी फारेन कोलैबोरेशन के और बिना फारेन एक्सचेंज खर्च किये स्कूटर्ज का मैन्यू-फैक्चर करे, तो हम उसको इजाजत देंगे।

**श्री हुकम चन्द कछवाय :** अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं दिया गया है। मैंने पूछा है कि कितने लोगों ने बिना बाहर की मदद के स्कूटर बनाने के बारे में प्रार्थनापत्र दिये और उनमें से कितनों को लाइसेंस दिये गये।

**MR. SPEAKER :** That is a separate question ; it cannot arise out of this question.

**SHRI LILADHAR KOTOKI :** When is the report of the expert committee on a scooter plant in the public sector expected and what would be the price of the scooter which will be made available to consumers ?

**SHRI F. A. AHMED :** We have asked that committee to finalise their report as

early as possible ; they will submit their report as early as possible.

**SHRI R. K. BIRLA :** The hon. Minister has just now said that it will cost about Rs. 75 lakhs in foreign exchange to put up a unit to manufacture 50,000 scooters in the public sector. He himself said that there are applications from private parties. Why is a scooter unit proposed in the public sector which will consume a foreign exchange of Rs. 75 lakhs when private parties are in a position to put up factories for the same without any foreign exchange whatsoever ?

**SHRI F. A. AHMED :** I did not say that ; I said that on the basis of certain applications with us from the private sector, an amount of about Rs. 75 lakhs foreign exchange would be required. It will be our effort to see to what extent we can considerably reduce this amount when we are thinking of setting up a factory in the public sector.

**MR. SPEAKER :** When names of more than one member are clubbed together in a question, other members need not try to catch my eye; in the order of their names, the members who have tabled the question will ask questions and afterwards other members may try to catch my eye.

**AN HON. MEMBER :** But you called a member whose name is not there.

**MR. SPEAKER :** It was a mistake.

**SHRI K. LAKKAPPA :** My name is in the list clubbed with others. But I am not being called.

**श्री रामावतार शर्मा :** मंत्री महोदय ने 24 अक्टूबर, 1969 को की गई घोषणा में सरकारी क्षेत्र में स्कूटर निर्माण के लिए एक कारखाना स्थापित करने की बात कही थी। क्या वह कारखाना फारेन कोलैबोरेशन से लगाया जायेगा ? हमारे यहाँ उस समय वेस्पा और लेम्ब्रेटा जो दो प्रकार के स्कूटर चल रहे हैं, उनकी तुलना में सरकारी क्षेत्र में बनाया जाने वाला स्कूटर कैसा रहेगा और उसकी कीमत क्या होगी ?

**श्री फलरुहीन अली अहमद :** इस सिलसिले में जो एक्सपर्ट कमेटी मुकर्रर की गई है, वह बतायेगी कि इसमें कितनी इनवेस्टमेंट होगी और स्कूटर की कीमत कितनी होगी। जब उसकी रिपोर्ट हमारे पास आयेगी, तभी हम इस बारे में इनफॉर्मेशन दे सकेंगे।

**श्री लखन लाल कपूर :** मंत्री महोदय ने अभी बताया है कि पब्लिक सेक्टर में स्कूटर का निर्माण करने में फारेन एक्सचेंज की जरूरत पड़ेगी। इस समय हमारी डिफेंस फैक्टरियों में उनकी क्षमता के मुताबिक प्राइवेट नहीं हो रहा है। इसके अतिरिक्त कई प्राइवेट सेक्टर की फैक्टरियों में भी क्षमता तो है, लेकिन उनके पास काम नहीं है। मैं यह जानना चाहता हूँ कि क्या पब्लिक सेक्टर और प्राइवेट सेक्टर की इन फैक्टरियों में स्कूटर के पार्ट्स बनाकर फारेन एक्सचेंज को बचाया जा सकता है या नहीं और क्या इस प्रकार स्कूटर की कास्ट में 25 परसेंट कमी की जा सकती है या नहीं।

**श्री फलरुहीन अली अहमद :** एक्सपर्ट कमेटी का एक आबजेक्ट यह है कि स्कूटर के काम्पोनेन्ट्स कहाँ तक हमारे मुल्क में ही—पब्लिक सेक्टर में या प्राइवेट सेक्टर में—बनाए जा सकते हैं। जो चीजें हमको यहाँ मिल सकती हैं, हम उन्हें बाहर से लाने और उन पर फारेन एक्सचेंज खर्च करने की कोशिश नहीं करेंगे। जब हमारे यहाँ पचास-साठ हजार स्कूटर बनने लग जायेंगे, तो हमें उम्मीद है कि स्कूटर की कीमत कम हो जायेगी और कन्स्यूमर को कम दाम पर स्कूटर मिल सकेगा।

**SHRI K. LAKKAPPA :** The manufacture of scooters in the public sector has been under consideration of this Government since 1960. From time to time the Government had announced that the demand is more than 250,000 as against the production of 20,000. The Government of India failed in its efforts to start a public sector unit because of obstruction from the Finance Ministry headed then by a Syndicate Member.

**MR. SPEAKER :** No introductions.

**SHRI K. LAKKAPPA :** Was there obstruction by the Finance Ministry at any time? Is it because of that there has been this delay? It is now proclaimed by this Government that it has a new colour and a new policy. Is the Government going to adhere to a time-bound programme by fixing a time limit within which to manufacture scooters in the public sector? Will they also within that time take a decision on the application from Mysore State which is pending with them? I want a specific answer.

**SHRI F. A. AHMED :** The hon. Member says that the demand for scooter is about two lakhs, including the three wheelers and that production is less than 25,000. Actually the production of three wheelers till September this year is 73,000, it is not 25,000 as mentioned by the hon. Member. The increased demand is likely to be two lakhs by 1973-74 and that why action is being taken in order to increase production under a project for the manufacture of about 50,000 scooters in the public sector. For that purpose arrangements are being made... (Interruptions.)

**श्री हुकम चंद कछवाय :** अध्यक्ष महोदय, मेरा व्यवस्था का सवाल है। क्या कोई मेम्बर ऊपर जाकर महिलाओं के साथ बैठ सकता है?

**अध्यक्ष महोदय :** आप क्यों परेशान होते हैं?

**SHRI K. LAKKAPPA :** There is an application from Mysore which has been pending for a long time. My question was : Was the Finance Ministry obstructing it? That was my specific question.

**MR. SPEAKER :** If you ask a question about Mysore, you must give separate notice.

**SHRI K. LAKKAPPA :** In this answer it has been said from time to time the Government of India is not in a position to take a decision in this regard and that a number of applications were pending in respect of the manufacture of scooters in the public sector. My point is, the Finance Ministry is obstructing from time to time. That

point has not been answered. That is relevant in the present context.

MR. SPEAKER : You are a lawyer yourself.

SHRI K. LAKKAPPA : I seek your protection.

SHRI S. K. TAPURIAH : The scooter is a speedy mode of transport for the middle income group, but the urgency of its production has received a very callous and casual approach of the Government. In view of the Minister's reply to various supplementaries that there is a long waiting list and that other modes are being explored by the Government as in respect of the public sector or giving new licences which really are in a very exploratory nature where it might take a long time before a new unit comes into production, may I know whether the Government would consider increasing the production capacity of the existing factories so that the scooters can be made available to the people at a very early date or without there being any need for waiting ?

SHRI F. A. AHMED : We have already asked for applications and if any existing unit wants to apply for increased production, its application will also be considered on merits, on the strict condition that we are allowing the private sector to manufacture scooters which will not require any foreign exchange for machinery or for any foreign collaboration.

MR. SPEAKER : Shri Shalwale.

श्री श्रीचं व गोयल : अध्यक्ष महोदय, 41 का जवाब आप पहले दिलवा चुके हैं, उस पर जिन मेम्बरों के नाम हैं उनको प्रश्न पूछने का अवसर तो दीजिए ।

SHRI DHIRESWAR KALITA : The questions have been clubbed together. Question 41 had been clubbed.

MR. SPEAKER : It will come later on. If they want, they can reply.

SHRI S. M. BANERJEE : Question 41 has been replied.

MR. SPEAKER : I have called Shri Shalwale. I am very sorry I cannot allow it now.

SHRI RAM GOPAL SHALWALE : Question No. 34 is here.

MR. SPEAKER : I kept on looking for you there, in your seat. I am sorry, I never knew you have come to that side.

SHRI DHIRESWAR KALITA : Question 41 has been replied to by the Minister, and you should allow us to put supplementaries.

MR. SPEAKER : I will call it again; when it comes you can ask it. Now, Shri Shalwale's question No. 34.

**पोड़ी गढ़वाल में भूतपूर्व केन्द्रीय स्वास्थ्य मंत्री का मद्यनिषेध के लिए अनशन**

\*34. श्री रामगोपाल शालवाले : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भूतपूर्व केन्द्रीय स्वास्थ्य मंत्री श्रीमती मुशीला नेयर ने गढ़वाल में मद्यनिषेध की मांग पर जोर देने के लिए पिछले दिनों गढ़वाल में भूख हड़ताल की थी ;

(ख) यदि हां, तो क्या राज्य सरकार या केन्द्रीय सरकार ने श्रीमती नेयर का अनशन समाप्त कराने के लिए उनको कोई आश्वासन दिया था ;

(ग) यदि हां, तो उन आश्वासनों का व्यौरा क्या है ;

(घ) क्या केन्द्रीय सरकार का विचार राज्य सरकार को इस आशय के अनुदेश देने का है कि गढ़वाल जिला में गांधी शताब्दी वर्ष में मद्य निषेध विधि पूर्णतः लागू की जाये, क्योंकि समीपवर्ती जिला कुमाऊं में पूर्ण मद्य निषेध है ; और

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



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 Government of India had not given any assurance nor are aware of any specific assurance having been given by the State Government in the matter.

(c) Does notarise.

(d) No, Sir.

(e) Prohibition being a State subject, it is for the State Government to take the final decision in the matter.

श्री रामगोपाल शालवाले : अध्यक्ष महोदय, जिला कुमायूं में पहले से ही शराब पर पाबन्दी लगी हुई है और पीड़ी गढ़वाल में शराबबन्दी न होने के कारण से स्कूलों के छोटे-छोटे बच्चे और गरीब किसान तक शराब पीते हैं। डा० मुशीला नायर ने उस क्षेत्र में शराबबन्दी कराने के लिए अनशन करके वहाँ की जनता में एक अभूतपूर्व जागृति पैदा की थी। मैं जानना चाहता हूँ कि उनका अनशन तुड़वाते समय सरकार ने, केन्द्र सरकार ने या राज्य सरकार ने, दोनों में से किसने आश्वासन दिया था और किसके आश्वासन पर उन्होंने अपना अनशन तोड़ा था ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : When I heard about Dr. Sushila Nayar's fast, I called the Chief Minister of Uttar Pradesh on the phone, and requested him to interfere in the matter. I was told he gave certain assurances and Dr. Sushila Nayar broke her fast presumably because she was satisfied with the assurance. I met her in the House and congratulated her on her success. I do not know what happened later.

श्री रामगोपाल शालवाले : गांधीजी ने यह कहा था कि यदि मुझे 24 घंटे का डिस्टेंडर बना दिया जाय तो मैं सारे देश में शराब की दुकानों को बिला-मुआवजा हटा दूँ।

मैं जानना चाहता हूँ—आज कांग्रेस दो घड़ों में बंट गई है, एक घड़ा इधर है और दूसरा उधर है, इनमें कौन-सा घड़ा देश में शराब जारी रखना चाहता है और कौन-सा शराब बन्द करना चाहता है ?

MR. SPEAKER : Mr. Manubhai Patel.

SHRI MANUBHAI PATEL : This Government boasts about the implementation of basic policies and programmes and resolutions of the AICC. Here is a clear-cut resolution of the Goa AICC asking the Government prohibition...

MR. SPEAKER : Which AICC are you talking about ?

SHRI MANUBHAI PATEL : I am talking about the only AICC to which we belong, the original AICC. Because this Government is not implementing the AICC resolutions, we are here. I want to know whether according to the Goa AICC resolution, the Central Government has given any instruction to the State Government. Both the ministers shirk responsibility by stating that it is a State subject. Some ministers are drinking and that is why they are not giving instructions. (Interruptions). Some ministers are drinking and some ministers have become drunkards.

MR. SPEAKER : Please sit down. We cannot have a debate on the subject.

SHRI MANUBHAI PATEL : I am asking with reference to part (d).

I want whether minister has issued any specific instruction to the UP Government about the implementation of prohibition in this district after the fasts were broken.

SHRI GOVINDA MENON : My specific answer is that no instruction has been issued, because on a matter which is completely under the jurisdiction of the State Government, it is not open to the Central Government to issue any instruction.

SHRI MANUBHAI PATEL : Then why should there be a minister in charge of prohibition here ?

MR. SPEAKER : You are getting up a number of times without my permission.

DR. SUSHILA NAYAR : In view of the fact that UP Government was good enough to order closure of the three liquor shops in Garhwal district, about which I had to undertake a fast and in view of the fact that the minister himself said that local auction is the most suitable policy for the whole of India, may I ask what action he has taken to have the principle of local auction accepted by all the States ? Secondly, what action has he taken to compensate those States that have started implementation even in a partial manner like UP and Rajasthan, to the extent of 50 per cent of their revenue loss ?

SHRI GOVINDA MENON : The offer made by Shri Morarji Desai was that where prohibition is introduced for the first time half the loss will be met by the Central Government. We stand by that. The question of local opinion again, comes under the jurisdiction of the State Government.

#### Small Car

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\*37. SHRI S. K. TAPURIAH :  
SHRI RANJEET SINGH :  
SHRI R. BARUA :  
SHRI CHENGALRAYA NAIDU :  
SHRI MAYAVAN :  
SHRI P. C. ADICHAN :  
SHRI NIHAL SINGH :  
SHRI N. K. SOMANI :  
SHRI ARJUN SINGH BHADORIA :  
SHRI BENI SHANKER SHARMA :  
SHRI RAGHUVIR SINGH SHASTRI :  
SHRI SHIV KUMAR SHASTRI :  
SHRI RAM KISHAN GUPTA :

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

(a) whether Government have taken any final decision in regard to the manufacture of small car in the country ;

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

(c) the time by which a decision is likely to be taken in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) Not yet, Sir.

(b) and (c). A decision on the project involves allocation of resources therefor within the overall plan resources and priorities. All relevant aspects have to be given careful consideration before a final decision is reached and this process is taking time. It is expected that a decision in the matter will be reached soon.

SHRI S. K. TAPURIAH : We have been hearing about this car ever since 1959. Whenever any decision has to be taken on such simple matters, whether it is a scooter or car, it may take the government years but when it is a question of nationalisation of banks it is done overnight. Now, may I know from the government their definition of a small car ? Before they embark on the venture will they tell us at what price will it be made available to the consumer on the road ? What would be the specifications and by what date specifically will they come out with a concrete proposal ?

SHRI BHANU PRAKASH SINGH : A decision would be taken soon. It is under study.

SHRI S. K. TAPURIAH : At what price will it be available to the consumers ?

SHRI BHANU PRAKASH SINGH : It is under examination.

SHRI S. K. TAPURIAH : Sir, are you satisfied with this answer ?

SHRI RANGA : What is their conception of a small car ? What will be its size and capacity and price ? They can give that information.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : May I inform the hon. members that various proposals are before us. If this project is accepted in the public sector it is hoped that it would be possible for us to provide a car with an ex-factory price of Rs. 10,000

**SHRI S. K. TAPURIAH :** What will be its price on the road including taxes ?

**SHRI F. A. AHMED :** I am giving the ex-factory price because the tax will have to be calculated on the basis of the ex-factory price.

**SHRI S. K. TAPURIAH :** The excise duty is not *ad valorem*. You can calculate it.

**SHRI F. A. AHMED :** Excise duty and sales tax will be extra.

**SHRI S. K. TAPURIAH :** How much ? In that case, it will not be a cheap car.

**SHRI F. A. AHMED :** The existing price for cars ex-factory is Rs. 15,000 to 16,000.

**SHRI BAL RAJ MADHOK :** No, it is less.

**SHRI PILOO MODY :** You never bought a car in your life. You are using only government car. So, you do not know the price.

**SHRI F. A. AHMED :** The ex-factory price is Rs. 15,000 or 16,000.

**SHRI BAL RAJ MADHOK :** No, it is less. Look into the files. You are giving wrong information.

**SHRI F. A. AHMED :** The matter has gone even to the Supreme Court. We have fixed a certain price and they want further revision.

**SHRI PILOO MODY :** We want to know the consumer price ; we do not want to know of any other fictitious price.

**SHRI F. A. AHMED :** The consumer price will depend on the ex-factory price.

**SHRI PILOO MODY :** Whatever it is ; if you do not know, find out.

**SHRI F. A. AHMED :** Anyhow, it will be much cheaper than what you are getting at. It will be cheaper by about Rs. 5,000 to Rs. 6,000.

**SHRI S. K. TAPURIAH :** From these answers that we have been hearing ever since we are here, it is quite clear that Government is not at all interested in a cheap car. All that it is interested in is in having a small minister occupied in the Ministry.

In view of the fact that Government itself is engaged in the manufacture of vehicles in its ordnance factories, has it gone into the cost structure of vehicles which it manufactures in its own factories and come to the conclusion that in view of its experience of price that is taking place it is not at all possible to make a car at the price indicated by the hon. Minister ? Will he give a clear assurance that in no case the price will go above what he has indicated ?

**SHRI BHANU PRAKASH SINGH :** This question is regarding the small car and the hon. Member is talking of vehicles which is a different matter. Government does not manufacture a car...*(Interruption)*

**SHRI S. K. TAPURIAH :** He has no business to say that. He must resign. Is a car not a vehicle ? Does he want a stationary car or a toy car which will not move ?

**SHRI N. K. SOMANI :** Did you hear his answer, Sir ?

**MR. SPEAKER :** This question is very much pending for a long time. It came up during the last session also. If names of 13 hon. Members are clubbed together and if I call all the 13 hon. Members, I think, only this one question can be dealt with perhaps in two Question Hours. Therefore I would request the hon. Minister to give a clearcut answer so that there may be no need for further supplementaries and I may be in a position to say that it is a clearcut answer and I will not allow further supplementaries. I would request the hon. Minister to give full details in a very brief reply so that I may disallow all other supplementary questions which arise out of a rather vague answer.

**SHRI F. A. AHMED :** This question involves the question of price at which this

car will be available, the likely investment in the project, when the decision is going to be taken and whether this project will be accepted in the public sector or not. I have already pointed out that from the proposals available with us it appears that the small car will be available at about Rs. 5,000 to Rs. 6,000 less than what it is available at at present. It is expected that the investment will be about Rs. 20 crores and another Rs. 5 crores to Rs. 6 crores for ancillary industries; that is, it will mean an investment of Rs. 26 crores to Rs. 27 crores altogether. So far as the decision is concerned, the Ministry has formed its opinion and the matter was sent to the Planning Commission for discussion. The Planning Commission, after discussing it, had asked for certain information which was supplied to them. The planning group had also recommended that there should be an expenditure of about Rs. 15 crores for the manufacture of this car, but the Planning Commission has not yet accepted it because they are finding it difficult to find the resources. Now the whole matter has been referred to the Cabinet for taking a decision.

**MR. SPEAKER :** There are 13 names here. Why not have a discussion rather than answering 13 supplementaries? Is there any further need to ask supplementaries? It is upto you to see.

**SHRI RANJEET SINGH :** In view of the fact that this Government has established a very elaborate automobile testing station in the country where all the tests that are to be conducted can be conducted, would the Government open the licensing of car production so that anybody may be able to manufacture a small car for himself? At least at a stage when this Government has become a mini-Government, would they consider of having a mini-car?

**MR. SPEAKER :** It is not a question, Shri R. Barua. Is there any need of asking a further question? I do not think so. Shri Naidu.

**SHRI CHENGALRAYA NAIDU :** The Industries Department in the Government of India is the most inefficient Department.....

**MR. SPEAKER;** No speech please.

**SHRI CHENGALRAYA NAIDU :** They are not able to take a decision about the small car project. How many years will they take to come to a decision? I want to know it from the Government as to when they will be able to take a decision. Is it a fact that they want to keep the State Governments who are asking for a small car project in suspense? Is it not a fact that they want to help car manufacturers so that they get some help from them? It is a fact that they are delaying things because Sahu-Jains are supporting the Prime Minister's son to get a prototype car approved? How many more years will it take for the Government to come to a decision? Is it because of these things that they are delaying things?

**MR. SPEAKER :** There is no question.

**SHRI CHENGALRAYA NAIDU :** I want a reply from the Government.

**SHRI K. LAKKAPPA :** Now we are getting more secrets.

**SHRI CHENGALRAYA NAIDU :** If there is no reply, may I take it that these allegations are true?

**SHRI V. KRISHNAMOORTHY :** For the last so many years, this Government has been saying that they will produce a small cheap car costing Rs. 7,000 or Rs. 7,500 and make it available to the ordinary citizens of the country. Now, the Minister comes and says that the ex-factory price will be Rs. 10,500 added with it another Rs. 5,500 which means it will cost Rs. 16,000. By their delaying tactics and by delaying the production or licensing of small car project, the people of this country are put to a great difficulty. In America, they are planning to ply their cars on the moon whereas here these people are unable even to supply ordinary small cars to the ordinary citizens of the country at cheap price.

May I know from the Government whether they will nationalise the whole car manufacturing industry? Secondly, will they start on their own a small car project in the public sector to produce cheap cars within the means of ordinary citizens of the country, say, at about Rs. 10,000 a car in all?

**SHRI F. A. AHMED :** As I have already replied, so far as the question of nationalisation is concerned, this subject-matter was raised in a talk with the Deputy Chief Minister of West Bengal when the Prime Minister went there. We have recently got some proposals. There is no proposal before us so far as nationalisation is concerned. But so far as the manufacture of car in the public sector is concerned, we are trying to have a project in the public sector which will provide to the consumer a much cheaper car than at the price at which it is available at present.

**SHRI V. KRISHNAMOORTHY :** You should make up your mind to supply a car for Rs. 10,000 or Rs. 11,000 ; or else, you should resign.

**SHRI MAYAVAN :** May I know whether any State Government have applied for the manufacture of small car project and if so, whether Union Government has got any intention of handing over this small car project to the State ?

**SHRI BHANU PRAKASH SINGH :** The Industrial Development Corporation of Mysore has applied for it, but it will depend on the report after considering it on merits.

**SHRI MAYAVAN :** I have not got the answer properly.

**SHRI F. A. AHMED :** There is a proposal from the Industrial Development Corporation of Mysore for manufacturing a car and that is also before the Planning Commission and the Government for decision.

**SHRI R. BARUA :** In view of the present paucity of funds, how is it that the Government of India is thinking of spending Rs. 28 crores at a time for production of small car ? They are also going to produce electrical appliances, refrigerators and other luxury goods. Ultimately the public transport suffers. Will the Government once and for all give an announcement that they are not going to give to the mini-car project any priority till the necessities of common man are satisfied ?

**SHRI F. A. AHMED :** On the one hand I am pressed that this is one of the

necessities of consumers and has to be given consideration, and on the other hand, the hon. Member is asking that this project should be given up. The Cabinet will take a decision whether we could provide investment for this project or not.

**SHRI N. K. SOMANI :** There are the very well known views that have been expressed by the Planning Commission from time to time, by a body which has the overall point of view of resources not only for the Fourth Plan but also for the Fifth Plan ; the continued opinion of the Planning Commission is that there is no need to establish another public sector automobile unit in this country ; and these views have been additionally fortified recently by the Chief Economic Adviser of the Indian Institute of Public Administration who has said that the solution to the rising car prices does not lie in setting up an additional car unit in the public sector. I would like to know what is the basis of taking decisions when the Cabinet and the Planning Commission are in direct confrontation with each other. I would also like to know why, if the Cabinet of this truncated Government has to contemptuously treat the Planning Commission, why do they not scrap it altogether ? I would also like to know in what way they would like to base their decision when economically and otherwise it has been established that there is no need for establishing another unit but what is needed is to have economic production from the existing units in the automobile industry.

**SHRI F. A. AHMED :** It is not correct for the hon. Member to come to the conclusion that the Planning Commission is opposed to the manufacture of cars on merit ; they are opposed because it has not been possible for them to find out the resources ; but they realise that in order to provide a cheaper car, in order to provide a better car, perhaps, it is necessary that there should be another unit for manufacturing car. The only difficulty has been to provide the necessary resources for the purpose of the project.

**MR. SPEAKER :** His question was a definite question : whether the Government has decided to overrule the advice of the Planning Commission.

**SHRI F. A. AHMED :** These matters have been discussed with the Planning Commission and their proposal as well as our proposal are before the Cabinet for consideration.

**श्री रघुवीर सिंह शास्त्री :** श्रीमन्, यह छोटी कार की चर्चा जब शुरू हुई तो सरकार की तरफ से यह बताया गया था कि उसकी कीमत 5000 रुपये होगी। उसके बाद 12000 रुपये पर बात आ गई तो अब इसकी ही क्या गारन्टी है कि वह 12000 रुपये ही बनी रहेगी और यह कि आगे और ज्यादा नहीं बढ़ जायगी ? जैसा कि ग्रामतौर पर देश में होता है और गवर्नमेंट ने यह वायदा किया था कि स्कूटर 1800 रुपये में मिला करेगा लेकिन वही स्कूटर 3500 रुपये में मिल रहा है। मैं पूछना चाहता हूँ कि क्या मंत्री महोदय कोई निश्चित वचन दे सकते हैं कि यह छोटी कार 12000 रुपये में मिलेगी और इससे उसका दाम ज्यादा नहीं बढ़ता चला जायगा ?

**श्री फखरुद्दीन खली अहमद :** जो प्रपोजल हमारे पास आयेगे आन दी ऐग्जिस्टिंग प्राइस लेवल के हिसाब से उस ऐक्सपैक्टेड प्राइस में वह कार मिलेगी। अब आयन्दा क्या प्राइसेज का लेवल हो उसकी कौन गारन्टी दे सकता है ?

**श्री शिव कुमार शास्त्री :** श्री रघुवीर सिंह शास्त्री ने निश्चित मूल्य के बारे में मंत्री महोदय से पूछा है लेकिन मैं उनसे इसका निश्चित समय जानना चाहता हूँ।

**श्री फखरुद्दीन खली अहमद :** इस मामले में जल्दी फैसला किया जायगा।

**SHRI S. M. BANERJEE :** Sir, now the list is over.

**SHRI UMANATA :** Now it is his turn.

**MR. SPEAKER :** I have not satisfied all the 13 names. No. 13 for a small car project is an unlucky number. You make it to 14.

**SHRI S. M. BANERJEE :** Since it appears that the Government would take some time to arrive at a final decision, may I know from the hon. Minister whether the Government is also considering to nationalise some of the automobile industry owned by the private sector till they have their own ?

**MR. SPEAKER :** He has already answered it. It is not a new question.

#### Controversies Between Railway Board and Coal Industry over Coal Price Issue.

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- \*38. **SHRI D. AMAT :**  
**SHRI S. P. RAMAMOORTHY :**  
**SHRI C. MUTHUSAMI :**  
**SHRI MEETHA LAL MEENA :**  
**SHRI C. C. DESAI :**  
**SHRI RAM SEWAK YADAV :**  
**SHRI BIBHUTI MISHRA :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether there have been fresh controversies between the Railway Board and the Coal Industry over the coal price issue ;

(b) if so, the details of differences between the two parties and whether it is possible for Government to meet the demands of the Coal Industry ; and

(c) if not, the reasons therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) :** (a) and (b). Agreement has been reached with the coal suppliers that a maximum increase of 70 paise per tonne would be allowed for supplies of all grades of coal purchased by the Railways from 1. 10. 1969 over the prices valid upto 30. 9. 1969.

(c) Does not arise.

**श्री मीठालाल मीना :** क्या सरकार इस बात का आश्वासन देगी कि जैसे और वस्तुओं की कीमतें बढ़ रही हैं उसी के अनुसार कोयले के दाम बढ़ाने के बारे में भी वह सोचेगी ताकि मजदूरों का फायदा हो सके ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : The immediate necessity for the increase in price was the award of the wage board increasing the wages. It was not the other way.

MR. SPEAKER : Now, next question, Q. No. 40.

श्री रामावतार शास्त्री : प्रश्न सं० 40

AN HON. MEMBER : Sir, the Question Hour is over.

MR. SPEAKER : The Question Hour is over. Now, let us take up the calling-attention-notice.

श्री रामावतार शास्त्री : मेरे सवाल का क्या हुआ ?

अध्यक्ष महोदय : यह उनसे पूछिये जिन्होंने कह दिया क्वेश्चन ओवर ओवर ।

The hon. Member had put his question. But one of his friends pointed out that the Question Hour was over. Otherwise, I would have kept silent, and the question could have been answered. Now, the hon. Member has called his question and the reply will be considered as written answer.

#### WRITTEN ANSWERS TO QUESTIONS

##### Development of Industries in Bihar

\*31. DR. SUSHILA NAYAR : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any scheme under consideration of Government for the development of major industries during the year 1970-71 in the State of Bihar ;

(b) if so, the details thereof ; and

(c) the nature of assistance likely to be given to the State of Bihar for the development of industries in that State ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The Projects to be

set up during the Fourth Plan and the investments proposed to be made in them are given on pages 253 to 260 of the Draft Five Year Plan Report. The projects to be set up in Bihar during the Fourth Plan are also mentioned there. In so far as projects, locations for which have not yet been decided, are concerned it is not possible to state at this stage, which of such projects, if any, will be located in Bihar. The Plan for the year 1970-71 is yet to be finalised and as such it is not possible to indicate at this stage whether any new major industries would be set up in Bihar in 1970-71. Apart from the establishment of Central projects, the directions in which the Central Government can help in the development of Industries in States are through Central financial assistance and adjustments in procedure and policies of national financial and other institutions. A pattern of central assistance has been evolved and this is referred to in para 1.39 of the Draft Fourth Plan Report. As for the procedures and policies of the national financial and other institutions, it is proposed by the Financial Institutions to give certain concessions to new industries to be set up in selected backward districts of all the States.

##### Recommendations of Dutt Committee on Industrial Licensing Policy

\*35. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Indian Chamber of Commerce has in a recent communication to Government pointed out that it was unrealistic to plan ahead for 15 years for any Industry and that the recommendations of the Dutt Committee on Industrial Licensing Policy would retard the industrial growth in the country and would cause a serious setback to the economy of the country, if implemented ; and

(b) if so, the precise points made out in that communication and Government's reaction to each of them ?

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

(b) The main points made by the Indian Chamber of Commerce are that (i) in spite of the defects of the licensing system, the Industrial Licensing Policy Inquiry Committee has suggested the continuance and tightening up of the licensing system; (ii) it will not be practicable to plan ahead for ten or fifteen years for any industry as recommended by the Committee; (iii) the Committee's suggestion to exclude the Larger Industrial Houses from the middle sector of industries or further reservation of certain industries for the small social sector would adversely affect industrial growth as also expansion of exports; (iv) the suggestion of the Committee to ban further development of large scale industrial units in certain metropolitan areas would affect employment opportunities for the growing urban population; (v) the suggestion of the Committee to enable conversion of loans given by the financial institutions into equity at their option and their participation in the management of borrowing companies would lead to dual control in management; it would also discourage the private enterprise and work to the disadvantage of the other equity shareholders, besides blocking up the funds of the financial institutions. The viewpoint of the Indian Chambers of Commerce and Industry, together with those of other representative bodies and associations, will be taken into account by the Government before decisions are finalised on the recommendations of the Industrial Licensing Policy Inquiry Committee:

**Broad Gauge Line From Samastipur to Narkatiaganj (North Eastern Railway)**

**\*36. SHRI BHOGENDRA JHA :**  
Will the Minister of RAILWAYS be pleased to state :

(a) whether surveys for extending the broad gauge line from Samastipur to Narkatiaganj *via* Darbhanga and from Lucknow to Katihar *via* Muzaffarpur have been completed;

(b) if so, the result thereof; and

(c) whether in assessing the priorities of these extensions, the assistance of some defence and foreign trade personnel is being taken, keeping in view the requirements of

Darbhanga Aerodrome and Nirmall, Jaynagar, Janakpur Road, Bairagania and Adapur Railway stations for defence and for developing the trade with Nepal?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) and (b). The surveys for conversion of Samastipur-Raxaul *via* Darbhanga and Muzaffarpur and from Barabanki to Katihar are in different stages of progress and are likely to be completed by December, 1970. The results of the surveys will be known after all the survey reports are submitted by the North Eastern Railway Administration on completion of the surveys and these are examined by the Railway Board.

(c) While carrying out surveys the requirements of Defence establishments, foreign trade and other interests are generally kept in view.

**Recommendation of Wanchoo Working Group for Financial Concessions to Industries**

**\*39. SHRI BHAJAHARI MAHATO :**  
Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) which of the recommendations contained in the Report of the Wanchoo Working Group for fiscal and financial concessions of industries have been accepted by Government; and

(b) the reasons for not accepting the remaining recommendations and whether there is likelihood of their being accepted in the near future?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). The Working Group on "Fiscal and Financial Incentives for starting industries in Backward Areas" (Wanchoo Working Group) has recommended incentives to be given mainly by the financial institutions, the Centre and the States. It is proposed by the financial institutions to give certain concessions to new industries to be set up in selected backward districts of all States. In regard



to the incentives to be given by the Centre, it is considered by the Government that, in lieu of the incentives recommended by the Working Group for a higher development rebate and exemption from income-tax, corporate tax, import and excise duties, a block grant or subsidy for a part of the total fixed capital investment of new units to be set up in two selected districts each of the States indentified as industrially backward and one district each of the other States, may be granted.

### हैवी इंजीनियरिंग कारपोरेशन के कर्मचारियों पर अभियोग

\*40. श्री रामावतार शास्त्री : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1967 में हुए, साम्प्रदायिक दंगों में भाग लेने के सम्बन्ध में हैवी इंजीनियरिंग कारपोरेशन, रांची, के कुछ कर्मचारियों के विरुद्ध फौजदारी के मुकदमे दायर किये गये हैं ;

(ख) यदि हाँ, तो उनके नाम क्या हैं तथा किन धाराओं के अंतर्गत उन पर अभियोग चलाया जा रहा है ;

(ग) क्या यह सच है कि उनके विरुद्ध

गम्भीर आरोप होने के बावजूद भी कोई विभागीय कार्यवाही नहीं की गई है ;

(घ) यदि हाँ, तो उसके क्या कारण हैं और क्या सरकार का विचार अभी भी उनके विरुद्ध कोई विभागीय कार्यवाही करने का है ; यदि नहीं, तो उनके क्या कारण हैं ;

(ङ) क्या यह सच है कि सरकार द्वारा आश्वासन दिये जाने के बावजूद भी दंगों में मारे गये व्यक्तियों को कोई वित्तीय सहायता नहीं दी गई है ; और

(च) यदि हाँ, तो उनके क्या कारण हैं और सरकार का क्या करने का विचार है ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) हैवी इंजीनियरी कारपोरेशन के कुछ कर्मचारियों का अगस्त, 1967 के साम्प्रदायिक दंगों में हाथ होने के कारण उनके विरुद्ध फौजदारी मुकदमे दायर किये गये हैं।

(ख) कर्मचारियों के नाम तथा जिन धाराओं के अन्तर्गत उन पर मुकदमे चलाए जा रहे हैं वे धाराएं इस प्रकार हैं—

- |   |   |
|---|---|
| 1. श्री राम दयाल सिंह   | धारा 302/149 भारतीय दंड संहिता।                                   |
| 2. श्री फागू प्रसाद साव<br>श्री लखीचन्द सिंह<br>श्री पूजा सिंह        | धारा 302/149 भारतीय दंड संहिता।<br>(अब दोष मुक्त कर दिये गये हैं) |
| 3. श्री सरदार सरन सिंह<br>श्री दीनानाथ सिंह<br>श्री सारदा प्रसाद सिंह | धारा 143/324/380 भारतीय दंड संहिता।                               |
| 4. श्री राजेन्द्र प्रसाद जायसवाल<br>श्री राघोसिंह<br>श्री सरजु सिंह   | धारा 147/380/149/458 भारतीय दंड संहिता।                           |

5. श्री आर० बी० शर्मा                      धारा 147/379 भारतीय दंड संहिता ।  
श्री केदार प्रसाद  
श्री रामजी प्रसाद
6. श्री हरवंश सिंह                      धारा 149/302/436/380 भारतीय दंड संहिता ।  
श्री ए० एम० बनर्जी  
श्री ए० सी० दत्ता  
श्री एस० एन० त्रिपाठी  
तथा तिवारी  
श्री आर० पी० मिश्रा
7. श्री बामुदेव प्रसाद शर्मा              धारा 149/302/380 भारतीय दंड संहिता ।
8. श्री इन्द्र प्रसाद गुप्ता              धारा 147/224 भारतीय दंड संहिता ।  
श्री जगरनाथ चौधरी  
श्री राम सरन सिंह
9. श्री धर्मवीर पटेल                      धारा 148/302/380 भारतीय संहिता ।  
श्री लक्ष्मी नारायण प्रसाद
10. श्री बिधारी प्रसाद                      धारा 143/337/379 भारतीय दंड संहिता ।  
श्री बादशाह सिंह  
श्री परमहंस सिंह

(ग) और (घ). चूंकि सम्बन्धित कर्म-  
चारियों के मामले न्यायाधीन हैं अतः उनके विरुद्ध  
विभागीय कार्यवाही करनी उचित नहीं समझी  
गई है। कम्पनी फौजदारी मामलों की प्रगति के  
प्रति सतर्क है और मामलों के तय हो जाने पर  
सम्बन्धित कर्मचारियों के विरुद्ध कार्यवाही करने  
के प्रश्न पर विचार करेगी।

#### Grant of Licences to Birlas

- \*42. SHRI UMANATH :  
SHRI K. RAMANI :  
SHRI P. GOPALAN :  
SHRI K. ANIRUDHAN :

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

(a) whether the Birlas or connected  
firms were given licences for setting up

two alloy steel and special steel plants in  
Private Sector ;

(b) whether this action is against the  
policy of Government which was to increase  
the special steel units under the Hindustan  
Steel Ltd., and

(c) if so, whether Government have  
made any enquiries as to how these licences  
were issued to the Birlas ?

THE MINISTER OF STATE IN THE  
MINISTRY OF STEEL AND HEAVY  
ENGINEERING (SHRI K. C. PANT) :  
(a) to (c). Yes, Sir. Two licences were  
issued—one to High Quality Steel Limited  
for 19,000 tonnes and the other to Bihar  
Alloy Steel Ltd. for 40,000 tonnes on  
19.8.1961 and 14.1.1966 respectively.

The setting up such Units in the Private  
Sector is not precluded under the Industrial  
Policy Resolution of Government.

**Conversion of Metre Gauge Lines into Broad Gauge Lines in Maharashtra State.**

\*43. SHRI TULSHIDAS JADHAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have decided as a matter of policy to convert metre gauge lines into broad gauge ;

(b) whether the Miraj-Latur metre gauge line in Maharashtra is proposed to be converted into broad gauge line ;

(c) the time by which the work of conversion is to be commenced and when it is likely to be completed ;

(d) whether Government have received any representation or a deputation of the people in this regard ; and

(e) if so, Government's decision in the matter ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) to (c). Representations have been received for the conversion of Miraj-Latur narrow gauge line into wider gauge. At present the conversion of only a few arterial metre gauge lines into B. G. is being contemplated. As the existing capacity on the Miraj-Latur section is adequate to meet the traffic requirements this section is not being considered for conversion at present.

**बिड़ला सार्य-समूह**

\*44. श्री नारायण स्वरूप शर्मा :

श्री हुकम चन्द कछवाय :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री 5 अगस्त, 1969 के अतारंकित प्रश्न संख्या 2210 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या बिड़ला सार्य-समूह को 1963-64 में 76.3 करोड़ रुपये की प्रदत्त पूँजी वाली 151 कम्पनियों के बारे में आवश्यक जानकारी इस बीच एकत्रित कर ली गई है ;

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

(ग) यदि नहीं, तो इसके क्या कारण हैं और उक्त जानकारी कब तक एकत्रित कर ली जायेगी और सभा पटल पर रख दी जायेगी ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) हाँ, श्रीमान् ।

(ख) सदन के पटल पर एक विवरण-पत्र प्रस्तुत है । [ग्रन्थालय में रखा गया । देखिए संख्या LT-1971/69]

(ग) प्रश्न उत्पन्न नहीं होता ।

कच्चे माल के आयात के लिए औद्योगिक उपक्रमों को आयात लाइसेंस देना

\*45. श्री मृत्युंजय प्रसाद : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सुनिश्चित करने के लिए कोई व्यवस्था है कि किसी औद्योगिक उपक्रम की उत्पादन क्षमता उसको दिये गये लाइसेंस के अनुसार है और उसे कच्चे माल और मशीनों के आयात के लिए उसकी उत्पादन क्षमता से अधिक के लिए परमिट नहीं मिलता है और वह वर्ष के अन्त में उत्पादन के अनुपात में विदेशी कच्चा माल प्रयोग करता है और फालतू कच्चा माल उसके द्वारा अगले वर्ष में प्रयोग किया जाता है ;

(ख) यदि नहीं, तो इसके क्या कारण हैं ;

(ग) यदि हाँ, तो गत तीन वर्षों में इन उपक्रमों का काम कैसा रहा ;

(घ) क्या यह सच है कि कच्चे माल और मशीनों के आयात के लिए परमिट देने वाले प्राधिकारियों और उत्पादन क्षमता के लिए लाइसेंस देने वाले प्राधिकारियों के बीच कोई समन्वय नहीं है ; और

(ङ) यदि हां, तो इसके क्या कारण हैं और इनके बीच समन्वय स्थापित करने के लिए क्या प्रयास किये जा रहे हैं ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लूद्दीन अली अहमद) : (क) से (ग). औद्योगिक (विकास तथा विनियमन) अधिनियम, 1951 के अंतर्गत अनुज्ञापित औद्योगिक उपक्रमों की उत्पादन क्षमता प्रत्येक मामले में दिये गये अनुज्ञापन में उल्लिखित क्षमता के आधार पर आंकी जाती है। जैसे ही औद्योगिक उपक्रम उत्पादन प्रारम्भ करते हैं, उत्पादन के आंकड़े, तकनीकी विकास का महानिदेशालय अथवा सम्बन्धित केन्द्रीय प्राधिकारियों को समय-समय पर भेजे जाते हैं। उत्पादन में वृद्धि तथा क्षमता के पूर्णतम उपयोग को, विशेषकर उद्योग के कुछ प्राथमिकता प्राप्त क्षेत्रों के लिए, महत्व दिया जाता है। फिर भी, कुछ मामलों में, औद्योगिक उपक्रमों द्वारा स्थापित उत्पादन क्षमता अनुज्ञापित क्षमता से कहीं अधिक पाई गई है। ऐसे मामलों में क्या कार्यवाही की जाय यह सरकार के विचाराधीन है। जहां तक कच्चे माल, हिस्सों तथा फालतू पुर्जों के लिए आयात लाइसेंस स्वीकृत करने का प्रश्न है, प्रारम्भ में ये उत्पादन क्षमता के आधार पर स्वीकृत किये गये थे। 1966-67 में, तत्कालीन प्राथिक स्थिति को देखते हुए, 59 प्राथमिकता प्राप्त उद्योगों के औद्योगिक उपक्रमों को अपना उत्पादन अधिकतम करने के लिए प्रोत्साहन देने हेतु उदारतापूर्वक आयात अनुज्ञापन स्वीकृत किये गये थे। 1967-68 से प्राथमिकता प्राप्त उद्योगों को आयात अनुज्ञापन अवधि में आयातित कच्चे माल की खपत की पुनर्पूर्ति के आधार पर स्वीकृत किये जा रहे हैं। गत आयात अनुज्ञापन के जारी होने के तीन से छः महीने की अवधि के अन्दर-अन्दर गत अवधि (तीन मास से कम नहीं तथा छः महीने से अधिक नहीं) के कच्चे माल की खपत के आधार पर वास्तविक उप-योक्ता आयात अनुज्ञापन के लिए आवेदन भेज सकते हैं। नये लाइसेंस इस शर्त पर स्वी-

कृत किए जाते हैं कि आवेदित लाइसेंस की कीमत उपयोग में नहीं लिए गए लाइसेंस की कीमत से अधिक नहीं है। आयातित कच्चे माल की वास्तविक खपत को चार्टर्ड एकाउंटेंट द्वारा प्रमाणित कराना होता है। प्रक्रिया को सरल बनाने, वास्तविक उपयोक्ताओं को कच्चे माल के संभरण का मुनिश्चय करने तथा प्राथमिकता प्राप्त उद्योगों में उत्पादन को प्रोत्साहन देने की दृष्टि से इस तरीके को अप-नाया गया है। प्राथमिकता प्राप्ति के अन्तर्गत न आने वाले उद्योगों के लिए, अर्द्ध वार्षिक आधार पर आयात अनुज्ञापन स्वीकृत किये जाते हैं जिसके लिए आयात अर्हता पूर्व आयात के आधार पर निश्चित की जाती है। साख-पत्र के खोलने अथवा वास्तविक आयात द्वारा पूर्व अनुज्ञापनों के उपयोग का प्रमाण देने पर (विगत आयात अनुज्ञापनों में निर्दिष्ट प्रतिशत तक) अनुज्ञापन जारी होता है।

मशीनरी आयात के लिए आवेदन पत्रों की सम्बन्धित तकनीकी अधिकारियों द्वारा संवीक्षा की जाती है जो विभिन्न अपेक्षित पहलुओं को, विशेषकर उपक्रमों की अनुज्ञापित क्षमता तथा ऐसे सामान का देश में प्राप्त न होना, और उसकी अनिवार्यता को ध्यान में रखते हैं।

अतः मशीनरी तथा कच्चे माल का आयात उपक्रमों की अनुज्ञापित क्षमता और अधिष्ठा-पित क्षमता के पूर्णतम उपयोग से सम्बद्ध है।

(घ) नहीं।

(ङ) प्रश्न ही नहीं उठता।

#### Rise in Price of Steel

\*46. SHRI CHANDRA SHEKHAR  
SINGH :  
SHRI JHARKHANDE RAI :  
DR. RANEN SEN :

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

(a) whether it is a fact that apart from the Tatas and the Indian Iron and Steel Company, the Hindustan Steel Ltd., also favours a rise in the prices of steel in view of the escalation in working costs ;

(b) if so, the opinions of the Defence, Railways and Industry Ministries regarding this price rise in steel ; and

(c) the decision of Government regarding this demand ?

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

(b) and (c). The matter is being considered by Government in consultation with all Ministries concerned with the matter and a decision will be taken shortly.

#### Quota of Black Sheets for Assam

\*47. SHRI BEDABRATA BARUA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have received complaints from the Assam Government that they have been refused their quota of black sheets required for making Corrugated iron Sheets, the only roofing material of Assam ;

(b) whether the State Government have also complained about the non-receipt of Corrugated iron Sheets ; and

(c) if so, the steps taken to ensure that the State Government are supplied their requirements in time ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :  
(a) to (c). No complaint has been received from Assam Government regarding lack of black sheets for making corrugated iron sheets. The supply position of Galvanised Corrugated Sheets is quite easy and allocation to Assam State in 1969-70 amounts to 4,027 tonnes as against 579 tonnes in 1968-69.

#### Manufacture of Metre-gauge Diesel Loco Engines

\*48. SHRI S. A. AGADI : Will the Minister of RAILWAYS be pleased to State :

(a) whether it is a fact that orders are placed for the manufacture of Metre Gauge Diesel Loco Engines with private manufacturers ;

(b) if so, the number of engines and their cost, the names of manufacturers and expected deliveries ; and

(c) the comparative differences in price of the Metre Gauge Diesel Loco manufactured by the Diesel Loco Works, Varanasi and the private manufacturers ?

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

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

#### Dutt Committee Report on Industrial Licensing Policy

\*49. SHRIMATI TARKESHWARI SINHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether his attention has been drawn to the criticism made by Shri Wankhede, Finance Minister, Maharashtra, of the Dutt Committee Report on Industrial Licensing Policy ; and

(b) if so, whether Government have accepted the recommendations of the Dutt Committee which has suggested that licences should not be issued to industrially advanced States ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) A press report of a speech made by Shri Wankhede, Finance Minister, Maharashtra, on some of the recommendations of the Report of the Industrial Licensing Policy Inquiry Committee has been received by Government.

(b) The recommendations of the Committee including those pertaining to regional dispersal of industries are under consideration of the Government and final decisions would be taken after considering the various viewpoints.

### साम्यवादी दल का चुनाव चिह्न

\*50. श्री अटल बिहारी वाजपेयी :

श्री बृज भूषण लाल :

श्री सूरज भान :

श्री जगन्नाथ राव जोशी :

श्री शारदा नन्व :

श्री यशवन्त शर्मा :

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

(क) क्या यह सच है कि भारतीय साम्यवादी दल (मार्क्सवादी) का चुनाव चिह्न 'दरांती तथा हथौड़ा' कई अन्य देशों का राजकीय चिह्न भी है ;

(ख) यदि हां, तो क्या उक्त चिह्न के प्रचार से भारत में विदेशी प्रभाव के प्रचार को बढ़ावा मिलने की सम्भावना है ;

(ग) क्या सरकार का विचार निर्वाचन आयोग को यह परामर्श देने का है कि वह किसी अन्य देश के राजकीय चिह्न को भारत में चुनाव चिह्न के रूप में स्वीकार न करे ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) जी हाँ ।

(ख) और (ग). जी नहीं ।

(घ) विदेशी प्रतीक से मिलते-जुलते प्रतीक का उपयोग, जब तक कि भारतीय दण्ड संहिता की धारा 153 क को ऐसे मामलों को सम्मिलित कर लेने के लिए अति-विस्तारित न कर

दिया जाए, विधि के किसी उपबन्ध द्वारा स्पष्टतः और विनिर्दिष्टतः निषिद्ध नहीं किया गया है । ऐसी दशा में, ऐसे निर्वाचन प्रतीक का उपयोग करने के लिए, जो किसी विदेशी ध्वज से मिलता-जुलता हो, कोई विधिक आक्षेप नहीं किया जा सकता ।

### Meeting of Khadi Gramodyog Sangh Delegation with Prime Minister

\*51. SHRI K. M. MADHUKAR : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether a delegation of the Khadi and Gramodyog Sangh had met the Prime Minister in August, 1969 and had pleased before her the difficulties of the workers of the Khadi and Gramodyog Sangh and had urged upon her to solve difficulties faced by this industry and had also given its own suggestion ;

(b) if so, the problems of the Khadi and Gramodyog Sangh discussed between the delegation and the Prime Minister ;

(c) the details of such problems of the industry as are proposed to be solved by Government ; and

(d) if the reply to part (c) above be in the negative, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED). (a) to (d). Information is being collected and will be laid on the Table of the House.

### Idle Capacity of Railway Engines

\*52. SHRI J. M. BISWAS :  
SHRI SARJOO PANDEY :  
SHRI C. JANARDHANAN :

Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Railway engines in each category of steam, diesel and electric ;

(b) the average running hour and mileage per day of an engine in each category ;

(c) the percentage of their running capacity remaining idle ; and

(d) the reasons for their idle capacity ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) and (b). A statement is laid on the Table of the Sabha.

(c) The percentage of steam locomotives kept in good repair stored during 1968-69 to the total holdings of steam locomotives was 1.9 for all gauges. No Diesel or Electric locomotives were kept stored in good repairs.

(d) The locomotives were kept in good repair stored during the slack season in order to meet the requirements of peak traffic during the busy season.

#### Statement

(a) The daily average of the number of engines on line during the year 1968-69 was as under :—

	B.G.	M.G.	N.G.
Steam	6,079	3,552	399
Diesel	675	204	33
Electric	474	20	—
Total	7,228	3,776	432

(b) Daily average number of hours worked per engine available for use and the daily average engine kilometres per engine in use during the year 1968-69 was as follows :—

	B.G.	M.G.	N.G.
i) Hours worked per day per engine available for use (all services)			
Steam	11.6	10.7	9.52
Diesel	19.3	18.1	14.3
Electric	18.3	12.2	—
All traction	12.8	11.1	9.90

(ii) Engine Kms. per Engine per day in use (all services)

Steam	162	170	137
Diesel	365	285	215
Electric	351	347	—
All traction	197	178	144

सशस्त्र गुंडों द्वारा सोनाई हाल्ट स्टेशन और यात्रियों का लूटा जाना

\*53. श्री शिव चरण लाल :  
श्री शिव पूजन शास्त्री :  
श्री राम सिंह अयरवाल :

क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मथुरा-हाथरस मीटर गेज लाइन पर सोनाई हाल्ट स्टेशन सशस्त्र गुंडों द्वारा लूटा गया था ;

(ख) यदि हाँ, तो गुंडों द्वारा कितनी सरकारी तथा गैर-सरकारी सम्पत्ति लूटी गई, और जन-धन की कितनी हानि हुई तथा अब तक कितने व्यक्तियों को गिरफ्तार किया गया है ;

(ग) क्या यह भी सच है कि जनता के विरोध के बावजूद, वर्तमान हाल्ट स्टेशन से एक किलोमीटर दूर एक सूने स्थान पर, जहाँ पर सरकारी तथा गैर-सरकारी सम्पत्ति के लूटे जाने की घटनाओं के लगभग प्रतिदिन होने की सम्भावना है, सरकार का विचार एक दूसरा हाल्ट स्टेशन बनाने का है ;

(घ) यदि हाँ, तो क्या सरकार का विचार इस मामले पर पुनः विचार करने का है ; और

(ङ) वर्तमान हाल्ट स्टेशन से दो फलाँग की दूरी पर हाल्ट स्टेशन बनाने में सरकार को क्या कठिनाइयाँ हैं ?

विधि तथा समाज कल्याण और रेलवे मंत्रो (श्री गोविन्द मेनन) : (क) जी हाँ। लेकिन कोई रेल सम्पत्ति नहीं लूटी गयी।

(ख) लूटी गयी निजी सम्पत्ति का मूल्य लगभग 400 रुपये था। इसमें कोई जन-हानि नहीं हुई। अभी तक कोई गिरफ्तारी नहीं हुई है।

(ग) से (ङ). लाइन की क्षमता बढ़ाने के लिए, राया और मुरसान के बीच एक क्रासिंग स्टेशन बनाने का विचार है। यह स्टेशन मौजूदा हॉल्ट स्टेशन की जगह बनाया जायेगा। सोनाई हॉल्ट स्टेशन का स्थान तकनीकी और परिचालन की दृष्टि से क्रासिंग स्टेशन बनाने के लिए उपयुक्त नहीं है, क्योंकि वहाँ 300 में 1 की खड़ी ढलान है और रेलवे लाइन के एकदम निकट निर्मित क्षेत्र स्थित हैं। इसमें मूल्यवान् आवासीय भूमि का अधिग्रहण भी करना होगा। इसलिए यह तय किया गया है कि क्रासिंग स्टेशन को सोनाई हॉल्ट से लगभग एक किलोमीटर दूर बनाया जाए।

#### Crisis in Cement Industry

\*54. SHRI MAHENDRA MAJHI :  
SHRI D. N. DEB :  
SHRI K. M. Koushik :

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

(a) Whether the Cement industry in the South is heading for a serious crisis due to over production ; and

(b) if so, the action taken by Government to relieve this pressure of over-production on the cement factories in the South ?

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

(b) Does not arise.

#### Asoka Mehta Committee Report on working of Khadi and Village Industries Commission

\*55. SHRI DEVEN SEN :  
SHRI HEM RAJ :

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

(a) the recommendations and suggestions made by the Asoka Mehta Committee on the working of the Khadi and Village Industries Commission ;

(b) whether Government have completed their examination of those recommendations ; and

(c) if so, the decision taken by Government in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The recommendations of the Asoka Mehta Committee on Khadi and Village Industries are contained in Chapter VIII of the Committee's Report copies of which have already been laid on the Table of the House.

(b) Not yet, Sir.

(c) Does not arise.

#### Treatment of T.T. Es. as Running Staff on Railways

\*56. SHRI ONKAR SINGH :  
SHRI S. S. KOTHARI :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 7980 on the 29th April, 1969 and state :

(a) the grounds on which Brakesmen in all Passenger trains have been treated as running staff ;

(b) the number of representations received by Government from all the Travelling Ticket Examiners and their organisations



during the last three years wherein they have requested to treat the Travelling Ticket Examiners as running staff and the action being taken by Government in this regard ;

(c) the action taken so far in regard to all the assurances given in connection with the Travelling Ticket Examiners by him in the House on the 22nd July, 1969 ; and

(d) whether Government have taken any action with a view to protect these persons ?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) Only such categories of staff as are directly in charge of and responsible for the movement of trains viz., Drivers, Shunters, Firemen, Guards and Brakemen are treated as Running Staff. Since the category of Brakemen is also directly connected with the movement of trains they have been treated as Running Staff.

(b) Frequent representations have been received and those have been dealt with and on every occasion the Government have decided that it would not be possible to treat the Travelling Ticket Examiners as Running Staff.

(c) No assurance has been given on the 22nd July, 1969 so far as the question of treating TTEs as Running Staff is concerned. An assurance was, however, given to increase the strength of Travelling Ticket Examiners, wherever justified, and also to look into their difficulties. These issues are under examination.

(d) Instructions to the Railways already exist to the effect that adequate arrangements should be made with local Government Railway Police authorities in providing protection to ticket checking staff so that checking is made more effective.

#### **Scheme for Unemployed Engineers to set up Small Scale Industries**

- \*57. **SHRI YOGENDRA SHARMA :**  
**SHRI H. N. MUKERJEE :**  
**SHRI JAGESHWAR YADAV :**  
**SHRI ISHAQ SAMBHALI :**

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

(a) whether it is a fact that the response from States to the Centrally sponsored scheme to enable the jobless engineers and technically qualified people to set up small scale industries has been rather poor ;

(b) if so, the reasons therefor; and

(c) the steps being taken to ensure early implementation of the scheme by the State Governments ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) A model scheme for 'Financial Assistance to Engineers/Technicians and other Technically Qualified Entrepreneurs for setting up Small Scale Industries' was circulated for guidance to all the State Governments and Union Territories in October, 1968 for inclusion in the State Sector. It is not a centrally sponsored scheme. Final replies have not been received from all the States. So far, 10 States/Union Territories are taking suitable steps for rendering assistance to unemployed engineers.

(b) and (c). As the scheme is to be implemented in the State Sector, necessary advice and guidance is being provided by the Development Commissioner, Small Scale Industries.

#### **Wanchoo Committee Report on Railway Accidents**

- \*58. **SHRI N. R. LASKAR :**  
**SHRI R. K. AMIN :**  
**SHRI S. M. BANERJEE :**  
**SHRI RABI RAY :**

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

(a) whether it is a fact that the Wanchoo Committee Report on Railway Accidents has been examined by Government ;

(b) if so, the recommendations accepted by Government ; and

(c) the steps being taken to implement them ?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) to (c). The Railway Accidents Inquiry Committee—1968 submitted their Report in two parts in November, 1968 and in August, 1969 respectively. Part I of the Report, which contained 229 observations and recommendations, had been laid on the table of the House in November, 1968. Later, it was examined in detail and the views of the Ministry of Railways on the various observations and recommendations made by the Committee in this Part were circulated along with the Railway Budget documents in February, 1969.

Part I of the Report contained 139 observations and 90 recommendations. Only one recommendation regarding fixing of norms for manning or upgrading level crossings was not accepted. This too is being reconsidered in the light of observations made by the Committee in Part II of their Report.

Action, as necessary, on the various observations and recommendations contained in Part I of the Report along the lines indicated in the 'Views of the Ministry of Railways (Railway Board)', has already been taken and the implementation is being watched.

The second and the final part of the Report covers many facets of railway working and contains 500 observations and recommendations. This is under consideration and the views of the Ministry of Railways on the various observations and recommendations will be laid on the table of the House as soon as these are finalised. Necessary action to implement the recommendations in the light of the Views of the Ministry of Railways (Railway Board) on these will be initiated soon after.

#### Change in Industrial Licensing Policy

**\*59. SHRI A. SREEDHARAN :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have decided to change the Licensing Policy in view of the recommendations of the Industrial Licensing Policy Inquiry Committee ;

(b) if so, the changes proposed in the Licensing Policy ; and

(c) when Government propose to give effect to these new changes ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) to (c). In the light of the findings and recommendations of the Industrial Licensing Policy Inquiry Committee, certain changes in the industrial licensing policy are under the consideration of Government. The proposed changes will be announced as soon as final decisions are taken on the various policy issues involved.

#### Railway Development Programme during Fourth Five Year Plan

**\*60. DR. P. MANDAL :** Will the Minister of RAILWAYS be pleased to state :

(a) the new features of the Railway development programme in the Fourth Five Year Plan period ; and

(b) the nature of work to be undertaken for the Railway development from \$55 million loan approved by the International Development Association, an affiliate of the World Bank ?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) The outlay of Rs. 1,525 crores agreed to by the Planning Commission is intended to develop capacity for carrying 255 million tonnes of originating freight traffic and an increase of 20% in non-suburban passenger traffic at the end of the plan period. The outlay is intended mainly for modernisation and improvement in the fields of traction, signalling and telecommunications, rolling stock, track maintenance, workshop equipment and techniques.

(b) The \$55 million IDA loan will be utilized for the import of certain components

and spares for Rolling stock not being manufactured indigenously, electrolytic copper for electrification schemes, Signalling & Telecommunication equipment, and some plant and machinery during the first two years of the Plan.

#### Pending Applications for Licences from Orissa

201. SHRI SRINIBAS MISRA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number of applications for licences from Orissa pending with Government ;

(b) out of them, the number of applications pending for more than two years; and

(c) the reasons for the delay in disposing of these applications ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Out of the industrial licence applications received upto 31st October, 1969, from Orissa, only 9 are pending for disposal at present. 6 of these applications were received in 1969 and 3 in 1968.

(b) None, Sir.

(c) A certain amount of delay is inherent in the system of licensing itself. In some cases, however, delay has been due to incomplete information on important aspects of the scheme while in some others additional capacity for licensing in particular industries is under review.

#### Railway Accidents

203. SHRI N. R. DEOGHARE : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Railway accidents that took place in the country during the last two years ;

(b) the number of accidents caused due to mechanical defects and negligence of the crew ; and

(c) the loss of human lives and Government property ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) There were 1,111 and 908 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 during 1967-68 and 1968-69 respectively.

(b) of 2,012 train accidents, the causes of which have been finalised, 212 were caused by the failure of mechanical equipment and 1,228 were due to the failure of railway staff including the crew.

(c)	No. of persons killed	Cost of damage to railway property
		Rs.
1967-68	233	1,49,78,037
1968-69	177	1,19,55,831

#### Fixation of Pay of Clerks Drafted to Railway Board's Office from Zonal Railways

204. SHRI KRISHNA KUMAR CHATTERJI : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4915 on the 26th August, 1969 and state :

(a) the circumstances under which Rule 2026 (F.R. 30)-R.II, which safeguards the fundamental right of the U.D.Cs. was relaxed by the President in the absence of statutory authority to do so ; and

(b) whether he will get the matter investigated and remove the injustice done to these U.D.Cs. under the cover of the invalid order dated the 20th April, 1961 ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) The clerks concerned were recruited in the Board's Office in the Grade of 60-130

(Old)/110-180 (Revised) and were granted two advance increments in this grade. Subsequently on their substantive appointment to higher grade posts in their parent offices retrospectively they were allowed to draw pay as admissible to them in the grade of 60-130(Old)/110-180 (Revised) or their substantive pay whichever was higher in relaxation of Rule 2026(FR-30)-R.II. This was done to protect their pay as stipulated in their appointment offer, if the same happened to be higher than their substantive pay.

(b) Does not arise as no injustice has been done to these clerks and the order dated 20th April, 1961 is also otherwise valid.

#### Clerks Drafted to Railway Board's Office From Zonal Railways

205. SHRI KRISHNA KUMAR CHATTERJI : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4914 on the 26th August, 1969 and state:

(a) whether there is any statutory provision which authorises giving proforma position in the lower grade while these clerks hold the higher grade of U.D.C. substantively since Rule 2011 (F.R. 15)-R-II is prohibitive of such action ;

(b) the reason why they will not be absorbed as U.D.C. from the date of their joining the Board's office ; and

(c) whether the advice of the Union Public Service Commission and the Law Officer was obtained in the matter and, if not, whether this will be done as the manner proposed for their absorption as U.D.C. involved infringement of Fundamental Rules ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) As stated in reply to Un-starred Question No. 6381 on 15-4-1969, the provisions of Rule 2011 (F.R.—15) R-II were not applicable in the case of these clerks as they were treated as on deputation from the Railways/I.R.C.A.

(b) These clerks are to be absorbed as U.D.Cs, in terms of the existing para 14 of the Railway Board Secretariat Clerical Service Scheme which was drawn up in consultation with the Ministry of Home Affairs and U.P.S.C. A copy of this para was attached to the reply to Unstarred Question No. 6381 on 15-4-1969.

(c) Since no infringement of Fundamental Rules is involved in the matter of absorption of these clerks, the question of seeking advice of U.P.S.C. and Law Officer does not arise.

#### Import of Rail Cars, Coaches and Wagons

206. SHRI VIRENDRAKUMAR SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that part of the \$ 55.0 million loan recently sanctioned by the International Development Association will be utilised for importing Rail cars, coaches and wagons ;

(b) if so, the reasons for the said import even when there is adequate indigenous capacity to manufacture the same; and

(c) the annual import bill for the above three items, year-wise and supplier-wise since 1965-66 ?

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

(b) Does not arise.

(c) Nil.

#### Railway Earnings and Expenditure During 1969-70.

207. SHRI VIRENDRAKUMAR SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) the trend of Railway earnings and expenditure during the first eight months of 1969-70 and the expected earnings and expenditure during the remaining four months ;

(b) whether the Railway earnings and expenditure are in tune with the budgeted figures for the fiscal year 1969-70 ;

(c) if the reply to part (b) above be in the negative, the extent of variation and the reasons for the same ; and

(d) the expected amount of gross profit to be earned by the Railways during 1969-70 ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) November, the eighth month of the financial year, is not yet over. The accounts for October, the last completed month of the financial year, have not yet been closed. In the period of six months ending 30th September 1969, for which the accounts have been closed, the earnings came to Rs. 464.04 crores and the working expenses to Rs. 345.39 crores.

(b) Earnings and expenditure are generally in line with the proportionate budget for the period.

(c) Does not arise.

(d) Present indications are that the surplus of about nearly Rs. 2 crores budgeted for 1969-70 may be realised.

M/s. Westinghouse, Saxby and Farmer (P) Ltd. Calcutta

208. SHRI BABU RAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Union Government has given an advance of Rs. 20 lakhs to the West Bengal Government for helping M/s. Westinghouse, Saxby and Farmer (P) Ltd. ;

(b) whether it is also a fact that this amount has not been utilized by the West Bengal Government for the specific purpose for which it was given ;

(c) if so, what are the chances either of the money being returned or being adjusted against future supplies to the Railways seeing

that both the West Bengal Government and M/s. Westinghouse, Saxby and Farmer (P) Ltd. are bankrupt concerns ; and

(d) what rate of interest is being charged on Rs. 20 lakhs and who is supposed to pay this interest ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) The Central Government have no reason to believe that the amount is being utilized otherwise than for the purpose for which it was intended.

(c) Does not arise.

(d) The State Government will pay the interest @ 6% per annum on the amount of the advance given to them.

#### Ticketless Travelling

209. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the railways lose over Rs. 25 crores every year on account of ticketless travel ;

(b) whether it has been found that students contribute substantially to this annual loss ;

(c) if so, the practical steps taken to bring home to the students that ticketless travel is not only an illegal act but also an anti-social one ;

(d) whether it is a fact that many Govt. employees continuously travel without tickets on Suburban local trains ; and

(e) if so, the reasons why no disciplinary action is taken against them ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Before the amendment of the Indian Railways Act with effect from 10. 6. 1969 the loss on account of ticketless travel was estimated to be between Rs. 20 and Rs. 25 crores per annum,

(b) Students have also been detected travelling without tickets in a number of cases.

(c) The active co-operation of students is being enlisted through the Heads of educational institutions to detect and deal with passengers travelling without tickets.

(d) It is possible that some among the ticketless travellers are Govt. employees but it is not possible to ascertain the profession of a passenger.

(e) All ticketless passengers (including some possible Govt. employees) are dealt with according to Law, which does not discriminate between Govt. employees and others.

#### Attack on trains by goondas during Ahmedabad riots

210. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the number and names of trains attacked by goondas near about Ahmedabad during the recent communal riots ;

(b) the number and names of persons killed or injured per train ;

(c) the reasons why proper precautions were not taken to protect the trains seeing that the riots had already taken place several days before the trains were attacked ; and

(d) the steps taken to protect trains in future ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) and (b). The following 8 trains were attacked detained during communal riots in Ahmedabad in September, 1969, as also the number of

persons killed/injured in each train :

Description of train	No. of persons	
	Killed	Injured
50 Dn. Fast Passenger	4	1
36 Dn. Kirti Express	—	3
47 Dn. Passenger	—	—
55 Up/50 Dn. Passenger	3	5
111 Up Passenger	1	1
36 Dn. Kirti Express	2	5
31 Up Janata Express	11	1
68 Dn. Passenger	1	1
Total	22	17

Complete list of names of persons killed or injured is however, not available.

(c) The available Police force was deployed in the sensitive areas, pockets, places and spots, and their resources were thus stretched to the fullest extent. R.P.F. personnel were deputed to guard vital railway installations at Ahmedabad and other suburban stations. R.P.F. had also undertaken the protection of Railway colonies in Ahmedabad and other important stations as also escorted Railway staff from their Colonies to Railway stations and back. However, when the trains became the target of unruly elements, the state Government decided to escort trains. As they did not have adequate resources Railways were requested to depute armed R.P.F. personnel for the escorting of passenger trains in the affected areas.

(d) Maintenance of law and order, including protection of passengers and their belongings, being the responsibility of the State Government, closest liaison is maintained with them and all possible assistance is given to the State Police in handling such situations.

#### Seizure of Stolen Railway Material

211. SHRI C. K. BHATTACHARYYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether stolen Railway material worth Rs. 10,000 was seized from a shop-cum-godown in Burdwan after a search conducted on the 19th September, 1969 by the Eastern Railway's Protection Force ;

(b) if so, the description of the types of material stolen; and

(c) the steps taken to bring the culprits to book ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes. The case was detected by the Crime Intelligence staff of the Railway Protection Force, Eastern Railway and on a search of the accused person's godown, material worth about Rs. 9,500/- was seized.

(b)	1. Fish Plates	31 Pieces.
	2. Compound Fish Plates	6 „
	3. CST/9 Plates	44 „
	4. Pieces of Rails of different sizes (Total length about 448 feet)	58 „
	5. D.O. Plates	13 „
	6. D.O. Jaw	4 „
	7. Brake Block	1 Piece.
	8. Tie Bars	183 Pieces.
	9. Cut pieces of Tie Bars	42 „
	10. Two-way key	1 Piece.
	11. Wooden Railway Sleepers (Standard size)	2 Pieces.

(c) The case is still under investigation.

#### Clash at Madhukunda Station (South Eastern Railway)

212. SHRI C. C. BHATTACHARYYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there was a clash between passengers of the Ranchi-Asansol Passenger and members of the Bihar Armed Police at Madhukunda Station, South Eastern Railway, on the 14th September, 1969 ;

(b) the details of the incidents ; and

(c) the steps taken to bring the culprits to book ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) and (c). On 14-9-1969, 88 members of Bihar Military Police (Bn. No. 3 'C' Company with its headquarters at Govindpur), were travelling by 64 Up Ranchi-Asansol Passenger from Ranchi to Giridih via Asansol. They were occupying 3 second class and 2 third class compartments locked from inside. At Madhukunda some passengers wanted to board the said compartments but were resisted by the Military Police personnel. This resulted in a scuffle amongst them causing injury to seven passengers and the guard of the train. The injured persons were rendered first aid. As a protest, the passengers did not allow the train to move by squatting on the railway tracks. GRPS/Adra registered a case No. 4 dated 14-9-69 u/s. 147/148/323/325 IPC and arrested all the 88 members of the Military Police and released them on bail. On the complaint of the Military Police personnel, a counter case No. 5 dated 14-9-69 u/s. 147/323/353 IPC was started in which no one has been arrested so far. Both these cases are under Police investigation.

#### Accommodation Problem of Scheduled Castes and Scheduled Tribes in Major Cities

213. SHRI J. K. CHOUDHURY : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have decided to take special measures to solve the Accommodation Problem of Scheduled Castes and Scheduled Tribes in major cities ; and

(b) 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) and (b). The Department of Social Welfare has been concentrating on the poorer sections of the Scheduled Castes

and the Scheduled Tribes, whose needs are more urgent. In the case of slum-dwellers, the Department contributes 12½% of the cost of houses constructed for members of these classes under the Slum Clearance scheme. Under the Housing Scheme in the Backward Classes sector, Scheduled Castes and Scheduled Tribes in rural areas are eligible for a housing subsidy ranging from Rs. 900 to Rs. 1,500 per house. This scheme has now been extended to the urban areas also.

In addition, the Scheduled Castes and Scheduled Tribes are eligible for assistance from the general housing schemes, e.g. the middle and Low Income Group Housing Schemes.

टूण्डला (दक्षिण रेलवे) में कार्य कर रहे 'लोको' कर्मचारियों के विरुद्ध शिकायत

214. श्री राम चरण : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि टूण्डला के 'लोको' कर्मचारियों के विरुद्ध एक शिकायत मिली है कि दो ग्रयवा तीन लिपिकों को गत तीन वर्षों से कार्य किए बिना ही वेतन मिल रहा है ; और

(ख) यदि हाँ, तो पर्यवेक्षण अधिकारी के विरुद्ध सरकार ने क्या कार्रवाई की है ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) और (ख) : सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

पौड़ी गढ़वाल (उत्तर प्रदेश) में मद्य-निषेध

215. श्री अर्जुन सिंह भदौरिया :  
श्री राम गोपाल शालवाले :

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

(क) क्या यह सच है कि पौड़ी गढ़वाल (उत्तर प्रदेश) में अभी तक मद्य-निषेध लागू नहीं किया गया है ;

(ख) क्या यह भी सच है कि राज्य सरकार ने मद्य-निषेध के फलस्वरूप होने वाली कुल हानि का आधा भाग देने के लिए केन्द्रीय सरकार से अनुरोध किया है ;

(ग) यदि हाँ, तो केन्द्रीय सरकार ने उस पर क्या कार्यवाही की है ;

(घ) राज्य सरकार ने इस बारे में अब क्या अन्तिम निर्णय किया है ; और

(ङ) इस सम्बन्ध में केन्द्रीय सरकार की क्या प्रतिक्रिया है ; और वहाँ मद्य-निषेध कब तक लागू हो जाने की सम्भावना है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती फूलरेणु गुहा) : (क) सूचना एकत्रित की जा रही है तथा सभा पटल पर रख दी जायेगी ।

(ख) नहीं, श्रीमान ।

(ग) से (ङ). प्रश्न नहीं उठता । मद्य-निषेध राज्य विषय होने के कारण इसे लागू करने के बारे में राज्य सरकार को निर्णय करना है ।

गढ़वाल क्षेत्र को पिछड़ा क्षेत्र घोषित करना तथा वहाँ मद्य-निषेध लागू करना

216. श्री अर्जुन सिंह भदौरिया : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्र के कई प्रसिद्ध नेताओं द्वारा अनुरोध किए जाने के बावजूद उत्तर प्रदेश के मुख्य मंत्री उत्तर प्रदेश के गढ़वाल जिले में मद्यनिषेध कानून को लागू करने के लिए तैयार नहीं हैं जबकि उसके पड़ोसी जिले कुमायूँ में जो कि मुख्यमंत्री का



निर्वाचन-क्षेत्र है मद्य निषेध का कानून लागू किया जा चुका है ;

(ख) क्या यह भी सच है कि सभी पहलुओं से गढ़वाल जिला उस राज्य का पिछड़ा हुआ क्षेत्र है ;

(ग) क्या प्रधान मन्त्री ने पौड़ी के निवासियों को यह आश्वासन दिया था कि गढ़वाल को पिछड़ा हुआ क्षेत्र घोषित किया जायेगा ;

(घ) यदि प्रधान मन्त्री ऐसा करने की स्थिति में नहीं हैं तो क्या उन्हें उस क्षेत्र में मद्यनिषेध को लागू करने का भी अधिकार नहीं है ; और

(ङ) राज्य तथा केन्द्र के लिए किसी पिछड़े हुए जिले की निधियों से लाभ उठाने का क्या औचित्य है ?

**विधि मंत्रालय और समाज कल्याण विभाग में राज्य मन्त्री (डा० (श्रीमती) फूलरेणु गुहा) :** (क) से (ङ). सूचना एकत्रित की जा रही है तथा यथासमय मभापटल पर रख दी जाएगी ।

#### Shifts in Occupation Patterns of Harijans

217. SHRI LOBO PRABHU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 2136 on the 5th August, 1969 and state :

(a) the figures of the Scheduled Castes which have shifted their occupation patterns as a result of the Government plans ;

(b) whether any statistics are maintained of Harijans in private sector employment in new occupational patterns ; and

(c) if not, whether such information is not vital for the advancement of Harijans ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) to (c). The Commissioner for Scheduled Castes and Scheduled Tribes has made studies of the occupational mobility of Scheduled Castes and Scheduled Tribes in selected villages of States. These have been published in the Commissioner's annual Reports for the years 1966-67 and 1967-68, copies of which have been laid on the Table of the House.

#### Employment and allotment of Land to Harijans

218. SHRI LOBO PRABHU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) since the Fourth Plan provides for "Standing Offers of Employment" in pilot areas, why his Ministry does not participate with a scheme for Harijans in selected areas in every State ;

(b) the total area of land allotted to Harijans and how much of it is cultivated ; and

(c) in view of the limited ability and staying power of Harijans, why are they not allowed partners, whose rights are extinguished after a limited time ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) A beginning has been made in Maharashtra with the Pilot scheme referred to. It is only after the results of the scheme are known that it will be possible to consider how far it could be applied in respect of Harijans.

(b) Available information shows that over three lakh acres of land has been distributed to the Scheduled Castes for cultivation ; most of this land should be under cultivation.

(c) Such a proposal will not be feasible in practice.

### Shortage of Steel

219. SHRI BHOGENDRA JHA :  
SHRI ESWARA REDDY :  
SHRI CHANDRA SEKHAR  
SINGH :  
SHRI YOGENDRA SHARMA :  
SHRI JAGESHWAR YADAV :  
SHRI C. JANARDHANAN :

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

(a) whether a study of supply and demand of iron and mild steel during 1969-70 to 1973-74 prepared by Shri P. N. Arya for USAID Mission in India has shown that the shortage of steel would persist throughout the Fourth Five Year Plans period ;

(b) whether the study has revealed that the import target of engineering industries is likely to be affected by this shortage ; and

(c) if so, the steps being taken to meet this shortage ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). It has been mentioned in the Report that shortage of steel would persist throughout the Fourth Plan period and that these shortages are likely to adversely affect the planned exports of engineering goods.

(c) Steps being taken to meet these shortages *inter alia* include (i) stream lining of procedures for allocation of indigenous steel to engineering industries for exports, (ii) liberalisation of imports, (iii) bulk import of steel, (iv) achieve higher production from existing capacity and (v) plan for additional capacity for meeting the increasing demand for steel.

### Disconnection of Telephones at Loheria Serai, Mahendru Ghat and Jasidih Stations

220. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3278 on the 12th August, 1969 and state :

(a) whether any procedure has been finalised with the Posts and Telegraphs Department to a void disconnection of Railway telephones in future, and if so, the details thereof; and

(b) whether any responsibility has been fixed for the failure to pay telephone charges in time, resulting in disconnection of lines at 13 stations and, if so, the result thereof ; and

(c) the financial losses incurred due to installation fee etc. ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) P & T Department have not agreed to the request of the Ministry of Railways that the P & T telephones at Railway Stations should be treated differently from private telephones in regard to disconnection of telephones. However, instructions have been issued by the Ministry of Railways to the General Managers of the Railways to nominate a responsible officer for keeping a close watch regarding bills pertaining to telephones provided at Railway Stations in order to avoid their disconnection.

(b) In all the cases of disconnections of telephones at the 13 stations mentioned in the Unstarred Question No. 3278 replied on 12-8-69 payments of bills received from the P & T. Department had actually been made, but disconnection was effected due to the account not having been carried out by the P & T. Out of these in one case, however, namely that of Colgong Station, the cheque issued for the payment of the bill was reported lost. A fresh cheque was issued and the telephone restored.

(c) Reconnection charges amounting to Rs. 50/- per station have been paid by the Railways to the P & T Department for six out of these stations.

### Printing of Election Posters

221. SHRI BHOGENDRA JHA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 5027 on the 26th August, 1969 regarding the printing of Elec-

tion Posters without the names of printers and publishers and state :

(a) whether the required information has since been collected;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) to (c). The case is still under investigation by the District Magistrate and report from the Chief Electoral Officer is awaited.

#### Opening of Halts at Muraltha and Korahia on North Eastern Railway

222. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5075 on the 26th August, 1969 and state :

(a) whether the examination of the proposal for opening halts at Muraltha and Korahia (North Eastern Railway) has since been completed ; and

(b) if so, the details thereof and, if not the time by which the consideration for opening these halts is to be completed ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) Fresh investigations made revealed that the proposals for opening train halts at Muraltha between Kartaul and Joglara stations and at Korahia between Khajauli and Jaynagar stations are not financially justified. The proposals, therefore, could not be accepted.

#### Grading of Portland Cement

223. SHRI S. K. TAPURIAH :  
SHRI N. K. SOMANI :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state to refer to the reply given to Starred

question No. 346 on the 5th August, 1969 regarding the grading of Portland Cement and state :

(a) whether Government have since received the recommendations from the Indian Standards Institution ; and

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

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

(b) Does not arise.

#### Newsprint Factory in Kerala

224. SHRI S. K. TAPURIAH :  
SHRI N. K. SOMANI :

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

(a) the progress so far made in setting up a newsprint factory in the State of Kerala ;

(b) whether the site/location of the factory has been finalised ; and

(c) if so, the financial implications thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The matter is still under consideration.

(b) and (c). As no final decision has so far been taken, it is not possible to give details at this stage.

#### Damage to Indian Railways During Ahmedabad Riots

225. SHRI S. K. TAPURIAH :  
SHRI P. N. SOLANKI :  
SHRI N. K. SOMANI :  
SHRI SRADHAKAR SUPAKAR :  
SHRI N. R. DEOGHARE :

Will the Minister of RAILWAYS be pleased to state :

(a) the loss suffered by the Railways on account of Railway properties damaged, set fire to etc. and on account of diversion or holding up of passenger and goods traffic in the Ahmedabad riots since the communal riots were started; and

(b) the steps taken to protect Railway properties and to make Railway travel safe through the disturbed areas of the country?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) The loss suffered by the Railways due to the damages caused to the Railway property and on account of diversion or hold up of passenger and goods traffic during communal riots in Ahmedabad in September, 1969 is estimated at Rs. 6,000/- and Rs. 24,45,000/- (approximately) respectively.

(b) Railway Protection Force/Railway Protection Special Force are being increasingly deployed to protect Railway property and to assist the State Police in handling such situations. Closest liaison is maintained with the State Police authorities who deal with law and order problems with a view to securing their assistance. Steps are also taken to protect before the public the baneful effects of destruction of national assets like Railway property.

**Loss to Rourkela Steel Plant as a result of the licensing of Bimalgarh Talcher Railway Project**

**226. SHRI D. AMAT :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the total estimated loss caused at the Rourkela Steel township due to the Bimalgarh-Talcher Railway Line Project launched on the 20th August, 1969;

(b) whether it is a fact that the local Adivasis leaders who formed an anti-agitation squad to protect the national property from destruction were beaten by the agitators and that the house of one of the Adivasi leaders was gheraoed and pelted with stones and that he was threatened with dire consequences of being killed; and

(c) whether it is also a fact that on the 19th August, 1969 i.e. a day before the agi-

tation a cracker was exploded in front of the Rourkela Club to threaten the General Public so that they might not come out of their houses, while such destructive measures were to be taken by the Bimalgarh-Talcher Railway project agitators?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K.C. PANT) :** (a) The loss on account of damage to Company's property at the Rourkela Steel Township on account of the agitation connected with construction of Bimalgarh-Talcher Railway Line is estimated at Rs. 4 lakhs.

(b) Since law and order is the responsibility of the State Government details of such incidents can be furnished only by them.

(c) No, Sir.

**Memorandum sent by Displaced Persons From Bandomunda Marsh Illing Yards to General Manager of South Eastern Railways.**

**227. SHRI D. AMAT :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the displaced persons from the Bandomunda Marshalling yard of the South Eastern Railway submitted any memorandum to the General Manager of the South Eastern Railway on the 17th September, 1969 regarding their appointment in the Railway yard and, if so, the action taken thereon;

(b) whether any specific complaint was made in the said memorandum against some Railway employees regarding illegal extraction of bribe from the displaced 'Adivasis' with the assurance to provide them with jobs in the yard; and

(c) if so, the names and the designation of such employees, the amount of money so collected and the steps taken against such malpractice adopted by the employees?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

रांची में साम्प्रदायिक दंगों में मारे गए भारी इन्जीनियरिंग निगम के कर्मचारियों के परिवारों को दी गई वित्तीय सहायता

228. श्री रामावतार शास्त्री : क्या इस्पात तथा भारी इन्जीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारी इन्जीनियरिंग निगम रांची के उन कर्मचारियों के परिवारों को, जो 1967 में हुए साम्प्रदायिक दंगों में मारे गये थे, कोई वित्तीय सहायता नहीं दी गई है यद्यपि सरकार ने इसका आश्वासन दिया था ; और

(ख) यदि हाँ, तो इसके क्या कारण हैं तथा सरकार का इस मामले में क्या कार्यवाही करने का विचार है ?

इस्पात तथा भारी इन्जीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्णचन्द्र पन्त) : (क) जी नहीं । भारी इन्जीनियरी निगम ने 1967 के दंगों में मारे गये अपने प्रत्येक कर्मचारी के लिए 500 रुपये की अनुग्रह-पूर्वक अदायगी की है । मारे गये कर्मचारियों द्वारा मोटर कार या अचल सम्पत्ति को खरीद के लिए गये और अंशदायी भविष्य-निधि से लिए गये अग्रिमों को छोड़कर दूसरे अग्रिमों की बकाया राशि की वसूली माफ कर दी गई है । भारी इन्जीनियरिंग निगम में मारे गये कर्मचारियों के परिवारों में से प्रत्येक के एक आश्रित सदस्य के नौकरी देने का भी फैसला किया है । कम्पनी द्वारा दी गई आर्थिक सहायता उस सहायता के अलावा है जो मृतकों के परिवारों को राज्य सरकार से मिली है ।

(ख) प्रश्न नहीं उठता ।

#### Recommendation of Industrial Licensing Policy Enquiry Committee

229. SHRI RAMAVTAR SHASTRI :  
SHRI H. N. MUKERJEE :  
SHRI S. R. DAMANI :  
SHRI DHIRESHWAR KALITA :  
SHRI SHIVA CHANDRA JHA :  
SHRI K. HALDER :  
SHRI RAM AVTAR SHARMA :  
SHRI C. JANARDHANAN :  
SHRI RABI RAY :  
SHRI NARENDRA SINGH MAHIDA :  
SHRI YASHWANT SINGH KUSHWAH :  
SHRI SHARDA NAND :  
SHRI YAJNA DATT SHARMA :  
SHRI JAGANNATH RAO JOSHI :  
SHRI ATAL BIHARI VAJ-PAYEE :  
SHRI BRIJ BHUSHAN LAL :  
SHRI SURAJ BHAN :  
SHRI BIBHUTI MISHRA :

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

(a) whether the various recommendations made by the Industrial Licensing Policy Inquiry Committee have since been examined by Government ; and

(b) if so, the decision taken thereon ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The various recommendations of the Industrial Licensing Policy Inquiry Committee are under the active consideration of Government.

#### Rise in Price of Coal Demanded By Coal Industry

230. SHRI CHANDRA SHEKHAR SINGH :  
SHRI RAMAVATAR SHASTRI :  
SHRI J. M. BISWAS :  
SHRI VASUDEVAN NAIR :  
DR. RANEN SEN :  
SHRI B. K. DASCHOWDHURY :  
SHRI V. NARASIMHA RAO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the coal Industry has demanded a further rise in the price of Coal supplied to the Railways ;

(b) if so, the extent of price increase demanded by the Industries ; and

(c) the decision taken by the Railway Board on the demand ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) The price increase asked for ranged from Rs. 2/- to Rs. 4.11 per tonne.

(c) Railway Board decided to allow a price increase of 70 paise per tonne for supplies from 1-10-1969 and this was accepted by the Industry.

**Price rise of Fiat and Standard passenger cars**

231. SHRI CHANDRA SHEKHAR SINGH :  
 SHRI RAMAVATAR SHASTRI :  
 SHRI D. AMAT :  
 SHRI MOHAN SWARUP :  
 SHRI N. R. LASKAR :  
 SHRI S. P. RAMAMOORTHY :  
 DR. RANEN SEN :  
 SHRI K. M. ABRAHAM :  
 SHRI S. M. BANERJEE :  
 SHRI OM PRAKASH TYAGI :  
 SHRI R. BARUA :  
 SHRI CHENGALRAYA NAIDU :  
 SHRI RAM KISHAN GUPTA :  
 SHRI MAYAVAN :  
 SHRI E. K. NAYANAR :  
 SHRI P. RAMAMURTI :  
 SHRI P. C. ADICHAN :  
 SHRI SHIVA CHANDRA JHA :  
 SHRI BAIDHAR BEHERA :  
 SHRI BAL RAJ MADHOK :  
 SHRI SHIV KUMAR SHASTRI :  
 SHRI RAM AVTAR SHARMA :  
 SHRI C. MUTHUSAMY :  
 SHRI ISHAQ SAMBHALI :  
 SHRI K. HALDER :  
 SHRI J. AHMED :  
 SHRI SRADHAKAR SUPAKAR :  
 SHRI ARJUN SINGH BHADORIA :  
 SHRI MEETHA LAL MEENA :  
 SHRI C. C. DESAI :  
 SHRI P. N. SOLANKI :

SHRI RAGHUVIR SINGH SHASTRI :

SHRI JAI SINGH :  
 SHRI HARDAYAL DEVGUN :  
 SHRI J. K. CHOUDHURY :  
 SHRI YAJNA DATT SHARMA :  
 SHRI MOHAMMAD SHERIFF :  
 SHRI SHRI CHAND GOYAL :  
 SHRI YASHWANT SINGH KUSHWAH :

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

(a) whether the manufacturers of Fiat and Standard passenger cars had unilaterally raised the ex-factory prices of their cars recently ;

(b) if so, the actual price increase effected by the manufacturers ;

(c) whether Government had imposed price control on all the three passenger cars produced in the country following the unilateral action of the car manufacturers in raising the prices ; and

(d) if so, the prices fixed for these cars ?

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

(b) M's. Premier Automobiles increased the ex-factory price of the Fiat car by Rs. 2,312 to Rs. 15,863 and M's. Standard Motor Products of India increased the ex-factory price of the Standard Herald car by Rs. 1,637 to Rs. 15,640.

(c) Yes, Sir.

(d) The ex-factory prices of the three makes of cars fixed, on a statutory basis, with effect from the 21st September, 1969 are as under :—

1. Ambassador	Rs. 15,316
2. Fiat	Rs. 14,325
3. Standard Herald	Rs. 14,003

The above prices are exclusive of the excise duty payable on the built-up vehicles.

**Manufacture of Tractors with foreign collaboration**

232. SHRI RAMAVATAR SHASTRI :  
 SHRI K. M. MADHUKAR :  
 SHRI INDRAJIT GUPTA :  
 SHRI SARJOO PANDE :  
 SHRI C. JANARDHANAN :  
 SHRI B. K. DASCHOWDHURI :  
 SHRI RAM AVTAR SHARMA :  
 SHRI BENI SHANKER  
 SHARMA :  
 SHRI V. NARASIMHA RAO :  
 SHRI S. K. TAPURIAH :  
 SHRI N. K. SOMANI :  
 SHRI VIRENDRAKUMAR  
 SHAH :

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

(a) whether it is a fact that a new collaboration agreement has been entered into for the manufacture of tractors in the public sector ;

(b) whether it is also a fact that a prototype of an indigenously designed and manufactured tractor has been successfully developed by the Central Mechanical and Engineering Research Institute, Durgapur ; and

(c) if so, the reasons for Government's preference for a foreign collaboration project instead of commercially developing the C.M.E.R.I. tractor which Indian scientists and engineers have laboured to produce at considerable expense ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Hindustan Machine Tools Ltd. have negotiated a collaboration agreement with a Czechoslovakian Agency for the manufacture of a low H.P. tractor in their Pinjore unit and have submitted their proposals in this regard for Government's approval.

(b) The mining and Allied Machinery Corporation in collaboration with Central Mechanical Engineering Research Institute, Durgapur have developed and manufactured a low hp tractor, the prototypes of which are at present undergoing tests and trials at the various testing stations in the country. The preliminary reports received from these testing stations show that more and improved prototypes will have to be manufactured and subjected to further tests before an acceptable design is developed for commercial production.

(c) Government has not yet taken a final decision on the choice of the tractor model to be manufactured in the proposed public sector project.

**Completion of Bokaro Steel Plant**

233. SHRI RAMAVATAR SHASTRI :  
 SHRI YOGENDRA SHARMA :  
 SHRI JHARKHANDE RAI :  
 SHRI DHIRESWAR KALITA :  
 SHRI ISHAQ SAMBHALI :  
 SHRI D. N. TIWARY :

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

(a) the time schedule to complete the construction of the Bokaro Steel Plant ;

(b) what are the stages in terms of production capacity and financial expenditure by which the whole plant will be completed ;

(c) whether it is a fact that the construction of the plant is already behind the schedule ; and

(d) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). On a thorough consideration of all the factors involved, Government have now fixed the target date for completion of the erection of the first Blast Furnace complex as December 1971, and of the entire equipment for the first stage for production of 1.7 million tonnes as March 1973. The estimated financial expenditure for the

completion of the first stage to 1.7 million tonnes is Rs. 671 crores.

(c) A recent assessment of the work done shows that the programme of construction would be delayed by about 9 months.

(d) The delay has arisen mainly on account of the delay in supply of refractories for the construction of coke ovens, and the need to import the plates for the sintering plant. To avoid further delays, it would also be necessary to maintain a climate of peace and discipline and to achieve a high level of labour output.

**Malpractices in British India Corporation, Kanpur.**

234. SHRI ESWARA REDDY :  
SHRI YOGENDRA SHARMA :  
SHRI H. N. MUKERJEE :  
SHRI INDRAJIT GUPTA :  
SHRI C. JANARDHANAN :

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

(a) whether the workers of the British India Corporation, Kanpur have alleged that lakhs of rupees are being bungled every month by the Company ;

(b) whether the workers have accused the Managing Director, Shri Rameshwar Tantia and Shri Bajoria of indulging in malpractices in managing the Company ;

(c) whether they have demanded the Centre to take over the Company with a view to put a stop to these malpractices ; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d). There have been complaints. The affairs of the company are being investigated by the Investigating Authority who has been appointed under Section 15 of the Industries (Development & Regulation) Act. The action that might

approximately be taken in the matter would be examined on receipt of the report from the Investigating Authority.

**Shortage of cold-rolled sheets in Small-scale Industries**

235. SHRI UMANATH :  
SHRI A. K. GOPALAN :  
SHRI P. GOPALAN :  
SHRIMATI SUSEELA GOPALAN :

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

(a) whether a large number of small-scale industries manufacturing steel furniture, rolling shutters are facing closure due to the non-availability of cold rolled sheets ; and

(b) if so, the steps taken by Government to meet the situation ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) While Government are aware of the difficulties being experienced by such units in regard to availability of cold rolled sheets, there has been no report of large scale closing down of these units.

(b) Allocations of these sheets from indigenous production are placed at the disposal of the State Directors of Industries in bulk for distribution among individual small-scale units in their jurisdiction. Import of these sheets are also allowed to actual users in accordance with the Import Licensing Policy for 1969-70. In regard to indigenous sheets, efforts are being made to increase the allocation for the small-scale sector.

**Construction of Konkan Railway to Link Bombay with Mangalore**

236. SHRI UMANATH :  
SHRI A. K. GOPALAN :  
SHRI NAMBIAR :  
SHRI E. K. NAYANAR :

Will the Minister of RAILWAYS be pleased to state :



(a) whether Government propose to construct the Konkan Railway which would link Bombay to Mangalore running parallel to the sea right across Goa ;

(b) if so, the time by which the work is likely to be started ; and

(c) the details thereof ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) to (c). Due to paucity of funds it is not possible to consider the construction of such a rail link at present.

#### Goods wagons used for carrying passengers

237. SHRI TULSHIDAS JADHAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Goods wagons are used for carrying passengers on some lines ;

(b) if so, the number of wagons so utilised and the reasons therefor ;

(c) the steps taken to remove the shortage of passenger carrying bogies ; and

(d) the steps being contemplated by Government to stop this practice and the time by which this bad practice is likely to be stopped completely ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes, only for clearance of heavy rush of pilgrims on Kurduwadi-Pandharpur narrow gauge section of the South Central Railway during mela periods ?

(b) to (d). The available fleet of narrow gauge coaches is adequate for running and maintenance of the normal complement of passenger train services on Kurduwadi-Latur and Kurduwadi-Miraj sections. During the 4 important fairs held at Pandharpur, when

a large number of special trains have to be run for clearance of heavy pilgrim traffic, however, the available passenger coaches are found inadequate with the result that other stock viz. 30 trains piped vehicles and about 150 wagons, duly fitted with benches, lights, foot-steps etc. are pressed into service. Apart from these facilities provided in these goods wagon officers are specially deputed by the Railway Administration to look after the convenience of pilgrims travelling in connection with the Ashadi, Kartiki etc. fairs. Procurement of about 200 additional passenger coaches only to cater for the requirements of Mela traffic at Pandharpur lasting for a total period of less than 2 months in a year (and idling for the remaining about 10 months) has not been found economical.

#### Removal of Untouchability from Rural Areas

238. SHRI TULSHIDAS JADHAV : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the remedial steps Government contemplate to take to remove untouchability in daily practical life in villages ; and

(b) the intensive programme chalked out for raising the standard of untouchables and for improving their lot ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) : (a) and (b). The evil has been in existence for centuries and cannot be rooted out in two or three decades. The practice has, however, very much lessened in the urban areas, though it still continues in rural areas. 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. Steps are also being taken to amend the Untouchability (Offences) Act, 1955, to make it more effective by enhancing the punishment.

सम्पूर्ण असम अनुसूचित-जाति संघ द्वारा  
दिया गया ज्ञापन

239. श्री नारायण स्वरूप शर्मा :  
श्री ओम प्रकाश त्यागी :  
श्री रामगोपाल शालवाले :  
श्री रणजीत सिंह :

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

(क) क्या सरकार का ध्यान गोहाटी में  
प्रकाशित होने वाले 6 दिसम्बर, 1969 के  
“असम ट्रिब्यून” में प्रकाशित इस समाचार की  
ओर आकर्षित किया गया है कि सम्पूर्ण असम  
अनुसूचित जाति संघ ने असम के मुख्यमन्त्री  
को ज्ञापन प्रस्तुत किया है जिसमें उन्होंने अपनी  
शिकायतें और मांगें व्यक्त की हैं ; और

(ख) यदि हां, तो इसके बारे में सरकार  
की क्या प्रतिक्रिया है ?

विधि मंत्रालय और समाज कल्याण  
विभाग में राज्य मन्त्री (डा० (श्रीमती) फूलरेणु  
गुह) : (क) और (ख). जैसा कि समाचार  
पत्र में बताया गया है मुख्य मांगें ये  
हैं कि अनुसूचित जातियों की भूमि सम्बन्धी  
समस्याओं से निपटने के लिए एक विशेष सेल  
की स्थापना की जाए तथा मेट्रिक उपरान्त  
छात्रवृत्तियाँ देने के मामले में अनुसूचित  
जातियों को हानि न पहुँचे। एक विशेष सेल  
की स्थापना के प्रश्न पर राज्य सरकार ने  
विचार करना है। जहाँ तक मेट्रिक-उपरांत  
छात्रवृत्ति योजना का सम्बन्ध है, इस पर अनु-  
सूचित जातियों तथा अनुसूचित आदिम  
जातियों से सम्बद्ध संसदीय समिति विचार कर  
रही है।

हैबी इलेक्ट्रिकल्स (इंडिया) लिमिटेड भोपाल  
द्वारा भुगतान न किए गए बिल

240. श्री नारायण स्वरूप शर्मा :  
श्री हुकम चन्द कछवाय :

क्या औद्योगिक विकास, आंतरिक व्यापार  
तथा समवाय-कार्य मन्त्री 5 अगस्त 1969 के  
प्रतारांकित प्रश्न संख्या 2212 के उत्तर के  
सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) भोपाल नगर निगम ने हैबी इलेक्ट्रि-  
कल्स (इंडिया) लिमिटेड, भोपाल को सप्लाई  
किये गये पानी के लिए कितनी धनराशि की  
मांग की है ; और

(ख) केन्द्रीय सरकार तथा मध्य प्रदेश की  
सरकार के बीच हुए पत्र-व्यवहार के आधार  
पर इस धनराशि के भुगतान के बारे में अब  
तक क्या निर्णय किया गया है ?

औद्योगिक विकास, आंतरिक व्यापार तथा  
समवाय-कार्य मन्त्री (श्री फल्लूहरीन अली  
अहमद) : (क) भोपाल नगर निगम ने हैबी  
इलेक्ट्रिकल्स (इंडिया) लिमिटेड को सप्लाई  
किये गये पानी के लिए 47,80,752.31 रु०  
का बिल भुगतान के लिए पेश किया है।

(ख) मामले पर अभी तक राज्य सरकार  
के माथ विचार किया जा रहा है।

छोटी तथा सस्ती कारों का निर्माण

241. श्री मृत्युंजय प्रसाद : क्या औद्यो-  
गिक विकास, आंतरिक व्यापार तथा समवाय-  
कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) उन उद्योगपतियों की संख्या और  
नाम क्या हैं जिनके छोटी और सस्ती कार  
बनाने सम्बन्धी प्रस्ताव सरकार के विचाराधीन  
हैं ;

(ख) प्रत्येक प्रस्ताव का ब्यौरा अर्थात्  
प्रत्येक कार का कारखाने पर मूल्य और बाजार  
मूल्य और उस पर लगने वाले विभिन्न अनु-  
मानित कर, प्रस्ताव के अनुसार पूँजी परि-  
व्यय और अन्तर्गत विदेशी मुद्रा, कार निर्माण  
करने की वार्षिक क्षमता, प्रत्येक कार के लिए  
आयात किये जाने वाले उपकरणों की अनु-

मानित कीमत, प्रस्ताव के स्वीकार किये जाने के बाद कार का निर्माण कब आरम्भ किया जायेगा और बाजार में प्रथम कार कब उपलब्ध होगी ; और

(ग) उक्त प्रस्तावों के बारे में सरकार कब तक निर्णय ले लेगी ?

**औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद):** (क) और (ख). आवश्यक सूचना देने वाला एक विवरण सभा पटल पर रखा है। [ग्रंथालय में रख दिया गया। देखिए संख्या LT 1972/69]

(ग) चतुर्थ पंचवर्षीय योजना अवधि में छोटी कार के निर्माण को स्थान दिया जाये अथवा नहीं इस प्रश्न पर निर्णय होने तक इन प्रस्तावों पर अंतिम निर्णय लेना निलम्बित रखा गया है। इस प्रश्न पर शीघ्र ही निर्णय लिया जाने वाला है।

**बड़े उद्योगपतियों को दिए गए लाइसेंसों के बारे में जाँच**

242. श्री मृत्युंजय प्रसाद : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) लाइसेंसों, एकाधिकार तथा बड़े औद्योगिक संस्थानों की पूँजी और क्षमता आदि में अकस्मात् आशातीत वृद्धि के सम्बन्ध में प्रकाश में आए तथ्यों के बारे में दत्त समिति की सिफारिशों के बारे में सरकार की क्या प्रतिक्रिया है ;

(ख) क्या सरकार का विचार उक्त प्रतिवेदन में उल्लिखित ऐसे मामलों में उच्च-स्तरीय जाँच कराने का है जिसमें कुछ उद्योगपतियों के लाइसेंस प्राप्ति के आवेदनपत्र बार-बार स्वीकार किये जाते रहे थे, किन्तु बाद में उनके आवेदनपत्रों को स्पष्ट नये कारणों के

बिना तथा बिना पुनर्विचार किये अकस्मात् स्वीकार कर लिया गया था या जिनमें आवेदन प्राप्त करने के बाद कुछ दिनों में ही आश्चर्यजनक ढंग से लाइसेंस दिये गये थे ताकि यह पता लगाया जाये कि क्या इन मामलों में भ्रष्ट तरीके अपनाये गये थे ;

(ग) क्या इसके लिए कोई सरकारी अधिकारी तथा कोई राजनीतिक व्यक्ति जिम्मेदार है और यदि हाँ, तो क्या उन्हें कोई दंड दिया गया है ;

(घ) यदि हाँ, तो उन्हें किस प्रकार का दंड दिया गया और यदि नहीं, तो इसके क्या कारण हैं ; और

(ङ) लाइसेंस नीति में क्या परिवर्तन करने की आवश्यकता है ?

**औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) :** (क) से (ङ). औद्योगिक लाइसेंस नीति जाँच समिति के निष्कर्षों के आधार पर सरकार जाँच आयोग अधिनियम, 1952 के अन्तर्गत जाँच आयोग को नियुक्त करने का अपना विचार पहले ही घोषित कर चुकी है जो समिति के प्रतिवेदन में उल्लिखित औद्योगिक लाइसेंस स्वीकृत करने में हुई अनियमितताएँ, कमियाँ तथा अनौचित्यों के दृष्टान्तों की जाँच करेगा। प्रस्तावित जाँच आयोग की संरचना तथा विचारणीय विषय के बारे में शीघ्र ही घोषणा की जाएगी। इन मामलों में आयोग के प्रतिवेदन के प्राप्त होने के पश्चात् अग्रेतर कार्यवाई की जाएगी। औद्योगिक लाइसेंसों के सम्बन्ध में समिति की सिफारिशों सरकार के विचाराधीन हैं और शीघ्र ही अन्तिम निर्णय घोषित किया जाएगा।

**औद्योगिक उपकरणों में उत्पादन**

243. श्री मृत्युंजय प्रसाद : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उन केन्द्रीय औद्योगिक उपक्रमों के नाम क्या हैं जो कम उत्पादन कर रहे हैं और विभिन्न औद्योगिक उपक्रमों में अपनी पूर्ण क्षमता के अनुसार उत्पादन करने में असमर्थ रहने के क्या कारण बताए हैं ;

(ख) इस स्थिति को सुधारने के लिए सरकार का क्या कार्यवाही करने का विचार है; और

(ग) उन सरकारी अथवा गैर-सरकारी उद्योगों के नाम क्या हैं जिनको गत तीन वर्षों में इस तथ्य के बावजूद भी कि सरकारी क्षेत्र में ऐसे उद्योगों ने पूर्ण क्षमता से कार्य नहीं किया है नए कारखाने स्थापित करने और पुराने कारखानों में उत्पादन क्षमता को बढ़ाने के लिए लाइसेंस जारी किए गए हैं ?

**औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) :** (क) से (ग). सूचना इकट्ठी की जा रही है वह सभा-पटल पर रख दी जाएगी।

**इस्पात तथा भारी इंजीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्व पन्त) :** (क) पिछले तीन वर्षों में विदेश से आयातित इस्पात की मात्रा तथा मूल्य निम्नलिखित थे—

वर्ष	मात्रा (टनों में)	मूल्य (हजार रुपये में)
1966-67	447,431	768,331
1967-68	500,298	903,922
1968-69	429,049	719,606

मुख्य रूप से केवल उसी इस्पात का आयात किया गया जिसका या तो देश में उत्पादन ही नहीं होता अथवा जिसकी कमी है।

(ख) अब इस्पात की अधिकांश वस्तुएं देश में ही बनाई जा रही हैं परन्तु उनकी मात्रा तथा क्वालिटी गुण मांग पूरी करने के लिए काफी नहीं है। इस्पात के जिन वर्गों का देश में उत्पादन नहीं होता वे ये हैं—

### इस्पात का आयात

244. श्री मृत्युंजय प्रसाद : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में विदेशों से कुल कितनी मात्रा में कितने मूल्य का तथा किस-किस प्रकार के इस्पात का आयात किया गया है ;

(ख) आयातित इस्पात की कौन-सी किस्म है जिसका निर्माण हिन्दुस्तान स्टील लिमिटेड या अन्य किसी गैर-सरकारी एककों—टाटा आयरन स्टील कम्पनी और इंडियन आयरन एण्ड स्टील कम्पनी आदि में नहीं होता और कौन-सी किस्म का उत्पादन इन एककों ही में होता है जो मांग को पूरा करने में पर्याप्त नहीं है ; और

(ग) बढ़िया किस्म के इस्पात का उत्पादन करने में हिन्दुस्तान स्टील लिमिटेड को क्या कठिनाइयां पेश आ रही हैं तथा उन बाधाओं को दूर करने के लिए क्या कार्यवाही की जा रही है ताकि इस्पात के आयात को रोका जा सके या घटाया जा सके ?

कुछ विशेष प्रकार के औजारी तथा मिश्र इस्पात, ट्रांसफार्मरों के लिए ठंडी बेलिन कर्णोन्मुख इस्पात चादरें (cold rolled grain oriented steel sheets for transformers) खुले मुंह के स्वच्छता-पात्र बनाने के लिए टीन की चादरें, लीड-युक्त फ्री कटिंग सोल और बेदाग इस्पात की कुछ विशेष किस्में।

(ग) संयंत्र के परिचालन की प्रारम्भिक

अवस्था में अन्तर्निहित कठिनाइयों तथा लौह-मिश्र धातु और निकल आदि विशेष कच्चे माल को समय पर प्राप्त करने में कठिनाई के अतिरिक्त हिन्दुस्तान स्टील लि० को उच्च श्रेणी का इस्पात तैयार करने में किसी बाधा का सामना नहीं करना पड़ रहा है। इस्पात के निरन्तर आयात की आवश्यकता एक ओर तो देश में इस्पात की मांग पर तथा दूसरी ओर इस मांग को पूरा करने की क्षमता के निर्माण पर निर्भर करती है।

**Concessions to entrepreneurs for setting up Industries in backward areas**

245. SHRI BEDABRATA BARUA :  
SHRI D. V. SINGH :  
SHRIMATI ILA PAL-  
CHOUDHURI :  
SHRI RAM AVTAR SHARMA :

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

(a) whether Government have decided to give concessions to the entrepreneurs, if they start industry in backward areas ;

(b) whether these include relief from income and allied taxes for a period of five years ;

(c) what are the areas selected as backward ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The Working Group on "Fiscal and financial incentives for starting industries in backward areas" (Wanchoo Working Group) has recommended incentives to be given mainly by the financial institutions, the Centre and the States. It is proposed by the financial institutions to give certain concessions to new industries to be set up in selected backward districts of all the States. In regard to the incentives to be given by the Centre, it is considered by the Government that, in lieu of the incentives recom-

mended by the Working Group for a higher developmental rebate and exemption from income tax, corporate tax, import and excise duties, a block grant or subsidy for a part of the total fixed capital investment of new units to be set up in two selected districts each of the States identified as industrially backward and one district each of the other States, may be granted.

(c) Criteria for selection of industrially backward districts are being evolved.

**Changes in the Company Law**

246. SHRI BEDABRATA BARUA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have received representations from the public for making necessary changes in the Company Law to make election to the Boards of Directors of Companies on the basis of the single transferable vote ;

(b) whether Government are considering any proposal to bring about the changes as suggested ; and

(c) whether Government have any other alternative proposal to prevent companies from being controlled by holders of minority shares ?

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

(b) and (c). Government is considering various proposals including election of directors on the basis of proportional representation.

**Damage to Railway Property by Shiv Sainiks**

247. SHRI S. A. AGADI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Shiv Sainiks, while returning to Bombay from Kalyan meeting on the 12th October, 1969, caused considerable damage to the Railway property including tea stalls, clocks and electric indicators ; and

(b) if so, the estimated extent of damage caused by Shiv Sainiks and the action taken in the matter ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON): (a) and (b). Yes. Shiv Sainiks caused damage to Railway property on the 12th October, 1969 estimated at Rs. 300. Private property worth Rs. 700 was also damaged. Four cases have been registered by the Railway Police which are under investigation.

कारों के उत्पादन लागत में वृद्धि

248. श्री अटल बिहारी वाजपेयी :

श्री बृज भूषण लाल :

श्री सूरजभान :

श्री जगन्नाथ राव जोशी :

श्री शारदानन्द :

श्री यशदत्त शर्मा :

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

(क) गत १२ वर्षों में कारों के उत्पादन लागत में कितनी वृद्धि हुई है ;

(ख) उनके संचित विक्रय मूल्य के बारे में टैरिफ आयोग की मुख्य सिफारिशें क्या हैं ; और

(ग) इन सिफारिशों को देखते हुए सरकार द्वारा किए गए निर्णयों और अपनाए गए उपायों की व्याख्या क्या है, उनके क्या परिणाम निकले तथा इस सम्बन्ध में भविष्य की क्या योजना है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मन्त्री (श्री कल्लरुद्दीन अली अहमद) : (क) प्रशुल्क आयोग ने विगत बारह वर्षों की उत्पादन मूल्य वृद्धि अपने प्रतिवेदन में इस प्रकार निर्धारित की है :

एम्बेसेडर	—	लगभग 39 प्रतिशत
फीएट	---	79 प्रतिशत
स्टैंडर्ड	—	51 प्रतिशत

(ख) और (ग). प्रशुल्क आयोग ने (1968 के) प्रतिवेदन निहित मोटरों के उचित विक्रय मूल्य नियतन सम्बन्धी सिफारिशों तथा उस पर सरकारी निर्णय को भारत सरकार के राजपत्र, दिनांक 4-10-1969 में प्रकाशित संकल्प में दिया गया है। संकल्प की प्रति सभा पटल पर रखी जाती है। [प्रचालय में रख दी गयी। देखिए संख्या LT—1973/69]

औद्योगिक दृष्टि से पिछड़े हुए राज्यों का विकास

249. श्री अटल बिहारी वाजपेयी :

श्री बृज भूषण लाल :

श्री सूरजभान :

श्री राम गोपाल शालवाले :

श्री जगन्नाथ राव जोशी :

श्री शारदानन्द :

श्री यशदत्त शर्मा :

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

(क) क्या योजना आयोग के कार्यकारी दल ने आंध्र प्रदेश, बिहार, मध्य प्रदेश, राजस्थान, उड़ीसा और उत्तर प्रदेश को औद्योगिक दृष्टि से पिछड़े हुए राज्य माना है ; और

(ख) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की गई है अथवा करने का विचार है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मन्त्री (श्री कल्लरुद्दीन अली अहमद) : (क) पिछड़े क्षेत्रों के निर्धारण के कार्यकारी दल ने ६ राज्यों तथा ४ संघीय क्षेत्रों में औद्योगिक दृष्टि से पिछड़ा हुआ निर्धारित किया है जिनके नाम हैं, आंध्र प्रदेश,

बिहार, मध्य प्रदेश, उड़ीसा, राजस्थान, उत्तर प्रदेश, आसाम, जम्मू तथा काश्मीर और नागालैंड तथा संघीय क्षेत्र गोवा, हिमाचल प्रदेश, मणिपुर तथा त्रिपुरा।

(ख) कार्यकारी दल के प्रतिवेदन पर राष्ट्रीय विकास परिषद की राज्यों के मुख्य मंत्रियों की समिति ने विचार किया था और उस पर किये गये निर्णय अभी सरकार के विचाराधीन हैं।

उत्तर रेलवे के मुख्य कार्यालय की दीवारों पर भित्ति-चित्र बनाने के लिए टेण्डर

250. श्री अटल बिहारी वाजपेयी :

श्री सूरजभान :

श्री शारदानन्द :

श्री बृज भूषण लाल :

श्री जगन्नाथराव जोशी :

श्री यशवन्त शर्मा :

क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली में उत्तर रेलवे के मुख्य कार्यालय की दीवारों पर भित्ति-चित्र बनाने के लिए टेण्डर मांगे गये थे ;

(ख) यदि हां, तो आवेदनकर्त्ताओं के नाम क्या थे और प्रत्येक ने भित्ति-चित्र बनाने के लिए प्रति वर्ग फुट के लिए क्या दर भरी थी ;

(ग) प्रत्येक आवेदनकर्त्ता की भित्ति-चित्र बनाने के क्षेत्र में क्या योग्यतायें तथा अनुभव थे ;

(घ) अन्ततः जिस व्यक्ति को काम सौंपा गया था उसका नाम क्या है और उसे कार्य देने और अन्य व्यक्तियों को न देने के क्या कारण हैं ; और

(ङ) क्या यह सच है कि जिस व्यक्ति को काम दिया गया था उसके द्वारा भरी गई दर अन्य व्यक्तियों की दरों से अधिक थी और यह कि वह एक केन्द्रीय मंत्री के भाई भी हैं ?

विधि तथा समाज कल्याण और रेल मंत्री (श्री गोविन्द मेनन) : इस क्षेत्र में प्रसिद्ध कुछ विख्यात मूर्तिकारों से दरों के रूप में सीमित टेण्डर मांगे गये थे।

(ख) और (ग). दो विवरण सभा पटल पर रखे जाते हैं। [ग्रंथालय में रख दिए गए। देखिये संख्या LT - 1974/69]

(घ) श्री सतीश गुजराल। यह काम उन्हें उनके पिछले अनुभव, उनकी योग्यता और अन्तर्राष्ट्रीय ख्याति को देखते हुए सौंपा गया था।

(ङ) श्री सतीश गुजराल ने जो दर दी थी वह दमयन्ती चावला द्वारा मांगी गयी दर से अधिक थी जैसा कि ऊपर प्रश्न (ख) के उत्तर में पैरा 2 में बताया गया है। श्री एस० गुजराल एक केन्द्रीय मंत्री के भाई हैं ; लेकिन उन के भाई मार्च, 1967 में मंत्री बने जबकि टेंडर मार्च, 1964 में स्वीकार किये गये थे।

औद्योगिक विकास मंत्रालय के अधिकारियों के विरुद्ध शिकायतें

251. श्री अटल बिहारी वाजपेयी :

श्री बृज भूषण लाल :

श्री सूरजभान :

श्री जगन्नाथराव जोशी :

श्री शारदानन्द :

श्री यशवन्त शर्मा :

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

(क) क्या सरकार का ध्यान 'मार्गोनाइजर' दिल्ली दिनांक 23 अगस्त, 1969 में प्रकाशित

इस समाचार की ओर दिलाया गया है जिसमें उन संयुक्त सचिव श्री के० डी० एन० सिंह, तकनीकी विकास निदेशक श्री कालेलकर, सचिव श्री बाँचू तथा मैसर्स एशियन केबल्ज के विरुद्ध आरोप लगाए गए थे ;

(ख) यदि हां, तो आरोप का व्यौरा क्या है ; और

(ग) इस बारे में क्या कार्यवाही की गई अथवा करने का विचार है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) (क) से (ग). एशियन केबल्स लि०, बम्बई के महाप्रबन्धक को श्री बी० डी० कालेलकर द्वारा लिखित बताए गए पत्र से सम्बन्धित ध्यानाकर्षण प्रस्ताव के उत्तर में 22 अगस्त, 1969 को इस सदन में दिए गए मेरे वक्तव्य की ओर ध्यान आकर्षित किया जाता है ।

**Appointment of Workers in Hindustan Steel Works Construction Ltd.**

252. SHRI SATYA NARAIN SINGH :  
SHRI MOHAMMAD ISMAIL :  
SHRI P. RAMAMURTI :  
SHRI K. RANANI :  
SHRI GANESH GHOSH :  
SHRI BHAGABAN DAS :  
SHRI B. K. MODAK :

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

(a) the total number of Technical Certificate Holders working on Muster Roll having more than five years of experience in the project construction in the Hindustan Steel Works Construction Ltd ;

(b) whether Government propose to give preference to the experience hands and the total number of employees who have been given permanent posts so far ;

(c) whether it is a fact that the management desires to recruit fresh diploma holders

from outside instead of giving preference to the experienced Technical Certificate holders who are already in the temporary list ; and

(d) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :  
(a) None, since Hindustan Steel Works Construction Ltd. itself started working only from September, 1965.

(b) Hindustan Steel Works Construction Ltd. does give preference to persons with experience and specialisation. Since, however, appointments in the Company are made on contract and not on a permanent basis the question of offering permanent posts does not normally arise. The Company has appointed eight Engineering Graduates, forty-five Diploma holders and four holders of Craftsmanship Certificates in the regular grade on a contract basis.

(c) and (d). Yes. While the Company gives preference to serving muster roll employees, Diploma holders are always preferred to holders of technical certificates unless the latter have specialisation and long experience to their credit.

**Railway Concessions to Handicapped and disabled persons**

253. SHRI MANGALATHUMADAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to give more Railway concessions to the handicapped and disabled *bona fide* persons for journeys undertaken for their treatment ; and

(b) if so, the details thereof ?

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

(b) Does not arise.



### Construction of Retiring Rooms at Important Stations

254. SHRI MANGALATHUMADAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to build more Retiring Rooms at certain important stations in the country especially in Southern States to cope up with the increasing tourist traffic expected in the rest of the year due to the Gandhi Centenary Celebrations ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

### जयपुर में आयोजित अखिल भारतीय स्टेशन मास्टर्स सम्मेलन

255. श्री क० मि० मधुकर : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को स्टेशन मास्टर्स की शिकायतों को दूर करने के लिए अगस्त में जयपुर में हुए अखिल भारतीय स्टेशन मास्टर्स सम्मेलन में की गई मांगों का पता है ;

(ख) यदि हाँ, तो स्टेशन मास्टर्स की इस संस्था के वर्गवार संघों को मान्यता प्रदान करने में सरकार को क्या कठिनाइयाँ महसूस हो रही हैं ; और

(ग) यदि नहीं, तो अखिल भारतीय स्टेशन मास्टर्स संस्था को कब तक मान्यता प्रदान की जायेगी ?

विधि तथा समाज कल्याण और रेलवे मन्त्री (श्री गोविन्द मेनन) : (क) पता चला

है कि अखिल इण्डिया स्टेशन मास्टर्स एसोसिएशन का 23 और 24 अगस्त, 1969 को जयपुर में 16वाँ वार्षिक सम्मेलन हुआ था और उसमें कुछ प्रस्ताव पास किये गये थे ।

(ख) और (ग). रेलों में कोटिवार एसोसिएशनों को मान्यता देना सरकार की नीति नहीं है और इसलिए अखिल इण्डिया स्टेशन मास्टर्स एसोसिएशन मान्यता प्राप्त करने की पात्र नहीं है ।

### Production of Steel

256. SHRI MAHENDRA MAJHI ;  
SHRI J. MOHAMED IMAM :  
SHRI D.N. DEB :  
SHRI N.K. SOMANI :  
SHRI MEETHA LAL MEENA :

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

(a) the total production of steel of various kinds in country both in the Private and Public sectors by the end of October, 1969 ;

(b) the gap between production and demands of steel of the various types in the country ; and

(c) whether the industries have felt that there has not been adequate supplies of steel in the market resulting in slowing the pace of industrial product in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). Statement indicating total production, domestic demand and availability of steel after meeting the export demand of various categories of steel for the period April to September, 1969 is placed on the Table of the House.

## STATEMENT

## Production &amp; Demand of Steel for the Period April 69-September 1969

Items	Production by main producers	Export	Balance available for domestic consumers	(figures in '000 tonnes)	
				Estimated demand April- September 1969	Gap between demand and availability
Saleable semi	473	24	449	1042	(—) 105
Bars & Structural	821	333	488		
Rails & other					
Railway materials	249	69	180	183	(—) 13
Plates, HR Sheets/ Strips	338	2	336	443	(—) 107
CR Sheets/strips	58	—	58	266	(—) 208
Galvanized sheets	101	—	101	112	(—) 11
Skelp	122	—	122	118	(+) 4
Electrical sheets	20	—	20	24	(—) 4
Total Saleables	2182	428	1754	2188	

(c) Yes Sir, Inadequacy of Steel Supplies have been reported by the industries.

## Calcutta Circular Railway Project

257. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the resignation of State Minister for Railway, Shri Parmal Ghosh, will in any way effect the Calcutta Circular Railway Project ;

(b) if not, who will look after it ; and

(c) the progress made so far in giving effect to this project ?

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

(b) The Ministry of Railway will continue to be responsible for the work on the proposed Suburban Dispersal Line from Dum Dum to Princep Ghat.

(c) The field work for the Final Location Survey, for a Suburban Dispersal Line from Dum Dum to Princep Ghat, has been taken in hand, by the Metropolitan Rail Transport Organisation, set up at Calcutta under the Chief Administrative Officer (Railways).

## Retrenchment of Casual Labour in South Eastern Railway

259. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state:

(a) how many casual labourers belonging to the South-Eastern Railway have been retrenched since 1968;

(b) the cause of their retrenchment;

(c) the amount paid to each casual labourer and on what basis;

(d) whether it is a fact that a large number of casual labourers has refused to accept compensation unless their dues which were in arrear were paid along with it; and

(e) since when the arrear has become due and what is the reason for not paying the arrears?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

### **Circular Railway in Calcutta**

260. SHRI DEVEN SEN :  
SHRIMATI ILA  
PALCHOUDHURI :

Will the Minister of RAILWAYS be pleased to state:

(a) the estimated cost for the Circular Railway in Calcutta and who will bear the cost;

(b) what will be the machinery for the planning and construction of the scheme;

(c) in what way the State Government will be associated with it; and

(d) whether he would throw light on the proposed rapid transit system project which might be underground or on elevated lines?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) The cost of the proposed Suburban Dispersal Line from Dum Dum to Princep Ghat has not yet been estimated by the Railways.

No decision has yet been taken as to who will bear the cost.

(b) The Metropolitan Rail Transport Organisation which has been set up by the Railways in Calcutta will be responsible for the planning and construction of the Suburban Dispersal Line from Dum Dum to Princep Ghat.

(c) The State Government has been requested to nominate an official who will

represent the State Government in matters concerning the Metropolitan Rail Transport Projects. In addition, continuous contact is maintained with concerned Departments and Organisations of the State Government, such as the Calcutta Metropolitan Planning Organisation (CMPO), Calcutta Improvement Trust, etc.

(d) 'Techno-Economic Feasibility Studies' are being taken up for a Mass Rapid Transit System for Calcutta City. This work is being undertaken by the Metropolitan Transport Project Organisation set up by the Railways in Calcutta.

### **Expansion of Production in Companies beyond Licensed Capacity**

261. SHRI DEVEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received any explanation from Companies for expansion of production beyond their licensed capacity; and

(b) the steps Government intend to adopt with regard to the companies where the expansion was not due to any increased productivity and efficiency but due to use of foreign exchange and imported raw materials?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) In response to notices issued to certain licensed industrial undertakings to furnish full particulars as to how their production had substantially exceeded their licensed capacity, explanatory replies have been received from some of these undertakings while replies from others are still awaited.

(b) The various aspects of this question, together with the action to be taken regarding the various categories of industrial undertakings who have substantially exceeded their licensed capacity, is under consideration of Government.

पश्चिम रेलवे के संगंचल टिकट निरीक्षकों को रेलवे समय सारिणी और रेलवे नियम पुस्तिका की प्रतियों की सप्लाई

262. श्री धोंकार सिंह :

श्री स्वतंत्र सिंह कोठारी :

श्री हुकम चन्द कछवाय :

क्या रेलवे मंत्री 29 अप्रैल, 1969 के अतारांकित प्रश्न संख्या 7980 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के संगंचल टिकट निरीक्षकों को रेलवे समय सारिणी, रेलवे नियम पुस्तिकायें तथा कर्तव्य का पालन करने के लिए अन्य अनिवार्य सामग्री सप्लाई की जाती है ; यदि हाँ, तो उसका विस्तृत विवरण क्या है ;

(ख) क्या यह सच है कि संगंचल टिकट निरीक्षकों द्वारा रेलगाड़ियों में ले जाई जाने वाली सामग्री की सुरक्षा के लिए सरकार कोई व्यवस्था नहीं करती ;

(ग) क्या सरकार के विचार में इस प्रकार की सुरक्षा की व्यवस्था नहीं की जानी चाहिए ;

(घ) क्या सरकार को इस बारे में भी शिकायतें मिली हैं कि संगंचल टिकट निरीक्षकों को संगंचल कर्मचारियों के विश्राम गृह की सुविधाएं नहीं दी जाती, जो ड्राइवरो, गाड़ों आदि को दी जाती हैं और जिसके कारण संगंचल टिकट निरीक्षकों को बहुत कठिनाई का सामना करना पड़ता है ; और

(ङ) यदि हाँ, तो इन कठिनाइयों को दूर करने के लिए सरकार द्वारा क्या कार्यवाही करने का विचार है ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोबिन्द मेनन) : (क) पश्चिम रेलवे पर चल टिकट परीक्षकों को समय सारिणी नहीं दी जाती । फिर भी, उनको अपना काम करने के लिए नियमावलियां और अन्य आवश्यक उपस्कर दिये जाते हैं ।

(ख) और (ग). कोई सुरक्षा प्रबन्ध आवश्यक नहीं समझा जाता क्योंकि इन चीजों को रेल कर्मचारी स्वयं अपने साथ ले जाते हैं और वे उनकी देखभाल कर सकते हैं ।

(घ) और (ङ). रनिंग रूम की सुविधाएं न मिलने की कुछ शिकायतें मिली हैं । नियमानुसार चल टिकट परीक्षक रनिंग रूम की उन सुविधाओं को पाने के पात्र नहीं हैं जो रनिंग कर्मचारियों, जैसे ड्राइवरो, गाड़ों को दी जाती हैं । लेकिन जहाँ कहीं भी ये सुविधाएं उपलब्ध हैं, उन्हें उनका उपयोग करने दिया जाता है ।

#### Manufacture of Scooters

263. SHRI N. R. LASKAR:  
SHRI HIMATSINGKA:  
SHRI R. BARUA:  
SHRI CHENGALRAYA NAIDU:  
SHRI MAYAVAN:  
SHRI MUHAMMAD SHERIFF:  
SHRI P. C. ADICHAN:  
SHRI N. R. DEOGHARE:

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

(a) whether it is a fact that Government have taken a decision on the proposals which were before them for the manufacture of Scooters in the country;

(b) if so, which proposal was accepted;

(c) what were the reasons for rejecting the others; and

(d) the salient features of the proposal which has been accepted and on-road cost of the scooter to be manufactured by the party concerned?

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

(b) to (d). After careful consideration of all aspects of the question of licensing additional capacity for the manufacture of

scooters in the country, Government have come to the conclusion that it will be preferable to have a project in the public sector for the manufacture of scooters. Accordingly, Government have appointed a committee of Technical Experts to work out and advise them on a suitable design and programme of production of scooters in the public sector.

Government have also decided that, if any private sector party is prepared immediately to take up the production of scooters completely with indigenous know-how and materials, he should be allowed to do so. The Government have accordingly issued a public notice inviting applications by 31-1-1970 from interested entrepreneurs who are prepared to take up the production of scooters with completely indigenous know-how and materials and without any foreign collaboration.

In pursuance of the above decision, all the scooter manufacturing schemes of the private parties pending with Government, which involve foreign collaboration, are being rejected.

#### **Simplified Code of Criminal Procedure**

264. SHRI N. R. LASKAR:  
SHRI R. BARUA:  
SHRI CHENGALRAYA NAIDU:  
SHRI MAYAVAN:  
SHRI P. C. ADICHAN:

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

(a) whether it is a fact that the Law Commission has submitted a report to the Union Government suggesting a new and simplified code of criminal procedure to ensure speedy dispensation of justice;

(b) if so, what are the other suggestions made in the report; and

(c) whether Government have examined the report;

(d) when the final decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM): (a) Yes, Sir.

(b) The report is under print and will be laid on the Table of the House in the near future.

(c) and (d). The matter will be taken up for consideration as early as possible.

#### **Prohibition in States**

265. SHRI N. R. LASKAR:  
SHRI R. BARUA:  
SHRI CHENGALRAYA NAIDU:  
SHRI MAYAVAN:  
SHRI BENI SHANKER SHARMA:

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

(a) whether it is a fact that the Andhra Pradesh Government have reviewed its prohibition policy and communicated it to the Central Government;

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

(c) whether other States have also informed the Central Government of their decision to review the prohibition policy;

(d) if so, whether in view of the great opposition by a majority of the States to the prohibition policy, the Central Government propose to consider to scrap the prohibition policy; and

(e) 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 official communication sent by Andhra Pradesh Government as yet.

(b) Does not arise.

(c) No, Sir.

(d) No, Sir.

(e) The Central Government propose to adhere to the Directive Principles of the Constitution.

**Project Report on Wagon Building  
Factory in Iran**

266. SHRI N. R. LASKAR:  
SHRI R. BARUA:  
SHRI CHENGALRAYA NAIDU:  
SHRI MAYAVAN:  
SHRI K. P. SINGH DEO:  
SHRI V. NARASIMHA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Indian experts have submitted a project report on building a wagon factory in Iran;

(b) if so, the assistance being given by India for building a wagon plant in Iran; and

(c) whether any financial assistance is also being given by India and, if so, to what extent?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI P. GOVINDA MENON): (a) The Project Report was prepared by Iranians themselves and Indian experts were asked to study and to submit a report for setting up of the Plant. This has been done.

(b) and (c). The matter is under examination.

**Strike by Employees of Heavy Electricals  
Project, Bhopal**

267. SHRI A. SREEDHARAN:  
SHRI K. LAKKAPPA:  
SHRI LAKHAN LAL KAPOOR:

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

(a) whether it is a fact that the employees of the Heavy Electricals Project at Bhopal went on a token strike on the 14th September, 1969;

(b) if so, the reasons therefor; and

(c) the steps taken to meet the demands of the workers?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) The workers of Heavy Electricals (India) Ltd. went on a one-day token strike on the 15th September, 1969.

(b) and (c). A number of grievances were cited by these workers. The issue raised by the workers' representatives were discussed by the management with the representative Union in a series of meetings, as a result of which a settlement was arrived at, concerning most of the points at issue.

**Bhagalkot Cement Ltd., Mysore**

268. SHRI A. SREEDHARAN :  
SHRI S. M. KRISHNA :  
SHRI K. LAKKAPPA :

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

(a) whether Government have made any assessment of the working of the Bhagalkot Cement Ltd., Mysore State during the last three years ;

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

(c) the action taken by Government to improve the working of the said Company ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) to (c). No assessment as such of the working of the Bhagalkot Cement Company Ltd., Mysore was made during the last three years. However, an investigation into the affairs of the company was ordered on 23rd September, 1966 under Section 237(b) of the Companies Act, 1956. The investigation report was received by Government in November, 1966, which *inter alia*, listed a number of items representing goods and services belonging to the company having been diverted for the

personal use of Dr. A.G. Tendulkar, the Managing Director of the company acting as the Managing Agents of the said Bhagalkot Cement Company Ltd. On the basis of that investigation report a petition under Section 388B and 388D of the Companies Act, 1956 was also filed in the Bombay High Court in April, 1967, against the officer of the company responsible for the said diversions. The petition came up for hearing before the Court on 6th October, 1969 and at that stage Dr. A.G. Tendulkar gave an undertaking in the Court stating that he would not become a director of the Bhagalkot Cement Company Ltd. for 5 years with effect from 6th October, 1969 and that he would not become a director in any other company for 2 years with effect from the same date. The Court recorded this undertaking and disposed of the matter.

It may also be stated that in exercise of the powers conferred by Section 408(1) of the Companies Act, 1956, Government had also appointed two directors on the Board of Directors of the Company for a period of two years with effect from the 3rd December, 1966. Their term expired on 3rd December, 1968. No reappointment or fresh appointments were made thereafter.

#### Prohibition in States

269. SHRI A. SREEDHARAN:  
SHRI S. M. KRISHNA:  
SHRI K. LAKKAPPA:

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

(a) the names of the State Governments in India which have agreed to impose prohibition in their States;

(b) whether the Government of India have also approached the State Governments for the imposition of prohibition in the remaining States;

(c) whether it is also a fact that in some States dry areas have again been declared wet after some time; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA):

(a) Prohibition is already in force in the States of Gujarat, Maharashtra and Tamil Nadu. In addition, the State Governments of Haryana and Rajasthan have intimated their intention to introduce prohibition in their respective territories according to a phased programme.

(b) Yes, Sir.

(c) Yes, Sir.

(d) The reasons generally advanced by some of the States for scrapping prohibition are that they would like to avoid loss in excise revenue and check illicit distillation.

#### Manufacture of Slag Cement

271. SHRI S. M. KRISHNA:  
SHRI A. SREEDHARAN:  
SHRI K. LAKKAPPA:

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

(a) whether it is a fact that the Bhadravati Iron factory had applied for a licence to manufacture slag cements;

(b) whether it is also a fact that the said factory, which is a public sector undertaking, was refused grant of the licence;

(c) whether it is further a fact that the said licence was granted to a Sahu Jain concern to manufacture slag cements;

(d) if so, the reasons therefor; and

(e) the action taken or proposed to be taken by Government in this regard?

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

(b) No, Sir. With effect from the 13th May, 1966, the cement industry has been

exempted from the licensing provisions of the Industries (Development & Regulation) Act, 1951, and, therefore, anyone can set up cement manufacturing capacity at any place in the country without having to obtain an industrial licence from the Central Government.

(c) No, Sir.

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

M/s. Godrej Boyce Mfg. Co., Bombay

273. SHRI K. LAKKAPPA:  
SHRI A. SREEDHARAN:  
SHRI S. M. KRISHNA:

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

(a) the authorised and paid up capital of the Godrej Boyce Mfg. Co., Bombay at the time of its setting up and as on the 31st March, 1969;

(b) the amount of loan received by the Company upto the 31st August, 1969 from Government, Banks or other parties separately;

(c) the amount paid as interest by the Company during the last three years; and

(d) the details of its performance during the same period and the estimates for the year 1969-70?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) The authorised and paid-up capital of M/s. Godrej Boyce Mfg. Co. Pvt. Ltd. at the time of its incorporation was Rs. 8,00,000 and Rs. 4,000 respectively. On the basis of the latest available annual accounts for the year ended 31st December, 1968, its authorised capital stood at Rs. 1,46,00,000 and paid up capital at Rs. 94,50,000.

(b) As the company was registered as far back as on 3rd March, 1932, it is not possible to furnish information regarding

total loans received from different sources by the Company for the entire period. However, details of loans outstanding as on 31st December, 1968 are as follows:

<i>Secured Loans</i>	<i>Rs.</i>
From Banks in cash credit account:	3,58,51,669
Other Loans:	31,63,978
Total	3,87,15,647
<i>Unsecured Loans</i>	<i>Rs.</i>
From Industrial Credit and Investment Corporation of India Ltd.	10,07,202
Other Loans guaranteed by Directors	1,21,93,740
Fixed Deposits	98,27,470
Interest accrued	2,74,536
Total	2,33,02,948

(c) The details of interest paid by the Company during each of the three latest years for which annual accounts are available are as follows:

<i>Paid during the year ending</i>	<i>Rs.</i>
31st December, 1966	30,87,415
31st December, 1967	36,53,268
31st December, 1968	43,13,510
Total	1,10,54,193

(d) The details about the performance of the company for the last three years are as follows:

	(Fig. in Rs. '000)		
	31.12.66	31.12.67	31.12.68
Sales	13,18,18	12,93,61	15,29,68
Profit before tax	1,70,06	1,38,11	1,25,01
Profit after tax	59,06	54,11	45,01
Dividends declared 10%	10%	10%	10%

The estimates for the year 1969 are not available with the Government.



**Setting up of additional Cement Factories**

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

(a) the number of additional Cement factories proposed to be opened in the year 1969-70 in the Public and Private sector ;

(b) whether the Cement Corporation

of India has in its latest report emphasized the need to step up the production of cement in the Fourth Plan ; and

(c) the steps taken by Government to increase the present capacity to meet the additional requirements of the country ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) The following additional factories are likely to come up in 1969-70 :

Location	Capacity Tonnes	New or Expansion	Public/Private Sector
Kapur (Tamil Nadu)	200,000	New	Private
Vijayawada (Andhra Pradesh)	100,000	Expansion	—do—
Chaibasa slag cement (Bihar)	350,000		—do—
Srivilliputhur (Tamil Nadu)	400,000	New	Public
Dalla (U.P.)	400,000	New	—do—
Sankarnagar (Tamil Nadu)	200,000	Expansion	Private
Mandhar (M.P.)	200,000	New	Public
Udaipur (Rajasthan)	200,000	New	Private

(b) No, Sir.

practices in future ?

(c) In addition to the above, the Cement Corporation of India Ltd., are proposing to set up cement factories at Kurkunta (Mysore), Bokajan (Assam) and Paonta (Himachal Pradesh) with an annual capacity of 200,000 tonnes each.

**Giving of Printing Jobs to outside Presses**

**275. DR. P. MANDAL :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that his Ministry does not invite printing presses in general for the printing of some journals and other publications and only a few selected printing presses are invited to do so ;

(b) whether there is some discontentment on this score ; and

(c) if so, the steps taken to stop such

**THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) :** (a) In the matter of arrangements for printing of the two Hindi Journals with which the Ministry of Law is concerned, namely, the Supreme Court Law Journal and the High Courts Law Journal, it acts on the advice of the Department of Works, Housing & Urban Development which handles the printing of Government publications.

(b) No complaint has been received from any printing press.

(c) Does not arise.

**Import Licence for Tungston**

**276. DR. P. MANDAL :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the policy of Government in connection with the issue of import licences for Tungsten filament has been followed rigorously ;

(b) the names of the parties or firms which have licences to import the above filament needed in the Manufacture of electric lamps, with the following details ;

(i) amount for which the licences have been awarded ;

(ii) names of the parties in whose favour licences have been issued ; and

(iii) capacity of the parties or firms with regard to the utilisation of the raw material ; and

(c) the names of the firms and parties which have been given licences in excess of their capacities and which instead of utilising the same for their factories are in the habit of disposing them to others ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes. The manufacturers of Electric Lamps on the list of D.G.T.D. are permitted to import Tungsten Filaments as one of the finished components against the licences issued to them for raw materials and components. The lamp units in small scale sector are also permitted to import this material in the same manner.

(b) (i) No monetary value is earmarked in the import licences for Tungsten Filaments.

(ii) List of all manufacturers of Electric Lamps on the list of D.G.T.D. is laid on the Table of the House. [*Placed in library. See No. LT—1975 169*]

(iii) Since each lamp need one filament except in very few cases, which need two filaments per lamp, allowing for wastage the capacity for utilisation will be practically equal to the production of lamps from time to time.

(c) No monetary limit is placed in the import licences against filaments. Since every manufacturer of Electric Lamps on

the list of D.G.T.D. is given full facility to import filament for his own requirement, the question of misusing does not arise.

#### Modification in Licensing Policy

277. SHRI P. C. ADICHAN :  
SHRI DEVEN SEN :

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

(a) whether Government have lately been considering certain modifications in the licensing policy in the light of the past experience to remove defects that have been thrown up in the course of the working of Licensing policy for the last so many years ;

(b) if so, the precise modifications to be brought about in the Licensing Policy ; and

(c) the latest decision taken in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). In the light of the findings and recommendations of the Industrial Licensing Policy Inquiry Committee, together with the recommendations of the Planning Commission in the Draft Fourth Plan document, Government are considering the introduction of certain changes and modifications in industrial licensing policy. An announcement shall be made as soon as decisions in this regard are finalised.

#### Loans to Small Scale Industries in Delhi

278. SHRIMATI ILA PALCHOU-DHURI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Central Government have accepted a scheme of the Delhi Administration for giving financial assistance in the shape of loans to the tune of Rs. 15 lakhs to about 250 Small Scale Industries ;

(b) if so, the broad details of the scheme and the categories of industries which will be benefited by the scheme and the conditions on which the loans will be given ;

(c) whether any such schemes have been received from other States also ;

(d) if so, the names of the States, the broad details of their schemes, the number of small industries proposed to be assisted in each State together with the amount which each State will require ; and

(e) the reaction of Government to these schemes ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). No approval of the Central Government has been accorded recently to any specific scheme of the Delhi Administration for providing financial assistance to Small Scale Industries. However, the Delhi Administration have been disbursing loans to Small Scale Industrial Units under the State Aid to Industries Act since 1952-53.

(c) to (e). Loans are being disbursed to Small Scale Industrial Units by almost all the State Governments under their respective State Aid Industries Act/Rules.

#### **Demand for Scooters**

279. **SHRIMATI ILA PAL-CHOU DHURI :**  
**SHRI MAHARAJ SINGH BHARATI :**  
**SHRI S. K. TAPURIAH :**  
**SHRI N. K. SOMANI :**

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

(a) whether Government's attention has been drawn to the growing demand for Scooters as against their insufficient production in India and the high prices at which they are being sold ;

(b) if so, whether any effort has been made to find out their existing annual production and sale ; and

(c) the steps taken or proposed to be taken to increase their production to meet the demand and bring down the prices to a reasonable level ?

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

(b) Government is aware of the present annual production and sale of scooters in the country.

(c) It has been decided to establish a unit of an economic capacity in the public sector for the manufacture of scooters of an indigenous design. In pursuance of this decision, a Committee of Technical Experts has been set up to work out and advise Government on a suitable design and programme of production of scooters in the public sector.

Government have also decided that, if any private sector party is prepared immediately to take up production of scooters completely with indigenous know-how and materials, he should be allowed to do so. Accordingly, a public notice has been issued inviting applications by 31st January, 1970 from interested entrepreneurs, who are prepared to take up production of scooters with completely indigenous know-how and materials, and without any foreign collaboration.

#### **Legislation for Protection of Rights of the Blind**

280. **SHRIMATI ILA PALCHOU DHURI :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government's attention has been drawn to an appeal issued by the World Council for the Welfare of the Blind a day before its ten-day session ended on 17th October, 1969 in Delhi to all the Nations of the World to enact legislation to protect the rights of the blind, to provide for them free education, rehabilitation and vocational training, a compensatory allowance to meet the expenses incurred by

their disability and a subsistence allowance to enable those who could not do any work because of their infirmity or age so that they may lead a decent life ; and

(b) if so, the reaction of Government to the appeal ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) :

(a) The Government are aware of the resolution adopted by the 4th General Assembly of the World Council for the Welfare of the Blind in this regard although it has not yet been officially received from the Secretariat of the Council.

(b) The provision of these services is essentially the responsibility of State Governments and their attention will be drawn to the resolution when it is formally received from the Council's Secretariat. The National Centre for the Blind, Dehra Dun, administered by the Government of India, does, however, provide free education, food and clothes.

#### Assistance for Modernising Sudanese Railways

281. SHRIMATI ILA PALCHOU-DHURI :  
SHRI K. P. SINGH DEO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Government of India have recently agreed to give substantial assistance to the Sudanese Government in modernising their Railways ;

(b) if so, whether any agreement has been entered into in this regard ; and

(c) the terms and conditions and the manner in which the assistance referred to above will be given ?

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

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

#### Incentive Scheme in Heavy Engineering Corporation, Ranchi.

282. SHRI A. K. GOPALAN :  
SHRI K. M. ABRAHAM :  
SHRI NAMBIAR :  
SHRI MOHAMMAD ISMAIL :

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

(a) whether there is any incentive scheme in the Heavy Engineering Corporation, Ranchi to increase production ;

(b) if so, the details of the scheme ;

(c) whether this scheme is applicable for the whole plant ; and

(d) if not, the names of the departments where this is applicable ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (d). No comprehensive incentive scheme has been introduced so far, in Heavy Engineering Corporation. However, *ad-hoc* incentive schemes are being tried out in the following four shops of the Foundry Forge Plant : (i) Grey iron and non-ferrous foundry (ii) steel foundry (iii) fettling shop and (iv) pattern shop. Details are not available at present.

#### डीजल इंजन चलाने के लिए कर्मचारियों को प्रशिक्षण

283. श्री राम चरण :  
श्री अर्जुन सिंह भवोरिया :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1961 से अप्रैल 1966 तक डीजल इंजन चलाने के लिए प्रशिक्षण प्राप्त करने हेतु जो कर्मचारी भेजे गये थे वे सभी मैट्रिक पास थे या उनकी शैक्षिक अर्हता मैट्रिक के बराबर थी ;

(ख) क्या उनके आवेदन करते समय उनके प्रमाण पत्र अथवा उनकी प्रतिलिपियाँ प्राप्त की गई थीं ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) से (ग). जैसा कि 18-2-69 को अतारांकित प्रश्न 54 के उत्तर में (और 22-7-69 को अतारांकित प्रश्न 386 के उत्तर में) विस्तार से बताया जा चुका है, जिन कर्मचारियों के पास मैट्रिक की योग्यता नहीं होती उन्हें डीजल साइड में लगाने की अनुमति है। इसलिए सम्बन्धित अवधि में जिन कर्मचारियों को प्रशिक्षण के लिए भेजा गया था उनमें से हो सकता है कुछ कर्मचारी मैट्रिक हों और कुछ न हों।

डब्ल्यू० डी० एम० 0-1 और 2 का प्रशिक्षण

284. श्री राम चरण :

श्री शिव कुमार शास्त्री :

श्री अर्जुन सिंह भदौरिया :

क्या रेलवे मंत्री 26 नवम्बर, 1968 के अतारांकित प्रश्न संख्या 2228 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि .

(क) क्या उन्होंने उपर्युक्त प्रश्न के भाग (क) के उत्तर में बताया था कि कोई भी निरक्षर व्यक्ति बिना प्रथम साक्षात्कार के डब्ल्यू० डी० एम०—1 और 2 के प्रशिक्षण के लिए नहीं भेजा गया था ;

(ख) क्या यह सच है कि मुरादाबाद डिवीजन ने बिना इण्टरव्यू लिए 26 नवम्बर, 1968 से पहले 8 व्यक्तियों को तथा बाद में 20 मार्च, 1969 को भी कुछ और व्यक्तियों को प्रशिक्षण के लिए भेजा था और वे निरक्षर थे ; और

(ग) यदि हाँ, तो इसके क्या कारण हैं ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) से (ग).

सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जाएगी।

#### Electrification of Railway Line from Madras to Arakonam

285. SHRI S. K. SAMBANDHAN : Will the Minister of RAILWAYS be pleased to state :

(a) the progress so far made in regard to the electrification programme of the Railway line from Madras to Arakonam ;

(b) the time by which it will be completed ; and

(c) if the work has not yet been commenced, the reasons therefor ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) to (c). An economic study of the cost/benefits of the electrification of Madras-Arakonam section is being undertaken. Based on the results of the economic study and financial justification of the scheme as well as availability of funds and foreign exchange resources, a final decision will be taken.

#### Hindustan Machine Tools

286. SHRI LOBO PROBHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) since 75 per cent of the capacity of the Hindustan Machine Tools was idle in 1967-68, what attempts were made to use it for the production of 39 crores worth of machine tools imported during that year ;

(b) whether the factories were incapable of producing these tools or they had turned to competing with small private factories producing elementary types of tools ;

(c) whether after deducting the profit from watch making, the loss in machine tools was nearly Rupees 2 crores in 1967-68 and whether the reasons were identified for this in view of the large profits in the previous years ;

(d) the subsidy paid for the half crore worth of exports and whether this is shown in the loss of the year of the factory ; and

(e) the value of the equipment which will become idle from turning the factories to other production like tractors ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) to (c). Due to a steep fall in demand for machine tools arising out of the general problem of under utilisation of capacity in the Engineering industry for the last two to three years, the offtake of the products of HMT Bangalore has not been satisfactory. Consequently the Company had to carry a large stock of machine tools. In order to avoid further accumulation of stocks, the company had to restrict production to about 42% during the year 1967-68, resulting in an unutilised capacity of about 58% during that year. Without taking into account the profit earned by the Watch Unit, the company sustained a loss of Rs. 182.8 lakhs during 1967-68.

The imports of machine tools into the country included, besides many new designs which HMT was trying to introduce since the last five years, special types of machine tools such as very heavy duty machine tools which are not yet made in the country (and for which HMT is not geared up), Heavy Duty Presses and other metal forming machinery (which to some extent it would be possible for HMT to produce in the next five years or so, gear grinding machines, internal grinders, jig, boring, thread grinding, lapping, honing machines, highly specialised metal working machines like extrusion presses, forge presses (very heavy and heavy duty) etc. The imports also included specialised foundry and forge equipment, welding equipment and large items of components and special accessories imported by the metal working and machine tool industries in the country. These many items do not all lend themselves to economic production in view of their varied nature and the limited quantities in which they are required. It has also been pointed out that it takes between 3 to 5 years for completing the technology including preparation of jigs, tooling etc. before a new type of machine tool of complex design is introduced for 100% indigenous production.

However, HMT has undertaken the manufacture of various new and sophisticated types of machine tools since 1964 such as turret lathes, multi spindle automatics, single spindle automatics, heavy duty surface grinders, gear sharpeners, gear hobbors, heavy duty lathes, all electric milling machines, copying lathes, horizontal boring machines and heavy duty presses etc.

As regards manufacture by HMT of light duty machine tools which are also manufactured by smaller units, a few light duty machines HMT developed like LBS Lathe, MITR Turret Mill and G9 Cylindrical Grinding Machines, were mainly meant for export. The LBS lathe was designed and produced against a bulk order received from Ceylon and the MITR Turret Mill for the American market. The G9 Cylindrical Grinder was, however, developed for the Fuel Oil Injection Equipment industry in the country who were badly in need of a machine of this type. These light duty machines form a small percentage—a little over 1% of HMT's total output.

(d) During 1967-68, HMT had claimed Rs. 2.73 lakhs as subsidy on exports and this has been credited to the Profit and Loss Account of that year.

(e) No equipment is expected to be rendered idle by taking up other production such as the proposed manufacture of tractors.

#### Fuel cost of Railway Traction

287. **SHRI LOBO PRABHU :** Will the Minister of RAILWAYS be pleased to state :

(a) the average fuel cost per mile of Railway traction for coal and diesel separately ; and

(b) whether in view of the difference, the Ministry of Petroleum and Chemicals and Mines & Metals have asked the Railway Ministry to stop dieselisation and enable coal mining to be cheaper by economics of scale ?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) The Index of fuel consumption is normally

expressed in terms of Kilogram/litres per 1000 gross tonne kilometres. On this basis the cost of coal and diesel oil consumed per 1000 gross tonne kilometres is as follows :—

	Coal	Diesel Oil
B G.	Rs. 3.09	Rs. 2.97
M.G.	Rs. 4.20	Rs. 4.17

(b) There has been no such communication.

#### Control of Car Prices

288. SHRI LOBO PRABHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the persons responsible for the delay of 18 months in passing orders on the recommendation of the Tariff Commission on the prices of car ; and

(b) the prices of our three makes of car and the prices for the same cars in the country of their origin.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED). (a) It is not correct to say that there was a delay of 18 months in passing orders on the recommendations of the Tariff Commission on prices of Cars. The recommendations were received in August 1968 and Government orders were issued in September, 1969. No particular person is responsible for the delay. The delay occurred as the examination of the report entailed detailed discussions with the Commission and consultations with the other concerned Departments.

(b) The prices of the three makes of cars as fixed statutorily on 21.9.1969 and the prices of the nearest similar models in the country of origin are as on next column :

<i>Make of the cars</i>	<i>Ex-factory retail price of indigenous cars.</i>	<i>Price of the nearest similar model in the country of origin</i>
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Ambassador	Rs. 15,316	Rs. 11,376
Fiat	Rs. 14,325	Rs. 9,972
Standard Herald (4-door)	Rs. 14,006	Rs. 9,162

#### Working Yard-Stick for Parcel Clerks at New Delhi Parcel Office

289. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) the yard-stick for providing the posts of Parcel clerks at a station for all sort of work ;

(b) the number of P. W. Bills issued and Parcels booked, the number of P. W. Bills and parcels delivered, the number of parcels transhipped, the number of Sealed vans received and dealt, with the number of letters received and replied and the number of free service articles received and delivered at New Delhi Parcel Office of the Northern Railway ;

(c) the number of staff required according to the yard-stick at the New Delhi Parcel Office ;

(d) the total number of staff provided at the station ; and

(e) the deficiency, if any, and the reasons thereof ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

#### Depositing of Security by Commercial and Transportation Staff in R. tiam Division (Western Railways)

290. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that about three hundred Commercial and Transportation staff has been served notice for major penalties by the Divisional Superintendent, Ratlam Division of Western Railway, for not depositing the security deposit ;

(b) the moto of taking the security deposit ;

(c) whether it is obligatory on the part of the Railway servants to deposit the security ;

(d) if so, why the security was not taken at the time of the appointment of these employees ;

(e) whether Government have received any representation from the All India Railway Commercial Clerks' Association in this regard ; and

(f) if so, the details thereof and the action taken by Government thereon ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON). (a) Notices were issued to only 68 Commercial and Transportation staff, of them notices against 24 staff have since been dropped on their depositing the security.

(b) Security deposit is taken from staff handling cash or stores as a precaution against loss or fraud.

(c) Yes, for Railway servants who are in charge of cash or stores.

(d) On appointment, the staff were allowed to deposit the amount in 12 monthly instalments but they paid only a few instalments and failed to deposit the full amount.

(e) and (f) Yes. The general principle of obtaining security deposit from staff entrusted with cash or stores cannot be relaxed but to minimise the hardship the Railway have allowed the staff to deposit the security in easy instalments. The rules also permit the security to be given in the form of Government Savings Certificates or a Fidelity Guarantee Insurance Policy in lieu of cash.

### दक्षिण, पूर्व तथा उत्तर रेलवे के वाणिज्यिक क्लर्क

291. श्री श्रीकार लाल बेरवा : क्या रेलवे मंत्री वाणिज्यिक क्लर्कों तथा वाणिज्यिक निरीक्षकों सम्बन्धी 29 जुलाई, 1969 के प्रतारांकित प्रश्न संख्या 1360 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) किसी स्टेशन की 'कार्यभार क्षमता' (बर्थ ग्राफ चार्ज) का पता लगाने के लिए किन बातों को ध्यान में रखा जाता है ;

(ख) दक्षिण, पूर्व तथा उत्तर रेलों के किन-किन स्टेशनों में 450-575 रुपये, 370-425 और 335-425 रुपये के वेतन क्रमों में इस समय वाणिज्यिक क्लर्कों के पद हैं ;

(ग) उपरोक्त भाग (ख) में उल्लिखित स्टेशनों की 'कार्यभार क्षमता' क्या है ;

(घ) पश्चिम रेलवे के बम्बई सेंट्रल, चर्चगेट, दादर, वुलसर, सूरत, बड़ोदा, रतलाम, इन्दौर, कोटा, मवाईमाधोपुर, आगरा फोर्ट, अचनेरा, जयपुर, भजमेर, भाबू रोड गांधीघाम, संडल बन्दर, मेहसाना, राजकोट, जामनगर, धोरवा भावनगर साबरमती, ग्रहमदाबाद और कनकारिया स्टेशनों की 'कार्यभार क्षमता' (बर्थ ग्राफ चार्ज) कितनी-कितनी है ;

(ङ) क्या उपर्युक्त (घ) में उल्लिखित किसी स्टेशन पर उपर्युक्त भाग (ख) में उल्लिखित वेतनक्रमों में वाणिज्यिक क्लर्क का कोई पद मंजूर किया गया है ; और

(च) यदि हाँ, तो उन स्टेशनों के नाम क्या हैं और यदि नहीं तो इसके कारण क्या हैं ?



विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) किसी स्टेशन का वाणिज्यिक महत्व निम्नलिखित बातों पर आधारित होता है —

(i) आने-जाने वाले यात्री, माल और पार्सल यातायात की मात्रा ;

(ii) ग्रामदनी ; और

(iii) पर्यवेक्षित कर्मचारियों की संख्या ।

(ख) पूर्व और दक्षिण रेलों से सम्बन्धित एक विवरण सभा पटल पर रखा जाता है । [प्रणालय में रख दिया गया । देखिए संख्या LT—1976/69] । उत्तर रेलवे से सम्बन्धित सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

(ग) उल्लिखित स्टेशनों की कार्यभार क्षमता (बर्थ आफ चार्ज) प्रश्न के भाग (क) के उत्तर में बताये गये सिद्धान्तों के आधार पर क्षेत्रीय रेल प्रशासनों द्वारा निर्धारित की जाती है ।

(घ) से (च) । पश्चिम रेलवे से सूचना मंगाई जा रही है और सभा पटल पर रख दी जायेगी ।

#### Classification of Railway employees as Essential and Non-Essential

292. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 204 on the 22nd July 1969 and state ;

(a) what are the local conditions which are taken into account for classifying the Railway employees as essential or non-essential.

(b) how the local conditions make different effects on the employees of one and the same department ;

(c) whether the Train Clerks, Yard Masters, Station Master/Assistant Station Masters have no fixed hours of duty ;

(d) whether these categories are classified as essential ; and

(e) if these categories are essential, what are the reasons for differential treatment among the Railway employees.

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI P. GOVIND MENON): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

#### निर्वाचन आयोग के पास अनिर्णीत निर्वाचन कार्य याचिकाएँ

293. श्री ओंकार लाल बेरवा : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) संसद सदस्यों की कितनी चुनाव याचिकाएँ अभी तक निर्वाचन आयोग के पास अनिर्णीत पड़ी हैं, जिनके बारे में उच्च न्यायालयों तथा उच्चतम न्यायालय में अपीलें निर्णय के लिये पड़ी हैं ;

(ख) कितने स्थानों के लिए चुनाव नहीं करवाये गये ; और

(ग) शेष स्थानों के लिए चुनाव करवाने तथा अनिर्णीत याचिकाओं के सम्बन्ध में निर्णय करने का कब तक विचार है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनुस सलीम) : (क) चूँकि निर्वाचन अर्जियों को फाइल करने का उचित स्थान सम्बद्ध उच्च न्यायालय है, अतः निर्वाचन आयोग के पास किसी निर्वाचन अर्जी के सम्बन्धित रहने का प्रश्न ही नहीं उठता ।

(ख) चार ।

(ग) तीन स्थानों के बारे में निर्वाचन दिसम्बर, 1969 की समाप्ति से पूर्व पूरे कर लिए जायेंगे और एक स्थान अर्थात् उत्तर प्रदेश के गोरखपुर में उप-निर्वाचन निर्वाचक-नामावलिओं के, जो शीघ्र ही पुनरीक्षित की

जायेंगी, अन्तिम रूप से प्रकाशित कर दिये जाने के पश्चात् कराया जाएगा। चूंकि उनके बारे में निर्वाचन अजियाँ और अपीलें क्रमशः उच्च न्यायालय तथा उच्चतम न्यायालय के समक्ष लम्बित हैं, अतः उनके निपटारे का सम्भाव्य समय विनिर्दिष्ट करना सम्भव नहीं है।

**Cornering of Shares by big Business Houses on Abolition of Managing Agency System**

294. SHRI VASUDEVAN NAIR :  
DR. RANEN SEN :  
SHRI DHIRESHWAR KALITA :  
SHRI INDRAJIT GUPTA :  
SHRI SARJOO PANDEY :

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

(a) whether there is a possibility of Company shares being cornered by big business groups after the abolition of the Managing Agency system in March next year ; and

(b) if so, the steps taken by Government to guard against such an eventuality ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). It is not possible at this stage to predict how the capital market will react consequent on the abolition of the Managing Agency system. However the entire matter is being examined.

**Deraiment of Delhi-Bound Toofan Express near Jamania Station (Eastern Railway)**

295. SHRI GADILINGANA GOWD :  
SHRI BENI SHANKER SHARMA :  
SHRI B. K. DASCHOWDHURY :  
SHRI VISHWA NATH PANDEY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Delhi-bound Toofan Express derailed near Jamania Station on the Dinapur-Mughalsarai Section

of the Eastern Railway on 31st August, 1969 ;

(b) if so, the number of persons injured/killed and the total loss to Railway property ; and

(c) the action being taken by Government in the matter ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) No one was killed or injured in this accident. The cost of damage to railway property was estimated at approximately Rs. 42,000/-.

(c) As the accident was caused by tampering with the track by some unknown person or persons, the Government of Uttar Pradesh, in whose jurisdiction the site of the accident lies, was requested for introducing police patrolling on this section for preventing such attempts at sabotage. Police patrolling has since been introduced.

**Confirmation of Assistant Personnel Officers on Northern Railway**

296. SHRI GADILINGANA GOWD :  
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of Assistant Personnel Officers with officiating service of three years and above waiting for their confirmation in Class II posts on the Northern Railway ;

(b) the length of their service in Class II service ;

(c) whether it is a fact that many of the Assistant Personnel Officers retired as such because they are not being considered for Class I appointment without confirmation in Class II posts ; and

(d) if so, the number of such officers who retired during the last three years ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) 11.

(b) Their length of service as on 31-10-1969 ranges between  $5\frac{1}{2}$  years to  $8\frac{1}{2}$  years.

(c) No.

(d) Does not arise.

**Promotion of Class II Officers to Class I Posts on Northern Railway**

297. SHRI GADILINGANA GOWD :  
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of Class II Officers on the Northern Railway, Department-wise who were promoted to Class I posts during the preceding three years ;

(b) the number out of them who were confirmed in Class II posts Department-wise on the eve of their promotion as Class I Officer.

(c) the number of Class II Officiating Assistant Personnel Officers with same or more service and with better reports than other Class II Officers of other Departments who were ignored ;

(d) whether non-confirmation in Class II posts for the Assistant Personnel Officers is a disqualification for being considered in Class I service ; and

(e) if so, what are the reasons for this discrimination in the Railways for two sets of Class II officers and how he proposes to remedy it ?

THE MINISTER OF LAW AND  
SOCIAL WELFARE AND RAILWAYS  
(SHRI GOVINDA MENON) : (a)

Department	1966-67	1967-68	1968-69
Personnel	—	1	1
General Administration	—	—	—
Indian Railway Traffic Service	—	1	—
Indian Railway Service of Engineers	2	1	4
Signal & Telecommunication	—	1	—
Railway Protection Force	—	1	—
Stores	—	1	1
Medical	—	—	—
Electrical	—	1	—
Indian Railway Service of Mechanical Engineers	—	1	1
Accounts.	4	—	—
	6	8	7

(b) General Administration	—
Personnel	2
Indian Railway Traffic Service	1
Indian Railway Service of Engineers	7
Signal & Telecommunication	—
Stores	2
Railway Protection Force	1
Medical	—
Electrical	1
Indian Railway Service of Mechanical Engineers	—
Accounts	4

(c) Does not arise. The Assistant Personnel Officers are promoted to Class I Personnel posts according to their own seniority in Personnel Branch and the officers of other departments are promoted in their own branch according to their branch/department seniority. Class I Personnel posts are also allocated to four major departments as indicated below.

(d) Since there is no separate Personnel Department on Railways, Assistant Personnel Officers are allocated to one of the four major departments viz., Civil Engineering, Transportation (Traffic) & Commercial, Transportation (Power) & Mechanical Engineering and Accounts for purposes of cadre and further advancement. This allocation, which is dependent upon the panel position of an Assistant Personnel Officer and the availability of a vacancy in one of the departments, referred to above, is possible only when Assistant Personnel Officers acquire permanent status in Class II. Such a position does not obtain in other departments.

(e) Does not arise.

**Consideration of Assistant Personnel Officers for promotion to Class I Service**

298. SHRI GADILINGANA GOWD :  
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Assistant Personnel Officers on the Indian Railways are not considered for Class I appointment till they are confirmed in Class II Service, whereas Class II Officers of other Departments are considered for Class I service without insisting on their confirmation in Class II service ;

(b) the number of Class II Officiating Assistant Personnel Officers on the Indian Railways, Railway-wise, who have been ignored for consideration to Class I Service during the last three years, year-wise, with three or more outstanding reports on the ground that they were not confirmed as Assistant Personnel Officers Class II ;

(c) the number of Class II officers, department-wise, and Railway-wise, other than the Personnel Department still officiating in Class II Service who were considered for Class I appointment year-wise ; and

(d) the steps Government propose to take to remedy this discriminatory treatment being meted out to the Assistant Personnel Officers on the Indian Railways ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) and (b). Yes. Since there is no separate Personnel Department on Railways, Assistant Personnel Officers are allocated to one of the four major Departments, viz., Civil Engineering, Transportation (Traffic) & Commercial, Transportation (Power) & Mechanical Engineering and Accounts for purposes of cadre and further advancement. This allocation, which is dependent upon the panel position of the Assistant Personnel Officer and the availability of a vacancy in one of the Departments, referred to above, is possible only when Assistant Personnel Officers acquire confirmation in Class II. Such a position does not obtain in other Departments.

(b) and (c). Information is being collected and will be placed on the table of the House.

**Pig Iron Plant at Balladila**

299. SHRI D. V. SINGH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether there is any proposal to set up a Pig Iron Plant at Baladila in Madhya Pradesh;

(b) if so, the details of the scheme, including its estimated cost and the production capacity to be installed; and

(a) the steps taken in pursuance of the scheme and by what time the plant is likely to be completed and commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K.C. PANT) : (a) No proposal to set up a pig iron plant at

Bailadila is under consideration in this Ministry.

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

#### Construction of Jabalpur-Jagdalpur Railway Line

300. SHRI D.V. SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Madhya Pradesh Government have stressed on the pressing need for (i) construction of the Jabalpur-Jagdalpur Railway line via Kawardha and Raipur ; (ii) introduction of a fast train between Raipur and Bhopal via Nagpur and (iii) broadening of the Gwalior-Shivpuri Railway track ;

(b) if so, whether Government have examined the feasibility and desirability of these proposals and, if so, Government's decisions thereon ; and

(c) the estimated cost of each work ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) and (c). (i) The proposal for construction of the Jabalpur-Jagdalpur rail link refers to the proposal for a line between Dhalli-Rajhara and Dantewara. Cost-cum-feasibility studies carried out for this project in 1965-66 revealed that this line may cost Rs. 22.87 crores and will not be financially justified. The construction of this line is, therefore, not being considered at present.

(ii) Introduction of a direct train between Raipur and Bhopal has not been found justified having regard to the present level of meagre through traffic offering on this route.

(iii) Traffic survey for the conversion of Gwalior-Shivpuri N.G. section into B.G. and its further extension upto Guna carried out in 1956-57 revealed that this may roughly cost Rs. 10.04 crores and would be unremunerative. Further consideration to the proposal was, therefore, dropped.

#### Grant of Licences to Birlas for setting up Alloy and Special Steel Plants

301. SHRI H. N. MUKERJEE :  
SHRI DHIRESWAR KALITA :  
SHRI INDRAJIT GUPTA :  
SHRI SARJOO PANDEY :  
SHRI C. JANARDHANAN :  
SHRI JYOTIRMOY BASU :  
SHRI GANESH GHOSH :  
SHRI B. K. MODAK :  
SHRI BHAGABAN DAS :  
SHRI MOHAMMAD ISMAIL :

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

(a) whether it is a fact that the Birlas were granted licences for setting up two alloy and special steel plants with foreign collaboration while the expansion plans of the indigenously developed and erected public sector alloy steel plant at Durgapur were shelved ;

(b) whether it is also a fact that the Union Cabinet had issued a clear directive to the Steel Ministry and the Hindustan Steel Ltd. for initiating action for the second stage expansion of the Alloy Steel Project at Durgapur ; and

(c) if so, the reasons for not implementing the Cabinet's directive in this respect and the justification for issuing the licences to the Birlas in preference to the public sector steel projects ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) Licences were granted for the production of alloy and special steels to two associate firms of Birlas—one in 1961 and the second in 1966. It is not, however, correct that the expansion plans of the Alloy Steel Plant at Durgapur were shelved. The licences were, however, granted to the private parties because an assessment of the future demand showed that the demand for alloy and special steel during the Fourth Plan period would remain unsatisfied even after the Government plants had been expanded.

(b) No Sir.

(c) Does not arise.

**Supply of Structural to United States of America**

302. SHRI BENI SHANKER SHARMA :  
SHRI K. P. SINGH DEO :

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

(a) whether the Hindustan Steel Limited has been given a contract to supply structurals to the United States of America ;

(b) if so, the terms and conditions of the contract and details thereof ; and

(c) the efforts made to explore markets for iron and steel structurals ?

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

(b) Hindustan Steel Limited have entered into a contract for export to USA of 40,000 tonnes of steel products, including 27,625 tonnes of structurals. The first shipment of 8,000 tonnes is to be made in December, 1969 and the total contracted quantity is expected to be shipped by May, 1970. The payment will be received in US \$ and will be equivalent in foreign exchange to about Rs. 30 (Thirty) million.

(c) Indian structurals are now being exported to a large number of countries. Our producers and exporters are constantly seeking new markets.

**Scholarship and Admission to Special Classes Amongst the Muslims**

303. SHRI BENI SHANKER SHARMA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that there are special classes even amongst the Muslims who are given special treatment in matters of award of scholarships and admissions in technical institutions etc., and

(b) if so, what are those classes or castes which are so treated and what is the basis for the same, especially in view of the fact that in Islam there is no caste system and everybody is regarded as equal ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) and (b). Such of the Muslims as belong to the category of the Scheduled Tribes are eligible for the benefits of welfare schemes intended for the welfare of Scheduled Tribes by virtue of their being Scheduled Tribes. They are treated as Scheduled Tribes since they possess all tribal characteristics and they are leading an isolated life with economic and educational and political backwardness.

Besides there are certain Muslim Castes like sweeper, Julaha, Momin Ansar, Kunjara, etc. who are socially, educationally and economically backward. These castes are treated as Backward Classes by different State Governments for giving scholarship etc.

**Utilisation of idle capacity of Hindustan Machine Tools**

304. SHRI BENI SHANKER SHARMA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether all the idle capacity of the Hindustan Machine Tools could be utilised if Government accepted a proposal to set up a small car plant in the country, according to the Hindustan Machine Tools experts ;

(b) whether the proposal has been given a consideration ;

(c) if so, the outcome thereof ; and

(d) the steps proposed to be taken in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (b). The question as to the manner in which additional capacity

for the manufacture of small cars should be created in the country to achieve the twin objective of making available to the public a car of dependable quality and at a reasonable price has been engaging the attention of Government for quite some times. It is in this context that the question of setting up a factory for the manufacture of small cars is being considered. No final decision has, however, been taken so far.

It is estimated that the total outlay on a project for the manufacture of 50,000 cars per annum will be of the order of Rs. 20 crores. It is further estimated that, of the equipment needed for the project, machine tools of indigenous origin would account for about Rs. 11 crores. The bulk of the machine tools required could be expected to be supplied by H.M.T. While it may be expected that the setting up of a small car factory would enable H.M.T. to supply a substantial part of the machine tools needed for the project and thus enable them to employ their unutilized capacity to a significant extent, the entire idle capacity cannot, however, be expected to be utilised.

#### **New Indigenous Alloy to conserve Copper**

305. **SHRI S. B. PATIL :** 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 remarkable import substitution process developed by a retired Indian metallurgist to replace imported copper by indigenous aluminium in alloys, and which has been patented as Indian Patent Specification No. 87430 ;

(b) if so, the name of the inventor and the salient points of the new alloy so Patented ; and

(c) in view of the great and growing shortage of copper and steps Government propose to take to further publicise this vitally important import substitution product with a view to bringing this new alloy to the notice afresh of end-users and urge them to use it and thereby conserve valuable copper ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE**

**AND COMPANY AFFAIRS (SHRI F. A. AHMED) :** (a) and (b). An invention patented by one Dr. D. R. Malhotra concerning a Silvery Whitish Bronze bearing alloy comprising aluminium, copper, tin, iron and zinc has been brought to the notice of Government. It has been claimed that the alloy has mechanical properties which would make it suitable for use in the manufacture of bearings used in automotive vehicles and earth-moving equipment. The alloy has, however, certain limitations as it is inferior to its, imported counterpart, namely phosphor-bronze in hardness, compressive strength and machinability. It also contains a very high percentage of zinc which is as yet largely imported.

(c) Publicity has been given to this invention by publication in the "INVENTION INTELLIGENCE" a journal published by the Inventions Promotion Board for wide circulation among industrialists and other interested parties as also through the press and the All India Radio.

#### **Promotion Policy in Heavy Engineering Corporation, Ranchi**

306. **SHRI K. M. ABRAHAM :**  
**SHRI P. P. ESTHOSE :**  
**SHRI P. RAMAMURTI :**  
**SHRI B. K. MODAK :**

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

(a) whether there is any promotion policy in the Heavy Engineering Corporation, Ranchi ;

(b) if so, details thereof ; and

(c) total number of workers made permanent in production and non-production side, respectively ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) and (b). The company has framed its promotion policy. According to this, promotions are made, depending on the number of vacancies, on the recommendations of appropriate departmental promotion committees based on the instructions issued by

the company from time to time. Promotions are made on the basis of merit tempered with seniority by taking into consideration other relevant factors such as qualifications, length and quality of service, total experience and general suitability to be adjudged on the basis of prescribed standards laid down for their determination including confidential reports, trade tests, interviews etc.

(c) In this company, workers are absorbed in the regular cadre on successful completion of period of training/probation. The number of such regular workers in production and non-production jobs as on the 1st April, 1969 is as under :—

Production workers	9174
Non-production workers	4574

**Loans Received from West Germany  
for Rourkela Steel Plant**

307. SHRI K.P. SINGH DEO: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that a West German Steel delegation visited the Rourkela Steel Plant recently and suggested that fresh loan to the extent of DM 7 million would be required to finance the foreign technicians at the Plant and that more technicians would also be required;

(b) if so, the amount of loans so far received by Government from West Germany for maintaining the foreign technician and for the expansion programme etc ;

(c) whether any amount of loan has been left unspent and, if so, the manner in which unspent balance of loan is to be spent;

(d) the facts on which the suggestion made by the German delegation in part (a) above is based ; and

(e) the steps taken so far to replace the foreign technicians by Indian Technicians ?

**THE MINISTER OF STATE IN THE  
MINISTRY OF STEEL AND HEAVY**

**ENGINEERING (SHRI K.C. PANT) :** (a) A West German delegation that visited New Delhi in July, 1969 for negotiating the German financial assistance to India during 1969-70 suggested in an Aide Memoire that an additional DM 7 millions were likely to be required by the Rourkela Steel Plant to finance the technical German personnel which, in their opinion, would be necessary to retain for continued plant operation and maintenance.

(b) The following loans have been received from West Germany to meet foreign exchange cost of the current expansion of the Rourkela Steel Plant and the foreign technical personnel :

(1) DM 420 million for expansion.

(2) DM 15 million for technical personnel both for the million tonne and the expansion stages.

(3) DM 4 million for technicians required for maintenance and operation of one million tonne phase.

(4) DM 4 million for technical consultancy work of design and engineering and for a Liaison Office at Dusseldorf.

(c) An amount of DM 7.62 millions was outstanding as on 1.4.69 out of the loans referred to in (ii) & (iv) in reply to part (b) of the question. This amount is proposed to be utilised to meet the cost of engagement of German Engineers for the commissioning, operation and maintenance of the Rourkela Steel Plant upto the beginning of 1971.

(d) As stated in reply to part (a) of the question the suggestion of the German delegation was based on their estimate of the requirements of German technical personnel for the Rourkela Steel Plant.

(e) A regular system of posting Indian engineers as understudies to foreign technicians for acquiring necessary training and experience is already in vogue. There are at present only 96 German technicians as against about 250 German engineers at Rourkela during the peak period of the one million tonne phase of the Plant. The



foreign technicians will be gradually replaced with Indian engineers as the latter acquire adequate experience and expertise.

**Recommendations of Railway Accidents Inquiry Committee**

308. SHRI K.P. SINGH DEO :  
SHRI SRINIBAS MISRA :  
SHRI MANGALATHUMADAM :  
SHRI P. VISWAMAHBRAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Accidents Inquiry Committee has submitted its second and final report to Government ;

(b) if so, the salient features of the findings and the recommendations made by the Committee ;

(c) whether Government have considered the Report of the Committee ; and

(d) if so the steps proposed to be taken by Government as a result thereof ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVIND MENON) : (a) Yes.

(b) The second and final part of the Report of the Railway Accidents Inquiry Committee-1968 was laid on the table of the Lok Sabha on the 28th August, 1969.

(c) and (d). This Report of the Committee contains, in all, 500 observations and recommendations which are under consideration. Views of the Ministry of Railways (Railway Board) on these are being formulated and will be laid on the table of the House in due course.

**Loss Incurred by Heavy Electricals Ltd., Bhopal**

309. SHRI K.P. SINGH DEO : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is fact that the workers of the Heavy Electricals Ltd., Bhopal have

been adopting 'slow down' and other tactics for the last more than two months.

(b) If so, the reasons therefor ;

(c) the loss suffered by the undertaking as a result thereof ; and

(d) the steps taken by Government in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) Yes, Sir. Labour agitation in various forms has been resorted to by a certain section of employees of Heavy Electricals (India) Limited, Bhopal during July to September, 1969.

(b) Various grievances were cited by these workers including a demand by one of the unrecognised groups viz. the Heavy Electricals Mazdoor Trade Union for reinstatement of three former employees whose services had been terminated after regular proceedings.

(c) There has been substantial loss by way of production as a result of the labour agitation. The figures in this regard are being worked out.

(d) The Management have had a series of discussions with the worker's representatives. Certain further facilities have also been extended to the workers after negotiations with the recognized Union. The situation is gradually improving and production is picking up.

**Technical Needs of Indian Industry**

310. SHRI K.P. SINGH DEO : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government propose to set up a Committee to study long-term technical needs of Indian Industry including foreign collaboration ;

(b) if so, the terms of reference of the Committee ;

(c) the period likely to be taken by the

Committee to submit its reports to Government ;

(d) the estimated expenditure likely to be incurred thereon ; and

(e) the benefits likely to be derived as a result thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No Sir, though a proposal to constitute a number of Technical/Research Committees under the various Development Councils, is receiving consideration.

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

**Recommendation of Wanchoo Committee on Deterioration of Discipline on Railways**

311. SHRI K. P. SINGH DEO :  
SHRI K. M. Koushik :  
SHRI C. MUTHUSAMI :  
SHRI MEETHA LAL MEENA :  
SHRI C. C. DESAI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Wanchoo Committee has recently submitted its report and has suggested *inter-alia* that discipline on Railways has been deteriorating for quite some time past ; and

(b) whether Government propose to take any steps in this regard and, if so, the details thereof ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) and (b). The Railway Accidents Enquiry Committee 1968 have made certain recommendations in Part II of their Report relating to factors affecting discipline amongst railway employees. The Report has already been placed on the Table of the Sabha in the last Session. These recommendations along with the other recommendations made by the Committee are under the examination of the Ministry of Railways and a statement incorporating the views of the Ministry of Railways on these recommendations will be

placed on the Table of both the Houses in due course.

**Barrel Fabrication Industry**

312. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 31 on the 22nd July, 1969 and state :

(a) whether it is a fact that the Hind Galvanising and Engineering Co. (P) Ltd., deliberately installed a plant for manufacturing barrels in an unauthorised manner violating the Industries (Development and Regulation) Act, 1951 and Government instead of taking any action against them recognised their capacity during the pendency of industry on banned list ;

(b) whether is also a fact that this firm has transferred machines for setting up barrel plant at Madras as small-scale unit ;

(c) if so, whether Government have taken any action to debar them from doing so when this Industry is figuring on banned list in large-scale sector ; and

(d) whether Government have taken up the issue with the Maharashtra Government and the West Bengal Government and impressed on them to allow idle capacity to be shifted to other States where drums are badly required so that valuable foreign exchange is saved in the import of machines and if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Attention is invited to pages 42 to 52 of the Eighty-fifth report of the Estimates Committee (Fourth Lok Sabha) presented to Lok Sabha on the 30th April, 1969. Government's views on the various recommendations of the Estimates Committee will be furnished to the Committee and a final decision will be taken thereon after the further recommendations of the Committee have been made known to the Government.

(b) and (c). The position is being ascertained and a statement will be laid on the Table of the House in due course.

(d) No, Sir.

#### Probe into British India Corporation

313. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the investigation into the affairs of the British India corporation have been completed and if so, whether a copy of the report of investigation will be laid on the Table of the House ; 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) The delay in completion of the investigation is reportedly due to the fact that evidence of some persons connected with the affairs of this undertaking could not be concluded owing to unavoidable circumstances.

#### Workers of Cooper Allen and North West Tannery

314. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that many workers of the Cooper Allen and North West Tannery, the units which have now been taken over by the Tannery and Footwear Corporation of India at Kanpur have not yet been taken back in spite of assurances ; and

(b) if so, the number of workers who are still out and the steps taken by Government to take them on duty ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) As per the terms of agree-

ment with the British India Corporation, Kanpur, Tannery and Footwear Corporation of India Ltd. agreed to take over such of the employees of Cooper Allen and North West Tannery Units as were considered necessary for its production programme. Accordingly out of the total number of 2592 employees on the rolls of Cooper Allen and West North Tannery, 1935 employees have been taken over by the TAFCO.

(b) The number of workers who have not been taken over is 657. If any additional employees are required later preference will be given to such employees who could not be taken over.

#### Grant of Registration Certificate to M/s. Hind Galvanising and Engineering Co. (P) Ltd.,

315. 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. 228 on the 2nd July, 1969 and state :

(a) the facts which were taken into consideration by Government while granting registration certificate to M/s. Hind Galvanising and Engineering Co. (P) Ltd., for manufacturing oil barrels and drums during pendency of the industry on the banned list ;

(b) whether Government also guaranteed them allocation of steel sheets which were scarce and controlled commodity knowing fully well that they were unable to feed the existing units even to the extent of one shift of their licensed capacities ; and

(c) if so, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Circumstances in which the capacity of M/s. Hind Galvanising and Engineering Co. (P) Ltd., for the manufacture of oil barrels have already been explained in reply to Lok Sabha Starred Question No. 250 on the 24th November, 1967.

(b) and (c). The question of guaranteeing allocation of raw material to this firm or to any other did not arise at any stage.

**Recommendations of Justice Rajadhakshya on Travelling Ticket Inspectors**

316. SHRI S.M. KRISHNA :  
SHRI SRINIBAS MISRA :  
SHRI MANGALATHUMADAM :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Travelling Ticket Inspectors are considered as Running Staff as per award of Justice Rajadhakshya ; and

(b) if not, the reasons for not accepting the recommendations of Justice Rajadhakshya in this regard ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) No such recommendation was made in the award of Justice Rajadhakshya. They are not Running Staff.

(b) Does not arise.

**Disruption of train service at Howrah station**

317. SHRI S. M. KRISHNA :  
SHRI BAIDHAR BEHERA :  
SHRI S. KUNDU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that train services were disrupted at Howrah Station on the 16th September, 1969 ;

(b) if so, the reasons for this disruption in rail traffic ; and

(c) for how long the rail passengers were inconvenienced ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) to (c). As a sequel to an

altercation between the members of two rival groups of railway staff of the Mechanical Department, a demonstration was staged by a group obstructing the track near Howrah Steam Shed from 5.30 to 10.15 hrs. on 16th September, 1969 resulting in disruption of Eastern Railway's suburban trains for this duration.

**Provision of Basic Amenities to Railway Passengers**

318. SHRI S.C. SAMANTA : Will the Minister of RAILWAYS be pleased to state :

(a) the steps that are being taken to provide basic amenities such as well-lighted waiting halls and booking offices, benches, drinking water, lavatories, wellsurfaced platforms to Railway passengers ;

(b) the response of the Zonal Railways to the call of the Railway Board in asking them to ensure that there was no lapse of funds allotted under the Plan head "Passenger amenities" ; and

(c) whether more funds than the present allocation are likely to be earmarked for the purpose ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Instructions have been issued to the Railways to provide the basic amenities, such as waiting halls, benches, suitable arrangements for lighting of waiting hall and booking offices, drinking water supply, latrines, platform with well maintained surface, proper Booking arrangements, planting of shady trees at all stations by 31.3.1971.

(b) The Zonal Railways have, by and large, been utilising the funds allotted to them under this head.

(c) The allocation of funds for Railway Users' Amenities is made by the Railway Convention Committee of the Parliament. The Committee have not yet given their recommendations for the 4th Five Year Plan.

### Procedure for Licensing Key Industries

319. SHRI S. C. SAMANTA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the progress made upto the end of October last in finalising the procedure for licensing key industries ; and

(b) what irritants in the 36 key industries have been considered avoidable and the steps taken to remove them ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Government publish from time to time a list of "Key Industries" i.e., industries considered essential for the country's balanced industrial growth. These industries are given preferential treatment in respect of release of foreign exchange and various other clearances such as permission for issue of capital etc. The last such list was published in November, 1968. There is no special procedure for the licensing of Key Industries but the fact that an application relates to Key Industry is taken into account by the Licensing Committee and the Capital Goods Committee when these cases come up for consideration.

### Development of Industrially Backward Areas

320. SHRI S. C. SAMANTA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state the steps being taken to bring about balanced regional development in the direction of industrialization of backward areas ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : Balanced development of different parts of the country, extension of the benefits of economic progress to the less developed regions and wide spread diffusion of industry are among the major aims of planned development. Recently, two Working Groups were set up—one to recommend the Criteria for Identification of Backward areas and the other to recommend the Fiscal and Financial Incentives for starting industries in Backward Areas. The reports

of these two Working Groups were discussed at a meeting of the Committee of the state Chief Ministers of the National Development Council held on 26th September 1969. The decisions reached at the meeting are now under the active consideration of the Government.

### Quality and Prices of Cars

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

(a) whether the controversy over the prices of various passenger cars has since been resolved and, if not, what remains to be settled and how far the producers have fallen in line with Government's directive ;

(b) whether it is a fact that the quality of the cars has deteriorated and is likely to deteriorate further because the producers are not being allowed to increase in prices ;

(c) what kind of quality control is considered to be necessary and whether Government have taken any steps to impose quality control ; and

(d) if not, the reasons therefor and the time by which it is proposed to be done ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Two of the three manufacturers of passenger cars had increased the prices of their cars unilaterally by substantial amounts in disregard of the informal system of price control which had been in vogue for the last several years and against the Government's advice to them not to do so. In the circumstances, Government were constrained to impose statutory control over the prices of cars. Accordingly, a statutory order was issued on the 21st September, 1969 fixing the ceiling prices at which cars are to be sold to the public. The validity of the order has been challenged by the manufacturers in the supreme court and the matter is, at present, *subjudice*.

(b) to (d). The cause of the deterioration in the quality of cars were enquired into by a Committee, named the Motor Car Quality Enquiry Committee, which was set up in July 1967. A copy each of the report of the committee and of the Resolution containing Government's decisions thereon was laid on the Table of the Sabha on the 16th February, 1968. The Committee suggested the kind of quality control necessary and also made a number of recommendations for improving the quality of cars manufactured in the country. These recommendations were brought to the notice of the car manufacturers for compliance. Statutory directions were also issued to them in respect of the more important of these recommendations to ensure compliance. It is not possible to state whether the quality of the cars will deteriorate further because the manufacturers have not been allowed to increase the prices as they liked, but Government are making every effort to ensure that the quality of cars improves.

**Meeting of Industrialists with Planning Commission**

322. SHRI PREM CHAND VERMA ;  
SHRI CHENGALRAYA NAIDU ;  
SHRI MAYAVAN ;  
SHRI N.R. LASKAR ;  
SHRI R. BARUA ;

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

(a) whether it is a fact that a meeting consisting of all India Industrial Organisation and prominent industrialists with the Planning Commission was held in September last ;

(b) if so, the issues discussed at the meeting and conclusions drawn ; and

(c) the policy adopted as a result of these discussions ?

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

(b) and (c). The various issues discussed covered, *inter alia*, industrial licensing

policy, production targets for various key and other industries upto 1973-74, planning for increased exports and the role of the private sector in achieving the overall industrial targets for the Fourth Plan. No specific conclusions or policies as such were adopted as a result of these discussions, which were primarily intended for the exchange of views and ideas in respect of the objectives and targets for industrial growth during the Fourth Plan period.

**औद्योगिक क्षेत्र में तकनीकी अनुसंधान**

323. श्री श्रीम प्रकाश त्यागी : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) औद्योगिक क्षेत्र में देशीय तकनीकी अनुसंधान को प्रोत्साहन देने हेतु सरकार ने क्या कार्यवाही की है ;

(ख) इस बारे में अब तक कितनी सफलता मिली है ; और

(ग) चौथी पंचवर्षीय योजना में इस काम के लिये क्या व्यवस्था की गई है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लूद्दीन अली अहमद) : (क) और (ख). औद्योगिक क्षेत्र में देशीय तकनीकी अनुसंधान को आयात प्रतिस्थापन कार्यक्रम के अंग के रूप में प्रोत्साहित किया गया है (जिसके अन्तर्गत सरकारी तथा गैर-सरकारी क्षेत्र के समस्त उद्योग आते हैं)। तकनीकी विकास महानिदेशालय और वैज्ञानिक तथा औद्योगिक अनुसंधान परिषद्, जिसने अनुसंधान विकास के लिए अनेक प्रोत्साहनों की घोषणा की है, के बीच घनिष्ठ सहयोग द्वारा इस क्षेत्र में लाभदायक कार्य किये जा रहे हैं। क्योंकि प्रयास विस्तृत रूप में तथा लगातार किये जा रहे हैं अतः किसी ठीक-ठीक परिणाम का अनुमान लगाना संभव नहीं है।

(ग) वैज्ञानिक औद्योगिक अनुसंधान परिषद् के प्रोत्साहन के अन्तर्गत 12 औद्योगिक अनुसंधान संघ हैं तथा चतुर्थ पंचवर्षीय योजना के अन्तर्गत इन संघों के लिए निम्नलिखित अस्थायी प्रावधान किया गया है :—

(लाख रुपये में)

1. योजना से उत्तर	348.00
2. योजना के अन्तर्गत	200.00
योग	548.00

कार के मूल्यों पर से प्रतिबन्धों का हटाया जाना

324. श्री श्रीम प्रकाश त्यागी : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यात्री मोटर कार निर्माता संघ ने सरकार से मोटर कारों के मूल्य पर लगाये गये प्रतिबन्धों को हटाने के लिए कहा है ; और

(ख) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लरुद्दीन अली अहमद) : (क) यात्री मोटर कार निर्माता संघ, बम्बई तथा यात्री मोटर कार निर्माता संघ, कलकत्ता दोनों से मोटरकारों के मूल्य पर लगाये गये प्रतिबन्धों को हटाने के लिए अभ्यावेदन प्राप्त हुए हैं।

(ख) सरकार का मत है कि जब तक मांग और आपूर्ति में असंतुलन है तब तक यात्री कारों के मूल्य पर नियंत्रण रहना चाहिए।

भारत में सिगरेट बनाने के कारखाने

325. श्री श्रीम प्रकाश त्यागी : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में सिगरेट बनाने वाले छोटे तथा बड़े कुल कितने कारखाने हैं ;

(ख) उनमें से विदेशी सहयोग में चलने वाले कारखाने कितने हैं ;

(ग) उनमें विदेशियों के कितने प्रतिशत शेयर हैं और प्रतिवर्ष कितना मुनाफा विदेशों को भेजा जाता है ;

(घ) क्या यह भी सच है कि विदेशी सहयोग से चलने वाले कारखानों के साधन इतने अधिक हैं कि पूर्णतः भारतीय कारखाने उनके साथ प्रतिस्पर्धा करने के योग्य नहीं हैं ; और

(ङ) यदि हाँ, तो पूर्णतः भारतीय कारखानों, मुख्यतः छोटे कारखानों, के विकास के लिये सरकार क्या कार्यवाही कर रही है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लरुद्दीन अली अहमद) : (क) से (ग). सिगरेट के बड़े उत्पादनकर्ताओं के सम्बन्ध में पूरा ब्योरा सभा-पटल पर रखे गये विवरण में दिया गया है। [ग्रन्थालय में रख दिया गया। देखिए संख्या LT-1977/69] सरकार को सिगरेट के छोटे निर्माताओं के बारे में कोई जानकारी नहीं है। प्रत्येक कंपनी द्वारा विदेशों को भेजे गये लाभ की जानकारी सामान्यतया बताई नहीं जाती।

(घ) जी, नहीं।

(ङ) पूर्ण स्वामित्व प्राप्त भारतीय कंपनियों को अतिरिक्त क्षमता स्थापित करने के बारे में प्रोत्साहन दिया जा रहा है। संतुलन उपकरण तथा मशीनों को उत्पाद की किस्म में सुधार करने के विचार से उन्हें सहायता

दी जा रही है। कच्चे माल तथा पुर्जों की मांग को पूरा करने पर (जो देश में उपलब्ध नहीं है) विदेशी मुद्रा उपलब्ध कराने के मामले में उदारता बरती जा रही है।

### भारतीय रेलों में बिना टिकट यात्रा

326. श्री श्रीम प्रकाश त्यागी :

श्री न० रा० देवघरे :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में बिना टिकट यात्रा करने वालों की संख्या कितनी थी और उसके परिणामस्वरूप रेलवे को कितनी हानि हुई ;

(ख) राज्यवार बिना टिकट यात्रा करने वालों की संख्या कितनी है ;

(ग) विद्यार्थियों में बिना टिकट यात्रा के स्वभाव को रोकने के लिये सरकार ने क्या कार्यवाही की है ; और

(घ) जनता में यह भावना पैदा करने के लिए कि बिना टिकट यात्रा करना बुरा है, कानूनी उपायों के अतिरिक्त सरकार ने क्या कार्यवाही की है ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) 1967 और 1968 में तथा 30 अगस्त, 1969 तक (सितम्बर, 1969 और उसके आगे के आंकड़े अभी उपलब्ध नहीं हैं) बिना टिकट यात्रा या अनुपयुक्त टिकटों पर यात्रा करते हुए पकड़े गये व्यक्तियों की संख्या इस प्रकार है—

1967— 1,00,09,160

1968— 1,07,52,141

1969— 61,57,731

(जनवरी से अगस्त तक)

पिछले तीन वर्षों में बिना टिकट यात्रा के कारण रेलों को जितनी हानि हुई उसके अलग-अलग और ठीक-ठीक आँकड़े उपलब्ध नहीं हैं ; किन्तु 1967-68 में की गई विशेष जाँचों के आधार पर यह हानि मोटे तौर पर प्रति वर्ष 20 और 25 करोड़ रुपये के बीच होने का अनुमान लगाया गया था।

(ख) बिना टिकट यात्रा करने वालों की राज्यवार संख्या नहीं रखी जाती।

(ग) निम्नलिखित उपाय किये गये हैं :—

(i) रेल प्रशासनों से कहा गया है कि इस सम्बन्ध में वे शिक्षा संस्थाओं के प्रधानों से लिखा-पढ़ी करें।

(ii) बिना टिकट यात्रा करने वालों को निरुत्साहित करने के लिए शिक्षा संस्थाओं में सेवा निवृत्त रेलवे अधिकारियों और अन्य लोगों द्वारा भाषण दिये जाने की व्यवस्था की गई है।

(iii) बिना टिकट यात्रा करने वालों को पकड़ने और इस समस्या से निपटने के लिए शिक्षा संस्थाओं के प्रधानों की मार्फत छात्रों का सक्रिय सहयोग लिया जा रहा है।

(घ) भाग (ग) के उत्तर में बताया गयी कार्यवाहियों के अलावा बिना टिकट यात्रा के विरुद्ध चलाये जाने वाले अभियान में छात्रों, गाँवों के मुखियाओं और समाजसेवी संगठनों की सहायता भी ली जा रही है। इस बुराई को समाप्त करने के लिए विभिन्न प्रकार के सार्वजनिक संचार साधनों, जैसे रेडियो, लाउड-स्पीकर्स और समाचारपत्रों आदि की मार्फत भी शिक्षात्मक प्रचार किया जा रहा है।



### कागज की कमी

327. श्री श्रीम प्रकाश त्यागी :

श्री जे० के० चौधरी :

श्री यशवंत सिंह कुशवाह :

श्री योगेन्द्र शर्मा :

श्री कं० हात्बर :

श्री बासुदेवन नायर :

श्री बि० नरसिम्हा राव :

श्री जि० मो० बिस्वास :

श्री जनार्दनन :

श्री भोगेन्द्र झा :

श्री धीरेन्द्र कलिता :

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

(क) क्या यह सच है कि आर्थिक तथा वैज्ञानिक अनुसंधान संस्थान ने अनुसंधान करने के पश्चात्, यह आशंका प्रकट की है कि वर्ष 1975 में कागज की भारी कमी हो जायेगी ;

(ख) यदि हाँ, तो अपनी इस आशंका के समर्थन में उस संस्थान ने क्या कारण बताये हैं ; और

(ग) इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग). सूचना, इकट्ठी की जा रही है और वह सभा-पटल पर रख दी जायेगी ।

### Requirements of Steel for Engineering and Construction Industries

328. SHRI SITARAM KESRI: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that in the absence of a coherent policy on steel, the engineering and construction industries had been facing a lot of difficulty in meeting their requirements of steel ; and

(b) if so, the steps Government propose to take to meet the internal demands of the country at a reasonable price ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) It is true that shortages have appeared in certain categories of steel. This shortage is, however, not due to the absence of a coherent policy on steel, but is due to a spurt in demand on the revival of the economy and also shortfalls in production, partly on account of labour troubles at certain steel plants and partly on account of technical difficulties. The gap between supply and demand has been further accentuated by the prevalence of similar scarce conditions in the international market.

(b) A number of steps are being taken by Government to raise production at the steel plants by removing all bottlenecks speedily and decisively. The imports of scarce categories of steel have also been liberalised, from time to time, to augment supplies to meet the internal demands of the country.

### Price Control on Cement

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

(a) whether it is a fact that a delegation of cement manufacturers has requested Government to retain the price control on cement for some time more ;

(b) if so, the reasons put forward by the delegation for retention of Cement Control; and

(c) the reaction of Government thereto?

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

(b) The main reasons advanced were that overall supply position does not exceed the demand and that the abolition of

freight pooling arrangements would result in increase of price of cement to the consumer and slow drying ups of supplies to remote areas.

(c) Government propose to decontrol the cement industry and abolish freight pooling arrangements with effect from 1-1-1970. The Government would, however, keep a close watch on the situation as it develops and take such remedial measures as may be required.

**Specialists working in Heavy Engineering Corporation, Ranchi**

330. **SHRI SITARAM KESRI :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that as a result of changes in the political leadership in Prague, the Czechoslovak Specialists working in the Heavy Engineering Corporation, Ranchi are not taking interest in the work and thus affecting the production schedule ;

(b) if so, whether Government have enquired into the matter; and

(c) the findings thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :** (a) No, Sir.

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

**Licensed Capacity of Oil Barrel Fabricators**

331. **SHRI SITARAM KESRI :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 268 on the 22nd July, 1969 and state :

(a) whether the Bharat Barrel and Drum Mfg. Co. (P) Ltd., Industrial Containers Ltd., Steel Containers Ltd. and Standard Drum and Barrel Mfg. Co. had applied for in their respective applications under the Industries (Development and Regulation) Act, 1951 for the capacities of 27000 tonnes, 6000 tonnes, 5860 tonnes and 5700 tonnes respectively ;

(b) if so, the reasons for making allotment of steel sheets for manufacturing 40/45 gallon barrels to the Bharat Barrel and Drum Mfg. Co. (P) Ltd., on the basis of 2/3rd of their licensed capacity and to other fabricators on the basis of 100 per cent of their licensed capacities ; and

(c) the name of the fabricator whose licensed capacity was fixed on the basis of past production and the reasons for doing so ?

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

(b) The basis for allocation of raw material to the barrel fabricators is the assessed capacity. Attention in this connection is invited to pages 54 to 56 of the Eighty-fifth report of the Estimates Committee (Fourth Lok Sabha) presented to the Lok Sabha on the 30th April, 1969.

(c) In the case of M/s. Standard Drum and Barrel Mfg. Co., the carrying on business licence for a provisional capacity of 4200 tons per annum for the manufacture of barrels, drums and containers was granted on the basis of their best production of the quarter January to March, 1957. Reply to Lok Sabha Starred Question No. 58 on 22nd July 1969 may be referred to.

**Bharat Barrel and Drum Mfg. Co.**

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

(a) when 2,700 tonnes of 18 gauge steel sheets are required for manufacturing 10,80,000 numbers of oil barrels calculated on the basis of 40 oil barrels a ton for allotment of quota to the barrel fabricators, could it not be understood that the original Licensed capacity of the Bharat Barrel and Drum Manufacturing Company is 27,000 tonnes per annum on Single Shift for manufacturing 10,80,000 oil barrels as per statement appearing on page 98 in Eighty-fifth report of the Estimates Committee ; and

(b) if not, reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Attention is invited to Pages 21 to 34 as well as pages 54 to 56 of the Eighty-fifth report of the Estimates Committee (Fourth Lok Sabha) presented to the Lok Sabha on the 30th April, 1969, which, among other things explains the background regarding capacity and the basis of allocation of raw material to the fabricators. The Estimates Committee have made a number of recommendations and Government's views will be furnished to the Committee. A decision will be taken thereon after the further recommendations of the Committee are made known to the Government.

**Loss incurred in Mining and Allied Machinery Corporation**

333. SHRI R. BARUA :  
SHRI CHENGALRAYA NAIDU :  
SHRI MAYAVAN :

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

(a) Whether it is a fact that the Mining and Allied Machinery Corporation has incurred a loss of Rs. 1,399.8 lakhs ;

(b) if so, the main reasons therefor ; and

(c) the steps being taken to improve the situation to avert further loss ?

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

(a) The Cumulative loss incurred by Mining and Allied Machinery Corporation Ltd., Durgapur, for the period upto the 31st March, 1969 is Rs. 2015.68 lakhs.

(b) and (c). The plant of the Company went into production in 1964-65 and full capacity is yet to be reached. The type of losses suffered by the company, is not unusual during the initial stages in capital intensive heavy engineering projects of a specialised nature, as it takes some years before batch production of sophisticated machinery items can be started. Another important reason for the losses is the fact that the

demand for mining machinery which was earlier anticipated and on the basis of which the plant was set up, has not materialised. Attempts have, therefore, been made and continue to be made to diversify production and gradually build up the capacity of the plant.

**बाँदा जंक्शन (मध्य रेलवे) पर ऊपरी पुल का निर्माण**

334. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे में बाँदा जंक्शन पर एक ऊपरी पुल बनाने के पर्याप्त कारण तथा उक्त जंक्शन पर रेल गाड़ियों के बीच आकर कुचले गये रेल कर्मचारियों तथा अन्य व्यक्तियों के आंकड़े कभी संसद को बताये गये हैं ;

(ख) क्या यह भी सच है कि यह ऊपरी पुल और उत्तर की ओर एक प्लेटफार्म को, जिस पर 2.49 लाख रुपये लागत आनी थी अधूरा छोड़ दिया गया है ;

(ग) क्या यह भी सच है कि उक्त जंक्शन पर गाड़ियों के नीचे लोगों के कुचले जाने की घटनायें हुई हैं ; और

(घ) यदि हाँ, तो इस बारे में आगे क्या कार्यवाही करने का विचार है ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) 23-7-1968 के अतारांकित प्रश्न 531 के भाग (ख) के उत्तर में केवल बाँदा जंक्शन पर गाड़ी के नीचे आकर कुचले जाने वाले व्यक्तियों की संख्या बताई गई थी।

(ख) जी नहीं।

(ग) जी हाँ।

(घ) रेलवे सुरक्षा दल और सरकारी रेलवे पुलिस को हिदायत दी गई है कि अनधिक-

कृत रूप से रेलवे लाइन पार करने वालों के विरुद्ध कड़ी कार्रवाई की जाए। सिविल लाइन में रहने वाले जो लोग बाँदा रेलवे स्टेशन पर जाना चाहते हैं उनके उपयोग के लिए दो सम-पार पहले से ही मौजूद हैं जिनमें से एक भाँसी वाले सिरे पर स्टेशन की इमारत के केन्द्र से 1200 फुट की दूरी पर और दूसरा मानिकपुर की ओर 2250 फुट की दूरी पर स्थित है। ये समपार इन जरूरतों को पूरा करने के लिए पर्याप्त समझे जाते हैं।

**गांवों में बेरोजगारी की समस्या के समाधान के लिए उद्योगों की स्थापना**

335. श्री जगेश्वर यादव : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बेरोजगार व्यक्तियों की संख्या प्रतिदिन बढ़ती जा रही है और वे अपनी जीविका अर्जित करने में असमर्थ हैं ;

(ख) क्या यह भी सच है कि निर्धन लोगों को रोजगार दिलाने के लिए ग्रामों में बड़े उद्योग नहीं लगाये जाते हैं तथा सभी बड़े कारखाने बड़े शहरों में लगाये जाते हैं और यदि हाँ, तो इसके क्या कारण हैं ; और

(ग) क्या सरकार निर्धन ग्रामीणों की बेकारी की समस्या को हल करने का विचार करेगी ?

**औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लरद्दीन अली अहमद) :** (क) ठीक-ठीक जानकारी उपलब्ध नहीं है। फिर भी रोजगार ढूँढने वालों की संख्या नियोजन कार्यालयों के रजिस्ट्रारों में बढ़ रही है।

(ख) और (ग). बेरोजगारी की समस्या से केवल उद्योग क्षेत्र का ही सम्बन्ध नहीं है। फिर भी, औद्योगिक नीति का मुख्य उद्देश्य

औद्योगिक विकास को सार्वत्रिक बनाना है जिससे नियोजन के अवसर अधिकाधिक हैं। पंचवर्षीय योजना में ग्रामोद्योग तथा लघु उद्योग के विकास पर अधिक जोर डाला गया है जिसके परिणामस्वरूप नियोजन का क्षेत्र विस्तृत हो रहा है।

**बुन्देलखंड क्षेत्र का विकास**

336. श्री जगेश्वर यादव : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार ने बुन्देलखंड (भाँसी, जालौन, हमीरपुर, बाँदा) के औद्योगिक विकास के लिये कभी सर्वेक्षण किया है जहाँ बेरोजगारी और निर्धनता बहुत अधिक है और यदि हाँ, तो उसके क्या परिणाम हैं ;

(ख) क्या सरकार ने चौथी पंचवर्षीय योजना की अवधि में उक्त क्षेत्रों के विकास के लिए कोई योजना बनाई है और यदि हाँ, तो उसका व्यौरा क्या है ; और

(ग) क्या उक्त क्षेत्र में रलास बीकमाइट बनाने के लिए रेत, कागज बनाने के लिये चूने का पत्थर, भूमी (हस्क), मरकंडा और बाँस, मकानों के लिए पत्थर प्रचुर मात्रा में मिलते हैं, और यदि हाँ, तो क्या सरकार का इस कच्चे माल पर आधारित कारखाने चालू करने का विचार है ?

**औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लरद्दीन अली अहमद) :** (क) से (ग). प्रत्येक राज्य के अलग-अलग अथवा भाग I, में औद्योगिक विकास की संभाव्यताओं का पता लगाने का कार्य उपयुक्त एजेंसियों के माध्यम से सम्बन्धित राज्य सरकार द्वारा जैसा भी इसके लिए उपयुक्त समझा जाये, किया जाता है।

**व्यावहारिक आर्थिक अनुसंधान की राष्ट्रीय परिषद (एन० सी० ई० आर०)** द्वारा उत्तर प्रदेश का एक तकनीकी-आर्थिक सर्वेक्षण

कराया गया था जिसमें बुन्देलखंड क्षेत्र भी शामिल था। और यह एक समूल्य प्रकाशन है। राज्य सरकार द्वारा सघु उद्योग सेवा संस्थान की सहायता से बुन्देलखंड के भाँसी और जालौन जिलों में लघु उद्योगों के बारे में औद्योगिक विकास सम्बन्धी संभाव्यताओं का पता लगाने के विचार से सर्वेक्षण कराया गया और उत्तर प्रदेश सरकार को इसकी रिपोर्ट प्रस्तुत कर दी गई है।

चौथी योजना में स्थापित की जाने वाली केन्द्रीय परियोजनाओं का ब्यौरा "ड्राफ्ट फाइव इयर प्लान रिपोर्ट" के पृष्ठ 253-260 में दिया गया है। इन परियोजनाओं पर लगाई जाने वाली राशि भी उसमें दिखाई गई है। बुन्देलखंड सहित राज्य के विभिन्न स्थानों में उपलब्ध कच्चे माल का उल्लेख भी व्यावहारिक आर्थिक अनुसंधान की राष्ट्रीय परिषद द्वारा प्रस्तुत की गई रिपोर्ट में किया गया है। बुन्देलखंड में उल्लिखित कच्चे माल के आधार पर केन्द्रीय सरकार द्वारा उद्योग प्रारम्भ करने का कोई भी प्रस्ताव विचाराधीन नहीं है।

ललितपुर को बारगढ़ (मध्य रेलवे) से मिलाने वाली नई रेलवे लाइन बनाना

337. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश और मध्य प्रदेश से लोक सभा के कई सदस्यों ने ललितपुर को खजुराहो, भजयगढ़, अटारा, हरू, राजापुर के रास्ते बारगढ़ (मध्य रेलवे) से मिलाने वाली नई रेलवे लाइन बनाने के बारे में एक अभ्यावेदन प्रस्तुत किया था ;

(ख) क्या यह भी सच है कि उक्त लाइन के बारे में अंग्रेजी शासन काल में भी एक बार सर्वेक्षण किया गया था और वहाँ सर्वेक्षण शिलाएँ अब भी विद्यमान हैं ;

(ग) क्या यह भी सच है कि स्वतंत्रता के 22 वर्ष बाद भी लाइन नहीं बिछाई गई है ; और

(घ) क्या इसका एक मुख्य कारण यह है कि केन्द्र में उस क्षेत्र का प्रतिनिधित्व करने वाला कोई नहीं है और उसके परिणामस्वरूप बुन्देलखंड क्षेत्र की आवाज को सुना नहीं जा रहा है ?

विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) से (ग). जी हाँ।

(घ) पिछले सर्वेक्षण से मालूम हुआ है कि यह लाइन अलाभप्रद रहेगी। पिछला सर्वेक्षण किये जाने के बाद इस क्षेत्र में बहुत अधिक विकास हुआ है ऐसा प्रतीत नहीं होता जिसके कारण कि यातायात में भारी वृद्धि हुई हो। वर्तमान वित्तीय कठिनाइयों के समय इस लाइन के निर्माण पर विचार करना सम्भव नहीं है।

Grant of Licences to Birlas for setting up Alloy and Steel Plants

338. SHRI SRINIBAS MISRA :  
SHRI MANGALATHUMADAM :  
SHRI P. VISWAMBHARAN :

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

(a) whether it is a fact that Government have instituted an enquiry into the circumstances in which M/s. Birlas were granted licences for setting up two alloy and special steel plants with foreign collaboration ;

(b) if so, the progress made so far ; and

(c) when the report of the enquiry is likely to be made known ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

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

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

**Birla's Monopoly in rayon grade pulp Industry**

339. SHRI SRINIBAS MISRA :  
SHRI MANGALATHUMADAM :  
SHRI P. VISWAMBHARAN :

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

(a) whether it is a fact that the Industrial Licensing Policy Inquiry Committee has discovered that the House of Birlas made definite efforts to obtain a monopolistic position in the Rayon Grade Pulp Industry ; and

(b) if so, the steps taken by Government to stop these tendencies ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) In its Report, the Industrial Licensing Policy Inquiry Committee has observed as under :

"It is thus apparent that in the case of Rayon Grade Pulp Industry, the House of Birla made definite efforts to obtain a monopolistic position in the Industry."

(b) The recommendations of the Industrial Licensing Policy Inquiry Committee regarding modifications of licensing policy in this regard are under Government's active consideration.

**Setting up of Fifth Steel Plant**

341. SHRI SRINIBAS MISRA :  
SHRI D. N. PATODIA :  
SHRI MANGALATHUMADAM :  
SHRI BAIDHAR BEHARA :  
SHRI J. AHMAD :  
SHRI P. VISWAMBHARAN :  
SHRI S. KUNDU :  
SHRI MANIBHAI J. PATEL :  
SHRI S. K. TAPURIAH :

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

(a) whether it is a fact that Government have proposed to set up a fifth Steel Plant in the nationalised sector ; and

(b) if so, the details of the proposed Steel Plant and its location ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) Preliminary work for setting up additional capacity of about 3 Million tonnes ingot steel has been included in the draft Fourth Plan.

(b) No decision, however, has been taken as regards setting up the Fifth Steel Plant or its location.

**Asian Cables Corporation**

342. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has drawn to the audited report of the Asian Cables Corporation in which mention has been made of sale and loaning of the imported raw materials by the said public limited company ;

(b) whether such loaning was permissible under the law in force ;

(c) whether Government gave sanction to the company for selling the excess raw materials ;

(d) whether Government have enquired into the granting of import licences to this company in excess of its requirements ;

(e) whether any diversification permission was subsequently issued to this company in order to cover up the excess import of raw material done by the said company in collusion with the Government Department concerned ; and

(f) whether any action has been taken against the officers and the company con-

cerned following investigation into the above charges, and if not, the reason therefor.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (f). The matter is being investigated.

**Tampering of Documents relating to Birlas' Paper Mill in Madhya Pradesh**

343. ✓ SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have received a communication about the efforts made by the Birlas to tamper with documents relating to the paper Mill controlled by the house of Birlas in Madhya Pradesh ;

(b) whether Government attention has been drawn to the report that these papers have relevance for the inquiry that has been appointed to look into the charges against big business houses, including the house of Birlas ; and

(c) the action taken to seize the papers and hand them over to the inquiry ?

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

(c) The matter is under correspondence with the State Government.

**Price Rise of Cars**

344. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the three car manufacturers increased their prices without reference to Government ;

(b) whether Government have since imposed statutory prices on the manufacturers and have to a certain extent conceded the manufacturers' demand for some increase ;

(c) whether it is also a fact that the manufacturers have decided to suspend sales and production of these vehicles as a mark of protest against statutory price control ; and

(d) if so, the steps taken by the Government to get the manufacturers accept the Statutory prices ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Two of the car manufacturers increased the prices of their cars without reference to Government. The third manufacturers did not do so.

(b) Yes, Sir.

(c) No, Sir.

(d) Does not arise.

**Extension of Howrah-Barauni Passenger (329UP) upto Samastipur (Eastern Railway)**

345. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any suggestion about extending the Howrah-Barauni Passenger (329 UP) upto Samastipur ;

(b) whether the residents of Bhagalpur and Monghyr Districts will not benefit by such extension in making connections with trains starting from Samastipur ; and

(c) if so, the reaction of Government to this suggestion ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) and (c). Apart from the question of traffic justification, extension of 329 UP/330 Dn. Howrah-Barauni Passengers to and from Samastipur has not been found operationally feasible at present for lack of requisite terminal facilities at Samastipur.

For the convenience of through passengers from stations in Bhagalpur and Monghyr districts to Samastipur and *vice versa*, one third class through coach running between Howrah and Samastipur by 329 UP/330 Dn. Howrah-Barauni Passengers and 21 UP/22 Dn. North Bihar Expresses is already available. 329 UP/330 Dn. Passengers also provide connections at Barauni with 1 UP/2 Dn. A.T. Mails for travel to and from Samastipur side.

**Construction of Railway Siding at Masudan Railway Station on Sahibganj Loop Section (Eastern Railway)**

346. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether any communication has been received by Government about construction of a Railway siding at Masudan Railway Station on the Sahibganj Loop Section of the Eastern Railway ; and

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

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) The matter is under examination.

**Orders Pending with Public undertakings**

347. SHRI S. R. DAMANI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the number of orders pending fulfilment with the various public sector undertakings under his Ministry as on the 30th September, 1969 ;

(b) the details of items, value and when the orders were placed and at what stage of implementation they are now ; and

(c) whether it is a fact that orders placed by the Indian Oil Corporation for steel plates are pending for a very long time and, if so, their details ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY

ENGINEERING (SHRI K. C. PANT) : (a) to (c). The information is being collected and will be laid on the Table of the House.

**Ban on Exports of Steel**

348. SHRI S. R. DAMANI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether representation have been made to Government by engineering manufacturers to ban exports of steel in view of its acute shortage felt in the country ;

(b) whether it is a fact that export of engineering goods may get a setback due to the prevailing shortage of steel ;

(c) whether it is more desirable and profitable to export steel as it is or the engineering goods made out of steel ; and

(d) the estimated shortage and the steps taken to produce the required quantity ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) Views to this effect have been expressed by Steel re-rollers in regard to the export of billets. The policy of Governments is not to export Scarce Categories of Steel, except to the extent that it is necessary to do so to maintain contact with the export market.

(b) To prevent such a set-back Government have decided to import Scarce Categories of Steel required by the export Engineering Industries.

(c) While it is normally more profitable to export Engineering goods than steel, it would not be to the national advantage to concentrate entirely on the export of Engineering goods to the exclusion of steel. Such a policy will weaken India's position in the steel export market, and make it difficult to revive such export even after the present position of shortage ceases to exist.

(d) The shortage is market in certain categories of steel, such as flat products. Apart from the temporary expedient of importing the scarce categories, increase of



capacity in such products is being planned. Since, however, the gestation period in the steel industry is long, it will take some time for production to catch up with the demand.

#### "Middle Sector" Items of Production

349. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the various items which fall under the definition of "Middle Sector", which the Dutt Committee recommended to place out of the activities of larger industrial houses ;

(b) whether Government have decided to impose the ban ; and

(c) if so, the steps taken to ensure that production and consumer preference will not suffer by this policy ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Industrial Licensing Policy Inquiry Committee has not specifically named any industries which would fall in the middle sector. According to the Committee, this sector would comprise of all industries except those which are included in the 'Core Sector' and those which are specifically reserved for the small scale sector or are banned for further licensing.

(b) and (c). The recommendations of the Committee are under consideration of Government and decisions would be taken regarding modifications in industrial licensing policy, after taking all relevant factors and aspects into full account.

#### उत्तर प्रदेश में औद्योगिक विकास के लिए सहायता

350. श्री मोल्लू प्रसाद : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के मुख्यमंत्री ने राज्य के औद्योगिक विकास के लिए

केन्द्रीय सरकार से 400 करोड़ रुपये की सहायता मांगी है, जिसका समाचार 20 सितम्बर 1969 के दैनिक समाचार पत्र में छः पृष्ठों के विवरण में छपा दिया गया है ; और

(ख) यदि हां, तो क्या उक्त विवरण की एक प्रति तथा केन्द्रीय सरकार की प्रतिक्रिया की प्रति सभा पटल पर रखी जाएगी ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

#### चुनावों के दौरान मोटर गाड़ियों का किराए पर लेना

351. श्री मोल्लू प्रसाद : क्या विधि तथा समाज कल्याण मंत्री चुनावों के दौरान मोटर-गाड़ियां किराए पर लेने के बारे में 19 अगस्त, 1969 के तारांकित प्रश्न संख्या 601 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि निर्वाचन आयोग ने निर्वाचनों में मोटर गाड़ियां किराए पर लेने से सम्बन्धित विभिन्न प्रस्तावों पर विचार कर लिया है ;

(ख) यदि हां, तो आयोग ने क्या मुख्य निष्कर्ष निकाले हैं तथा सिफारिशें की हैं ; और

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

विधि मंत्रालय और समाज कल्याण विभाग में उपमन्त्री (श्री सु० युनुस सलीम) : (क) जी हां ।

(ख) और (ग). आयोग इस समय उन सिफारिशों को मूर्त रूप दे रहा है जिन्हें वह इस निमित्त लोक प्रतिनिधित्व अधिनियम, 1951

के विनिर्दिष्ट संशोधनों के रूप में प्रस्थापित करना चाहता है।

### उद्योगों का विकास

352. श्री मोलहू प्रसाद : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री 19 अगस्त 1969 के अतारांकित प्रश्न संख्या 3973 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न राज्य सरकारों द्वारा भेजे गये उत्तरों और केन्द्रीय सरकार द्वारा संकलित की गई सूचना का व्योरा इस बीच टाइप कर लिया गया है ; और

(ख) यदि हाँ, तो तत्सम्बन्धी पूरा व्योरा क्या है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी हाँ।

(ख) लोकसभा में अतारांकित प्रश्न संख्या 3973 के उत्तर में उल्लिखित विवरण की अंग्रेजी में 12 प्रतियाँ संसदीय कार्य विभाग को 30-8-1969 को भेजी जा चुकी थीं और 24-9-69 को हिन्दी में 12 प्रतियाँ भेजी गई थीं।

डा० भगवान दास मेमोरियल ट्रस्ट, लाजपत नगर ; नई दिल्ली के निदेशक के विरुद्ध छुआछूत बरतने के बारे में शिकायत

353. श्री मोलहू प्रसाद : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनुसूचित जाति तथा अनुसूचित आदिम जाति आयोग को डा० भगवान दास मेमोरियल ट्रस्ट, 2 एफ० लाजपत नगर, नई दिल्ली के निदेशक श्री कुमार पाल के

विरुद्ध छुआछूत बरतने के बारे में कोई शिकायत प्राप्त हुई है ;

(ख) क्या यह सच है कि श्री कुमार पाल ने उक्त ट्रस्ट के अहाते में रहने वाले अनुसूचित जातियों के लोगों के मकानों की खिड़कियों के निकट गोबर की खाद फेंक दी, बिजली काट दी और उनके मकानों के निकट पेड़ों की शाखाएँ काट दीं और मकान खाली कराने के उद्देश्य से उनके मकानों में मलमूत्र की सफाई का कार्य बन्द करा दिया ;

(ग) क्या कुछ व्यक्तियों ने इसके प्रमाण-स्वरूप पेड़ों और उक्त क्षेत्र के फोटो, श्री गिरिराज प्रसाद का शपथ-पत्र और लोक कल्याण सभा का पोस्टर आयुक्त को भेजा है ; और

(घ) यदि हाँ, तो इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही की जा रही है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (श्रीमती डा० फूलरेणु गुहा) : (क) हाँ, श्रीमान !

(ख) से (घ). अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के आयुक्त ने इस शिकायत को उप-आयुक्त, दिल्ली तथा इंस्पेक्टर जनरल आफ पुलिस, दिल्ली को भेज दिया था। पुलिस अधीक्षक, दक्षिणी जिला, नई दिल्ली ने रिपोर्ट भेजी है कि शिकायत-कर्ता और अन्य दो व्यक्ति डा० भगवान दास मेमोरियल ट्रस्ट, लाजपत नगर, नई दिल्ली के किराएदार हैं। वे ट्रस्ट को किराया इत्यादि नहीं दे रहे हैं और उनके विरुद्ध एक मामला किराया नियन्त्रक दिल्ली की अदालत में लम्बित है। दोनों ही पक्षों के विरुद्ध आपराधिक प्रक्रिया संहिता की धारा 107/150 के अधीन एक शिकायत एस० डी० एम०, लाजपत नगर को भेज दी गई है। जाति के आधार पर भेदभाव के आरोप की पुष्टि नहीं हुई है। अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के आयुक्त के कार्यालय ने भी शिकायतकर्ता को उचित उत्तर भेज दिया है।

### Gheraos in Durgapur Steel Plant

354. SHRI N. SHIVAPPA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the number of gheraos that took place in Durgapur Steel Plant from January, 1969 to June, 1969 with details ;

(b) the reasons for such gheraos time and again in this plant ;

(c) the loss of human lives as well as property as a result of illegal stoppages and gheraos ; and

(d) the measures Government are going to adopt to prevent gheraos and illegal stoppage of work ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) There were 21 gheraos during the period January-June 1969. A statement containing the relevant details is placed on the Table of the House. [*Placed in Library. See No. LT—1978/69*].

(b) Gheraos are resorted to with the object of putting pressure on the management to accede to the demands made. They are not peculiar to the steel plant, but have occurred elsewhere also in this region.

(c) There has been no loss of human life or of property on account of gheraos at the Durgapur Steel Plant, but production has suffered in certain departments.

(d) Gheraos have been declared illegal by the Calcutta High Court. Whenever they occur, action is taken with the appropriate State authorities to enforce the law. Constant discussions are also held by the management with the representatives of the employees and workers to deal with the problems which arise from time to time. A grievance procedure also exists for consideration of individual grievances.

### Basic Amenities provided to Railway Passengers

355. SHRI N. SHIVAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) the details of improvement in the basic Railway amenities provided to the passengers after the last Budget ; and

(b) the amount spent thereon ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) and (b). The information is being collected and will be laid on the table of the Sabha.

### Industrial Development in West Bengal

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

(a) whether it is a fact that new entrepreneurs are not coming forward to sponsor and invest money in industries in West Bengal in view of the prevailing industrial unrest in the state ;

(b) whether the small scale sector is suffering very much there ; and

(c) whether the Centre would intervene so that economic tempo in the State may be stepped up and the economy revived ?

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

(b) We have no such information.

(c) Does not arise.

### M/s. Asian Cables

357. SHRI RAM KISHAN GUPTA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that M/s. Asian Cables was given a licence to import 1,000 tonnes of polythene though their requirement was only 50 tonnes ;

(b) whether it is also a fact that the balance was sold in the black market ; and

(c) whether the matter has been investigated and, if so, the action taken in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The matter is being investigated.

M/s. Bennet Coleman and Co. Ltd.

358. SHRI RAM KISHAN GUPTA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have considered the proposal to reorganise M/s. Bennet Coleman and Co. Ltd.;

(b) if so, the main features of the reorganised administration ;

(c) whether it is also a fact that the Chairman of the Company has resigned ;

(d) if so the reason thereof ;

(e) whether the said company has given any donation ; and

(f) if so, the amount donated and the name of the donee ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The Board of Directors of this company has been reconstituted by the Bombay High Court *vide* its judgement and order dated 28th August, 1969. The Board now comprises 11 members, five being nominees of the Court, three of the Government and three of the shareholders as under :—

(a) Court nominees :

1. Shri K. T. Desai
2. Shri S. M. Dahanukar
3. Mr. K. S. Engineer
4. Mr. G. V. Desai
5. Shri G. D. Parikh

—Chairman

—appointed by Court Order dated 1st September, 1969.

b) Government nominees :

1. Dr. R. K. Hazari
2. Shri S. M. Kumaramanglam
3. Shri H. M. Trivedi

c) Shareholders' nominees :

1. Shri Maulichander Sharma
2. Shri Narinder Kumar
3. Shri A. K. Jain

—Dr. L. M. Singhvi who was originally appointed has since resigned and has been replaced by co-option by shareholder directors against the quota of shareholder directors.

S/Shri S P. Jain, G. C. Jain, A. P. Jain and Smt. Rama Jain have been restrained from interfering and inter-meddling in the affairs of the company.

(c) Yes, Sir. Shri D. K. Kunte the previous Chairman had resigned from the Chairmanship of the Company.

(d) Disagreement with other directors on the resolution for the company to submit to the orders of the Court regarding reorganisation of its management and criticism in the Court of the stand taken by him in this regard.

(e) and (f). Particulars of donations given by the company during the last three completed years are given in the statement laid on the Table of the House. [Placed in Library See No. LT-1979/69]

#### Reform in Muslim Personal Law

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

(a) whether it is a fact that an important section of the Muslim Community is demanding reform in the Muslim Personal law ; and

(b) whether reform in the Personal law of the muslims is likely to improve their social conditions and facilitate their becoming a part and parcel of the national stream ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) Government is not aware of any such demand.

(b) The Government have no reason to believe that they are not part and parcel of the national stream under the existing personal law.

#### Cheaper and Expeditious Justice

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

(a) the steps taken by Government to make justice cheaper and more expeditious ;

(b) whether Government are contemplating to provide legal aid to the needy persons for the pursuit of their just and legitimate cases ; and

(c) whether Government are consider-

ing to change the concept of a pauper as given in Code of Civil Procedure ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) and (c). A Bill to amend the Code of Civil Procedure 1908 was introduced in the Rajya Sabha on the 18th November, 1968. The detailed information is also available in the 27th Report of the Law Commission on the Code of Civil Procedure, which has already been laid on the Table of the House.

(b) Legal aid to the needy persons is a State subject and the Central Government does not come into the picture.

#### Stainless Steel developed by Council of Scientific and Industrial Research

361. SHRI S. B. PATIL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the Alloy Steel Plant, Durgapur, has undertaken trial production of the much-publicised 'Thackeron' stainless steel, a process invented and patented by the Council of Scientific and Industrial Research about twelve years ago ;

(b) if so, in which year this experiment was conducted, the quantity and the then market value of stainless steel ; actually produced by this process ;

(c) the total cost of experiment with break-up value of cost of indigenous raw materials and value of imported special alloys used ;

(d) whether the stainless steel so produced has ever been tested and, if so, the name of testing authority and the results received of test ;

(e) whether the stainless steel so produced is available for future inspection and tests ; and

(f) in view of the great and growing shortage of stainless steel, the reasons why this abnormal delay of twelve years has taken in deciding whether the CSS I.R. invention is worth exploiting at all or not ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) Yes Sir. The Alloy Steel Plant, Durgapur has undertaken trial production of Stainless Steel by the Thackeron process.

(b) The Alloy Steel Plant, Durgapur, took up the trial production of this steel in 1968. Four tonnes of stainless steel according to this process was produced in

the induction furnace. Another heat of 10 tonnes has also been recently melted in the electric arc furnace. The product has not yet been marketed. Hence, the market value is not known. The market value of corresponding normal stainless steel is around Rs. 20,000 per tonne.

(c) The total cost of experiment was about Rs. 40,000/-. The cost of indigenous and imported material is indicated below :

	For 4 tonnes of steel	Per tonne
Cost of indigenous raw materials	Rs. 6134.00	Rs. 1534.00
Cost of imported electrolytic manganese	Rs. 2000.00	Rs. 500.00
	Rs. 8134.00	Rs. 2034.00

(d) Yes, Sir. The stainless steel produced has been tested in the Alloy Steel Plant Laboratory and the results obtained are given below :

Steel Condition	Tensile strength	Yield strength	Elongation	Erlscen cut test
Solution annealed	82 Kg/mm <sup>2</sup>	57 Kg/mm <sup>2</sup>	43 %	11.5 mm

#### Corrosion results :

65% nitric acid boiling test (Huey test)

1.66 milssper month

Food such as lemon juice with common salt, tamarind juice with salt etc.

Similar to that of stainless steel as per American Standards AISI 302.

15% sulphuric acid

Corrosion resistance poor, Similar to that of stainless steel AISI 430.

(e) Yes Sir.

garh Railway Station this year by providing decent waiting rooms and restaurant ; and

(f) The economics of the process, yield, use of return scrap and acceptance by the consumers will have to be studied more conclusively before commercial exploitation of the process is undertaken.

(b) whether any steps have been taken in this regard ?

#### Improvement at Chandigarh Railway Station

362. SHRI SHRI CHAND GOYAL : Will the Minister of RAILWAYS be pleased to state :

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) and (b). The provision of a new station building at Chandigarh with waiting rooms, tea stall, and other amenities, is under consideration.

#### Railway Out-Agencies

(a) whether Government had taken a decision to effect improvement in the Chand-

363. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to refer

to the reply given to unstarred Question No. 203 on the 22nd July, 1969 and state :

(a) whether Government have received any reply from the Himachal Pradesh Government for the running of the Gagret, Bharwain, Praghur, Jawalamukhi, Nadaun Out-Agencies and City Booking Agency by Himachal Government Transport ; and

(b) if so, the nature thereof ?

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

(b) Does not arise.

**Provision of Drinking Water at Jawalamukhi Road Railway Station (Northern Railway)**

364. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that hand pump for drinking water installed at Jawalamukhi Road Railway Station is not giving full water supply though there is plenty of it, due to the short length of the water pipe ; and

(b) if so, whether Government propose to drill it deeper and put a longer pipe with an electric engine to pump up full water supply with a provision of storage tank at a high level ?

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

(b) Does not arise.

**Pumping Station at Kopar Lahar (Northern Railway)**

365. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) whether it has come to the notice of Government that the Pumping Station at Kopar Lahar goes dry in the summer season ; and

(b) if so, whether Government propose to shift it to Jawalamukhi Road Station and for setting up a pumping station there to enable permanent water supply both for the engines as well as for drinking purposes from the Banganga river ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) The source of water at Kopar Lahar does not go dry in summer.

(b) Does not arise.

**Industrial Licencing Policy Inquiry Committee**

366. SHRI JAI SINGH :  
SHRI HARDAYAL DEVGUN :  
SHRI YAJNA DATT SHARMA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred question No. 3297 on the 12th August, 1969 and state :

(a) whether the reports of the Industrial Licencing Policy Inquiry Committee on Industrial Licencing and in respect of certain specific allegations referred to the Committee have since been examined by Government ; and

(b) if so, the result thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). In regard to the instances of irregularities, lapses and improprieties referred to in the main Report of the Industrial Licencing Policy Inquiry Committee and the specific allegations against the Birla Group of concerns in respect of which the Committee was not able to make a full and detailed enquiry, Government have since decided to appoint a Commission of Inquiry under the Commissions of Inquiry Act, 1952 to go into such cases. The composition and the terms of reference of the proposed Commission will be announced shortly. The other recommendations of the Committee in regard to industrial licensing policy are under the active consideration of Government.

### Plan Allocations for Small Scale Industries

367. SHRI JAI SINGH :  
SHRI HARDAYAL DEVGUN :  
SHRI YAJNA DATT SHARMA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 3147 on the 12th August, 1969 and state :

(a) whether the information regarding the plan allocations in the first, second and the third Plans for Small Scale Industries and Heavy Industries to all the States giving the percentage of Central investment in each State, separately, has since been collected ; and

(b) if so, the details thereof ; and

(c) if not, the reasons therefor and the time by which the same will be collected ?

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

(b) A statement is laid on the Table of the House. [*Placed in Library. See No. LT—1980/69.*]

(c) Does not arise.

### Tractor Project in Punjab in collaboration with Czechoslovakia

368. SHRI JAI SINGH :  
SHRI HARDAYAL DEVGUN :  
SHRI YAJNA DATT SHARMA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given Unstarred Question No. 3146 on the 12th August, 1969 and state :

(a) whether the request of the Punjab Government to set up the proposed tractor project in the public sector by the Government of India with Czechoslovakia collaboration has been considered ; and

(b) if so with what result ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). As stated in the reply to part (a) of Unstarred Question No. 3146 given in the Lok Sabha on the 12th August 1969, a final decision on the request of the Punjab Government was to be taken after receipt and examination of the views of the Hindustan Machine Tools Ltd. and the Mining and Allied Machinery Corporation on the Detailed Project Report prepared by the National Industrial Development Corporation. Government have since received concrete proposals from the Hindustan Machine Tools Ltd. for undertaking the manufacture of the Zator 2011 tractor at their Pinjore Unit in collaboration with the Czechoslovakian Agency. Government have also received proposals from the Central Mechanical Engineering Research Institute and the Mining and Allied Machinery Corporation, Durgapur for undertaking the manufacture of 'Swaraj 20' tractor which has been developed by them. These two alternative proposals are under examination with a view to deciding which of the models should be taken up for manufacture in the public sector. The request of the Punjab Government will be considered after a decision in respect of the model to be taken up for manufacture in the public sector is taken.

### Manufacture of Cosmetics by M's Shulton and Revlon

369. SHRI JAI SINGH :  
SHRI HARDAYAL DEVGUN :  
SHRI YAJNA DATT SHARMA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 3145 on the 21th August, 1969 and state :

(a) whether the information regarding the manufacture of cosmetics toilet products in India by M/s. Shulton and Revlon has since been collected ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor and the time by which the same will be collected and



the difficulties that were there in answering the question in August, 1969 ?

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

(b) The proposal of M/s. Amin Chand Payare Lal, Calcutta, to enter into collaboration with M/s. Revlon International Corporation of U.S.A. for the manufacture of cosmetics was approved in December, 1962. One of the conditions of the approval stipulated guaranteed export of 50% of annual value of production exclusive of excise duty, sales tax etc. However, the project did not materialise.

M/s. Cosme Matiaz Menezes, Goa were allowed on 31st December, 1964 to enter into foreign collaboration with M/s. Shulton (Great Britain), London, for the manufacture of cosmetics with a view to encouraging small scale industries in Goa. It was a condition of the approval that there should be exports to the extent of not less than twice the amount of foreign exchange to meet cost of raw materials and dividends on foreign investment.

No proposal for collaboration between M/s. Lakme Ltd., and M/s. Revlon for the manufacture of cosmetics has been approved.

(c) Does not arise.

**Adverse Observations of Calcutta High Court against Former Chief Justice Of India**

370. **SHRI JAI SINGH :**  
**SHRI HARDAYAL DEVGUN :**  
**SHRI YAJNA DATT SHARMA :**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 488 on the 12th August, 1969 and state :

(a) whether the judgement delivered by Justice P.B. Mukherjee of the Calcutta High

Court observing adversely against Shri P.B. Sinha, a former Chief Justice of India, has been examined in the light of the provisions of the Companies Act ; and

(b) if so, the result of the examination ?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) :** (a) and (b). A certified copy of the judgement of the Calcutta High Court in appeal has not yet become available to Government.

**Suspension of Railway Employees in Olavakkot Division (Southern Railway)**

371. **SHRI E.K. NAYANAR :**

Will the Minister of RAILWAYS be pleased to state :

(a) the number of temporary Railway employees who were suspended in Southern Railway and especially in Olavakkot Division after September, 1968 strike ; and

(b) whether Government will reconsider about their suspension and give facilities to the suspended Railway employees to rejoin duty, and if so, when ?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) and (b). No temporary employee was suspended on Southern Railway in the context of the Token Strike in September, 1968.

However, 286 permanent employees (including 68 belonging to Olavakkot Division) were suspended initially on Southern Railway. Cases of all these employees have been reviewed from time to time in accordance with Government's decisions and 260 employees have been so far restored to duty. It has been decided not restore to duty 26 employees belonging to Olavakkot Division.

**Abolition of Upper House in States-**372. **SHRI YAMUNA PRASAD****MANDAL :****DR. SUSHILA NAYAR :**

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

(a) whether some State Governments have approached the Central Government for the abolition of the Upper Houses in their States ;

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

(c) whether the Upper Houses have already been abolished in some of the States and, if so, their names ; and

(d) if the reply to parts (a) and (b) above be in the affirmative, the reaction of the Central Government thereto ?

**THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) :** (a) Yes, Sir.

(b) 1. West Bengal and 2. Punjab.

(c) The Upper House has been abolished in the State of West Bengal.

(d) The Bill seeking abolition of the Legislative Council of the State of Punjab is pending consideration by Parliament.

**Increase in Railway Accidents**373. **SHRI YAMUNA PRASAD****MANDAL :****SHRI BHARAT SINGH****CHAUHAN :****DR. SUSHILA NAYAR :**

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

(a) whether it is a fact that Railway accidents are on the increase at present ;

(b) if so, the number of accidents occurred from 1st January, 1969 to 30th October, 1969 ;

(c) the names of the States in which the accidents had occurred ;

(d) the number of persons killed and injured in each accident ;

(e) the estimated loss of Railway property in each accident ; and

(f) the steps taken by Government in each case ?

**THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) :** (a) to (f). There were 813 train accidents in the categories of collisions, derailments, trains running into road traffic at level crossing and fires in trains on the Indian Government Railways during the period 1-1-69 to 31-10-69 against a total of 946 train accidents during the whole of 1968.

As States do not constitute administrative units for the Railways, the information in regard to train accidents is not compiled State-wise but Railway-wise. The railway-wise figures of train accidents which occurred during the period January, 69 to October, 69 along with the casualties and cost of damage to railway property involved therein are given below :

S. No.	Railway	Total No. of train accidents	Casualties		Approximate cost of damage to railway property
			Killed	Injured	
1.	Central	84	3	21	5,86,359
2.	Eastern	40	6	37	17,73,646
3.	Northern	111	36	95	9,27,837
4.	North Eastern	74	81	160	11,67,601
5.	Northeast Frontier	116	18	53	9,94,654
6.	Southern	90	21	44	6,70,840
7.	South Central	130	—	35	12,57,503
8.	South Eastern	70	91	195	13,19,032
9.	Western	98	3	47	6,39,542
<b>TOTAL</b>		<b>813</b>	<b>259</b>	<b>687</b>	<b>93,37,014</b>

As the largest single factor responsible for accidents is failure of railway staff, Safety Organisations set up on the railways have been engaged in inculcating safety consciousness amongst staff connected with the running of trains and in ensuring that they have a proper understanding of the prescribed safety rules. Further, spot checks are made to see that staff do not violate the safety rules and indulge in short-cut methods. Inquiries are held into all accidents and those held responsible are given deterrent punishments. In addition, if an inquiry reveals any other shortcomings are lapse, action is taken to see that they do not recur. Technological improvements in the shape of improved signalling and interlocking, track circuiting, etc., have also been made to the extent feasible. The success of the measures taken to prevent accidents may be judged from the fact that during 1968-69, against 460.6 million train kilometres run, there were only 908 train accidents in the categories of collisions, derailments, level crossing and fires in trains as compared to 1,939 such accidents during 1951-52 against 298.2 million train kilometres run. Since 1951-52, thus, while the traffic increased by 54.5 per cent the incidence of train accidents declined by 53.2 per cent.

The Railway Accidents Inquiry Committee-1968 has also in part I of its Report stated that there was a significant decrease in the number of accidents during the five years ending 1967-68 as compared to the 6-year period ending 1962-63.

#### **Cement Industries in Bihar**

374. SHRI YAMUNA PRASAD  
MANDAL :

DR. SUSHILA NAYAR :

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

(a) whether there is any proposal under consideration of Government for the setting up of fresh Cement factories in the State of Bihar during the Fourth Plan;

(b) if so, the details thereof; and

(c) the names of places where these factories will be set up?

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

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

#### **Applications for Industrial Licences from Bihar**

375. SHRI YAMUNA PRASAD  
MANDAL :

DR. SUSHILA NAYAR.

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

(a) the number of applications received from the State of Bihar under the Industries (Development and Regulation) Act, 1951 which are pending with Government at present for disposal;

(b) the dates on which these applications were received; and

(c) the reasons for the delay, if any, in disposing of such application?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). Out of the Industrial Licence applications received upto 31st October, 1969 from Bihar, 67 applications are pending for disposal at present. 41 of these applications were received during 1969 while the others relate to the previous period.

(c) A certain amount of delay is inherent in the system of licensing itself as every scheme has to be examined in consultation with a large number of Authorities such as

the various Ministries, technical authorities and the State Governments concerned before a final decision can be taken. The situation is aggravated in a number of these cases, because the applicants furnish incomplete information on important aspects of their scheme viz. the phased manufacturing programme, arrangements for meeting the foreign exchange requirement, terms of collaboration etc. and quite often references have to be made to them for clarification. Further in some cases applications have been kept pending for a policy decision. In some cases a particular industry has been under review and in such cases, the various applications for that industry are taken up together.

#### Shortage of White Printing Paper

376. SHRI YAMUNA PRASAD  
MANDAL :

DR. SUSHILA NAYAR :

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

(a) whether there is a shortage of white printing paper in the country ;

(b) whether it is also a fact that due to the shortage of this paper the price has increased considerably ;

(c) the annual production and demand of white printing paper ; and

(d) the steps taken or proposed to be taken to bring down the price of white printing paper and meet the shortage also ?

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

(b) No ; the increase in the prices is attributed by the Industry to the rising cost of production in the Paper Industry.

(c) The annual production of printing and writing paper during the last 3 years is as under :

1966	3,81,240 tonnes
1967	3,77,628 tonnes
1968	3,91,430 tonnes
1969 (estimated)	4,00,000 tonnes

The present level of the production of printing paper meets the demand more or less fully.

(d) The Joint Committee of the Paper Industry has been asked not to increase prices further without prior consultation with the Government. Government have also proposals to set up capacity for writing and printing paper in the public sector.

#### Visit by Railway Board's Team to Japan

377. SHRI J. K. CHOUDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether any team of the Indian Railway Board visited Japan in the month of September, 1969 ;

(b) if so, the names of the personnel of the team ;

(c) the purposes for which the above team visited Japan ; and

(d) the matters discussed and studied and the details of any contract signed ?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes Sir.

(b) (i) Shri G. D. Khandelwal, Chairman, Railway Board and ex-officio Principal Secretary to the Government of India ;

(ii) Shri K. S. Sundara Rajan, Financial Commissioner, Railways and Ex-officio Secretary to the Government of India ;

(iii) Shri K.C. Sood, Member, Engineering, Railway Board and ex-officio Secretary to the Government of India ;

(iv) Shri A. Choudhury, Director, Railway Planning, Railway Board ; and

(v) Shri S. N. Bhat, Joint Director (Finance), Railway Board.

(c) and (d). The purpose of deputation and the matters discussed related to the study of—

(i) Metropolitan Transport System in Japan, particularly operation during peak hours, *vis-a-vis*. limitations of dead-end terminals and the operation of high-speed passenger services of the Japanese National Railways ;

(ii) Techniques adopted by the Japanese National Railways for high speed.

No contract was entered into.

#### Completion of Bokaro Steel Plant

378. SHRI KANWAR LAL GUPTA :  
SHRI BANSII NARAIN SINGH :

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

(a) whether it is a fact that the Bokaro Steel Plant will not be completed by 1971 ;

(b) if so, what are the main reasons for it ;

(c) what will be the loss if the plant is delayed further ; and

(d) whether it is also a fact that Russia did not supply some machinery in time ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) According to the target recently fixed by Government, the erection of the first Blast

Furnace Complex at Bokaro should be completed by the end of 1971. Completion of the entire first stage of Bokaro for the production of 1.7 million tonnes will now be by March 1973.

(b) Though, as stated above, the first Blast Furnace Complex is due to be completed by December 1971, there has been a delay of about 9 months in terms of the previous schedule. This delay has arisen mainly on account of the delay in the supply of refractories for the construction of the coke ovens, and the need to import the plates for the sintering plant.

(c) The real loss can be expressed only in terms of the production lost as a result of deferment of the date for commissioning the plant.

(d) There has been no default in the supply of equipment from the Soviet Union in terms of the contract with them.

#### Permission given by D.G.T.D. to M/s. Asian Cables to Manufacture Polythene Pipes/Sheets

379. SHRI KANWAR LAL GUPTA :  
SHRI BANSII NARAIN SINGH :

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

(a) whether it is a fact that Shri B. D. Kalelkar, Director General, Technical Development, Ministry of Industrial Development, personally gave permission to M/s. Asian Cables during 1969 for diversification to manufacture polythene pipes/sheets etc. ;

(b) whether it is also a fact that this permission was given by him without the knowledge and consultation of the Electrical Directorate ;

(c) whether Shri Kalelkar did not send the relevant papers to the Electrical Directorate concerned and kept the same with him and, if so, the action taken against him ; and

(d) whether the diversification treatment was contrary to the rules ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d). A reference is invited to my statement in the House on 22nd August, 1969 in reply to a "Calling Attention Notice" regarding a letter reported to have been written by Shri B. D. Kalelkar to the General Manager of Asian Cables Ltd., Bombay.

### ट्रंक्टरों की आवश्यकता

380. श्री कंवर लाल गुप्त :  
श्री रामस्वरूप विद्यार्थी :  
श्री बंश नारायण सिंह :  
श्री श्रीधरण :  
डा० सुशीला नैयर :  
श्री यमुना प्रसाद मंडल :  
श्री क० लक्ष्मण :  
श्री जे० एच० पटेल :  
श्री रघुवीर सिंह शास्त्री :

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

(क) देश में ट्रंक्टरों की आवश्यकता कितनी है और कितने ट्रंक्टर उपलब्ध हैं ;

(ख) गैर सरकारी क्षेत्र और सरकारी क्षेत्र में पृथक्-पृथक् कितने ट्रंक्टरों का निर्माण करने का सरकार का विचार है और वे कब तक निर्मित हो जायेंगे ;

(ग) आगामी दो वर्षों में कितने ट्रंक्टरों का आयात करने का सरकार का विचार है और वे किन-किन देशों से आयात किये जायेंगे ; और

(घ) ट्रंक्टरों का मूल्य कम करने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) :

(क) कृषि विभाग के अधुनातन अनुमान के अनुसार चालू वर्ष में ट्रंक्टरों की माँग, जिसमें विगत कुछ वर्षों की पूरी न की गई माँग भी सम्मिलित है, 125,000 है। चालू साल में देशीय उत्पादन 20,000 ट्रंक्टरों के होने की आशा है। इसके अतिरिक्त लगभग 15,500 ट्रंक्टर आयात द्वारा इस वर्ष प्राप्त होने हैं।

(ख) अभी सरकारी क्षेत्र में ट्रंक्टर निर्माण करने वाला कोई कारखाना नहीं है। चालू वर्ष में विद्यमान गैर सरकारी क्षेत्र के एकको द्वारा लगभग 20,000 ट्रंक्टर निर्मित किये जाने की आशा है।

(ग) चालू वर्ष में लगभग 35,000 ट्रंक्टरों को आयात करने की व्यवस्था की जा रही है। किन साधनों से यह आयात किया जायेगा इसको अन्तिम रूप देना अभी बाकी है और मामला सक्रिय रूप से विचाराधीन है। अगले वर्ष के लिए आयात करने के कार्यक्रम पर अभी विचार नहीं किया गया है।

(घ) कई कारणों से देश में निर्मित ट्रंक्टरों की तथा अन्य कई इंजीनियरी उत्पादनों की कीमत आयातित ट्रंक्टरों के मुकाबले अधिक है। देश में अत्यधिक उत्पादन तथा उत्पादन क्षमता में अग्रतर कुशलता आने पर सरकार आशा करती है कि उत्पादन लागत कम हो जायेगी।

बक बोर्ड द्वारा बनाये गये स्कूल, कालेज और सराय

381. श्री कंवर लाल गुप्त :  
श्री रामस्वरूप विद्यार्थी :  
श्री बंश नारायण सिंह :

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

(क) गत तीन वर्षों में वक्फ बोर्ड द्वारा कितने स्कूल, कालेज और सराय बनाई गई ;

(ख) क्या किसी वक्फ बोर्ड ने गत तीन वर्षों में मुसलमानों के कल्याण के लिए कोई बड़ी योजना क्रियान्वित की ;

(ग) यदि हाँ, तो उसका व्यौरा क्या है ;

(घ) क्या यह सच है कि शेख अब्दुल्ला वक्फ बोर्ड की सम्पत्ति और धन का दुरुपयोग करता रहा है ; और

(ङ) यदि हाँ, तो इस कदाचार को रोकने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ङ). सूचना इकट्ठी की जा रही है तथा प्राप्त होने पर मभा पटल पर रख दी जाएगी ।

### Sabotage On Railway Lines

382. SHRI KANWAR LAL GUPTA :  
SHRI BANSI NARAIN SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Wanchoo Committee on Railway Accidents had stated that the State Police authorities did not give sufficient attention to sabotage on Railway lines ;

(b) how many cases of sabotage were admitted by the Police during 1966-67 to 1968-69 ;

(c) how many culprits were arrested for these sabotage and in how many cases the Police failed to trace the culprits ;

(d) the names of all the political parties involved in these sabotages ; and

(e) the action taken by Government to check such sabotages ;

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : (a) Yes.

(b) 18 cases.

(c) In 11 cases 36 persons were arrested and in 7 cases the Police could not trace the culprits.

(d) No name of any political party involved in these sabotages has been reported by the Police.

(e) The primary responsibility for ensuring safety of railway track against sabotage and criminal interference such as tampering with track, etc. rests with the State Governments. However, the Railways, being vitally concerned, have also adopted certain measures for checking these crimes, such as patrolling of track by the Railway Protection Force and engineering gangmen, in co-ordination with the Police in vulnerable sections, grant of suitable rewards to persons giving intelligence regarding saboteurs, and proper screening of antecedents of the labourers employed on the railway track. Instructions have been issued to the State Governments for carrying out educative propaganda in the villages adjacent to the railway track, holding the residents of the villages responsible for ensuring safety of track, enlistment of help of village defence societies where they exist, inclusion of suitable lessons on the subject in village primary schools.

उत्तर रेलवे में डिबीजनल सुपरिन्टेन्डेन्टों द्वारा  
वार्षिक दौरे

383. श्री रामचरण : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे के कुछ डिबीजनल सुपरिन्टेन्डेन्टों ने गत छः महीनों में वार्षिक दौरे किये थे ;

(ख) यदि हाँ, तो उनके यात्रा भत्ते और दैनिक भत्ते पर कुल कितना व्यय हुआ है और उनके साथ डिबीजन-वार कितने कर्मचारी गये; और

(ग) इन निरीक्षण दौरों में उनसे क्या शिकायतों की गई थीं और उन पर क्या कार्यवाही की गई है ?

बिधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

किशनगंज (दिल्ली) और भटिंडा के बीच मालगाड़ियों में खाली डिब्बे

384. श्री रामचरण : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि किशनगंज (दिल्ली) और भटिंडा के बीच चलने वाली अप और डाउन मालगाड़ियों में 50 प्रतिशत से अधिक डिब्बे खाली रहते हैं; और

(ख) यदि हाँ, तो इसके क्या कारण हैं ?

बिधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) : (क) जो नहीं। पिछले 3 महीनों में खाली माल-डिब्बों के परिवहन का प्रतिशत अप दिशा में (दिल्ली से भटिंडा) 3 से 8 प्रतिशत के बीच और डाउन दिशा में (भटिंडा से दिल्ली) 25 से 60 प्रतिशत के बीच रहा है।

(ख) इस क्षेत्र में प्रधानतः कोयला, लोहा और इस्पात, खाद, सीमेंट, जलावन की लकड़ी आदि वस्तुएँ जाती हैं। इनमें से कोयला, लोहा और इस्पात, जलावन की लकड़ी आदि खुले, बी० ओ० एक्स० और बी० एफ० प्रार० टाइप के माल डिब्बों में आते हैं जो इस क्षेत्र से

भेजे जाने वाले अनाज के यातायात के लदान के नहीं होते। इसलिए खाली खुले माल डिब्बे और बी० एफ० प्रार० इस क्षेत्र से डाउन दिशा में कोयला खानों और इस्पात कारखानों को पुनः इन्हीं वस्तुओं के लदान के लिए भेज दिये जाते हैं। बन्द माल डिब्बे जब सीमेंट और खाद के यातायात से खाली हो जाते हैं तब उन्हें इस क्षेत्र से होने वाले अनाज के लदान के लिए इस्तेमाल किया जाता है। व्यस्त मौसम के दौरान जब इस क्षेत्र से रबी और खरीफ की फसलें इस क्षेत्र से भेजने के लिए उपलब्ध होती हैं तो इस क्षेत्र में अच्छी बन्द माल डिब्बे इतने नहीं होते कि उनसे माँगों की पूर्ति हो सके और इसलिए इस अवधि में अनाज के यातायात की निकासी के लिए दिल्ली क्षेत्र से भी अप दिशा में खाली बन्द माल डिब्बे भेजने पड़ते हैं।

#### Directive to State Wakf Board for Management of Wakfs

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

(a) whether any directive calling upon the State wakf Boards regarding the direct management of properties has been issued by Government recently; and

(b) if so, the details thereof ?

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

(b) The Central Government in exercise of the powers conferred on it by section 62 of the Wakf Act, 1954, has issued the following directives to the Wakf Boards on 11-4-69, regarding the direct management of wakf properties—

(1) No Wakf Board should keep a property under its direct management for more than an aggregate



period of five years as provided under section 43A(a) of the Wakf Act, 1954, and every Wakf Board should take steps to appoint suitable Mutawallis as early as possible for management of such properties.

- (2) The accounts of the properties under direct management of the Board should be maintained separately from that of those relating to the wakfs under the general superintendence of the Board.

- (3) In all cases of raising of loans by the Boards, the prior concurrence of the State Governments must be obtained in accordance with the provisions of section 47 of the Wakf Act, 1954. Even borrowing of sums of money from the funds of the surplus wakfs or diversion of funds of the properties under the direct management of the Boards to meet general expenditure of the Board will constitute the raising of a loan and will attract the provisions of section 47 of the Wakf Act.

#### **Free Railway Passes to Central Government Employees**

386. SHRI N. R. DEOGHARE: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of Government to give free Railway passes to all the Central Government Employees as is done in case of persons serving in the Railway Departments ;

(b) if so, the time by which the decision is expected to be taken and the details thereof ; and

(c) if not, the reasons for not giving free Railway passes to other Government employees when the Railway employees are already getting such passes ?

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

(b) Does not arise.

(c) Attention of the Hon'ble Member is invited to the reply given on 27-8-1968 on the floor of the House to Unstarred Question No. 6147 on this subject.

#### **Running of Rajdhani Express between Delhi, New Delhi and Nagpur**

387. SHRI N. R. DEOGHARE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to start a train like Rajdhani Express between Delhi/New Delhi and Nagpur ;

(b) if so, when it is to be started; and

(c) if not the reasons therefor ?

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

(b) Does not arise.

(c) Priorities for running of high speed trains have been allotted for other routes.

#### **Applications for a Licence to Manufacture Small Car at Nagpur**

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

(a) whether it is a fact that some individuals and companies have requested Government for the grant of a licence to manufacture small car at Nagpur.

(b) if so, the reaction of Government towards their request ; and

(c) the names of the applicants, who have applied for a licence ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) to (c). No application for the grant of an industrial licence for the establishment of an undertaking at Nagpur for the manufacture of small car has been received by Government. However, representations have been received from the Government of Maharashtra and some individuals and Associations for location of the proposed small car project at Nagpur. They have been informed that their request will be considered along with similar requests received from other States, after a decision has been taken in respect of the small car project.

**पूर्वोत्तर रेलवे के स्टेशनों से अधजले कोयले तथा कोयले को हटाने के लिए ठेके**

389. डा० ना० तिवारी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के कितने तथा कौन-कौनसे स्टेशनों पर अधजले कोयले तथा कोयले को हटाने के ठेके दिए गए थे ;

(ख) 1968 तथा 1969 में सहकारी समितियों को कितने ठेके दिए गए थे ;

(ग) कितने ठेकेदारों पर अन्य अनियमित-ताएँ करने के लिए जुर्माना तथा दण्ड लगाये गये तथा प्रत्येक ठेकेदार के मामले में कितनी बार ऐसा जुर्माना किया गया था ;

(घ) क्या किसी ठेकेदार का ठेका भी रद्द किया गया था ;

(ङ) क्या यह सच है कि केवल सहकारी समितियों के या तो ठेके रद्द किए गए थे अथवा उनका नवीकरण नहीं किया गया था जबकि व्यक्तिगत ठेकेदारों के मामलों में ठेके अनियमित-ताएँ होने पर भी रद्द नहीं किये गये थे ; और

(च) यदि हाँ, तो इसके क्या कारण हैं ?

**विधि तथा समाज कल्याण और रेलवे मंत्री (श्री गोविन्द मेनन) :** (क) से (च). रेलवे से सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायेगी ।

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

390. 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. 58 on the 22nd July, 1969 and state.

(a) the reasons for granting a carrying on business licence with a provisional capacity of 4,200 tons per annum for the manufacture of barrels and drums to M/s Standard Drum and Barrel Manufacturing Company when their request for increase of their quota to 1,200 tons per quarter in August, 1955 was turned down by Government and when Government knew that during 1957 the firm had installed unauthorisedly new machinery and renovated old machinery simply to increase their capacity ;

(b) whether it indicates that undue favours were shown to the firm by way of recognising their unauthorisedly increased capacity ; and

(c) if so, whether Government now propose to maintain their original capacity which was fixed at 3,200 tons per annum on the 31st August, 1964 on time and motion study of their plants ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The circumstances in which the decision was taken to grant a carrying on business licence to M/S Standard Drum and Barrel Mfg. Co. have been already explained in reply to Lok Sabha Starred Question No. 58 on the 22nd July, 1969. Attention is also invited to the pages 34 to 42 of the Eighty-fifth report of the Estimates Committee (Fourth Lok Sabha) presented to the Lok Sabha on the

30th April, 1969. Government's views on the recommendations of the Committee will be furnished to the Committee and a final decision would be taken thereon after the further recommendations of the Committee are made known to the Government,

#### Supply of Defective Steel Sheets

394. SHRI GEORGE FERNANDES : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Starred Question No. 814 on the 1st April, 1969 and state :

(a) whether it is a fact that as per present policy, the producers of steel are supplying defective steel sheets and steel sheet cuttings to Small Scale units sponsored by the State Directorate of Industries ;

(b) whether Government are aware that both defective steel sheets and steel sheet cuttings are sold in the market at a very high price by some Small Scale units ;

(c) if so, whether Government would make a thorough investigation and bring to book the parties which indulge in nefarious activities by disposing of the materials in the market instead of consuling themselves in their factory and thereby put an end to their malpractices ; and

(d) whether Government would evolve a procedure by which such materials are allotted to genuine consumers only ?

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

(a) There is no statutory control on the distribution of defective steel sheets and sheet cuttings. Producers are, therefore free to sell the material to nominees of their choice. However, in respect of Hindustan Steel Ltd., they have been advised to sell 90% of their arising to actual users through their stockyards on the recommendations of the Director of Industries of the State concerned. The other 10% will be utilised for clearance of backlog of orders pending with them.

(b) to (d). No specific instance of sale by actual users has been brought to

Government's notice. In any case, in the absence of statutory control, it is not possible to take any penal action, if sales are effected by actual users. Government has appointed an official working group to consider the present pattern of distribution of iron and steel and make recommendations to improve it. Further action will be taken on receipt of the groups report.

#### Social Policy Resolution

392. SHRI P. R. THAKUR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 8049 on the 22nd April, 1968 regarding Social Policy Resolution and state :

(a) whether the Planning Commission has since taken any final view on the Social Policy Resolution drawn up by the Council for Social Development ;

(b) whether a statement of Social Policy is now being incorporated in the Fourth Plan ; 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). Social Policy is an integral part of the national developmental plans. The social goals of development are also implicit in the Draft Fourth Five Year Plan document. As such, a separate statement on social policy is not considered necessary at this stage.

#### Employees of Social Welfare Department

393. SHRI P. R. THAKUR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 5634 on the 8th April, 1969 regarding employees of Social Welfare Department and state :

(a) the class-wise break-up of the 146 employees from the Scheduled Castes and Scheduled Tribes and their percentage to the total in each of the classes ; and

(b) what specific measures are being taken to see that the All India and Central Services Officers from these Communities are posted to this Department as a matter of policy ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :

(a)	Number	Percentage
Class I	4	— 13%
Class II	11	— 9.32%
Class III	39	— 7.51%
Class IV	92	— 31.2%

(b) It would be in keeping with our objectives and in the interests of the officers themselves, if they are distributed in all the Ministries.

#### Staff Under Directorate General of Backward Classes Welfare

394. SHRI P. R. THAKUR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to State :

(a) the total number of Class I, Class II and Class III Officers at present posted under the organisation of the Director General of Backward Classes Welfare ;

(b) the number of Deputy Directors under his control ;

(c) the number of Scheduled Castes and Scheduled Tribes employees in each of these categories ;

(d) whether there is any proposal to improve considerably their representation in all the classes in the near future : and

(e) 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)

The total number of officers at present in position is as follows :—

Class I	Class II	Class III
12	8	53

(b) At present 6 Deputy Directors are in position ;

(c) Class I	Class II	Class III
S.C./S.T.	S.C./S.T.	S.C./S.T.
1	1	2
—	—	11
—	—	5

(d) and (e). The reservation orders are being strictly followed.

#### Completion of Bokaro Steel Plant

395. SHRI D. N. PATODIA  
SHRI D. N. TIWARY :

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

(a) whether it is a fact that the construction schedule of the Bokaro Steel Plant will have to be rescheduled as the work is not likely to be completed by March, 1971 ;

(b) whether it is also a fact that the non-completion of the work within schedule is feared to be arising from the acute shortage of refractories and the lack of equipment and machinery for erection of the plant ;

(c) whether it is also a fact that a month's delay beyond March, 1971 will cost Government an extra expenditure of Rs. 3 crores ; and

(d) if so, Government's assessment of the situation and the various steps proposed to be taken to complete the work within the target time ?

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

(a) The construction programme has been re-scheduled recently and Government have

fixed the target date for completion of the erection of the first Blast Furnace Complex as December 1971 and of the entire equipment of the first stage for the production of 1.7 million tonnes as March 1973.

(b) The delay has arisen mainly on account of the delay in the supply of refractories for the construction of the coke ovens, and the need to import the plates for sintering plant.

(c) The loss can be expressed only in terms of the production lost during the period of delay.

(d) Steps are being taken to expedite essential supplies and to strengthen peace and discipline in the area. The progress of the work is being carefully watched.

#### Loss Incurred in Steel Plants

396. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that according to the estimates prepared by Government, all steel plants in the public sector are expected to incur losses throughout the Fourth Five Year Plan period ; and

(b) if so, the details of the working results expected by Government and the basis and causes for the same ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). The working results of a Steel Plant depend on a number of factors like available capacity, product-pattern, demand, selling prices, cost of inputs, labour situation etc. The projections made by Hindustan Steel Limited on the basis of existing costs and prices, current trends of production in 1969-70, and production at 90% of optimum capacity during the subsequent four years indicate that while Rourkela Steel Plant would earn a profit of the order of Rs. 65 crores during the period 1969-70 to 1973-74, Bhilai and Durgapur may incur losses of about Rs. 30 and Rs. 50 crores respectively during the same period.

#### Shortage of Steel

397. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that substantial quantity of mild steel is exported from India resulting into shortage within the country and necessitating imports from abroad to meet the requirement ;

(b) if so, the reasons for such a conflicting position and the steps taken by Government to prevent such a situation arising again ;

(c) whether it is also a fact that in respect of certain types of steel, the production in India is more than the demand resulting in accumulation of unsold stocks, while in respect of some other types of steel there is an acute shortage ; and

(d) if so, the particulars thereof and the reasons why the production programme cannot be synchronised with the demand pattern in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). Export of mild steel has not created shortages which have to be met by imports. The export policy is constantly reviewed, and, as a rule, exports of only such items, as are surplus to domestic requirements are allowed, subject to the need to allow some export to maintain contact with the export market.

(c) and (d). At present there is no surplus production in any category of steel although there is a sizeable shortage in flat products. As the installed capacity for production of various categories of steel is in most cases, not interchangeable it is not possible to vary category-wise production in accordance with the demand pattern.

#### Loss Incurred in Heavy Engineering Corporation, Ranchi

398. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Heavy Engineering Corporation, Ranchi has incurred further loss during 1968-69 ;

(b) if so, the amount of loss incurred and the amount of cumulative loss upto March, 1969 ;

(c) the principal causes for continuous loss in the project and the steps taken to ensure reasonable profits in future ;

(d) whether the period of gestation is, in the opinion of Government, over and, if not, by what time it is expected to be over ; and

(e) whether it is also a fact that losses are mainly on account of over-employment of workers and supervisory staff, wasteful capital expenditure on unwanted capacities and continuous production losses due to inefficient management and, if so, the relative details in respect of each of the causes for loss ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). Yes, Sir. The loss incurred during 1968-69 is Rs. 14.66 crores and the cumulative loss upto March, 1969 is Rs. 40.73 crores.

(c) Projects of this nature and size inevitably have a long gestation period during which skills and productivity can be improved only gradually. The period during which these losses were incurred constituted the construction period and the early gestation years during which production commenced and was gradually being built up.

(d) No, this is expected to be over in the next two to three years.

(e) No, Sir.

#### Tractor Factory in U.P.

399. SHRI SHRI CHAND GOYAL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have decided to set up a tractor factory in U.P. ;

(b) whether it is a fact that Punjab was also demanding a tractor factory ; and

(c) the reasons for preferring Uttar Pradesh to Punjab ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Earlier when it was intended to set up manufacture of the Zetor 2011 tractor with Czechoslovakian collaboration as an entirely new project, a site near Varanasi in Uttar Pradesh had been selected for it for the reasons, among other things, that there would be a large demand for the tractors in the Indo-Gangetic Plain and there are no tractor manufacturing units in that part of the country. Subsequently, the Hindustan Machine Tools Ltd. submitted a proposal that the manufacture of this tractor could be taken up in their Pinjore Unit where a lot of spare capacity is available, as this would involve considerably less investment than for an entirely new project. They also proposed to utilise the spare capacity available at the Mining and Allied Machinery Corporation, Durgapur for the manufacture of some of the components of the tractor. This proposal is presently under examination.

(b) Yes, Sir.

(c) Does not advise.

#### Development of Ancillary Industries

400. 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 Rajasthan Government have formulated a number of schemes for the development of ancillary industries in the State with a view to give fillip to industrial development besides solving the problem of unemployment among the engineers ;

(b) whether the State Government have sought any assistance from the Central Government for technical know-how or guidance in formulating the schemes or for financial assistance ;

(c) if so, the nature of help that the Centre proposes to give to the State Government in attaining their objective; and

(d) what would be the Central assistance under the Fourth Plan for the development of such industries in the State and the amount released so far ?

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 in due course.

CORRECTION OF ANSWER TO USQ NO.5011 DT. 26-8-69 RE. LOCATION OF DIVISIONAL OFFICES OF NORTH EASTERN RAILWAY IN BIHAR

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON) : In reply to parts (a), (b) and (c), the following information was given :

(a) The Railway Ministry have no information of such a resolution having been passed by the Bihar Vidhan Sabha.

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

It later came to light that information from the Bihar Government was received in the Railway Ministry on 18-8-1969, but it was marked by mistake to a wrong branch of the office and reached the appropriate branch dealing with the subject only on 27-8-69, after the question had been answered in the Lok Sabha on 26th August, 1969. As such, the earlier reply needs correction and the correct position is as follows :—

(a) Yes.

(b) In a resolution passed by the Bihar Vidhan Sabha on 27-6-69, it was requested that two Railway Divisional Headquarters should be set up in the North Bihar which is a backward area having 1865 kilometres of railway line.

(c) The Bihar Government have been advised on 12-9-69 that the number of

divisions and the location of their headquarters is decided on considerations of operating efficiency and administrative requirements consistent with economy in expenditure and not on the basis of the Statewise kilometrage of the Railway system.

Two Divisional Headquarters, one each of the North Eastern and the Northeast Frontier Railways, have been set up in North Bihar—one at Samastipur and the other at Katihar—and they are expected to serve the interests of the rail-users satisfactorily.

12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

DEATH OF SHRI PHERUMAN

श्री कंबर लाल गुप्त (दिल्ली सदर) : मैं अविलम्बनीय लोकमहत्त्व के निम्नलिखित विषय की ओर गृह-कार्य मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वह इस बारे में एक वक्तव्य दें :—

“चंडीगढ़ के मामले में सरकार द्वारा निर्णय लिये जाने में विलम्ब, जिसके परिणामस्वरूप श्री दर्शन सिंह फेरुमान की मृत्यु हुई।

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN) : Sir, Government are deeply grieved at the passing away of Shri Darshan Singh Pheruman on 27th October, 1969. In spite of efforts made by his friends and repeated appeals from the Prime Minister, he continued his fast and our hope that he would live and work for larger causes was unfortunately belied.

The Hon'ble Members will remember that it was the intention of this House that the Governments of both Punjab and Haryana should be enabled to function from Chandigarh which was built to serve as the capital of the composite State of Punjab. It was to serve this object that Chandigarh was constituted into a Union

territory under the Punjab Reorganisation Act. The subsequent claim and counter-claim by Punjab and Haryana for Chandigarh and the repeated efforts made by the Government to find an agreed solution to this issue are well-known. I do not wish to take the time of the House in narrating the details. I would only say that in spite of repeated discussions with the two Chief Ministers and persons belonging to various shades of public opinion in the two States, no agreed solution could be found.

Chandigarh is an issue in which not only the people residing in that city but a large number of people in Punjab and Haryana are emotionally involved. It is essential for the future well-being and prosperity of the people of the two States that the solution should be such as would minimise bitterness on both sides and promote good neighbourly relations between them. With this object in view, Government have earnestly tried to find a satisfactory solution to this issue and are continuing their efforts, with the hope that an agreed solution would soon be found. In any case a decision will be taken and announced before the budget session of Parliament.

**श्री कंवरलाल गुप्त :** अध्यक्ष महोदय, चंडीगढ़ का मामला पिछले तीन वर्षों से लटक रहा है और इसके लिए मुख्यतया सरकार दोषी है। सरकार की सदा यह नीति रही है कि जब भी कोई थोड़ी भी टेढ़ी समस्या आये सरकार उसको सुलझाने के बजाय ड्रिफ्ट करे। सरकार इस प्रकार की समस्याओं से अपना राजनीतिक लाभ भी उठा लेती है। चंडीगढ़ की समस्या के कारण दोनों ही पक्षों से सत्ता-धारी...

**MR. SPEAKER :** I am not going to allow a debate now. The hon. Member should ask a question.

**SHRI KANWAR LAL GUPTA :** Kindly give me three or four minutes.

**श्री रणधीर सिंह (रोहतक) :** माननीय सदस्य का क्या ताल्लुक है चंडीगढ़ से ? अगर

हम इसके बारे में पूछें तो बात दूसरी है। या तो यह आपका काम है या हमारा काम है। वह क्यों खड़े हो गये हैं ?

**अध्यक्ष महोदय :** वह हमारे दोनों की तरफ से काम कर रहे हैं।

**श्री कंवरलाल गुप्त :** आप देखिये कि कल कालिंग अटेंशन पर कितना वक्त लगा था। एक तरफ तो आप 15-15 मिनट एक मेम्बर को बोलने के लिये देते हैं और दूसरी तरफ 4 मिनट बोलने पर भी रोकते हैं। यह ठीक नहीं होगा। आप रेकार्ड देख लीजिये।

**अध्यक्ष महोदय :** पिछली दफे आपके साथ यह फैसला किया गया था कि सवालों के साथ तमहीद नहीं होगी, इंट्रोडक्शन नहीं होगा। कालिंग अटेंशन पर डिबेट नहीं होगा, सवाल होंगे। आप एक महीने बाद ही उसको भूल गये।

**श्री कंवरलाल गुप्त :** कल क्या हुआ था ?

**श्री रणधीर सिंह :** बहस का वक्त हम नें और सवाल वह पूछें ?

**श्री कंवरलाल गुप्त :** आप कल का रेकार्ड देखिये। अध्यक्ष महोदय, चंडीगढ़ की समस्या के कारण जो सत्तारूढ़ गुट है उसने राष्ट्रपति के चुनाव में भी दोनों पक्षों से लाभ उठाया है और आज भी उठाना चाहता है। अभी मंत्री महोदय ने जो यह कहा कि बजट सेशन तक हम कुछ करेंगे यह भी जान-बूझकर डिले की जा रही है क्योंकि आज उनको दोनों पक्षों की जरूरत है। मैं समझता हूँ कि इस तरह का राजनीतिक लाभ उठाना उचित नहीं है। अगर सरकार समय पर काम करती तो फेरुमान साहब की जान बचाई जा सकती थी। उनकी जो मृत्यु हुई उसके लिये मैं मुख्यतया सरकार को दोषी ठहराता हूँ। वह तीन साल तक इस समस्या पर बैठी रही।



**अध्यक्ष महोदय :** आप सवाल कीजिये । अगर आपको बहस करनी है ।

I am not going to be cowed down by this. Let the hon. Member ask a straight question.

**श्री कंवरलाल गुप्त :** जब तक हमें आप बतलाने नहीं देंगे तब तक कैसे काम चलेगा । इस तरह से तो नहीं हो सकता । आप दो मापदण्ड नहीं रख सकते । एक के साथ एक बात करनी और दूसरे के साथ दूसरी बात करनी, यह कैसे हो सकता है ? आप रूल बना दीजिये कि हर एक सवाल ही पूछेगा तो बात दूसरी है । लेकिन एक को 1 मिनट दिया जाये और दूसरे को दस मिनट दिये जायें, यह नहीं होगा ।

**SHRI SURENDRANATH DWIVEDY (Kendrapara) :** This question might arise often. Let us accept the procedure which you suggest, but I do not think that yesterday you followed that procedure. Every day we shall be having calling-attention-notices. If this is your ruling, which you want to observe strictly...

**MR. SPEAKER :** It is my ruling.

**SHRI SURENDRANATH DWIVEDY :** ...that in matters of calling-attention-notices, only straight questions should be put and there will be no speeches, then that should be adhered to.

**MR. SPEAKER :** I would request hon. Members also to co-operate with me.

**SHRI SURENDRANATH DWIVEDY :** But you should not make any difference between one Member and another.

**MR. SPEAKER :** I would request all Members to help me in enforcing this ruling.

**SHRI NATH PAI (Rajapur) :** May I make a submission ? In reply to the statement made by my colleague, If I understand you correctly, you had observed that it was your ruling. If it is your

ruling, of course, that will have to be binding. But if we are going to change a well-established practice, then I would say that I may not be subscribing to it. But it is a well-established practice in this House after the former Speaker had disallowed the practice of bringing adjournment motions every day, and it was agreed between the leaders of groups and the Speaker and a convention was evolved that since adjournment motions were not allowed, calling-attention-notices would be taken up, and on the calling-attention-notices, Members will be allowed to put pertinent questions. Yesterday we saw that regarding the Ahmedabad riots, you had permitted questions, I may have a different view regarding Chandigarh or anything else. But when you say that a Member must confine himself only to a question, then there is a definite departure from an established practice, and if that be so, may I submit to you in all humility that any departure must not appear to be arbitrary but it must be reasoned, and we must be convinced that it is in the interests of the House.

**MR. SPEAKER :** Let the hon. Member please listen to me. Yesterday, I had drawn the attention of the hon. Member to the fact that instead of the question taking the shape of a debate, he could as well have a regular debate. Did I not ask for it ?

**SHRI ATAL BIHARI VAJPAYEE (Bilaspur) :** But you did not prevent him from asking the question.

**SHRI NATH PAI :** That was related to the debate.

**MR. SPEAKER :** If at all there was a lapse on my part, I am very sorry.

**SHRI NATH PAI :** It was not yesterday, but it is likely to take place today. There was no lapse yesterday but it is likely to take place today.

**MR. SPEAKER :** I am enforcing it very strictly that while putting questions, there should be no long introductions along with supplementary questions, and no long statements by way of introductions along with questions on calling-attention-notices. I

would invite co-operation from all the Members in this. Otherwise, I feel very helpless. A number of times yesterday I did interrupt the hon. Member and said that the question was taking the shape of a debate. But yesterday being the first day of the session, I did not want to be very strict. But I did draw his attention to it a number of times. The hon. Member can call for the proceedings and they will bear me out. I would again repeat. It is the procedure which hon. Members themselves have laid down, and it is there in the rule, and it is for them to observe it.

SHRI NATH PAI : Let us take a decision in the Rules Committee.

SHRI S. M. BANERJEE (Kanpur) : Let us take a decision on this in the Rules Committee.

श्री कंवर लाल गुप्त : रूलज कमेटी में बात कर लीजिये, इसके बारे में ।

SHRI NATH PAI : Let us take a decision in the Rules Committee.

श्री कंवर लाल गुप्त : कालिग एटेंशन का मतलब बवेश्चन आवर नहीं है ।

श्री पीलु मोडी (गोधरा) : रूलज कमेटी में इसके बारे में निर्णय लेना चाहिये ।

MR. SPEAKER : I know the history of calling-attention-notice much more than the hon. Member does.

श्री कंवर लाल गुप्त : बिजिनेस एडवाइजरी कमेटी में या रूलज कमेटी में इसके बारे में पहले निर्णय लिया जाना चाहिये ।

SHRI P. K. DEO (Kalahandi) : Until the procedure is changed, the old procedure may be followed.

MR. SPEAKER : Now, should I be strict with him or not ?

श्री कंवर लाल गुप्त : सरकार ने आज तक यह कभी नहीं बताया है कि उसने शाह कमिशन का रिपोर्ट को क्यों नहीं माना है ? इसके पीछे

क्या कोई पोलिटिकल कंसिडरेशन था जिसकी वजह से इस रिपोर्ट को नहीं माना गया है । सरकार कहती है कि दोनों चीफ मिनिस्टर राजी पहले हों प्रधान मंत्री को आबिट्रेटर बनाने के लिए । जब तक वे राजी नहीं होते हैं हम कुछ नहीं कर सकते हैं । दोनों बात कर लें । मैं समझता हूँ कि यह इस मामले को इवेड करना है । जो इयूटी केन्द्रीय सरकार की है उससे बचना होगा । अगर वे दोनों बात करके कुछ निर्णय ले सकते हैं तो आपकी क्या जरूरत है और प्रधान मंत्री को आबिट्रेटर बनाने की क्या जरूरत है ? प्रधान मंत्री को आबिट्रेटर बनाना प्रिसिपली भी गलत है ।

प्रधान मंत्री ने यह भी कहा था कि उनके पास कोई फार्मूला है । वह उस फार्मूले को बताती क्यों नहीं हैं ? बजट सेशन तक इन्तजार करने की क्या जरूरत है । उन्होंने कहा है कि मैंने देख लिया है कि दोनों मानते नहीं हैं और हम उसका फैसला देंगे । मैं जानना चाहता हूँ कि बजट सेशन तक आप क्यों इन्तजार करना चाहते हैं और प्रधान मंत्री का फार्मूला क्या है, यह बताते क्यों नहीं हैं ?

SHRI P. K. DEO : The Prime Minister might be sent for. She is the person to decide this. She has taken the responsibility for deciding this.

MR. SPEAKER : The Home Minister is there.

SHRI RANDHIR SINGH : The Shah Commission's report should be implemented.

श्री कंवर लाल गुप्त : क्या सरकार इस प्रकार का कमिशन बिठायेगी जो चंडीगढ़ के मामले में तथा इसी तरह से जो दूसरे दो सरकारों के बीच सीमा सम्बन्धी वाद विवाद हैं, उसके बारे में निर्णय दे, ये मामले उसको सौंप दिये जायें और उस कमिशन की जो रिपोर्ट हो वह सरकार को भी मान्य हो और दोनों पक्षों को भी मान्य हो ताकि न्याय हो ।

श्री रणधीर सिंह : बिल्कुल नहीं। शाह कमिशन की रिपोर्ट को इम्प्लेमेंट किया जाना चाहिये।

श्री कंवर लाल गुप्त : मैं जानना चाहता हूं कि क्या सरकार एश्योरेंस देगी कि दिल्ली का कोई हिस्सा हरियाणा को नहीं दिया जाएगा ? क्या चंडीगढ़ को कुछ चार्टर सिटी बनाने की भी योजना है ?

चंडीगढ़ को आप हरियाणा को या किसी को भी देंगे उसके बारे में क्या आपने एटर्नी जनरल से मालूम कर लिया है कि ऐसा करने के लिए कांस्टीट्यूशन में बदल करने की जरूरत होगी और क्या वहां की जनता से राय आप लेंगे ?

श्री रणधीर सिंह : शर्म आनी चाहिये, हरियाणा के खिलाफ बात कहते हो हरियाणा के आदमी होकर।

श्री कंवर लाल गुप्त : अक्ल से सोचो, मैंने क्या कहा है।

श्री रणधीर सिंह : हरियाणा के दुश्मन हो।

MR. SPEAKER : I request members not to get excited over this. I appeal to them to remain calm. I am very sorry that this atmosphere is prevailing.

श्री रणधीर सिंह : शाह कमिशन की रिपोर्ट पर अमल होना चाहिये।

श्री अटल बिहारी वाजपेयी : शाह कमिशन के खिलाफ बात कहना क्या कोई जुर्म है ? अध्यक्ष महोदय, इनको आप काबू में रखिये। ये इस तरह से बकवास नहीं कर सकते हैं संसद में। यह कोई बात करने का तरीका है।

एक माननीय सदस्य : यह चिड़ियाघर नहीं है।

श्री रणधीर सिंह : हम आपकी बात नहीं मानेंगे।

श्री कंवर लाल गुप्त : इनको अक्ल आने दीजिये।

अध्यक्ष महोदय : इस तरह से भगड़ने का कोई फायदा नहीं है।

श्री अटल बिहारी वाजपेयी : इस सदन में बात करने का कोई तरीका है या नहीं।

श्री रणधीर सिंह : हम आपकी बात बिल्कुल नहीं मानेंगे। एक और कमिशन वाली बात नहीं मानेंगे। शाह कमिशन की रिपोर्ट पर अमल होना चाहिये।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, ऐसे सवाल आयेंगे जिन पर हमारा मतभेद होगा। लेकिन मतभेद किस भाषा में प्रकट किया जाएगा ? क्या यह कहा जाएगा कि कोई हरियाणा का दुश्मन है।

श्री रणधीर सिंह : आप भी दुश्मन हैं और ये भी दुश्मन हैं।

श्री अटल बिहारी वाजपेयी : और तुम देश के दुश्मन हो।

श्री कंवर लाल गुप्त : मंत्री पद की खातिर तुम हरियाणा को बेचना चाहते हो।

एक माननीय सदस्य : तुम इन्दिरा गांधी के दलाल हो।

श्री रणधीर सिंह : हम और कमिशन नहीं बनने देंगे। शाह कमिशन की सिफारिशों को इम्प्लेमेंट किया जाना चाहिये।

श्री कंवर लाल गुप्त : तुम मिनिस्ट्री के लिए हरियाणा को बेच रहे हो।

श्री रणधीर सिंह : तुम गद्दार हो।

**अध्यक्ष महोदय :** आप शान्त हो जाइये ।

**श्री हुकम चन्द कछवाय (उज्जैन) :** उन्हें कहिये कि अपने शब्द वापिस लें । अगर वह शब्द वापिस नहीं लेते हैं तो हम कार्रवाई को चलने नहीं देंगे ।

**श्री कंवर लाल गुप्त :** मिनिस्टर बनने के भूखे हो और बात करते हो हरियाणा की ।

**अध्यक्ष महोदय :** दोनों में से किसी भी साइड को गुस्सा नहीं दिखलाना चाहिये । यह पालियामेंट है । इसमें शान्ति से काम चलना चाहिये । इस तरह से आपस में तलख कलामी से काम न लें ।

**SHRI Y. B. CHAVAN :** The hon. member has asked me why a solution to this question is *delayed*. Even at the stage of answering questions, you can see how complicated and controversial the subject matter is. Really speaking, we are trying to find a solution which will create good neighbourly relations between both the States. Instead of asking a specific question, the hon. member, Shri Kanwarlal Gupta, has expressed his own views about it. He is certainly entitled to have his views. I have nothing to say about it. The only thing he has asked me is whether any part of Delhi is going to be given to Haryana. To that my answer is a definite no.

**SHRI KANWARLAL GUPTA :** About a Judicial Commission also.

**SHRI Y. B. CHAVAN :** There is no question of appointing any further Judicial Commission on this matter.

**SHRI KANWARLAL GUPTA :** What is the plan of the Prime Minister ?

**SHRI Y. B. CHAVAN :** The Prime Minister has certainly a plan, but it is not yet concretised. It will be concretised when the proper time comes.

**SHRI R. K. AMIN (Dhandhuka) :** When our Home Minister gave an assurance for the solution of the Chandigarh problem before the Budget Session I was about to accept that assurance. But later

on 1 I began to have doubts because the same Home Minister gave sometime back a promise that he would settle the privy purses issue before 2nd October, 1969. The 2nd of October is over but nothing had happened in regard to privy purses and that promise remains unfulfilled. The Prime Minister says that this problem is being tackled with and that she has a solution and that she can even settle the issue just now. But it appears that she had given promises to the two factions, Punjab and Haryana, and perhaps she wants to keep the warring factions fighting each other so that she can maintain the affinity and affiliation of both the parties to her and thus maintain herself in power. If it was for this reason that she was dragging on the issue it could not be considered to be in the interest of the country. For years they have not settled the issue although they ought to have done so when Punjab and Haryana were divided. Is it their plan to keep all the issues open and give cause for people to quarrel among themselves so that they can maintain their power ? That seems to be the idea of the Prime Minister and that is way I want a clarification from the Government : would he put a deadline and say that by 28th February he would settle the issue ? Secondly, if there is a solution and if there are some alternatives available with the Government, why not cultivate public opinion ? So far no public opinion had been cultivated. It should be done by the Government from now on and if it is done we shall be convinced that it would be done by a particular date. Will the alternatives be placed before the public and public opinion cultivated or quietly they will announce their solution... (*Interruptions*). I am not concerned with parties. An innocent life has been lost. If at all an innocent life has been sacrificed, it is this life because there is already a solution in the mind of the Prime Minister and still she has done nothing about it. They should give a definite date and they should cultivate public opinion also.

**SHRI Y. B. CHAVAN :** I have made a statement and I think it is quite obvious and clear ; I do not think that I should interpret it further. I have said that before the Budget session the Government will take a decision and announce it. In the meanwhile Government will certainly try to find

[Shri Y.B. Chavan]

out if there is a possibility of an agreed solution.

श्री हुकम खन्व कछबाय : क्या तब तक यह सरकार रहेगी ?

SHRI P. K. DEO : He was a great martyr who belonged to our party and he made biggest sacrifice for a cause which was so dear to him. Is it not criminal procrastination on the part of the Government to thus allow the loss of a valuable life ? For how long has this question been hanging fire after she took responsibility for settling this question ? It has been disgraceful on the part of the Prime Minister. She is playing with fire, especially in Punjab which has suffered first during parity as a frontier State and now again, by division into Punjab and Haryana. So much bad blood is being created between the people of these two States. It reminds me of village touts who try to instigate innocent parties to quarrel among themselves so that they can profit from both. Similarly, the Prime Minister has at the time of Presidential election given an assurance to both parties that the issue of Chandigarh would be decided in favour of each of the two parties.

Now, I would like to know if by having this dead-line shifted till February, there is any apprehension that there may be more loss of life. Secondly, it is a matter of concern that the ashes of Pherumanji have been sealed by the police and his relatives are not permitted to dispose of the ashes according to the last desire of Pheruman. I want an assurance from the Home Minister that the ashes would be released to the relatives of Pheruman.

MR. SPEAKER: Questions only relating to Chandigarh need be answered.

SHRI Y. B. CHAVAN : As far as the ashes are concerned, I have personally no detailed information. I shall certainly take up the matter with the Punjab Government. Otherwise, the hon. Member has not asked me any question as such.

SHRI RANGA (Srikakulam) : He asked about sticking to your date, that has been indicated, in view of the fact that the Government has failed to stick to its earlier date which was October 2nd.

SHRI Y. B. CHAVAN : We had not given any time or date before. This is the first time that the Government has given any indication of the time as such. I will read that sentence again so that you can see what the Government's intentions are. I do not want to go on adding interpretations to what I have said. I have already made a very categorical statement. I have said that our approach to this matter is such that the Government will continue its efforts to find out an agreed solution. "In any case a decision will be taken and announced before the budget session or Parliament." I think it is very clear.

SHRIMATI SUCHETA KRIPALANI (Gonda) : Before the session commences, or when ?

SHRI Y. B. CHAVAN : Before it commences.

12.26 hrs.

#### PAPERS LAID ON THE TABLE

ANNUAL REPORTS OF DEVELOPMENT COUNCILS FOR PAPER, PULP AND ALLIED INDUSTRIES ; AND MACHINE TOOLS INDUSTRY, AND NATIONAL PRODUCTIVITY COUNCIL, NEW DELHI

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : I beg to lay on the Table—

- (1) A copy each of the Annual Reports of the following Development Councils for the year 1968-69, under sub-section (4) of section 7 of the Industries (Development of Regulation) Act, 1951 :—
  - (i) Development Council for Paper, Pulp and allied Industries.
  - (ii) Development Council for Machine Tools Industry.

- (2) A copy of the Annual Report of the National Productivity Council, New Delhi for the year 1967-68.

[Placed in Library. See No. LT-1965/69.]

SHRI N. K. SOMANI (Nagaur) : Sir, on a point of order. I would like to bring to your attention and to point out to the House a certain serious omission, and I hope I will be permitted to speak. Because of the omission, it is relevant to speak.

MR. SPEAKER : If there is anything particular, you should have given me advance notice.

SHRI N. K. SOMANI : This is about item 3(2) of the papers laid on the Table.

MR. SPEAKER : You can give notice on it. They are just being placed on the Table.

SHRI N. K. SOMANI : I want to say a few words on it.

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

श्री अब्दुल गनी डार (गुडगांव) : स्पीकर साहब, अगर हाउस के टेबल पर रखे जाने वाले पेपर्स में कोई गलत बात हो, तो उसको हाउस के सामने लाने की इजाजत होती है। हमें हर वक्त पायंट आफ आर्डर रख करने का हक है। आप अपने रूलिंग को री-कनसिडर करें।

‘[شری عبدالغنی ڈار (گودگاؤں) سپیکر صاحب،  
اگر ہاؤس کے ٹیبل پر رکھے جانے والے پیپرز میں کوئی  
غلط بات ہو تو اس کو ہاؤس کے سامنے لانے کی اجازت  
ہوتی ہے ہمیں ہر وقت پوائنٹ آف آرڈر دینے کے  
کا حق ہے۔ آپ اپنے ردِ لنگ کو ری کنسیدر کریں۔]

NOTIFICATION ETC. RE. NARMADA WATER  
DISPUTES TRIBUNAL

THE DEPUTY MINISTER IN THE  
MINISTRY OF IRRIGATION AND

POWER (SHRI SIDDHESHWAR PRASAD) : On behalf of Dr. K. L. Rao. I beg to lay on the Table—

- (1) A copy of Notification No. S. O. 4054 (English version) and S. O. 4055 (Hind version) published in Gazette of India dated the 6th October, 1969, constituting “the Narmada Water Disputes Tribunal”. [Placed in Library. See No. LT-1967/69.]

- (2) A copy each of Reference No. 12/6 69-WD, dated the 6th October, 1969 and No. 10/1/69-WD, dated the 16th October, 1969 to the said Tribunal (Hindi and English versions). [Placed in Library. See No. LT-1967/69.]

NOTIFICATIONS UNDER FORWARD CONTRACTS  
(REGULATION) ACT, 1952

THE DEPUTY MINISTER IN THE  
MINISTRY OF INDUSTRIAL DEVELOP-  
MENT INTERNAL TRADE AND  
COMPANY AFFAIRS (SHRI BHANU  
PRAKASH SINGH) : On behalf of Shri  
K. V. Raghunatha Reddy I beg to lay on  
the Table—

- (1) A copy each of the following  
Notifications issued under section  
6 of the Forward Contracts (Regu-  
lation) Act, 1952 :—
- (i) S. O. 3211 (English version)  
and S. O. 3212 (Hindi version)  
published in Gazette of India  
dated the 9th August, 1969.
- (ii) S. O. 3215 (English version)  
and S. O. 3216 (Hindi version)  
published in Gazette of India  
dated the 9th August, 1969.  
[Placed in Library. See No.  
LT-1968/69.]

- (2) A copy of the Annual Report  
(Hindi and English versions) of the  
Trade Marks Registry for the year

[Shri Bhanu Prakash Singh]

ending the 31st March, 1969, under section 126 of the Trade and Merchandise Marks Act, 1958. [Placed in Library. See No. LT-1969/69].

Pradesh. [Placed in Library. See No. LT-1970/69].

12.28 hrs.

REGISTRATION OF ELECTORS SECOND (AMENDMENT) RULES, 1969; AND NOTIFICATIONS UNDER REPRESENTATION OF THE PEOPLE ACT, 1950

## ASSENT TO BILLS

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M YUNUS SALEEM) : I beg to lay on the Table—

SECRETARY : Sir, I lay on the Table following eight Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 22nd July, 1969 :—

- (1) A copy of the Registration of Electors (Second Amendment) Rules, 1969, published is Notification No. S. O. 3307 (English version) and S. O. 3308 (Hindi version) in Gazette of India dated the 16th August, 1969, under sub-section (3) of section 28 of the Representation of the People Act, 1950.
  - (2) A copy each of the following Notifications under sub-section (2) of section 9 of the Representation of the People Act, 1950 :—
    - (i) S. O. 3835 published in Gazette of India dated the 17th September, 1969 making certain correction in Part B of Schedule XX to the Delimitation of Parliamentary and Assembly constituencies Order, 1966 in respect of Himachal Pradesh.
    - (ii) S. O. 4053 published in Gazette of India dated the 3rd October, 1969 containing errata to Notification No. 282/1/MY/69 dated the 30th July, 1969.
    - (iii) S. O. 4231 published in Gazette of India dated the 16th October, 1969 making certain corrections and amendments in Part B of Schedule I to the Delimitation of Parliamentary and Assembly Constituencies Order, 1966 in respect of the State of Andhra Pradesh.
  - (1) The Press Council (Amendment) Bill, 1969.
  - (2) The Central Sales Tax (Amendment) Bill, 1969.
  - (3) The Appropriation (Railways) No. 3 Bill, 1969.
  - (4) The Appropriation (Railways) No. 4 Bill, 1969.
  - (5) The Appropriation (No. 4) Bill, 1969.
  - (6) The Bihar State Legislature (Delegation of Powers) Bill, 1969.
  - (7) The Foreign Marriage Bill, 1969.
  - (8) The Banaras Hindu University (Amendment) Bill, 1969.
2. Sir, I also lay on the Table copies, duly authenticated by the Secretary of Rajya Sabha, of the following eleven Bills passed by the Houses of Parliament and assented to since a report was last made to the House on the 22nd July, 1969 :—
- (1) The West Bengal Legislative Council (Abolition) Bill, 1969.
  - (2) The Indian Railways (Amendment) Bill, 1969.
  - (3) The Banking Companies (Acquisition and Transfer of Undertakings) Bill, 1969
  - (4) The Coal Bearing Areas (Acquisition and Development) Amendment Bill, 1969,

- (5) The Unlawful Activities (Prevention) Amendment Bill, 1969.
- (6) The Salaries and Allowances of Members of Parliament (Amendment) Bill, 1969.
- (7) The Gold (Control) Amendment Bill, 1969
- (8) The Criminal and Election Laws Amendment Bill, 1969
- (9) The Indian Penal Code (Amendment) Bill, 1969
- (10) The Delhi High Court (Amendment) Bill, 1969
- (11) The Constitution (Twenty-second Amendment) Bill, 1969.

## RULES COMMITTEE

### FOURTH REPORT

SHRI NATH PAI (Rajapur) : Sir, before laying on the Table the Report of the Rules Committee, I beg to say a few words. When I came into the Lok Sabha this morning, I found that I was like a man who entered the China shop which has been attacked by a pair of bulls. I am new in this seat and I have not yet acclimatized myself to this seat; the seats have been reallocated. So, if I falter in reading, please forgive me.

Sir, I beg to lay on the Table, under sub-rule (1) of rule 331 of the Rules of Procedure and Conduct of Business in Lok Sabha, the Fourth Report of the Rules Committee.

MR. SPEAKER : I very much like your tone and you also look more handsome in that seat !

### PETITION RE. UNEMPLOYMENT AND OTHER GRIEVANCES OF YOUTH

SHRI S. M. BANERJEE (Kanpur) : I beg to present a petition signed by Shri C.K.

Chandrappan, General Secretary, All India Youth Federation, and others regarding unemployment and other grievances of youth.

Sir, this has been signed by over a million youth.

MR. SPEAKER : It is laid on the Table.

12.30 hrs.

### TAXATION LAWS (AMENDMENT) BILL

#### EXTENSION OF TIME FOR PRESENTATION OF REPORT OF SELECT COMMITTEE

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : I beg to move :

"That this House do extend the time appointed for the presentation of the Report of the Select Committee on the Bill further to amend the Income-tax Act 1961 the Wealth-tax Act, 1957, the Gift-tax Act, 1958 and the Companies (Profits) Surtax Act, 1964, upto the 30th April, 1970."

MR. SPEAKER : The question is :

"That this House do extend the time appointed for the presentation of the Report of the Select Committee on the Bill further to amend the Income-tax Act, 1961, the Wealth-tax Act, 1957, the Gift-tax Act, 1958 and the Companies (Profits) Surtax Act, 1964, upto the 30th April, 1970."

*The motion was adopted*

12.31 hrs.

### KHUDA BAKSH ORIENTAL PUBLIC LIBRARY BILL—Contd.

MR. SPEAKER : The House will now take up further clause-by-clause consideration of the Khuda Baksh Oriental Public Library Bill. *Clause 9.*



[Mr. Speaker]

Clause 9—(Meetings) of Board

श्री शिवचन्द्र झा (मधुबनी) : मैं अपना निम्नलिखित संशोधन प्रस्तुत करता हूँ :

Page 4, line 33, after "person" insert—  
"except his relatives" (13)

श्री श्रीम प्रकाश त्यागी (मुरादाबाद) : मेरा भी संशोधन संख्या 21 इस क्लॉज पर है। मैं भी इसे रख रहा हूँ :

Page 4, omit lines 31 to 33. (21)

श्री शिव चंद्र झा: अध्यक्ष महोदय, यहाँ पर नवीं क्लॉज में विधेयक में कहा जा रहा है कि :

"If any nominated member, being an officer of Government, is unable to attend any meeting of the Board, he may, with the previous approval of the Chairman, authorise any person in writing to do so."

मैं आपके जरिये शिक्षा मंत्री का ध्यान इस ओर दिलाना चाहता हूँ कि बोर्ड ऑफ डाइरेक्टर्स, मैनजमेंट जो है, उसमें खुदाबख्श के परिवार के लोगों को आप ला ही रहे हैं, साथ-साथ दूसरे जो नामिनेटेड मेम्बर होते हैं उन को भी आप छूट देते हैं कि जिसको वह चाहें नामिनेट करें, वह उनके रिलेटिव को भी नामिनेट करना चाहें तो कर सकते हैं। तो यह नहीं होना चाहिए। वह अपने दोस्त को नामिनेट करें या किसी और को करें, रिलेटिव उसमें नहीं आए। जो गवर्नमेंट आफिसर है और जो प्रेजेन्ट नहीं होता है मीटिंग में वह ऐसे आदमी को नामिनेट न करे जो उसका रिलेटिव हो, मेरा यही संशोधन है कि एक्सेप्ट एनी रिलेटिव—यानी किसी आदमी को अपनी जगह काम करने के लिए वह नामिनेट कर सकते हैं एक्सेप्ट एनी रिलेटिव, अपने रिलेटिव को छोड़ कर। मैं समझता हूँ कि मंत्री महोदय इस पर विचार करें और इस संशोधन को मान लें तो उचित होगा।

श्री श्रीम प्रकाश त्यागी : अध्यक्ष महोदय, खुदाबख्श ओरिएंटल पब्लिक लाइब्रेरी बिल का महत्व बतलाते हुए सरकार ने कहा कि यह एक राष्ट्रीय महत्व का संस्थान है और मैं समझता हूँ कि है भी। इसके बोर्ड ऑफ डाइरेक्टर्स में आपने ऐसे आदमियों को रखा है जिनमें योग्यता हो, एक्सपीरिएंस हो, वही इस बोर्ड के मेम्बर हो सकते हैं और इसके अलावा सेंट्रल गवर्नमेंट और स्टेट गवर्नमेंट दोनों के नामिनेशंस हैं। लेकिन इसमें आपने यह लिखा है कि :

"If any nominated member, being an officer of Government, is unable to attend any meeting of the Board, he may, with the previous approval of the Chairman, authorise any person in writing to do so."

कोई पब्लिक का आदमी अगर यह कहे कि वहाँ जाने के लिए उस पर समय नहीं है, उसके लिए वह अपनी असमर्थता प्रकट करे तो बात समझ में आती है लेकिन सरकारी व्यक्ति ऐसे कहे तो आश्चर्य है। गवर्नमेंट आफिशियल आपने ऐसे आदमी को नामिनेट किया है जो वहाँ की लाइब्रेरी के लिए योग्यतम आदमी है जो वहाँ कुछ कांट्रीब्यूट कर सकता है। वह नामिनेटेड आदमी फिर अपने आदमी को नामिनेट करे यह उचित नहीं। यदि वह मीटिंग अटेंड करने में असमर्थ है तो मेरा यह कहना है कि यह बात सिद्धान्ततः गलत है। कोई भी नामिनेटेड आदमी असमर्थ है तो उसे त्यागपत्र देना चाहिए या उसके स्थान पर दूसरे आदमी की नियुक्ति होनी चाहिए। उसके स्थान पर उसकी ओर से किसी दूसरे आदमी को बैठने का अधिकार नहीं है। क्योंकि यह लाइब्रेरी के प्रबन्ध का प्रश्न है और वह विशेषज्ञ लोगों का बोर्ड है। उसमें विशेषज्ञ ही राय दे सकते हैं। इसी दृष्टिकोण से उसका बोर्ड बनाया जाता है। लेकिन एक आफिसर को यह अधिकार हो कि वह चेयरमैन से पूछ कर किसी और आदमी को अपनी जगह भेज दे, इसमें बैकडोर से गड़बड़ करने

की एक संभावना हो सकती है क्योंकि किसी भी आदमी को वह भेज सकता है, इस में है। गवर्नमेंट का जो नामिनेटड आफिसर है वह एक आदमी को किसी को भी भेज सकता है, यह बात मेरी समझ में नहीं आती है। इसमें इतनी बड़ी पावर दे दी गई है कि जो थर्ड आदमी जाकर अटेंड करेगा वह क्या टटिकोए पेश करेगा, वह किस प्रकार की राय वहां देगा, इसके ऊपर कोई बन्धन नहीं है। हालांकि उसको वोटिंग राइट नहीं है, यह मैं जानता हूँ। परन्तु उसमें भी जाकर अपनी जो सम्मति वह पेश करेगा उसका प्रभाव होगा। उसका वास्तव में सही कांटीन्ब्यूशन होना चाहिए और मैं समझता हूँ कि गवर्नमेंट को इस प्रकार का अधिकार किसी भी नामिनेटड मेम्बर को नहीं देना चाहिए चाहे वह गवर्नमेंट का मेम्बर हो या किसी और का हो जो वहाँ गैरहाजिर रहे और अपनी जगह दूसरे आदमी को भेज सके। मैं तो समझता हूँ कि इसमें तो होना यह चाहिए कि अगर लगातार दो-तीन मीटिंग में कोई आदमी अनुपस्थित रहता है तो उसका नामिनेशन और उसकी सदस्यता खत्म कर देनी चाहिए। मैं कहना चाहता हूँ कि क्लॉज के द्वारा उस लाइब्रेरी की व्यवस्था में कोई ऐसी बात नहीं उपस्थित करनी चाहिए जिससे कि कल को यह शिकायत आए कि ऐसा अनवांछित आदमी इसमें आ गया है। इसमें यह बात मानी गई है कि चेयरमैन की सम्मति से वह आदमी भेज सकता है लेकिन चेयरमैन कोई भगवान तो है नहीं। वह कोई इस प्रकार का आदमी तो है नहीं कि वह अपने स्वार्थ से ऊंचा हो। वह दोनों मिलाकर किसी ऐसे अनवांछित आदमी को, जिसके जाने से हानि हो, बुला सकते हैं और इस प्रकार इतने राष्ट्रीय महत्व के संस्थान में, उसकी व्यवस्था में गड़बड़ हो सकती है। इसलिए यह धारा ही समाप्त होनी चाहिए। 30 और 31 तक की पंक्तियाँ समाप्त कर देना चाहिए।

THE MINISTER OF EDUCATION  
AND YOUTH SERVICES (DR. V. K. R. V.)

RAO) : Mr. Speaker, Sir, I am afraid I am not able to accept either of the two amendments. I do not see any reason why in the very unusual circumstance of a relative being eligible for nomination to attend the meeting he should be excluded. I do not agree with the thinking that everybody who is placed in any position of authority is necessarily going to act in a wrong kind of way. I also do not accept the arguments which have been adduced by my hon. friend who spoke just now that the Chairman is not god and that he in collusion with the official member may bring in some undesirable persons and so on. I would like to suggest that none of these arguments is tenable, Government is not in a position to accept either of the amendments.

MR. SPEAKER : I will now put amendment No. 13 by Shri Shiva Chandra Jha and 21 by Shri Om Prakash Tyagi to the vote of the House.

*Amendments Nos. 13 and 21 were put and negatived.*

MR. SPEAKER : The question is :

"That clause 9 stand part of the Bill"

*The motion was adopted.*

*Clause 9 was added to the Bill.*

Clause 10—(Temporary association of persons with Board for particular purposes)

SHRI OM PRAKASH TYAGI : Sir, I move :

Page 4, line 40,—

after "any person" insert—

"except a relative of any member of the Board," (22)

MR. SPEAKER : I shall put the amendment to the vote of the House.

*Amendment No. 22 was put and negatived*

MR. SPEAKER : The question is :

"That clause 10 stand part of the Bill."

*The motion was adopted.*

*Clause 10 was added to the Bill.*

*Clauses 11 to 13 were added to the Bill.*

**Clause 14—(Location of Library.)**

SHRI SHIVA CHANDRA JHA : Sir, I move :

Page 5, line 28,—

*after "Patna" insert—*

"at its original place" (14)

अध्यक्ष महोदय, यह बात ठीक है कि लाइब्रेरी पटना में ही रहेगी, पटना मुनिस्पलटी के मातहत रहेगी, लेकिन मैं यह चाहता हूँ कि जो इसकी ओरिजनल प्लेस है, पहली कोशिश यही होनी चाहिये कि वहीं पर रहे, वहाँ से किसी दूसरी जगह खिसकाई न जाय। अगर पटना के किसी दूसरे कोने में उठा कर ले जाते हैं, डीघा या बाँकीपुर में ले जाते हैं, तो इससे कालिज के विद्यार्थियों और प्रोफेसरों को कठिनाई हो जायेगी और इस लाइब्रेरी का ज्यादा इस्तेमाल नहीं हो पायेगा। इसलिए मैं चाहता हूँ कि मेरे संशोधन को इसमें जोड़ दिया जाय। मैं यह भी निवेदन करना चाहता हूँ कि इस समय जहाँ पर लाइब्रेरी स्थापित है, वहाँ पर बहुत जगह है, आप जितनी स्टोरियाँ चाहें बना सकते हैं, ज़मीन की कोई कमी नहीं है। लेकिन अगर इसमें गुंजाइश छोड़ दी जायगी, तो ऐसा भी हो सकता है कि कोई इसको उठा कर पटना सीटी में ले जाय, या डीघा की तरफ ले जाय, उस स्थिति में सेंटर-पटना इसके इस्तेमाल से बंचित रह जायगा। इसलिये मेरे संशोधन को स्वीकार करने की ज़रूरत है।

DR. V. K. R. V. RAO : In the interest of the future expansion and development of the Library, I am afraid, I am not able to accept the amendment. I shall certainly go there and see what is the position about the area of land that is there. But if the Library needs much more space to grow,

I do not think we should inhibit ourselves against building it at a new place. So, I am unable to accept this amendment.

MR. SPEAKER : I shall put amendment No. 14 to the vote of the House.

*Amendment No. 14 was put and negatived.*

MR. SPEAKER : The question is :

"That clause 14 stand part of the Bill."

*The motion was adopted.*

*Clause 14 was added to the Bill.*

*Clause 15 was added to the Bill.*

**Clauses 16 to 28**

MR. SPEAKER : The House shall now take up clauses 16 to 28 together because there are no amendments to them except by Shri Shiva Chandra Jha. He will move all his amendments to these clauses and speak on them so that we may save on time.

SHRI SHIVA CHANDRA JHA : Sir, I move.

**Clause 16**

Page 6, line 7,—

*after "lines" insert—*

"including the microfilming of rare manuscripts" (15)

**Clause 17**

Page 6, line 24,—

*after "articles" insert—*

"microfilms" (16)

**Clause 18**

Page 6,—

*after line 32, insert—*

"Provided that such sums of money as provided by the Central Government by way of grant, loan or otherwise shall not

be less than 5 lakhs of rupees per year and not less than 5 lakhs of rupees at the initial stage specifically for the construction of the Library building." (17)

#### Clause 20

Page 7, line 26,—

after "year and" insert—

"shall not be" (18)

#### Clause 22

Page 8, line 27,—

after "Government" insert—

"and to the State Government" (19)

#### Clause 28

Page 10, line 16,—

after "used" insert—

"and the number of hours of the day when the library would be open and the Library shall have complete holidays only on January 26, August 15 and October 2." (20)

अध्यक्ष महोदय, क्लॉज 16 में मैं चाहता हूँ कि विषय को थोड़ा साफ करने की दृष्टि से निम्नलिखित शब्दों को जाय—

"including the microfilming of rare manuscripts"

कुछ ऐसी चीजें होती हैं जिनको हम वहाँ पर इस्तेमाल के लिये नहीं ला सकते हैं, जैसे कुछ रेस्त्र-पाण्डुलिपियाँ हैं, जो दुनिया में किसी दूसरी जगह पर हैं, यहाँ उनको नहीं लाया जा सकता है, उनकी माइक्रोफिल्म लाई जानी चाहिये। जब तक ऐसी चीजों को हम अपनी लाइब्रेरी में नहीं लाते हैं, तब तक हमारी लाइब्रेरी अप-टू-डेट नहीं हो सकती है। इस-लिये मैं चाहूँगा कि दूसरे मुल्कों से ऐसी दुर्लभ पाण्डुलिपियों की माइक्रो-फिल्म मँगवाने की व्यवस्था भी की जाय।

क्लॉज 17 में भी मैंने यही संशोधन प्रस्तुत किया है कि "माइक्रोफिल्म" शब्द को जोड़ दिया जाय।

क्लॉज 18 में फाइनेन्स की बात है। सबसे पहले तो मैं यह चाहता हूँ कि पुस्तकालय के लिये मकान का होना बहुत जरूरी है, इसके लिए 5 लाख रुपये की व्यवस्था इनीशियल स्टेज पर ही की जानी चाहिये, साल में कितना रुपया किस समय इस काम के लिए देना है, यह आप बाद में निर्धारित कर सकते हैं, लेकिन पहले मकान अच्छा होना चाहिए। मैं जानना चाहता हूँ कि मकान बनाने के लिए आप कितना रुपया दे रहे हैं। फाइनेन्शियल मैमो-रेण्डम में ग्रांट के तौर पर 3 लाख रुपये का आपने उल्लेख किया है, उसके बाद एक लाख रुपया आप और देंगे, लेकिन इतने से काम नहीं चलेगा। मैं चाहता हूँ कि केन्द्रीय सरकार कम से कम 5 लाख रुपया सालाना लाइब्रेरी को दे। मकान के लिये तो आप फोरन एलान करें कि 5 लाख रुपया उसको दिया जाएगा।

क्लॉज 20 : सब-क्लॉज 2 में मैं चाहता हूँ कि :

after "year and" insert  
"shall not be"

को जोड़ दिया जाय। मान लीजिये केन्द्रीय सरकार ने 2 लाख रुपया दिया, उसमें से डेढ़ लाख रुपया इस्तेमाल हुआ, 50 हजार इस्तेमाल नहीं हुआ। आगामी वर्ष जब दो लाख रुपये देंगे तो उसमें बचे हुए 50 हजार को शामिल नहीं करेंगे। इस रुपये को ग्रांट में से काटा न जाय, इससे लाइब्रेरी के विकास में मदद मिलेगी।

अध्यक्ष महोदय, आम तौर पर आप जानते हैं क्या होता है। ग्रांट केन्द्र सरकार की ओर से आती है, लेकिन इनएफिशियेन्सी, मिस-मैनेजमेंट की वजह से उसका इस्तेमाल नहीं हो पाता है, तो देखने के लिए तो हो जाता है कि 2 लाख रुपया दिया, लेकिन हकीकत में उतना

[ श्री शिवचन्द्र भा ]

इस्तेमाल नहीं होता है। मैं यह चाहता हूँ कि ऐसी जो रकम बच जाय, उसको अगली ग्रान्ट में से न काटें, इससे रकम बढ़ती जायगी और लाइब्रेरी के विकास में फायदा होगा।

क्लाज 22 में आपने व्यवस्था की है कि बोर्ड सेन्ट्रल गवर्नमेंट को रिटर्न, स्टेटमेंट आदि भेजेगा, कितना रुपया आया है, कितना खर्च हुआ है, यह सब हिसाब सेन्ट्रल गवर्नमेंट को भेजा जायगा। मैं चाहता हूँ कि बोर्ड इस हिसाब-किताब को केवल सेन्ट्रल गवर्नमेंट को ही न दे, बल्कि स्टेट गवर्नमेंट को भी भेजे।

28 में मेरा संशोधन है कि जो उसकी सब क्लॉज 2 (ए) है :

"the conditions and restrictions subject to which manuscripts and books in the library may be used ;"

इसमें आप जो रूल्स एंड रेगुलेशन्स बनायेंगे कि लाइब्रेरी का कैसे इस्तेमाल किया जाये, क्या कायदे-कानून होंगे, मैं चाहता हूँ कि उसके बाद आप साफ-साफ यह भी जोड़ दें :

"and the number of hours of the day when the library would be open and the Library shall have complete holidays only on January 26, August 15 and October 2."

कलकत्ते की नैशनल लाइब्रेरी साल में तीन दिन बन्द होती है—एक तो 26 जनवरी को, दूसरे 15 अगस्त को और फिर 2 अक्टूबर (गांधी जयन्ती) को। मैं इसको अच्छा समझता हूँ और चाहता हूँ कि यह जो आप ओरियंटल पब्लिक लाइब्रेरी बनायेंगे वह भी पूरे साल खुली रहे सिवाय इन्हीं तीन दिनों को छोड़कर। इसके अलावा आप समय भी निर्धारित कर दें कि सुबह 8 बजे से लेकर रात दस बजे तक या जो भी समय उचित हो, वह खुली रहेगी। इसके लिए आप नियम बनावें। यही मेरा संशोधन है मैं चाहूँगा कि मन्त्री जी इनका जवाब दें और मंजूर भी करें।

DR. R.K.R.V. RAO : As far as amendment 15 is concerned, the hon. Member will be glad to hear that I am prepared to accept the amendment ; the only thing is that I will put those words within brackets because this sounds as on modern scientific lines. So, these words will be there but they will be put within brackets, I hope the hon. will now be prepared to accept my rejection of the other amendments that he has proposed. I am afraid, none of the other amendments that he has proposed is acceptable to me, because we have not put a minimum financial provision even in the Salarjung Museum Act. I can assure him that as and when requirements are there, we shall try our best to meet those requirements because we are interested in the proper maintenance and development of the Khuda Baksh Library. Therefore, I am not accepting his amendment No. 17. I am afraid I cannot accept his amendment No. 18 because though they are small financial regulations which are going to prevent money getting lapsed, it would mean that there would be an incentive for the organisation not to open the money properly.

श्री शिव चन्द्र भा : उसके लिए एक अच्छा मकान हो, इनीशल स्टेज में उसके लिए आप खास खयाल रखेंगे या नहीं ?

DR. V.K.R.V. RAO : I have gone very much out of my way to accommodate my hon. friend because of the respect that I have for him. I can assure him that when requirements are there, we will see what we can do about them. I am not accepting his amendment No. 18 and nor am I accepting amendment No. 19. I accepted his previous amendment because there it was sending the letter of resignation to the State Government. But here it is a question of accounts. The authority is the Central Government. It will be an institution of national importance. The State Governments have agreed to this particular clause. I am, therefore, unable to accept that amendment.

Regarding holidays, I do not think that it will be proper on the part of Parliament to lay down in an Act on what days the Library shall remain open and on what days it shall remain closed. We can leave it to the good judgement and sense of the Board. I am, therefore, not able to accept that amendment also.

In consequence of the amendment that I have accepted, there will be some consequential amendments. They are purely verbal amendments. If I have your permission, I should like to move them just now nor after...

MR. SPEAKER : After I have finished this. I shall now put to the vote amendments 15, 16, 17.....

DR. V. K. R. V. RAO : I am accepting amendment No. 15 within brackets.

MR. SPEAKER : I shall now put amendment No. 15 to the vote of the House. The question is :

"Page 6, line 7,-

after "lines's insert

"including the microfilming of rare manuscripts." (1)

*The motion was adopted.*

MR. SPEAKER : Now the question is :

"That clause 16, as amended, stand part of the Bill."

*The motion was adopted*

*Clause 16, as amended, was added to the Bill*

MR. SPEAKER : I shall now put amendments 16 to 20 to the other clauses to the vote of the House.

*Amendments No. 16 to 20 were put and negatived.*

MR. SPEAKER : Now the question is :

"That clauses 17 to 28 stand part of the Bill."

*The motion was adopted*

*Clauses 17 to 28 were added to the Bill.*

*(Clause 1—Short title and Commence)*

DR. V. K. R. V. RAO : I beg to move :

Page 1, line 6,—

for "1968" substitute "1969" (2)

SHRI SHIVA CHANDRA JHA : I beg to move :

Page 1, line 5,—

for Public substitute "National" (5)

श्री शिव चन्द्र झा : मैंने कल भी कहा था कि आप "पब्लिक" की जगह पर शब्द "नेशनल" क्यों नहीं रखते हैं ? आप इसका नाम खुदा बक्श ओरियंटल नेशनल लाइब्रेरी क्यों नहीं करते हैं ? इसमें आपको क्या एतराज है ? ओरियंटल शब्द तो रहता ही है, उसके साथ पब्लिक की जगह पर आप नेशनल कर दीजिए । नेशनल डिपार्टमेंट्स के लिए आप कहते भी हैं इसलिए मैं चाहूँगा कि पब्लिक की जगह पर शब्द नेशनल जोड़ दिया जाये ।

DR. V. K. R. V. RAO : This was answered yesterday and this is also part of the record.

MR. SPEAKER : You are not willing to accept it ? No. Now the question is :

Page 1, line 6,—

for "1968" substitute "1969". (2)

*The motion was adopted.*

MR. SPEAKER : Now I will put amendment No. 5 of Shri Shiva Chandra Jha to the vote of the House.

*Amendment No. 5 was put and negatived*

MR. SPEAKER : Now I will put clause 1, as amended, to the vote of the House. The question is :

"That clause 1, as amended, stand part of the Bill."

*The motion was adopted.*

*Clause 1, as amended, was added to the Bill.*

**Enacting Formula**

DR. V. K. R. V. RAO : I beg to move :

Page 1, line 1,—

for "Nineteenth" substitute—

"Twentieth" (1)

MR. SPEAKER : The question is :

Page 1, line 1,—

for "Nineteenth" substitute—

"Twentieth" (1)

*The motion was adopted.*

MR. SPEAKER: Now the question is:

"That the Enacting Formula, as amended, stand part of the Bill."

*The motion was adopted.*

*The Enacting Formula, as amended  
was added to the Bill.*

**Title**

MR. SPEAKER : The question is :

"That the title stand part of the Bill."

*The motion was adopted.*

*The Title was added to the Bill.*

DR. V. K. R. V. RAO : I beg to move :

"That the Bill, as amended, be passed."

MR. SPEAKER : Motion moved:

"That the Bill, as amended, be passed."

MR. Abdul Ghani Dar.

13 hrs.

श्री अब्दुल गनी डार (गुड़गांव) : जनाब स्पीकर साहब, मैं इस बिल के बारे में यह प्रार्थना

करना चाहता हूँ कि कुछ लाइब्रेरियाँ हैं जिनमें ऐसी पुस्तकें हैं जोकि सरकार के विचारों की निन्दा करती हैं और सरकारें तब सोचती हैं कि जो भी किताब सरकार को गिराने वाली हो उसको वह बैन कर दें। मुझे याद है कि मैंने सन् 1943 में जब मुसलमानों ने रावल-पिण्डी में...

[श्री عبدالغنی ڈار (گڑگانوں) جناب سپیکر

صاحب۔ میں اس بل کے بارے میں یہ عرض کرنا چاہتا ہوں کہ کچھ لائبریریاں ہیں جن میں ایسی پستکیں ہیں جو کہ سرکار کے ذہن پرورد کی نیند اکرتی ہیں اور سرکاریں تب سوچتی ہیں کہ جو بھی کتاب سرکار کو گرانے والی ہو اس کو وہ بین کر دیں۔ مجھے یاد ہے کہ میں نے سنہ ۱۹۴۳ میں جب مسلمانوں نے راولپنڈی میں . . . . .

MR. SPEAKER : There are many hon. Members who are wanting to speak. So, we shall now adjourn and meet after lunch. The hon. Member may continue his speech after lunch.

13.01 hrs.

*The Lok Sabha adjourned for Lunch  
till Fourteen of the Clock*

*The Lok Sabha re-assembled  
after Lunch at Five Past  
Fourteen of the Clock.*

[SHRI M. B. RANA in the Chair]

KHUDA BAKSH ORIENTAL PUBLIC  
LIBRARY BILL—Contd.

श्री अब्दुल गनी डार : सभापति महोदय,  
मैं इस बिल की मुखातिफ करने के लिये...

[ شری عبدالغنی ڈار - سبھا پتی ہو دے، میں ]

[ اس بل کی مخالفت کرنے کے لئے ..... ]

श्री मधु लिये (मुंगेर) : सभापति महोदय, आपसे मेरी गुजारिश यह है कि परसों मेरी स्पीकर साहब से बात हुई थी। मैंने प्रिविलेज मोशन दिया था, लेकिन मैंने वचन दिया था कि मैं उसको पहले दिन नहीं उठाऊंगा। इसीलिए मैंने कल उसको नहीं उठाया। मैं जानना चाहता हूँ कि आपको कोई निर्देश या हिदायत क्या स्पीकर साहब ने दिया है कि मैं उसको कब उठाऊँ ? आज उठाऊँ या कल उठाऊँ ? अगर आप मुझको यह बतलायेंगे तो अच्छा रहेगा।

MR. CHAIRMAN : I have not received anything from the Speaker. I shall find out from the Speaker.

श्री अब्दुल गनी डार : मैं इस बिल की मुखातिफ...

[ شری عبدالغنی ڈار - میں اس بل کی ]

[ مخالفت ..... ]

MR. CHAIRMAN : We are now on the third reading. Already, we have exceeded the time allotted. So, hon. Members should be very brief.

SHRI ABDUL GHANI DAR : You had not allowed me in the first reading, and so, I must have the chance on the third reading. Under the rules, you cannot stop me. I want to oppose this Bill.

MR. CHAIRMAN : The hon. Member can oppose the Bill. But there is some time-limit to that. Already, we have exceeded the time allotted.

SHRI ABDUL GHANI DAR : But you should certainly allow me to say something. Otherwise, it is no use my participating in the discussion.

कुछ ऐसे उसूल हैं जिनकी बिना पर मैं इस बिल की मुखातिफ करने के लिये खड़ा हुआ हूँ। पहली बात तो यह है कि इस सोई हुई सरकार को 23 बरस के बाद कैसे यह खयाल आया कि वहाँ एक बड़ा भारी कीमती जखीरा है जो अरबी में है, जो फारसी में है, जो उर्दू में है और उसकी हिफाजत हमें करनी चाहिये क्योंकि यह देश के हित में है। चूँकि बिहार सरकार इसमें फेल हुई है इसलिए हिन्द सरकार उसको अपने कब्जे में लेती है। साथ ही एक लाख रुपये का जो बोझा है उसको भी अपने सर पर लेती है।

दूसरी बात यह कि कोई भी सरकार हो, यह सरकार हो या कोई और, अगर उसकी पालिसी के खिलाफ किसी लाइब्रेरी में, चाहे खुदाबक्श लाइब्रेरी हो चाहे कोई और, किताबें मौजूद हैं तो उसके लिए रुपया खर्च करना उसकी दानिशमन्दी नहीं है। इस बारे में मैं यह दलील दे रहा था कि जब आजादी मिलने वाली थी तब मैंने एक किताब लिखी थी "कांग्रेस इन डेंजर"। उसमें मैंने सिर्फ यह कहा था कि जैसे काश्मीर में नेशनल इंटेंशन के लिये माइनारिटी को मैजोरिटी के बराबर हिस्सा मिला हुआ है उसी तरह से बाकी स्टेटों में भी 50-50 परसेंट दिया जाये। पुलिस और फौज में भी इसी तरह से माइनारिटी को हिस्सा दिया जाये। उस वक्त की सरकार को यह बात सूट नहीं करती थी और मेरी किताब जन्त कर ली गई।

श्री बलराज मधोक (दक्षिण दिल्ली) : बराबर का हिस्सा नहीं मिला हुआ है।

श्री अब्दुल गनी डार : आप मुझको कह लेने दीजिये, उसके बाद अपनी बात कहियेगा। मैं यह अर्ज कर रहा था कि मेरी किताब में



[श्री अम्बुल गनी डार]

कोई बगावत नहीं थी। सिर्फ अपने देश के हित की बातें थीं, लेकिन वह जन्त कर ली गई क्योंकि उस वक्त की सरकार को यह बात पसन्द नहीं थी। मैं डिस्प्लेस्ड पर्सन्स के माने यह समझता था कि वह भी डिस्प्लेस्ड पर्सन्स हैं जो दुश्मनों के हाथों उजाड़े गये और वह भी डिस्प्लेस्ड पर्सन्स हैं जो अपने हाथों उजाड़े गये। लेकिन सरकार को यह बात पसन्द नहीं थी और मेरी किताब जन्त कर ली गई। इस वक्त जो किताबें मौजूद हैं उनमें सेकुलरिज्म नहीं है, सेकुलरिज्म के बिल्कुल विरुद्ध बातें हैं। उसमें है कि सच बोलो और इस सरकार की रग-रग में है कि भूठ बोलो। उसमें है कि न्याय करो, यह सरकार कहती है कि न्याय न करो। उसमें है कि हर मजहब की हर तरह से इज्जत करो और इस सरकार की रग-रग में है कि मजहब की जितनी तोहीन हो सकती है करो। ऐसी हालत में सरकार क्यों एक लाख रुपये का बोझा अपने सिर पर लेती है यह बात मेरी समझ में नहीं आती कि खास तौर पर जब यह सरकार उन लोगों के भरोसे पर है जिन्होंने देश की जंग आजादी के वक्त में पीपल्स वार का नारा लगाया था और हम लोग डू और डाई की बात कह रहे थे। अब 24 साल बाद फिर वह इस सरकार को सहारा देने के लिये आये हैं जो कि माइनारिटी में है। अगर वह इनके खयालात के मुताबिक नहीं चलेगी तो एक मिनट में मारकर निकाल देंगे। जब यह सरकार उनके हाथ में है और उनके मुताबिक चलना चाहती है तब क्यों खामखाह परजिन्नन, अरेबिक और उर्दू की बहुत-सी किताबों की हिफाजत करना चाहती है ?

बोर्ड के बारे में सरकार कहती है कि हम जैसे चाहेंगे वैसे बनायेंगे। मुझे माफ करेंगे अगर मैं कहूँ कि बन्दर को क्या मालूम कि अदरक का मजा क्या होता है। जिनको फारसी अरबी से आशनाई नहीं है उनको अगर बोर्ड में रख दिया जाए तो वे वहाँ जाकर क्या

करेंगे ? सरकार को एक बात बिल्कुल स्पष्ट करनी चाहिए कि जो किताबें भी लाइब्रेरीज में उनकी जो मौजूदा पालिसी है उसके मुताबिक हों चाहें वह फारेन पालिसी हो या होम पालिसी हो और चाहे कुछ भी हो, उनकी ही मदद की जाए और जो इस पालिसी के मुताबिक न हों उनकी मदद उनको नहीं करनी चाहिए। यह इनके हित में है।

अगर आपने लेनी ही हैं और अपनी मौत का आपने सामान करना ही है तो फिर उसको इज्जत से लो। तब फिर थोड़ी सी इधर-उधर देखरेख या थोड़ी-बहुत तबदीली से काम नहीं चलेगा। तमाम लाइब्रेरीज को जैसे कलकत्ते की है या और हैं, उन सबको बिल्कुल एक तीर्थ स्थान आपको बना देना चाहिए और मेरे जैसे जो पागल होंगे वे जाकर उनके दर्शन कर आया करेंगे और जो कम्युनिस्टों के जोर साया होंगे वे नहीं जायेंगे। (इन्टरप्शंस)..... हम जानते हैं कि सरकार इस वक्त सिर्फ कम्युनिस्टों के सहारे चल रही है, वरना सरकार एक दिन के लिए भी नहीं चल सकती है। अगर आप इसको नहीं करते हैं तो इन सब लाइब्रेरीज को एक जगह पर इकट्ठा कर दें और सरकार के जोर साया ऐसी लाइब्रेरीज को रखने की कोई जरूरत नहीं है और न ही उनके लिए कोई स्थान है सिवाय इसके कि उनको एक अजायबघर की तरह से ये सजा दें। मैं समझता हूँ कि बिल्कुल निष्पक्ष ढंग से सरकार को यह सोचना चाहिए। (इन्टरप्शंस)..... कम्युनिस्टों को दुःख है कि मैं खरी-खरी बातें कह रहा हूँ। ये बैंकडोर से राज करना चाहते हैं, बैंकडोर से देश पर कब्जा करना चाहते हैं। हम उनको ऐसा नहीं करने देंगे। यह बात उनके दिमाग से निकल जानी चाहिए। हम फंटे से करना चाहते हैं, इसमें कोई शक नहीं है। हम करेंगे और कोई रोक नहीं सकेगा। हम इण्डोनेशिया की तारीख को याद रखें। श्री एस० एम० बनर्जी रोज चंडूखाने की बात करते रहे हैं और हम बरदाश्त करते रहे हैं।

[کچھ ایسے اصول ہیں جن کی بنا پر میں اس کی مخالفت کرنے کے لئے کھڑا ہوا ہوں۔ پہلی بات تو یہ ہے کہ اس سوئی ہوئی سرکار کو ۲۳ برس کے بعد کیسے یہ خیال آیا کہ وہاں ایک بڑا بجاری زخیرہ ہے۔ جو عربی میں ہے۔ جو فارسی میں ہے۔ جو اردو میں ہے۔ اور اس کی حفاظت میں کرنی چاہئے کیونکہ یہ دیں کے ہت میں ہے۔ چونکہ ہمارا سرکار اس میں نائل ہوئی ہے۔ اس لئے ہندو سرکار اس کو اپنے قبضہ میں لیتی ہے۔ ساتھ ہی ایک لاکھ روپے کا جو بوجھا ہے اس کو بھی اپنے سر پر لیتی۔

دوسری بات یہ کہ کوئی بھی سرکار ہو۔ یہ سرکار ہو یا کوئی اور۔ اگر اس کی پالیسی کے خلاف کسی لائبریری میں۔ چاہے خود بخفی لائبریری ہو چاہے کوئی اور۔ کتابیں موجود ہیں تو اس کے لئے روپیہ خرچ کرنا اس کی دانشمندی نہیں ہے۔ اس بارے میں یہ دلیل دے رہا تھا کہ جب آزادی ملنے والی تھی تب میں نے ایک کتاب لکھی تھی۔ کانگریس ان ڈیمو۔ اس میں میں نے صرف یہ کہا تھا کہ جیسے کاخیمین شین انگریزیشن کے لئے مائٹاریٹی کو مبناری کے برابر حصہ ملا چاہیے۔ اس طرح سے باقی اسٹیوٹ میں بھی ۵۰۔ ۵۰ پر سینٹ دیا جائے۔ اور فوج میں بھی اس طرح سے مائٹاریٹی کو حصہ دیا جائے۔ اس وقت کی سرکار کو یہ بات سوٹ نہیں کرتی تھی اور میری کتاب ضبط کر لی گئی۔

شری بلراج دھوک (دکشن دہلی) :- برابر کا حصہ نہیں ملا چاہیے۔

۱۶ شری عبدالممنی ڈار :- آپ کچھ کہہ کر لینے دیجئے اس کے

بعد اپنی بات بھیجئے گا۔ میں یہ عرض کر رہا تھا کہ میری کتاب میں کوئی بنیاد نہیں تھی۔ صرف اپنے دیش کے ہت کی باتیں تھیں۔ لیکن وہ ضبط کر لی گئی کیونکہ اس وقت کی سرکار کو یہ بات پسند نہیں تھی۔ میں ڈسپلیٹڈ پرسنس کے معنی یہ سمجھتا تھا کہ وہ بھی ڈسپلیٹڈ پرسنس میں جو اپنے ہاتھوں اجاڑے گئے۔ لیکن سرکار کو یہ بات پسند نہیں تھی اور میری کتاب ضبط کر لی گئی اس وقت جو کتابیں موجود ہیں ان میں سیکولرزم نہیں ہے۔ سیکولرزم کے درودھ باتیں ہیں۔ اس میں ہے کہ سچ بولو۔ اور اس سرکار کی دگ دگ میں ہے کہ جھوٹ بولو۔ اس میں ہے کہ نیا نئے کرو۔ یہ سرکار کہتی ہے کہ نیا نئے۔ اس میں ہے کہ ہر مذہب کی ہر طرح سے عزت کرو۔ اور اس سرکار کی دگ دگ میں ہے کہ مذہب کی جتنی توہین ہو سکتی ہو کرو۔ ایسی حالت میں سرکار کیوں ایک لاکھ روپے کا بوجھا اپنے سر پر لیتی ہے یہ بات میری سمجھ میں نہیں آتی کہ خاص طور پر جب یہ سرکار ان لوگوں کے بھروسہ پر ہے۔ جنہوں نے دیش کی جنگ آزادی کے وقت پیمس دار کا فخر لگایا تھا اور ہم لوگ ڈو آر ڈائی کی بات کہہ رہے تھے۔ اب ۴۲ سال بعد پھر وہ اس سرکار کو سہارا دینے کے لئے آئے ہیں جو کہ مائٹاریٹی میں ہے۔ اگر وہ ان کے خیالات کے مطابق نہیں چلے گی تو ایک منٹ میں مائٹاریٹی نکال دیں گے۔ جب یہ سرکار ان کے ہاتھ میں ہے اور ان کے مطابق چلنا چاہتی ہے۔ تب کیوں خواہ مخواہ پریشین، عریک اور اردو کی ست سی کتابوں کی حفاظت کرنا چاہتی ہے۔

بوزد بے بارے میں سرکار کہتی ہے کہ ہم جیسے چاہیں گے



उनका बहुत बड़ा कलैक्शन वहाँ पर प्राचीन इतिहास पर है। राहुल सांकृतायन भी एक बहुत बड़े स्कालर हो गुजरे हैं। वह कई बार तिब्बत गए और वहाँ से तीन सौ खच्चरों मनुसक्रिप्ट की और माइक्रो-फिल्म की भर कर लाए। उनका कलैक्शन भी पटना में है। मैं यह चाहता हूँ कि यह जो लाइब्रेरी है यह सही अर्थों में ओरिएण्टल लनिंग का केन्द्र बने और इसमें कई विंग बना दिये जायें। मेरा सुभाव होगा कि एक विंग तो जायसवाल विंग हो, एक विंग राहुल सांकृतायन विंग, एक विंग खुदा बक्श विंग हो और इस प्रकार यह जो लाइब्रेरी है यह केवल अरेबिक और परशियन तक ही सीमित न रहे बल्कि जितना भी ओरिएण्टल लिटरेचर है और उस पर जितना भी साहित्य उपलब्ध है और खासकर जो पटना में ही उपलब्ध है वह सब इस लाइब्रेरी के अन्दर उपलब्ध हो। सेंट्रल गवर्नमेंट इसको ग्रांट देगी। वहाँ पर माइक्रोफिल्मिंग हो, या साइन्टिफिक ढंग से पाण्डुलिपियों का प्रिजर्वेशन होगा, उनकी रक्षा की जाएगी और मैं चाहता हूँ कि इस प्रकार की और भी जा पुस्तकें हैं, जो लिटरेचर है, उनकी भी रक्षा हो। मैं चाहता हूँ कि सही अर्थों में यह ओरिएण्टल लाइब्रेरी बने और उसका एक बड़ा भारी केन्द्र बने। इस के अन्दर बाकी कलैक्शंस जो पटना में अवेलेबल हैं और जो बाहर भी अवेलेबल हैं, उनके संरक्षण की व्यवस्था भी यहाँ की जाए ताकि सही अर्थों में यह राष्ट्रीय संस्था बन सके।

बिल में कहा गया है कि लोगों को नामिनेट किया जाएगा, केन्द्रीय सरकार भी करेगी, प्रान्तीय सरकार भी करेगी, और ऐसे लोग होंगे जिनको लाइब्रेरी साइंस का ज्ञान हो, जिनको एडमिनिस्ट्रेशन का ज्ञान हो। यह सब ठीक है। परन्तु उनको लिटरेचर के बारे में भी ज्ञान होना चाहिए, इतिहास के बारे में भी ज्ञान होना चाहिए। लेकिन इस प्रकार की कोई चीज नहीं कही गई है। मेरा सुभाव यह है कि इसमें जिन लोगों को नामिनेट किया

जाए, उनमें मुख्य रूप में वे लोग होने चाहिए जिनकी क्वालिफिकेशन यह हो कि वे विद्वान हों संस्कृत, फारसी, अरेबिक, चाइनीज, जैपनीज, पाली आदि भाषाओं के। अगर उन को ज्ञान है और वे इतिहासज्ञ हैं तो बहुत लाभ होगा। केवल किताबों और अल्मारियों को ठीक तरह से रखा जाए और उनकी सफाई ठीक हो, यह काफी नहीं है। वहाँ पर किस प्रकार का साहित्य पड़ा हुआ है, उनको यह भी पता हो, उसका क्या लाभ उठाया जा सकता है, यह भी वे जानते हों। इस वास्ते मैं सुभाव देना चाहता हूँ कि बोर्ड जो हो उसमें विद्वान और अच्छी क्वालिफिकेशंस वाले लोग रखे जायें।

देश के अन्दर कई संस्थाएँ इस प्रकार की हैं जिनको आप नेशनल इंडोटेस की संस्थाएँ बना रहे हैं। उन पर आप खर्चा भी करते हैं और वहाँ जो साहित्य है उसका प्रिजर्वेशन भी करते हैं। परन्तु उनका लाभ क्या हो रहा है, इसको भी आप देखें। भारत को आजाद हुए 22 साल हो गए हैं। लेकिन आज भी कालेजों और स्कूलों में कीनसी हिस्ट्री पढ़ाई जाती है। वही पढ़ाई जाती है जो बी० एस० स्मिथ ने लिखी थी। पचास साल पहले जो हिस्ट्री लिखी गई थी वही आज भी पढ़ाई जाती है। उन्हीं चीजों को आज भी दोहराया जा रहा है। यह कहा जाता है कि किसी देश के इतिहास को नष्ट कर दो तो वह राष्ट्र नष्ट हो जाता है। अंग्रेजों ने हमारे राष्ट्र को, हमारे नेशनलिज्म को नष्ट करने के लिए हमारे इतिहास को नष्ट किया। लेकिन हमें 22 सालों के अन्दर नेशन को बनाने के लिए जो कुछ करना चाहिए था हमने नहीं किया। हमें चाहिये था कि इतिहास के बारे में हम शोध करवाते। आज भी हमें पढ़ाया जाता है कि आर्य लोग बाहर से आये। दुनिया जानती है कि ऋग्वेद के अन्दर कहीं भी इस प्रकार का एवीरेंस नहीं मिलता कि आर्य लोग सेंट्रल एशिया से आए या कहीं और से आए। डा० सम्भूषानन्द बहुत बड़े विद्वान थे। उन्होंने

[श्री बलराज मधोक]

किताब लिखी है, आर्यों का आदि देश... (इंटरप्राइज) यह अनपढ़ लोगों की बात नहीं है। कुछ पढ़कर आओ, तब बात करो। हाउस के अन्दर इस प्रकार के लोग आ जाते हैं जिनके लिए काला अक्षर भैंस बराबर होता है। उनसे क्या बात करूँ? मैं डा० राव से बात कर रहा हूँ—

SHRI AMRIT NAHATA (Barmer) :  
Who has given you the right to prostitute  
history ?

श्री बलराज मधोक : आपके सामने तो काला अक्षर भैंस बराबर है। आप मस्त रहो। देश के अन्दर बहुत-सा साहित्य तैयार हुआ है। डा० ए० सी० दास की पुस्तक है, डा० सम्पूर्णानन्द की पुस्तक है, आर्यों का आदि देश। इसी प्रकार की बीसियों पुस्तकें लिखी गई हैं। और भी रिसर्च हुआ है और इंटरनल एवीडेंस जो है वह भी मौजूद है। इस सबके बावजूद क्यों अंग्रेजों ने जो एक बात कह दी, उस पर ही हम चिपके हुए हैं। अगर वे अपने-आपको आर्यों का वंशज मानते और यह कहते कि आर्य बाहर से नहीं आए तो उनका अपमान होता। उन्होंने कहा कि सेंट्रल एशिया से ही नहीं, आर्य लोग स्कैंडेनेविया से, यूरोप से, हंगरी से आए। उनको लगता था कि ऐसा कहना उनके अपने हित में है। अब जबकि हम आजाद हो चुके हैं तो क्या भारत सरकार ने कोई स्कालर बिठाये कि वे रिसर्च करें, पता लगायें कि तथ्य क्या है, एवीडेंस को देखें और ठीक बात का पता चलायें। आजकल क्रोनो-लोजी इस आधार पर चलती है कि सिकन्दर हिन्दुस्तान में 322 बी० सी० में आया। इसके आधार पर कहा जाता है कि बुद्ध 520 बी० सी० में हुआ। टी० एल० शाह ने महारमा बुद्ध का समय 1800 बी० सी० बताया है।

महाभारत पाँच हजार साल पहले लिखी गई थी। इस प्रकार से भारतीय स्कालर्ज ने जिन चीजों की खोजबीन की है उनको न मानकर जिन्होंने सिकन्दर के भारत पर आक्रमण को क्रोनोलोजी का शीट एंकर कहा है, उसको ही आधार मानकर चला जा रहा है। आप सोचते नहीं हैं कि भारतीय क्रोनोलोजी के बारे में पुनर्विचार आप करें। हमारे देश में बड़े-बड़े स्कालर मौजूद हैं। क्या भारत सरकार ने इस बारे में कुछ किया है? मैं चाहूँगा कि भारत सरकार इम संस्था को भारतीय इतिहास के बारे में शोध का केन्द्र, रिसर्च का सेंटर, बनाये। हम लोगों को समझना चाहिए कि हमारे बारे में अंग्रेज या जर्मन जो कुछ कह गये हैं, वही वेद-वाक्य नहीं है। भारत के स्कालर्ज ने आर्यों के ओरिजिन और क्रोनोलोजी के बारे में जो कुछ कहा है, उस पर विचार किया जाना चाहिए, ताकि हम अपने बच्चों के सामने भारतीय इतिहास को सही अर्थों में पेश कर सकें। यह कहने का कोई अर्थ नहीं है कि हम भारतीय ट्रेडीशनल को नहीं मानते हैं। संसार के हर एक देश का इतिहास उसकी ट्रेडीशनल से शुरू होता है। इसलिए हमारे लिए भारतीय ट्रेडीशनल का बहुत महत्व है। इस दृष्टि से इस ओरिएंटल लाइब्रेरी को केवल एक लाइब्रेरी न बनाये रखकर इसको एक रिसर्च सेंटर बनाया जाये, जिसमें भारतीय ट्रेडीशनल, साहित्य और इतिहास के बारे में शोध हो। वहाँ पर अच्छे योग्य स्कालर रखे जायें, ताकि हमारे रुपये का सदुपयोग हो और जो काम भारत सरकार ने अब तक नहीं किया है, वह अब शुरू हो सके।

मुझे आशा है कि मंत्री महोदय मेरे इन सुझावों को स्वीकार करेंगे।

श्री रामजी राम (धकबरपुर) : सभापति महोदय, मुझे इस पिलर के पीछे सीट दी गई

है, जिससे मैं आपको देख नहीं पा रहा हूँ। मेरे साथ ग्रन्थाय किया जा रहा है।

**श्री स० मो० बनर्जी (कानपुर) :** माननीय सदस्य भी नरसिंह अवतार की तरह इस पिलर को तोड़कर सामने आ जायें।

**श्री रामावतार शास्त्री (पटना) :** सभापति महोदय, अभी प्रोफेसर बलराज मधोक ने अपना भाषण प्रारम्भ करते हुए कहा कि खुदाबक्श ओरियंटल लाइब्रेरी में दूसरी भाषाओं की पुरानी पुस्तकें रखी जायें, श्री काशीप्रसाद जैसवाल की रचनायें भी वहां रखी जायें और राहुलजी की रचनाओं और पांडुलिपियों आदि को भी वहां स्थान दिया जाये। उन्होंने यह बहुत सही बात कही है। इतने दिनों के बाद मैंने आज ही उनसे एक सही बात सुनी है।

**श्री बलराज मधोक :** शुक्र है !

**श्री रामावतार शास्त्री :** मुझे तो ऐसा लगता था कि वह जो कुछ भी कहते हैं, वह गलत ही होता है।

**श्री अमृत नाहाटा :** माननीय सदस्य राहुल सांकृत्यायन का नाम सुनकर बहक गये हैं। जो कुछ उन्होंने कहा, वह गलत है।

**श्री रामावतार शास्त्री :** उन्होंने प्रारम्भ में जो कुछ कहा, मैंने उसके बारे में कहा है।

**श्री अमृत नाहाटा :** वह भी गलत था।

**श्री रामावतार शास्त्री :** यह प्रसन्नता की बात है कि इस हाउस के सभी दलों के सदस्यों

ने इस बिल का स्वागत किया है। लेकिन जो लोग यहां इस बिल का समर्थन कर रहे हैं और जो समझते हैं कि इस लाइब्रेरी को विकसित करने से लाभ होगा, उनसे मेरा निवेदन है कि उर्दू, फारसी या अरबी का नाम आने पर या मुसलमानों का नाम आने पर वे नाक-भों सिकोड़ने की कोशिश न करें। जिस सूबे से मैं आता हूँ, जहां यह लाइब्रेरी स्थित है, वहाँ 1967 में उर्दू भाषा के विरुद्ध एक आन्दोलन शुरू किया गया और उस प्रश्न को लेकर खूबेजी की गई। मेरा निवेदन है कि इस तरह की फूट डालने वाली बातें, एक भाषा विशेष और जाति विशेष के प्रति नफरत फैलाने वाली बातें बाहर न की जायें।

**श्री बलराज मधोक :** ज्ञान किसी भी भाषा में हो, वह ज्ञान ही होता है।

**श्री रामावतार शास्त्री :** ऐसा करने पर ही इस बिल के समर्थन का कुछ मतलब होगा। उर्दू भाषा में बहुत बड़ा साहित्य है, बहुत पुस्तकें हैं। मैं इस प्रश्न में नहीं जाता कि उर्दू भाषा नयी है या पुरानी। लेकिन यह तथ्य है कि इस भाषा का साहित्य बहुत रिच है। हमारी आजादी के आन्दोलन में उर्दू भाषा और उसके साहित्य ने बहुत महत्वपूर्ण भूमिका अदा की थी। इकबाल की इस कविता से कौन परिचित नहीं है : “सारे जहाँ से अच्छा हिन्दुस्तान हमारा, हम बुलबुलें हैं इसकी यह गुलिस्तां हमारा।” उन्होंने इस भाषा के माध्यम से देश की गरिमा को बढ़ाया और देश की भावनात्मक एकता पर बल दिया।

**श्री स० मो० बनर्जी :** उन्होंने यह भी लिखा, “पत्थर की मूरतों में समझा है तू खुदा है, स्लाके बतन का मुझको हर जर्जर देवता है।”

**श्री बलराज मधोक :** लेकिन क्या माननीय सदस्य यह नहीं जानते हैं कि इकबाल ने

[श्री रामावतार शास्त्री]

यह भी लिखा था, "मुस्लिम हैं, हमबतन हैं सारा जहाँ हमारा" ?

श्री रामावतार शास्त्री : जो लोग उर्दू भाषा और मुस्लिम अवाम के प्रति नफरत की भावना पैदा करते हैं और दंगे करवाते हैं, उनसे मेरा नम्र निवेदन है कि जब वे इस बिल का समर्थन कर रहे हैं, तो मेहरबानी करके वे बाहर इस तरह का विषैला प्रचार करके देश की एकता को छिन्न-भिन्न न करें, हमारे देश की आजादी को कमजोर न करें और हमारे देश के दुश्मन को मदद न पहुँचायें।

उर्दू भाषा हमारे देश की भाषा है। आज जो लोग इस बिल का समर्थन कर रहे हैं, वे कहते हैं कि उर्दू भाषा पाकिस्तान की भाषा है या केवल मुसलमानों की भाषा है। मैं निवेदन करना चाहता हूँ कि उर्दू भाषा इस देश के आठ करोड़ लोगों की भाषा है।

एक माननीय सदस्य : बारह करोड़ की।

श्री रामावतार शास्त्री : यह बारह करोड़ लोगों की भाषा है, जबकि मुसलमान केवल छः करोड़ हैं। इस प्रकार उर्दू उन छः करोड़ लोगों की भी भाषा है, जो मुसलमान नहीं हैं। उर्दू केवल मुसलमानों की भाषा नहीं है, बल्कि हिन्दी, बंगला, उड़िया, मराठी और असमिया की तरह वह भी हिन्दुस्तान की अपनी एक भाषा है।

श्री बलराज मधोक : क्या हिन्दुस्तान के छः करोड़ मुसलमानों की भाषा उर्दू है? क्या तमिलनाडु और केरल के मुसलमानों की भाषा उर्दू है? स्थिति यह है कि तमिलनाडु

के मुसलमानों की भाषा तमिल और केरल के मुसलमानों की भाषा मलयालम है। माननीय सदस्य जो कुछ कह रहे हैं, वह गलत है, वह कम्युनलिज्म है, वह एक कम्युनल एपरोच है।

श्री अमृत नाहाटा : "इनक्लाब जिन्दा-बाद" सारे हिन्दुस्तान का नारा है और वह उर्दू का नारा है।

श्री रामावतार शास्त्री : श्री मधोक की स्वयं की भाषा उर्दू है।

श्री बलराज मधोक : मेरी भाषा पंजाबी है, लेकिन चूँकि हमारे यहाँ उर्दू चलती थी, इसलिए मैंने अपनी शिक्षा उर्दू में प्राप्त की है।

श्री रामावतार शास्त्री : यदि बिहार में अंजुमन तरक्की-ए-उर्दू और दूसरे लोग यह आन्दोलन करते हैं कि उर्दू को उचित स्थान दिया जाये, स्कूलों में उसकी पढ़ाई की व्यवस्था की जाये और राशन कार्ड तथा वोटर्स लिस्ट आदि उर्दू में छापे जायें, तो जनसंघ के भाइयों को उसका विरोध नहीं करना चाहिए, लेकिन बदकिस्मती से उन लोगों ने उसका विरोध किया और रांची में दंगे करवाये।

श्री बलराज मधोक : माननीय सदस्य रांची के दंगों के बारे में रिपोर्ट को पढ़ें। उस रिपोर्ट ने उन दंगों के लिए आप लोगों पर दोष लगाया है, हम पर नहीं।

श्री रामावतार शास्त्री : आवश्यकता इस बात की है कि इस लाइब्रेरी में पांडुलिपियों और पुस्तकों आदि में बुद्धि की जाये। और अगर उसमें और ऐड करने की बात हो तो उससे मेरा मतभेद नहीं है। मेरा केवल इतना निवेदन है बार-बार कि उर्दू का शब्द जहाँ आएँ, धरबी का, फारसी का या मुसलमान का

शब्द प्राये वहाँ मेहरबानी करके साम्प्रदायिकता की बात न फैलाए। कल इनकी पार्टी के सदस्य जो बोल रहे थे माननीय श्री बेणीशंकर शर्माजी, उन्होंने कहा कि इसका नाम बदल दिया जाय। क्यों बदल दिया जाय, क्या इसका अर्चित्य है नाम बदलने का ?

इन शब्दों के साथ मैं समझता हूँ कि जिस तरह की भावना का परिचय यहाँ हम तमाम लोगों ने दिया है उस भावना का परिचय हम बाहर भी दें और उस लाइब्रेरी की तरक्की में हम आगे बढ़ें। उसमें जरा चेतन्यता लाने की कोशिश करें ताकि हिन्दुस्तान की सभ्यता, हमारी संस्कृति आगे बढ़े और दुनिया में हमारा नाम रोशन हो कि हिन्दुस्तान सचमुच में एक सेकुलर डेमोक्रेसी को मानने वाला है। मैं इस बिल का तहेदिल से समर्थन करता हूँ।

श्री शिव चंद्र शा : सभापति जी, बहुत सी बातें तो सामने आ गई हैं। बड़ी-बड़ी बातें आ गई हैं। लेकिन सवाल यह आता है इस सरकार के सामने कि और महकमों की जिस तरह की बातें हैं, उसी तरह कहीं ऐसा न हो कि यह बड़ी-बड़ी बातें कागजों में ही पड़ी रह जायें। उनके कार्यान्वयन में ढिलाई और सुस्ती होने लगे। इसका ख्याल सरकार को रखना होगा। इस दृष्टिकोण से मेरा पहला सुझाव है कि यह बिल पास हो जाने और कानून बनने के बाद सरकार एक समय निर्धारित करे कि इतने वक्त तक हम यह काम कर देंगे। मकान बनाने का काम या पांडुलिपि संग्रह करने का काम यह सब काम इतने-इतने समय के भीतर हम कर देंगे, इसके बाद यह प्रोग्राम रहेगा इस लाइब्रेरी को बढ़ाने का। यह मुर्तबी इसके लिए चाहिए।

दूसरा मेरा सुझाव यह है कि बोर्ड आफ डायरेक्टर्स तो अपनी जगह पर होगा लेकिन स्पाट पर जो लाइब्रेरियन होगा वह विद्वान ज़रूर हो लेकिन साथ-साथ यह भी ख्याल रखा जाय कि उसमें इनीशिएटिव हो। वह

लाइब्रेरियन इनीशिएटिव लेकर काम करे। किसी तरह की सुस्ती लाइब्रेरी में न आने पाए, कोई ढिलाई न आने पाए और जो मकसद है उसको सामने रखकर वह काम करे। वह जिसको डायनेमिक कहते हैं उस तरह का इनीशिएटिव लेकर काम करने वाला लाइब्रेरियन होना चाहिए।

तीसरी बात यह है कि बावजूद इन बातों के आर्थिक बातें ऐसी होती हैं कि जिनसे पुस्तकालय का आगे बढ़ना या और विभागों के अन्दर विकास होने का काम ठप हो जाता है। तो आर्थिक बातों में सरकार ध्यान दे अर्थात् पैसा सरकार देती रहे। केन्द्र सरकार इसका ख्याल रखे। उसमें कंजूसी न करे। आपकी कटौती करनी है तो कटौती के और बहुत से महकमे हैं, बहुत से प्राइम्स हैं। उनमें आप कटौती करिए। लेकिन खुदाबक्श लाइब्रेरी को जो अनुदान देना है उसमें कटौती न करें। इसका सरकार ख्याल रखे कि आर्थिक धरातल पर कहीं लाइब्रेरी का काम रुकने न पाए।

चौथी और आखिरी बात मैं कहना चाहता हूँ कि इतनी बातें हुई खुदाबक्श साहब के मुताल्लिक, लेकिन मैं सरकार से पूछना चाहता हूँ कि कोई भी पब्लिकेशन, या कोई भी काम्प्रोहेंसिव जीवनी खुदाबक्श साहब की है आपके पास ? जिस तरह से दादा भाई नौरोजी की जीवनी आपने निकलवाई है, सी० प्रार० दास की निकलवा रहे हैं और दूसरे राष्ट्रीय नेताओं की निकलवा रहे हैं उसी तरह से मेरा सुझाव है कि काम तो हों, लेकिन उनके साथ-साथ खुदाबक्श साहब का एक ग्रन्थ रिसर्च वर्क, उनकी एक काम्प्रोहेंसिव जीवनी सरकार निकाले। साथ-साथ यह भी ज़रूरी है कि इस भावना को, इसके महत्व को तो आपने बताया लेकिन उस चिराग को जलाए रखने के लिए मेरा एक सुझाव यह भी है कि खुदाबक्श लाइब्रेरी या इस ट्रस्ट की तरफ से एक ऐसे कम्पीटीशन या पब्लिकेशन कम्पनी-



[श्री शिव चन्द्र भा.]

टीशन निकलवाया जाय। इसकी तरफ से एक ऐसा कम्पीटीशन सारे देश में हो पुराने हमारे देश के इतिहास पर या हिन्दुस्तान की संस्कृति पर, इसके मुताल्लिक भी आप सोचें कि साल में एक ऐसा कम्पीटीशन हो जिसमें कि आप एक हजार या दो हजार रुपये का प्राइज चला दें तो यह चिराग जो जलाने जा रहे हैं, यह रोशनी और आगे जायेगी, सुदूर देहात तक, देश के कोने-कोने तक यह रोशनी जायेगी। यही मेरे सुभाव हैं और मैं उम्मीद करता हूँ कि मंत्री महोदय इन पर ध्यान देंगे। इन शब्दों के साथ मैं तहे दिल से इस बिल का स्वागत करता हूँ और सरकार को मावधान करता हूँ कि इसके काम में कहीं मुस्ती न आए, दिलाई न आए।

**श्री बि० प्र० मंडल (माधेपुरा) :** सभापति महोदय, हम लोग तो पटना के हैं, इसको जानने वाले हैं। हम लोगों को दो मिनट आप देते हैं यह काफी नहीं है।

खुदाबक्श लाइब्रेरी को मैं वचन से जानता हूँ। मुझे मालूम नहीं कि हमारे माननीय मंत्री और इनके प्रेडीसेसर जो त्रिगुण सेन साहब हैं उन्होंने आखिर इसमें क्या पाया जो इस लाइब्रेरी को इतना प्रीडामिनेंस दिया, प्रेफरेंस दिया जबकि पटना में डा० सच्चिदानंद सिन्हा लाइब्रेरी भी एक है। डा० सच्चिदानंद सिन्हा 1885 ईस्वी से कांग्रेस मैन रहे हैं और उन्होंने अपनी सारी प्रापर्टी उस लाइब्रेरी को दे दिया और जबकि उसी बिहार में डा० श्रीकृष्ण सिन्हा लाइब्रेरी भी है। इनको सेलेक्ट न करके आपने खुदाबक्श लाइब्रेरी में क्या पाया जो उसे सेलेक्ट किया यह मैं समझ नहीं सका। पटना कालेज के बगल में यह लाइब्रेरी है, जब हम वहां पढ़ते थे तो सुनते थे कि इसमें बहुत पुरानी मॅन्यूस्क्रिप्ट है लेकिन आज तक एक भी फ़ादमी को हमने उस लाइब्रेरी में घुसते नहीं देखा चाहे हिन्दू हो या मुसलमान हो... (व्यवधान)... यह जाते होंगे।

सभापति महोदय, यह अच्छी बात है कि जो घूल में या गर्द में पड़े हुए हों उनको ऊपर उठाया जाय और लाल को या जवाहर को परखने वाले मिनिस्टर महोदय को मैं उसके लिए धन्यवाद देता हूँ। यह अच्छी बात है। मेरा सुझाव केवल यह है कि हम उसका स्वरूप सेकुलर स्टेट जो हमारी है, उसके मुताबिक कर दें। उसमें अगर सिर्फ परशियन का ही कुछ संग्रह हो, जैसा कि हम सुनते हैं कि उसमें कुछ फारसी और उर्दू का संग्रह है तो अगर ऐसा हो तो उसके साथ-साथ उसमें हिन्दी, संस्कृत, बंगला, तामिल, तेलगू और बाकी सब लैंग्वेज की पुस्तकें भी होनी चाहिए जिससे कि सेकुलर स्वरूप उस लाइब्रेरी का हो... (व्यवधान)... सभापति जी, इसके साथ-साथ हमारा यह कहना है कि खुदाबक्श लाइब्रेरी के साथ-साथ हमारी सरकार को चाहिए कि वह और जो वहाँ पर लाइब्रेरीज पब्लिक इम्पाटेंस की पटना में है, डा० सच्चिदानंद सिन्हा लाइब्रेरी, डा० श्रीकृष्ण सिन्हा लाइब्रेरी इन पर भी नजर फेरे, इनको भी देखे जरा क्योंकि डा० सच्चिदानंद सिन्हा की जो लाइब्रेरी पटना में है वह एक यूनिक लाइब्रेरी है, उसमें यूनिक किताबें हैं। डा० सच्चिदानंद सिन्हा हमारी कांस्टीट्यूट भ्रसेम्बली के प्रेसीडेंट थे। 1885 से वह कांग्रेस मैन भी थे और उन्होंने अपनी सारी जायदाद जो 50-60 लाख रुपए की जो भी थी, सारे जीवन की कमाई उन्होंने इसी लाइब्रेरी को दे दी। तो हम उम्मीद करेंगे कि खुदाबक्श पब्लिक लाइब्रेरी के साथ-साथ गवर्नमेंट ऐसा बिल बनाती जिसमें इन दोनों लाइब्रेरियों को भी आप लेते तो मैं आपको धन्यवाद भ्रदा करता। जरा आप ही बतायें कि आपने इस लाइब्रेरी में क्या पाया जो सबको छोड़कर खुदाबक्श लाइब्रेरी को आपने लिया? इतना कहकर मैं अपनी बात समाप्त करता हूँ।

DR. V. K. R. V. RAO : Mr. Chairman, Sir, my hon. friend Shri Abdul Ghani Dar talked about some book of his being proscribed. I do not know, if it is not proscribed, I shall try and see that a copy of

the book is placed in the Library. If it is prescribed. I do not know. If it is not proscribed, I am afraid, I cannot do anything about it.

As far as the Board of Management is concerned, there will be people who will not be just professional librarians but who will also know something about literature and languages like Persian, Arabic, Sanskrit, etc. etc. I would only like to point out that a professional librarian is not a person who only keeps the place clean. Actually, the Khuda Baksh Library is essentially a library of very old manuscripts. You require a great deal of technical skill in seeing that all those manuscripts are properly preserved. It is not so much the knowledge of literature or the knowledge of the language as competence in seeing that proper preservation is made of these very ancient manuscripts. That is the reason why the Bill was drafted as it is. I have already taken the point and I will see that not only professional librarians but also people who have the knowledge of literature and language will find a place in the Board.

Then, the suggestion that has been made by my hon. friend Shri Madhok is an interesting one, that the Library should not only consist of Arabic, Persian and Urdu books with which we start and that it should also include some other languages and some other collections. I am prepared to consider the suggestion. But I want to point out here that this Library is not intended to merely preserve what is already there. We want it to be a developing Library. We do not want merely to preserve what has already been collected by Khuda Baksh and his father. We want to develop it. That is why we want to make it an institution of national importance. Patna itself, I think, requires a first class Oriental Library. It is a very good Library. The suggestion made by my hon. friend Shri Madhok will be taken into account.

Now, my hon. friend Shri Ram Astar Shastri brought in the whole subject of Urdu and Jana Sangh, this and that and so on. I do not know why we should get into this debate everytime when it is not relevant. I can understand when the subject is relevant. But I should like to point out that Urdu is a recognised language. The

Government of India is making a special provision for the development of Urdu language. I think, the honourable House is aware that I have taken special interest myself in the particular subject and, in all fairness, not that I am a lover of the Members in the Opposition, the hon. Members who have spoken from the Opposition side, belonging to all political parties, have welcomed it and are very glad that Urdu, Persian and Arabic manuscripts are going to be looked after. All that I have suggested is, in addition, they must also take other languages into account to which, I am sure, there will be no objection at all.

My hon. friend, Shri B. P. Mandal asked as to why only the Khuda Baksh Library has been taken. He was trying to throw the responsibility on my hon. colleague Dr. Triguna Sen who is sitting next to me and on myself. Actually, I may tell him that it was in the Third Session of the Lok Sabha, when neither he nor I were Members of the Lok Sabha, let alone I being the member of the Treasury Benches, that the choice of this Library was made. It is a Library containing very rare manuscripts and we find a great deal of neglect going on in the matter of preserving the old manuscripts. That is the reason why it was taken up. As regards the other library mentioned by him, the Sachidanand Library, named after Shri Sachidanand Sinha who was a very distinguished and noble citizen of this country and who was a very scholarly person, I have no doubt that it is a great library of literature and the other manuscripts that are available.

My own inclination is that this Library develops specially from the point of view of manuscripts, not so much from the point of view of printed books, available in various languages in different neighbouring parts of the country. So, this Library will become really a big regional centre, not merely a Library for Patna, for manuscripts in different languages and it will be used by scholars in that part of the country.

Finally, my hon. friend Shri Shiv Chandra Jha wants me to be a good boy to follow it up. I shall try my best. I cannot guarantee all the time that I shall be a good boy. But I shall try my best to follow it up and take follow-up action.

Both of us are interested in this. He is a scholar because he has written books and I have read them and I can also call myself one in so far as I have written books. I shall try my best to take necessary follow-up action.

With these words, I have great pleasure in requesting the House to pass the Bill, as amended.

MR. CHAIRMAN : The question is :

"That the Bill, as amended, be passed"

*The motion was adopted.*

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14.45 hrs.

#### OILFIELDS (REGULATION AND DEVELOPMENT) AMENDMENT BILL

THE MINISTER OF PETROLEUM & CHEMICALS AND MINES & METALS (DR. TRIGUNA SEN) : I beg to move:

"That the Bill further to amend the Oilfields (Regulation and Development) Act, 1948, be taken into consideration."

Under Entry 53 of List I—Union List—of the Seventh Schedule of the Constitution of India, legislation towards regulation and development of oil-fields and mineral oil resources continues to be the responsibility of the Union Government. This responsibility had been borne even earlier by the Union Government and the Oilfields (Regulation and Development) Act was enacted in 1948 for the purpose. The Petroleum & Natural Gas Rules, 1959, framed under sections 5 and 6 of the said Act, and amended from time to time, stipulated that royalty at the rate of Rs. 7.50 per metric tonne of crude oil and casing-head condensate and at 10 per cent of the value at the well-head of the natural gas obtained by the lessee, shall be paid.

The Prime Minister has now been pleased to give her award which provides for an increase in the rate of royalty payable for crude oil, etc., from Rs. 7.50 to Rs. 10.00 per metric tonne, with effect from 1st January,

1968. This enhanced rate has, therefore, to be applied not only to leases granted in future but also retrospectively to all leases with effect from 1st January, 1968. Now to give legal implementation to the Award, the Government have been advised that it is necessary to make appropriate provisions in the Act itself for imposing a liability to pay enhanced rate of royalty in the leases. Hence, this amendment.

The Bill incorporates a small amendment in the existing statute. I hope that the same will meet with the approval of all sections of the House.

SHRI SRINIBAS MISRA (Cuttack) : On a point of order. This Bill provides for collection of taxes...

AN HON. MEMBER : Royalty.

SHRI SRINIBAS MISRA : Taxes are also there. It is said here, 'the levy and collection of royalties, fees or taxes ...'.

This is purely a Money Bill, whatever may be the original Act. But the recommendation of the President is not there. Article 117(1) says :

"A Bill or amendment making provision for any of the matters specified in sub-clause...shall not be introduced or moved except on the recommendation of the President and a Bill making such provision shall not be introduced..." etc.

I do not find the recommendation of the President in this Bill.

MR. CHAIRMAN : We have got Bulletin Part II, dated the 15th May, in which the Vice-President acting as President has given his recommendation.

SHRI SRINIBAS MISRA : That is all right.

MR. CHAIRMAN : Motion moved : "That the Bill further to amend the Oilfield (Regulation and Development) Act, 1948, be taken into consideration." Mr. Hazarika.

**SHRI J. N. HAZARIKA (Dibrugarh) :** This Bill has been introduced to show that the royalty in the real sense is to be enhanced from Rs. 7.50 to Rs. 10. Though it is seemingly so, I do not think that the real royalty is being proposed to be enhanced by this Bill. Sir, now oil is mostly available in Assam which is a very backward State. The Wanchoo Committee recently reported that Assam is one of the backward States. Only yesterday Government informed the House in reply to a question that Assam is a backward State. Assam being a backward State, more priority should be given to it than to those States which are advanced.

**SHRI S. M. BANERJEE (Kanpur) :** Sir, I rise on a point of order. Yesterday I wanted to raise it but I could not do so because we were just having the obituary references. Sir, we do not know whether some people who have gone out of the Congress, have formed a group in the name of Congress. I have nothing against Dr. Ram Subhag Singh but the whole thing is that it is something strange, rather ridiculous that the ruling Party is Congress and the Opposition is also Congress. Of course, the Election Commission has decide which is the Congress now. I admit they have all been elected on a particular symbol—right from Mrs. Indira Gandhi to Dr. Ram Subhag Singh. But they have actually bifurcated and the reasons are known to everybody. They claimed to be 64, but yesterday the voting figure showed 50 or 52. Whatever it is, they are more than the required number for an Opposition Party—I admit.

Now, the point is that there was a ruling given by Shri Mavlinkar previously and the ruling was that if a motley group of some people want to join together and form into a group, they shall not be recognized as the official Opposition group. For instance, Dr. Karni Singh and his group in which my friend, Shri Tenneti Viswanatham, is also there, claimed to be much more than the Swatantra Party in number and they requested the hon. Speaker, your predecessor, repeatedly that they should be recognised as the official Opposition Party because they were more, but they were not recognised on the one ground that they did not fight the election on a particular symbol. Of course,

that does not apply here. Here they contested on the same symbol. But in a House of 520, how can the ruling Party be the Congress and the Opposition Party also is Congress. It is a contradiction. If they can possibly call themselves 'Congress' and add something just like when the Communist Party divided, one was called CPI and the other was CPI(M). we can understand that. (Interruptions) I do not attribute motives to any one. The question is very simple. I want to have a ruling from you or from the hon. Speaker if you cannot decide it. If they want to declare that they are Congress and these people are also Congress and in between there is no opposition, we are all wiped out. We cannot understand this that the Ruling Party is Congress and the opposition is also Congress. They should call themselves Congress (Nijalingappa) and Congress (Indira Gandhi). That I can understand. There must be something. There should be some name to this Party. Otherwise, the Swatantra Party, though I dislike them from the very core of my heart, is Party No. 1.

**SHRI SEZHIYAN (Kumbakonam) :** In this connection, I would suggest for the convenience of the Members that the CPP can be called the Congress Party in Power and the others can be called the CPO or the Congress Party in opposition.

**SHRI S. M. BANERJEE :** Some new name should be given to them. I want your ruling on this.

**श्री अब्दुल गनी डार (गुडगांव) :** आपके रुलिंग देने से पहले मैं कहना चाहता हूँ कि श्री बनर्जी जानते हैं कि काँग्रेस टिकट पर जो कामियाब हुए। .. (व्यवधान)

[श्री عبدالغنی ڈار: آپ کے روٹنگ دینے سے پہلے میں کہنا چاہتا ہوں کہ شری بنرجی جانتے ہیں کہ کانگریس ٹکٹ پر جو کامیاب ہوئے۔۔۔۔۔]

**श्री अब्दुल गनी डार :** मैं इस रूलिंग में श्रीबनर्जन साहब की मदद करना चाहता हूँ।

[श्री अबदुल गनी डार]

कम्युनिस्ट पार्टी हकीकत में मुल्क को अपने हाथ में लेना चाहती है। कौन नहीं जानता कि इस वकत तक काँग्रेस पार्टी वही है जिसके प्रेसीडेंट श्री निजलिगप्पा हैं। ... (व्यवधान)

[شری عبدالغنی ڈار :- میں اس روٹنگ میں جبریں  
 معاحب کی مدد کرنا چاہتا ہوں۔ کیونست پارٹی حقیقت  
 میں ملک کو اپنے ہاتھ میں لینا چاہتی ہے کون نہیں جانتا  
 کہ اس وقت تک کانگریس پارٹی وہی ہے جس کے  
 پریسڈنٹ شری نجلنگپا ہس (دیودھان) ]

**SHRI S. M. BANERJEE :** Why should he bring in Nijalingappa's name here ? He is not a Member of this House. We are not talking of Nijalingappa here.

सभापति महोदय : मि० डार, आप बैठ जाइए ।... (व्यवधान)

SHRI ABDUL GHANI DAR : I am addressing the Chairman and not Shri Randhir Singh.

श्री रणधीर सिंह (रोहतक) : ये कांग्रेस से फँके हुए हैं। ये तो गंध हैं जोकि कांग्रेस से फँके हुए हैं।... (व्यवधान)...

SHRI ABDUL GHANI DAR : I protest against what he is saying. I am addressing the Chairman.

SHRI N. K. P. SALVE (Batul) : I  
rise on a point of order...

MR. CHAIRMAN : Let me dispose of one point of order, and then he can raise his point of order.

श्री अम्बुल गनी डार : जिस पालियामेन्ट्री बोर्ड ने इनको नामजद किया उससे ये बागी हो गए। इधर के लोग वफादार हैं। और जो वफादार हैं वही कांग्रेस है।... (व्यवधान)...

बाकी वे बागी हैं, देशद्रोही हैं, कम्युनिस्टों के भरोसे पर हुकूमत करना चाहते हैं।... (व्यवधान)...

[شری عبدالغنی ڈار:- جس پارلیمنٹری بورڈ سے ان کو نامزد کیا اس سے یہ باغی ہو گئے۔ ادھر کے لوگ دفا دار ہیں اور جو دفا دار ہیں وہی کانگریس ہے۔ (دیودھان) ... باقی دے باغی ہیں۔ دیش درودھی ہیں۔ کیونٹیوں کے بھروسہ پر حکومت کرنا چاہتے ہیں... (دیودھان) ...]

SHRI N. K. P. SALVE : I rise on a point of order. MR. CHAIRMAN : Let me dispose of one point of order. Then he can raise his point of order.

**SHRI TENNETI VISWANATHAM**  
(Vishakhapatnam): May I make a sub-  
mission ?...

MR. CHAIRMAN : No, I do not want to hear any more on this.

**SHRI DHIRESWAR KALITA** (Gauhati) : On a point of order...

MR. CHAIRMAN ; No, I am not allowing it.

**SHRI DHIRESWAR KALITA :** I am raising a point of order, and you will have to hear it.

**MR. CHAIRMAN :** Let me dispose of one point of order and then I shall hear him. First, I have to give my ruling on the point of order raised by Shri S. M. Banerjee.

**SHRI S. M. BANERJEE :** Shri Abdul Ghani Dar is the manager of the Syndicate.

**SHRI ABDUL GHANI DAR :** He is the back-door stabber.....

**SHRI SRINIBAS MISRA :** Before you give your ruling on the point of order, we

want to submit on the point of order from different angles.

MR. CHAIRMAN : I have to give my ruling on this point of order first. If he has another point of order, he can raise it afterwards.

SHRI SRINIBAS MISRA : I want to make a submission on this point of order from other angles.

MR. CHAIRMAN : There is only one angle.

SHRI YOGENDRA SHARMA (Begusarai) : A very important issue has been raised in this House by way of this point of order. You should kindly hear the various points of view on this.

MR. CHAIRMAN : The point of order is this that the Congress Party has split up into two, and the other side is sitting opposite near the Opposition. The very fact that seats have been allotted to them by the Speaker shows that the Speaker has recognised this party.

SHRI S. M. BANERJEE : Under what name ?

MR. CHAIRMAN : They have called themselves 'Congress-Opposition'. That is the name given in the letter.

SHRI SRINIBAS MISRA : You are giving your ruling without hearing us ?

SHRI RANDHIR SINGH : They are the loyal Opposition to our Party.

SHRI YOGENDRA SHARMA : May I know whether one party can be simultaneously a party in power and also a party in the Opposition ?

SHRI DHIRESWAR KALITA : The same party cannot be in the Government and in the Opposition. How can you give this ruling ?

SHRI YOGENDRA SHARMA : I want your ruling as to whether the same party can be in Government and also be simultaneously in the Opposition. This is a point for your ruling.

SHRI S. M. BANERJEE : You may refer the matter to the Attorney-General.

MR. CHAIRMAN : This is not to be referred to the Attorney-General. It is a matter for the Speaker to decide in his own authority as the head of this House that these people will be recognised ; they have been allotted seats because they have been recognised by him. Whether they belong to one party or another does not come in here.

SHRI SRINIBAS MISRA : Will the Speaker recognise us if we sit on the Treasury Benches ? Will I be justified in sitting there and asking for recognition ?

15 Hrs.

MR. CHAIRMAN : If he applies, then he may.

SHRI SRINIBAS MISRA : That right cannot be given to the Speaker. The Speaker is not allowed to do like that.

MR. CHAIRMAN : The Speaker's ruling cannot be challenged in this House.

SHRI SRINIBAS MISRA : It is a question of the people, the constituents who have elected the people as the Opposition and as Government. They are in power and also in the Opposition. Bullocks are here and bullocks are there, and where are we to go ? We are the Opposition really ? On both sides, we find bullocks.

SHRI P. M. SAYEED (Laccadive, Minicoy and Amindivi Islands) : What is the name of that party ?

SHRI SRINIBAS MISRA : We are making a travesty of democracy.

SHRI SEZHIAN : May I know whether the party's name is Congress-Opposition ? Congress-Opposition would mean that the party will be perpetually in Opposition.

SHRI S. M. BANERJEE : They can do one thing.

MR. CHAIRMAN : I do not want to hear any more on this.

**SHRI S.M. BANERJEE:** I am not raising any controversy. I bow to your ruling. Since the seats have been allotted, and the Swatantra is there, the Sangh is there and the Syndicate is there, they can call themselves the 'Syndicate Ltd'. That should be the proper name.

**SHRI RANDHIR SINGH :** They are the most loyal Opposition to our party.

**श्री अब्दुल गनी डार :** \*\*

**श्री स० मो० बनर्जी :** \*\*

**MR. CHAIRMAN:** Order, order. These observations will not be recorded.

*Interruption)*

Order, order. If Shri Abdul Ghani Dar goes on in this manner, I shall not allow him to speak for ten days. Let him resume his seat now.

**श्री कंवरलाल गुप्त (दिल्ली सदर) :** चैयरमैन साहब डिफिकल्टी में हैं कि काँग्रेस किसको कहें। इनको कहें या उनको कहें। 21 की वकिंग कमेटी में 10 इन लोगों के साथ थे और 11 उनके साथ। यह 10 नम्बरी काँग्रेस में हैं।

**SHRI SRINIBAS MISRA :** I am moving a motion to the effect that the entire conversation and cross-talk between Shri Dhar and Shri S. M. Banerjee be expunged because it was so vulgar.

**MR. CHAIRMAN :** I have already said that those remarks should not be recorded.

**SHRI J. N. HAZARIKA :** In this Bill, it is proposed to raise the royalty from Rs. 7.50 to Rs. 10 per metric tonnes. In the real sense, there is no increase. The Assam Government used to get Rs. 11.65 per tonne of crude oil before. Thereafter, Oil India came in the public sector. The refineries did not want to pay more of royalty. Therefore, there had been a serious objection from the Government of Assam. The Assam Government wanted acceptance of a liberal royalty rate, say, Rs.

15. But the Government of India very vehemently opposed it. Then Government of India as well as the Government of Assam agreed that the price should be formulated by the Prime Minister. This was in 1962. That Prime Minister is no longer there in this world. Since 1962 many years have passed. The rate should have been reasonably altered. Rs. 10 is not at all sufficient and is no encouragement to a poor State like Assam. Therefore, this rate of Rs. 10 per metric tonne should be revised and there should at least be a moderate increase to Rs. 12.50.

There is a lot of controversy about the pricing of oil. As you know, many things have been said concerning the pricing of crude oil, indigenous and imported. Ultimately, of course, something is decided. But we are concerned here with indigenous oil. I appeal to the Government that Rs. 10 per tonne is really very insufficient because oil is now being struck in very thickly populated areas, very well-developed areas of cultivation and other surface properties. People there have been gravely affected. In my own constituency, Oil India has got all the wells dug. Many people have been displaced from there. They have not been well-compensated. Even if you pay ten times compensation for the property lost by them, that will not be real compensation because they have had to leave their hearths and homes and go elsewhere. Elsewhere also they are not being provided properly. Many of them are in the forests. Forest land is not available to them. The Forest Department does not allow them to occupy that land even for a day. Unclassed forest land is not available to them. Revenue land is not available to them. Even wasteland is not given to them. There are many people who have been gravely affected in this way. But if thereby the State Government is benefited, they are prepared to suffer.

They have been giving voluntarily their land to Oil India. Likewise, they also gave voluntarily lands, rather homes, to the defence department when there was Chinese aggression. When there was required land for military purposes, people voluntarily came forward to give their land. By all

these acts the whole of India, not only Assam, will benefit. The demand of the Government of Assam for increased royalty on crude is quite justified and if you make it just Rs 10/- per tonne, you will be doing an injustice to the claim of the people of Assam and their Government.

In my constituency the fertiliser plant is coming up in the public sector and people are happy. They are giving their lands as in the case of O.I India for exploring oil. There have not been adequately compensated. There are a number of representations pouring in and their claims were not settled in a fair and just manner; they were not even heard. I hope the home Minister will direct the Oil India Corporation and the refineries as well as Oil India where they have a majority share as also the Fertiliser Corporation at Namrup to consider the claims of the affected persons fairly and justly. In conclusion, if the Bill is amended I shall support it; if the schedule is not amended on the lines I suggested, I shall oppose it.

**SHRI BISWANARAYAN SHASTRI** (Lakhimpur): I rise to support this Bill. It is a consequence of the revision of royalties which is paid to the different States where oil is drilled. Previously royalty was paid at the rate of Rs 7.5 per metric tonne and after a review the rate has been raised to Rs. 10 from 1st January 1968. The Government has come forward with this Bill to enable them to pay this enhanced royalty to the different oil producing States and so that they could also fix and collect fee, etc. from the parties who are drilling oil in different State. In Oil India Ltd. the Government of India have fifty per cent shares and the agreement entered into by the Government of India with that company provides that the financial directors should always be from the B.O.C. The foreign company took advantage of this provision to manage things in such a way that huge amounts had been diverted to foreign countries.

I do not see any reason why it should not be merged with the Oil and Natural Gas Commission, which is a national organisation, and which is also doing similar work in other parts of the country. What is the reason behind it that the BOC which is the dominant partner in Oil India Limited

is entrusted with the task of drilling oil in certain parts of our country? I suggest, therefore, that the Government should make up its mind to nationalise that company also. In other words, I would like to suggest that Oil India Limited should be merged with the Oil and Natural Gas Commission so that the benefit can be ploughed back to this country for the larger benefit of the people.

So far as the royalty is paid to the States is concerned, it is not quite sufficient. So far as my State of Assam is concerned, quite a good number of wells have been drilled there and oil is also being drilled from these wells, and as a result, the lands which have been cultivated by the cultivators have been taken away; the cultivators have been evicted from those lands and they are to be resettled somewhere else. It has become a burden on the slender resources of the Government of Assam. Therefore, I would like to suggest that the royalty that is to be paid to the Assam Government should be increased; as has been suggested by my friend Shri Hazarika, it should be at least Rs. 12.50 so that there is some compensation that the State Government can have from oil companies and with those amounts, the State Government can do something for the rehabilitation of those people and do other beneficial work for the benefit of the people.

Therefore, while supporting this Bill, I would only suggest these two things; that the Government should nationalise the oil industry and along with it, they should increase the rate of royalty from Rs. 10 to Rs. 12.50. With these words, I support the Bill.

**SHRI R. K. AMIN** (Dhandhuka): Mr. Chairman, Sir, I understand that this Bill is a necessary consequence of fixation of royalty, because of the Prime Minister's award, that is, the price be raised from Rs. 7.50 to Rs. 10. So, it has been necessary to introduce this Bill.

Now, if this is the only reason and that is why this Bill is introduced, there is nothing to oppose on our part provided the hon. Minister is ready to consider it as a temporary measure. Because the present system is basically wrong, if we allow this system to continue, from time to time we will have



[ Shri R. K. Amin ]

such Bills before Parliament and we will have to amend them from time to time and without our having any opportunity on the part of Parliament to discuss the merits of case. Instead of that, what I suggest is that this may be considered as a temporary measure and the Ministry should be ready to introduce a permanent Bill in which the system of fixation of royalty should be revised.

You may ask why I consider this system as a wrong one, and why I want a new system which will change the basic pattern. For example, from time to time, the Prime Minister will decide and give her award as to what is the right price or royalty. It may be that a State might be with the Congress and the Centre also may be with the Congress and they might offer the job of fixing the royalty to the Prime Minister and she might accept it also. But now we know that all the States are not Congress States ; some States may be or may not be having Congress Governments. Which Congress also is a doubtful thing. In that system, if it is handed over to the Prime Minister to decide at what level the royalty should be fixed, probably you will be handing over too much political power and executive power to the hands of the Prime Minister. Any State with a non-Congress Government will be in difficulty. Even political power is likely to be misused in fixing the royalty. It may be said, "If you side with me, I will give you a higher price. Otherwise, I will give you a lower price." Such a possibility must be removed.

When the Prime Minister gives the award, because she is the Leader of the House and when it comes before the House, it becomes difficult for us to change it. One has to take it for granted. There is no basis or principle involved in its fixation. One has merely to say whether he agrees or disagrees. Why should this situation prevail where Parliament has no say and only the executive has a say ?

The principle which has been accepted is also wrong. While fixing the price it may well be the case that the price for Gujarat is higher and that for Assam is

lower. When royalty is to be paid you say it is Rs. 10 for both States. Even if the value of the rupee goes down, only Rs. 10 will be paid for 4 or 5 years. Therefore, royalty should be as a percentage of the value of the oil or gas, so that even when the price or value changes you need not revise the royalty. It shall continue to be the same percentage as before, whether it is 10, 15 or 20 per cent.

You are fixing the royalty in the case of natural gas and oil. But there are other States which have other natural resources. Why should you adopt a separate principle for those States ? I recommend that there should be an independent body for fixing the royalties of all the natural resources available in the country, whether it is coal, oil, natural gas or any other thing. If there is an independent body, some coordination will be maintained between the different royalties paid for different natural resources. Such an independent body will also ensure that it is taken out from the Prime Minister's fold and from the political sphere.

I once again submit that this Bill should be considered as a temporary measure and after a year or two, the hon. Minister should bring out a permanent measure incorporating the system of paying royalties as a percentage of the value and also setting up an independent body for fixing the royalties for different natural resources in a coordinated manner. If that assurance is given, I have no objection in accepting the Bill.

\*SHRI G. VISWANATHAN(Wandiwash): Mr. Chairman, Sir, though there was inordinate delay in introducing the system of interpretation of southern regional languages into English and Hindi, I am grateful to the hon. Speaker and to his Secretariat for having extended to us this facility of speaking in our mother-tongue. (Interruptions)

The Oilfields (Regulation and Development) Amendment Bill, 1969 has been introduced in this House today and through this Bill the royalty payable for crude oil has been increased from Rs. 7.50 to Rs. 10.00

\*The original speech was delivered in Tamil.

per metric tonne. This enhanced rate is made applicable retrospectively from January, 1, 1968. This Bill has been brought forward after a delay of two years. In spite of that, I extend my support to this measure.

Under sub-section 3 of Section 6A of this Bill it is stated :

"Notwithstanding anything contained in sub-section (1) or sub-section (2), no royalty shall be payable in respect of any crude oil, casing-head condensate or natural gas which is unavoidably lost or is returned to the reservoir or is used for drilling or other operations relating to the production of petroleum or natural gas, or both."

I specifically refer to this provision because I feel that this puts a premium on wastage. As a Member of the Public Undertakings Committee I happened to tour Gujarat. We saw many oil installations of O.N.G.C. in Gujarat. We found to our dismay that natural gas was being wasted unnecessarily. We saw the natural gas burning into smoke and becoming part of blue clouds. I request that the Ministry should find out some method of conserving this gas so that it can be sold to people as a fuel or possibly it can be exported also. This natural gas being wasted now should be converted into a revenue-earning product. I request that the Ministry should take proper steps in this direction.

I would refer now to some of the grievances conveyed to us by the agriculturists of Gujarat, whose land was being acquired by the Government of the purpose of oil exploration. Firstly, the Government is acquiring more than the required area of land for this purpose. Secondly, the compensation paid to them is insufficient; the compensation is not being paid in proportion to the value of land acquired. Thirdly, even this small compensation is not paid in time; it takes years for the agriculturists to get this money. They are made to suffer both ways—they lose their land and they don't get money also in time.

As I come from a family of agriculturists I can boldly say that an agriculturist will never be prepared to part with even a cent of land to anyone. Here, land in excess

of the requirement is acquired. I bring to the notice of the hon. Minister these grievances and request him to see that land in excess of requirement is not acquired from the agriculturists. They should be paid the compensation in time.

I will now come to another important point. All of us know that our country is rich in its natural resources. Now, it has been proved beyond doubt that India can become self-sufficient in oil in not too distant a future. That means India is rich in its oil resources. We have been hearing about off-shore drilling in Cambay for so many years. We do not know whether we have succeeded in exploring oil there. Cambay and Assam are not the only parts in India where oil is available. Sometime back, exploratory work was undertaken in the Cauvery Sedimentary Basin. It is not that wherever you drill you will get oil. You may be disappointed in some wells. But we should continue to explore the adjoining areas. I would like to mention here the need for conducting geological survey more extensively throughout the country. In whatever region it may be, if there is a slight indication of oil, then the Government should make intensive efforts of exploration there.

With these words, I support this Bill and conclude my speech.

**SHRI S. M. BANERJEE:** Sir, we are thankful to the chair for this achievement of the Lok Sabha Secretariat. I hope interpretation in other languages will also follow soon.

**SHRI V. KRISHNAMOORTHY** (Cuddalore): Sir, we are very much indebted to the hon. Speaker as well as the Government for providing simultaneous translation of these languages.

**SHRI RANDHIR SINGH:** There should be arrangement for the simultaneous interpretation of the Harayanvi language also.

**SHRI DHIRESWAR KALITA** (Gauhati): Sir, I wanted to speak in Assamese.

**MR. CHAIRMAN:** Please speak in English.

**SHRI DHIRESWAR KALITA :** There is no provision for simultaneous translation of Assamese ; so, with this protest. I am speaking in English.

I welcome this Bill brought forward by Dr. Triguna Sen. I want to preface my speech by saying something about Assam. Assam is the main oil-bearing State in India and had the opportunity of having the first refinery in India as also the first public sector refinery. Last month 9 lakh people of Assam went to jail for demanding a second public sector refinery. The Government of India had set up an expert committee to go into this. The expert committee has submitted its report but the decision of the Government has not yet been announced in this behalf. I would request the hon. Minister that the Government of India should announce the decision within a short period of time so as to mitigate the grievance of the people of Assam.

According to statistics supplied by Government of India, Assam has at present 68 million tonnes of crude oil. For so many years the Government of Assam has been demanding a revision of the royalty on it. The Government of India ultimately sent it for an award to be given by the Prime Minister. The Prime Minister has come out with an award of Rs. 10. Instead of Rs. 7.50 now they have increased it to Rs. 10. The Government of Assam was demanding Rs. 15 as royalty but they have given only Rs. 10.

You know, Sir, Assam is a backward State. It has got rich potentialities but no industry. Even the tea gardens, which are owned by the British or the Indian monopolists of the Syndicate and Swatantra side, have their head offices in Calcutta. Even income-tax goes somewhere else and not to Assam, because the headquarters are situated either in Calcutta or in Patna or in Bombay.

Geographically, Assam is a valley in between two hills. It is a small State with a small population. But it has rich potentiality under the soil of Assam, of oil, coal and other minerals. Assam has always been suffering and paying the highest. The Government of India has now increased

the royalty of Rs. 10 per metric tonne. I am afraid, consequently, the oil price will also rise. I apprehend that. Today, in Assam, we are paying the highest for any oil product, for kerosene, for petrol, for diesel, though we produce crude, refine crude and we sell it. But we pay the highest according to the Persian Gulf Parity Theory, the Supplemental Agreement, which has been in existence since 1961 between the Oil India Ltd. and the Government of India.

This Agreement should be changed. I have been demanding in this House for the revision of the pricing system for which the Shantilal Shah Committee was appointed to fix an award. The report has been submitted to the Government on which they have not yet taken any decision. They should do something about that.

What I am apprehensive of this is that with an increase of Rs. 10 royalty, though the Assam Government may get more money, the consumer in Assam will have to pay more. The rise in the rate of royalty may result in the rise in price of finished product. So, I want an assurance in this House that the Government of India will not allow any increase in the price of any finished product.

I do not want anything more to add. While welcoming the Bill, I want the hon. Minister to clarify the points that I have made.

**\*SHRI J. H. PATEL (Shimoga) :** Mr. Speaker, Sir, I am grateful to you for the opportunity you have given me to speak in this House and that too in my own regional language, Kannada.

Since I came to this House, I have been agitating for the introduction of simultaneous translation of the speeches rendered in regional languages. At long last this scheme has now been introduced. I should be thankful to the Ex-Speaker Mr. Sanjiva Reddy and also the ex-Deputy Speaker Mr. Khadiolkar who heeded to my appeal for the introduction of simultaneous translation. My persistent appeal has borne fruit.

\*The original speech was delivered in Kannada.

Now that we can speak in our regional languages in this House, it will be possible for us to express our view points in our own languages. For the ex-Speaker Mr. Sanjiva Reddy, ex-Deputy Speaker, Mr. Khadilkar as also to the Secretary Mr. Shakhder, I owe a deep debt of gratitude for the arrangements that they have now made for introducing this simultaneous translation of regional languages.

श्री रणधीर सिंह (रोहतक) : "हरियाणवी" भाषा में भाषण दिया ।

SHRI HEM BARUA (Mangaldai) : While congratulating the hon. Speaker for having introduced simultaneous interpretation for different Indian languages, I would say that it was a mistake on his part not to have introduced it for Assamese and Oriya...

AN HON. MEMBER : Bengali also.

SHRI HEM BARUA : For Bengali, it is not there ! Provision should have been made for all these languages.

MR. CHAIRMAN : I expect the hon. Member to speak on the Bill before the House.

SHRI HEM BARUA : About this Bill, although the enhancement of the royalty is not in commensurate with the demand made by the Governments of Gujarat and Assam, I would welcome this Bill with mixed feelings. I have some serious objections to certain provisions in the Bill.

The rate of royalty in respect of any mineral oil is not to exceed 20 per cent. Why do you fix the maximum like that ?

There is another thing. The enhancement of the royalty rate was to be discussed after four years. I would like the Government to reconsider this and consider enhancement of the rate after every one year.

There should be some status attached to the award given by the Prime Minister. The award was given by the Prime Minister, late Shri Jawaharlal Nehru, in 1962. Then it

was stipulated in the agreement that there would be revision after four years. But unfortunately it has taken a longer time than that. That was stipulated in 1962, and now it is 1969. I am happy to find that retrospective effect is going to be given to this from January 1968 ; that is a well come thing.

Whenever there is discovery of oil in any part of the country, instead of delegations being forced to go to Delhi to plead for enhancement of royalty, Government that this should enhance the royalty immediately because that is due to them. After the award given by late Shri Jawaharlal Nehru in 1962, after a lapse of four years, the representatives of the Governments of Assam and Gujarat had to come to Delhi and press the Ministry for enhanced rate. Whatever that might be, the thing is this is an anti-socialist Bill ; this is not a socialist Bill. I would urge upon the Government to nationalise the entire oil industry. Unfortunately certain agreements were entered into with some foreign companies during the time of Mr. Malaviya who was supposed to be a great socialist ; by that great socialist some agreements were entered into with foreign oil companies giving benefits only to the foreign companies and not to India ; the Indian interests were sacrificed.

I would like to say another thing. Assam is a poor State. The Assam Government are forced to utilise the revenues of the State in various matters. Now the problem of unemployment is getting more and more intensified in the State. Assam produces oil. It is quite natural for the people living in Assam to demand a higher royalty. The Assam Government demanded Rs. 12.50 per metric tonne, and that was brushed aside. I would request the Government to reconsider this demand and increase the royalty to Rs. 12.50 as demanded originally by the Government of Assam. I know, during the last Budget, there was a deficit, so far as Assam Government was concerned, to the tune of Rs. 50 crores. Now, if you do not pay the necessary royalty, the legitimate royalty to the State that produces the crude oil, we shall have doubts about the *bona fides* of this Government.

\*The hon. Member did not furnish the Hindi and English translation of his Speech.

[Shri Hem Barua]

Now, there is another thing. There are new oil fields discovered in the State at Lakwa, Rudrasagar, Dum Duma, Nazira and Teok and the people of Assam are legitimately demanding a second oil refinery in the public sector in order to process the crude oil that is available in the State. Even there is no announcement. I would urge upon Dr. Triguna Sen who belongs to Assam and is very sympathetic—I know he is a dynamic man—to make an announcement here and now that Assam is going to get the second oil refinery as demanded. When the experts committee was appointed, I have congratulated Dr. Triguna Sen for appointing that experts committee. But the experts committee were asked to take into account two oil fields only. What about the other oil fields like Dum Duma, Nazira and Teok? They have not taken these oil fields into account. I would urge upon the Government in consideration of the paucity of finances from which the Assam Government is suffering, to increase the royalty to Rs. 12.50 per tonne. At the same time, I would urge upon the Government to nationalise the entire oil industry so as to plough back the money into the field of development so far as oil and other avenues of life are concerned.

Thank you, Sir.

SHRI NAMBIAR (Tirupchirappalli): Sir, when you called me, I was away to the doctor. I was not doing well. Even now I am not well.

AN HON. MEMBER: He can take rest.

SHRI NAMBIAR: Though I am not well, I would like to speak a few words due to my desire to impress upon two important points. This announcement of royalty is a good thing. We accept it. However, unfortunately, the oil refineries are not so bad, but the oil exploration is done very badly. Recently I had an occasion to visit some of these oil drilling areas and oil production centres. But, with all respect to the hon. Minister here, I have to submit that the Oil and Natural Gas Commission is not at all working satisfactorily. We had an occasion to go to their headquarters and discuss with them. What all had been done in the Committee need not be revealed now at this stage, but my opinion is that the

Oil & Natural Gas Commission requires a very good prodding. If necessary, the chief of it must be changed. I am told that the time has come for him to retire or to leave. If that is so, it is better if he is relieved so that the ONGC is saved. My reason is this. The relation that they have with the labour is such that it is beyond description. There is no labour code or rule or any provision of the labour regulation is being followed in the ONGC with the result that the labour is very much discontented and there was a big strike, lock outs and so many troubles. Similarly, the scientists and technicians are very much discontented. Hence the hon. Minister now in charge of it may be pleased to look into this question and see that the ONGC is saved.

Further, with regard to the drilling operation, I have to submit that it is not properly done. We have defective machinery and rigs and we have defective electro-logging system with the result that the wells are not properly tested. Testing takes months together and what happens is that the wells which are drilled after spending several millions of rupees are treated as useless. We know the case of Karaikal. We have many other cases in the south in the Cauvery basin. Cauvery basin is considered to be one of the most prospective areas for the discovery of oil. From the seismographic survey it was found out that there are very favourable structural features. But when we drilled wells, we found all of them dry. This is due to bad drilling, bad equipment and bad management. We can go only to areas where we could get oil. They are digging these wells, getting a little oil and boasting that they are reducing very much oil. There is no use in resting content with going to a place where you get oil just on the roadside. In Ankolewar, we could find oil on the road side. It is a very comfortable arrangement one could ride a good car, not even a jeep and reach there; all equipments could be transported easily there. But we have to explore and carry out test drilling in places which are remote. Though it is a difficult operation, that sort of tapping has to be done.

So far as the Kaveri basin is concerned, surveys show that there is a scope for discovering sufficient quantity of oil there. Efforts were also made. But our ONGC is paying lip-sympathy to the south. So far as the south is concerned perhaps ONGC may not like that the south should produce oil. If this is so, we

will have to probe into the matter. We have to look into the very composition of ONGC.

I had raised this question in a letter to the Minister with a copy to the late lamented Chief Minister of Madras. I wanted him to take of interest in the matter. I am pursuing the matter with the present Chief Minister of Tamil Nadu.

In making the remarks I did, I was not making a general attack. I would therefore request the Minister to look into these matters, first, the question of labour relations, second, drilling for oil in the south, particularly the Kaveri basin and Godavari basin where there are prospects of considerable reserves and third, overhauling the administration of ONGC. The top executive of this organisation is a person who is about to retire. If so, make him retire and see that labour-management relations are well placed so that ONGC may be a great boon to the country.

I have no objection to the enhanced royalty rates proposed as the States exchequer will benefit thereby.

**श्री छ० म० केवरिया (मांडवी) :** सभा-पति जी, आपने मुझे जो मौका दिया उसके लिए मैं आपका बड़ा अनुगृहीत हूँ। माननीय मन्त्रीजी के प्रति मेरी श्रद्धा और विश्वास होते हुए भी, आज यह सरकार जो नीति अपना रही है, खास तौर पर गुजरात के लिए ... (व्यवधान) ... गुजरात के सम्बन्ध में सरकार जो नीति अपना रही है उस पर मेरा बड़ा रोष और विरोध है। इस बिल में बताया गया है कि हर चार साल में सरकार रायलटी के रेट के बारे में सोचेगी। इसके लिए यह बिल लाया गया है। पहले जो नेहरू एवार्ड हुआ था उसकी अवधि पहली नवम्बर, 1966 को समाप्त हुई। वर्तमान प्रधान मंत्री को चाहिए था कि वे फौरन ही रेट्स फिक्स कर देतीं, लेकिन उन्होंने रेट्स को फिक्स करने में जो देरी लगाई उससे गुजरात की सरकार को बड़ा नुकसान उठाना पड़ा। रायलटी का रेट साढ़े सात रुपए से बढ़ाकर दस रुपए मीट्रिक टन जो किया गया उसको पहली जनवरी, 1968 से लागू किया गया। इसके कारण पहली नवम्बर, 1966 से लेकर 31 दिसम्बर,

1968 तक गुजरात सरकार को करीब-करीब 85 लाख रुपये का नुकसान हुआ। जब आप कहते हैं कि रिट्रास्पेक्टिव इफेक्ट देना चाहिए तो फिर सही बात यह है कि जब नेहरू एवार्ड की अवधि पूरी हुई थी तभी से एनहैंस्ड रेट देना चाहिए था। लेकिन ऐसा नहीं किया गया। इस प्रकार से सरकार की जो विलम्ब की नीति है उसके कारण राज्य तथा जनता को नुकसान सहन करना पड़ता है। आज आपकी सरकार कहती है कि हम सोशलिस्टिक हैं लेकिन जब जनता को सोशल जस्टिस न मिले तो फिर आप कैसे कह सकते हैं कि हम प्रोग्रेसिव हैं। इस दृष्टि से मैं इस बिल का विरोध कर रहा हूँ।

अगर आप देखें तो मिडिल ईस्ट में जो फुल पोस्टेड प्राइस दी जाती है वह साढ़े 12 और 15 परसेंट के बीच में दी जाती है : गुजरात और आसाम सरकारों ने भी फुल आयल की रायलटी के रेट्स के बारे में यही मांग की थी लेकिन प्राइम मिनिस्टर ने आर्बिट्ररीली दस रुपये ही दिए। वह भी हमने स्वीकार कर लिए। लेकिन अगर आप देखेंगे तो हमारे गुजरात में जो परसेंटेज आफ प्रोडक्शन है वह इस प्रकार से है।

अंशकेश्वर 91.2 परसेंट—फुल पोस्टेड प्राइस 121 रु० 12 पैसे,

कलोल, नवगाम तथा कंडी—8.25 परसेंट—फुल पोस्टेड प्राइस 106 रु० 43 पैसे,

घोलका 4.44 परसेंट—फुल पोस्टेड प्राइस 110 रु० 29 पैसे,

कठाना 0.25 परसेंट—फुल पोस्टेड प्राइस 103 रु० 33 पैसे।

इस दृष्टि से अगर आप एवरेज फुल पोस्टेड प्राइस गिनें तो करीब-करीब इसकी प्राइस 11 रु० 9 पैसे आती है। गुजरात की 10 परसेंट फुल पोस्टेड प्राइस को आप गिनें तो गुजरात गवर्नमेंट को 31.63 लाख का हर साल लाभ होता है। गुजरात की जनता को यह लाभ होता है जोकि शांति से रहना चाहती

[ श्री छ० म० केदरिया ]

है और कानून और व्यवस्था में विश्वास करती है। कभी दंगे नहीं करती। इसलिए उसको यह नुकसान सहन करने के लिए आप मजबूर करने हैं। ...व्यवधान...

श्री इसहाक सम्भली (अमरोहा) : गुजरात में विडीकेट ने दंगे कराये हैं।

[ شری اسحاق سمبلی (امروہہ) گجرات میں ]

سندیکیٹ نے دنگے کرائے ہیں۔ ]

श्री छ० म० केदरिया : आप जैसे लोग ही वहाँ पर गड़बड़ करते हैं। बात-बात में आप सिटीकेट को बीच में न लाइये। यहाँ पर पब्लिक इन्ट्रेस्ट की बात चल रही है। तो मैं यह कहना चाहता हूँ कि 10 परसेंट फुल पोस्टेड प्राइस जो 11.9 आती है उसकी बजह से गुजरात सरकार को हर साल 63 लाख का नुकसान हो रहा है। मैं दो बातें अर्ज करना चाहता हूँ। पहली यह है कि जब नेहरू एवार्ड समाप्त हुआ, पहली नवम्बर, 1966, तभी से प्राइम मिनिस्टर क एनहांसड प्राइस देनी चाहिए और तभी वह सोशल जस्टिस हो सकती है। नहीं तो मैं कहूंगा कि आपकी सोशलजिज्म की बात गलत है।

They have given effect to the Prime Minister's award from 1st January, 1968. Actually, it should have been given effect to from 1st November, 1966.

16 hrs.

दूसरी बात यह है कि 10 परसेंट फुल-पोस्टेड प्राइस आपने स्वीकार कर लिया है। जब आप 10 परसेंट फुल-पोस्टेड प्राइस देना चाहते हैं तो एवरेज प्राइस 11.9 रु० होती है। उसके मुताबिक हमको एवरेज प्राइस देनी चाहिये। तभी सोशल जस्टिस होगी।

देहरादून में आयल का प्रोडक्शन नहीं है लेकिन जो एन०जी०सी० का हैडक्वार्टर देहरादून में रक्खा गया है। कितनी गलत नीति सरकार की है कि जहाँ आयल का प्रोडक्शन नहीं होता वहाँ हैडक्वार्टर रक्खा जाता है। या तो उसको

असम में रखिये तब हम समझ सकते हैं या गुजरात में रखिये तब समझ सकते हैं लेकिन अफसरों और गवर्नमेंट की सुविधा के लिए उसे देहरादून में रक्खा गया है। इससे एक तो गवर्नमेंट की कास्ट बढ़ जाती है दूसरे जनता को भी दिक्कत होती है। इस बात को आपको सोचना चाहिये और जहाँ पर आयल का प्रोडक्शन होता है वहीं हैडक्वार्टर रखना चाहिये।

श्री यशपाल सिंह (देहरादून) : देहरादून में खोज हो रही है और कहा जाता है कि वहाँ लाजिमी तेल निकलेगा।

श्री छ० म० केदरिया : आपकी कांस्टिट्यून्सी है इसलिए आप ऐसा कह रहे हैं।

जब आप कहते हैं कि यह सरकार प्राग्ने-सिवसोशलजिज्म को मानती है तो सोशलजिज्म को आगे लाने में कोआपरेटिव सेक्टर ही बेस्ट व्हेपन और भीन्स है। लेकिन मेरा पर्सनल एक्सपीरिएन्स है कि जब भी आयल के डिस्ट्रिब्यूशन के लिए पम्प दिये जाते हैं तो प्राइवेट सेक्टर को दिये जाते हैं। कोआपरेटिव सोसायटीज और कोआपरेटिव एजेन्सीज के लिये जो मांगे रक्खी जाती हैं उनको ठुकरा दिया जाता है। अगर आप इसी तरह से सोशलजिज्म को लाना चाहते हैं तो वह नहीं आ सकता। अगर आप सही मानों में सोशलजिज्म को लाना चाहते हैं तो जहाँ पब्लिक इंटरेस्ट है, कोआपरेटिव सोसायटी हैं उन्हें डिस्ट्रिब्यूशन का काम देना चाहिए। ऐसा न करके अगर आप कहते हैं कि आप प्राग्नेसिव सोशलजिज्म लाना चाहते हैं तो वह गलत है।

आखीर में मैं यह कहना चाहता हूँ (व्यवधान), हिन्दुस्तान के आजाब होने पर देश के कांस्टिट्यूशन में शेडयूल्ड कास्ट्स और शेडयूल्ड ट्राइब्स के लिए नौकरी में रिजर्व सीट्स दी गई हैं और सेंट्रल गवर्नमेंट ने और होम मिनिस्ट्री ने कई सर्कुलर भी निकाले हैं कि उनकी परसेंटेज पूरा कर दिया जाये। मैं

सरकार के ऊपर यह आरोप लगाने के लिये तैयार हूँ कि इतने पड़े-लिखे क्वालिफाइड आदिवासी और हरिजन व्यक्ति होते हुए भी कारपोरेशन में, प्रो० एन० जी० सी० रिफाइनरीज में और आयल फील्ड्स में उनको काम नहीं दिया जाता है। इसलिए मैं आपसे विनती करता हूँ कि जो सरकार की नीति है उसको इन नौकरियों के बारे में कार्यान्वित किया जाना चाहिए। जिस क्लास को आप ऊँचा उठाना चाहते हैं और इस सोसायटी में दूसरों के समान स्तर पर लाना चाहते हैं उनके लिये कुछ किया जाये तभी मैं मानूँगा कि आप सच्चे ढंग से सोशलिज्म को अपनाना चाहते हैं।

**श्री श्रीकारलाल बेरवा (कोटा) :** सभापति महोदय, मैं इस बिल का स्वागत करता हूँ क्योंकि आपने 7.50 परसेंट से बढ़ाकर 10 परसेंट रायल्टी की है। लेकिन प्रगर यह 1962 से बढ़ाई जाती तो अच्छा होता क्योंकि तब राज्यों को कुछ और राहत मिलती। इस बिल का विरोध जिन लोगों ने किया है वह अपने ढंग से और अपने राजनीतिक स्वार्थ की वजह से किया है, लेकिन इसका मैं समर्थन करता हूँ।

आज कई सालों से सहायता लेने के बाद भी हम तेल के मामले में आत्म-निर्भर नहीं हो सके हैं। हम विदेशों की तरफ देख रहे हैं और विदेशी कम्पनियों की तरफ देख रहे हैं। क्या कभी सरकार ने सोचा कि वह लोग हमसे कितना दाम इसका लेते हैं और कितना प्राफिट कमाते हैं और तेल साफ करके जब हम पब्लिक को बेचते हैं तो उसका क्या दाम बैठता है? विदेशी कम्पनियों के दबाव में आकर हम मनमाने दाम लेते हैं। आज तेलशोधक कारखाने कई जगहों पर हैं लेकिन उनका खर्च इतना ग्रंथशंट है कि आप अन्दाजा नहीं लगा सकते। इस सारे खर्च का प्रभाव जाकर तेल के दाम पर पड़ता है। हर साल तेल का रेट बढ़ाया जाता है और उस पर भी हम 10 परसेंट रायल्टी देते हैं। इस रायल्टी का खर्च जनता पर नहीं पड़ना चाहिए। जिस तरह से असम

में तेलशोधक कारखाना कायम कर रहे हैं, देहरादून में इसके लिए खोज हो रही है, उसी तरह सरकार कोई ऐसा प्रयत्न क्यों नहीं करती कि जगह-जगह तेल के कारखाने स्थापित करके हम अपने को आत्म-निर्भर बना सकें? राजस्थान के जैसलमेर में तेल का कुआँ खोदने का काम चालू हुआ और कम से कम साल भर तक चला। 100-125 फीट गहराई तक खोदा गया लेकिन हिन्दुस्तान-पाकिस्तान का भगड़ा हुआ तब काम बन्द हो गया। अगर जैसलमेर में तेलशोधक कारखाना बनाया जाता या तेल के कुएँ खोदे जाते तो वहाँ की जनता को राहत मिलती वहाँ पत्थर पर तेल नजर आता है। लेकिन सरकार की आंखें बन्द हो रही हैं। उसको तेल नजर नहीं आता, उसको राजस्थान की धूल नजर आती है। मैं समझता हूँ कि अगर राजस्थान में तेल का कारखाना खोला जाता और कुएँ खोदे जाते तो तेल का उत्पादन कम से कम अब तक वहाँ दुगुना हो जाता। लेकिन सरकार तो रेलों की तोड़-फोड़ करने वालों, आत्म-हत्या करने वालों और गवर्नमेंट का नुकसान करने वाले तत्वों के आगे झुकती है। राजस्थान की भोली-भाली जनता आज इस सरकार की तरफ देख रही है, कभी उसने कोई उत्पात नहीं किया, फिर भी तेल के कारखाने के लिए कुएँ खोदते-खोदते बन्द कर दिए गए। मैं पूछना चाहता हूँ कि उनका खोदना क्यों बन्द कर दिया गया? क्या पाकिस्तान ने मना कर दिया था? राजस्थान सरकार को आश्वासन मिला कि हम सर्वे कर रहे हैं, लेकिन उसको छोड़ दिया गया। इसी तरह से उत्तर प्रदेश में सर्वे करके छोड़ दिया। जगह-जगह इस तरह की धोखेबाजी करके जनता को विश्वास दिलाकर उसके साथ खिलवाड़ किया जा रहा है। यहाँ पर लड़ाई के दिनों में क्या हुआ? हिन्दुस्तान-पाकिस्तान की लड़ाई बीस दिन हुई। उस वक्त हम तेल के लिए बाहर के लोगों की तरफ देख रहे थे। उन्होंने तेल बन्द कर दिया तो हमारे टैंक खड़े हो गये। मैं तो कहता हूँ कि हमें शर्म आनी चाहिए कि 22 वर्षों में भी हम आत्म-निर्भर



[श्री श्रीकार लाल बेरवा]

नहीं हो सके। हमारी सरकार तो आपसी लड़ाई-झगड़े में आत्म-निर्भर हो रही है, तेल के कारखानों के मामले में अभी भी आत्म-निर्भर नहीं हो सकी।

हम देखते हैं कि अंकलेश्वर में रात-दिन गैस जला करती है, लेकिन उसको वह जनता को 4 पैसे मूल्य घटाकर देने के लिए तैयार नहीं है। कई मेमोरेण्डम दिये गये, हड़तालें हुई, बाजार बन्द रहे, लेकिन वह किसी को भी 4 पैसे कम में देने के लिए तैयार नहीं है। अंकलेश्वर में तो रात-दिन गैस जलती रहती है और देश की जनता गैस लेने के लिये तड़पती है। ईंधन के लिये कोयले की कीमत बढ़ रही है, अगर गैस दी जाय तो कई कारखाने चल सकते हैं और कोयले की बचत करके जनता को और रुपया मिल सकता है, फिर भी इसकी ओर ध्यान नहीं दिया जाता है।

अगर आप विदेशी इंजीनियरों का हाल देखें तो मैं आपको बतलाता हूँ। एक विदेशी इंजीनियर की पत्नी का दाँत खराब हुआ। माल-भर तक उसका इलाज होता रहा। आप ताज्जुब करेंगे कि उसके लिए 15,000 रु० के खर्च का बिल पाम हुआ। इंजीनियर की पत्नी के दाँत के लिए 15,000 रु० का बिल। शर्म आनी चाहिए इनको कि विदेशी इंजीनियरों को हमारी छाती पर बिठा कर रक्खा हुआ है और हमारे अच्छे-अच्छे इंजीनियर बेकार बैठे हैं। जो बाहर के इंजीनियर हैं उनको तो चार-चार और पाँच-पाँच और छः-छः हजार रुपया महीना तनखाह दी जाती है लेकिन हमारे अपने जो इंजीनियर हैं उनको हजार और बारह सौ रुपया माहवार की तनखाह भी नहीं दी जाती है। इतनी भी नहीं उनको सात-आठ सौ देने की कोशिश की जाती है और उनको हमेशा निकालने की कोशिश की जाती है। अच्छे जो इंजीनियर हैं उनको काम करने का मौका तक नहीं दिया जाता है। हम हमेशा से ही फारेन इंजीनियरिंग के गुलाम बनते आए हैं, उनकी ही खुशामद करते आए हैं।

अपनी जनता के हितों से हम खिलवाड़ कर रहे हैं। इन विदेशी कम्पनियों को आपने हमारे ऊपर थोप रखा है। आपको इस सीट पर कायम रहना है तो आपको सबसे पहले तेल के मामले में आत्म-निर्भर होना पड़ेगा और विदेशों पर इसके लिए निर्भरता त्यागनी पड़ेगी। वरना आप इन सीटों को छोड़कर चले जायें और संसद को ताला बन्द कर दें, यही आपके लिए अच्छा है।

श्री फ० गो० सेन (पूर्णिया) : यह सही बात है कि तेल हम लोगों को जीवन शक्ति प्रदान करता है और इसका उत्पादन बढ़ाने की हम कोशिश कर रहे हैं। यह भी सही है कि इसकी जरूरत बढ़ती जाती है।

जहाँ तक रायलटी का सवाल है, देखने में आता है कि प्रान्तीय सरकारों के पास पैसे की कमी है। सभी चाहती हैं कि अपने गाँवों का डिवेलपमेंट करें। गाँवों से रास्तों की ओर सड़कों की माँग आती है। अगर तेल का सवाल है तो सड़कों का भी सवाल है। हम यह नहीं कहते हैं कि ओ० एन० जी० सी० ने कुछ नहीं किया। हमें दुःख है कि ओ० एन० जी० सी०, जोकि पब्लिक सेक्टर का एक ग्रैंडटेकिंग है, उसमें भी पब्लिक सेक्टर की खराबी आ गई है। कम से कम गाँव वालों को कैंरोसीन आयल तो मिल ही जाना चाहिए और इसकी व्यवस्था तो की ही जानी चाहिए। जहाँ तक रूरल इलेक्ट्रिफिकेशन का सवाल है, तीन प्लान खत्म हो चुके हैं और चौथा शुरू हो गया है और जो नक्शे हमें दिखाये गये थे कि इतना इलेक्ट्रिफिकेशन हो जाएगा, वह नहीं हो सका है। आज हालत यह है कि कैंरोसीन आयल तक लोगों को गाँवों में जलाने के लिए नहीं मिलता है, रोशनी करने के लिए घरों में नहीं मिलता है। अभाव में शाम के पहले तो खाना खा लेते हैं लेकिन उनके यहाँ बत्ती नहीं जलती है। कैंरोसीन आयल का भी ब्लैंक मार्किटिंग शुरू हो गया है। ओ० एन० जी० सी० को चाहिए जहाँ देश की अस्सी प्रतिशत आबादी रहती है,

गाँवों में, उनके लिए कम से कम जलाने के लिए कैरोसीन आयल तो वह उपलब्ध करें। इसकी बहुत आवश्यकता है।

हमें याद है कि स्वर्गीय जवाहरलाल नेहरू जी ने कहा था कि मुल्क की दौलत को नापना हो तो दो चीजों से उसको नापा जा सकता है। एक लोहा और एक पैंट्रोल। लोहे के कारखाने स्थापित आपने किये। वहाँ भी जितना प्रोडक्शन आप चाहते थे नहीं हो पा रहा है और जो हो भी रहा है वह भी स्टॉक पाइल हो रहा है, उसकी खपत नहीं है। हम चाहते हैं कि जो भी काम किया जाए वह एक सिलसिले से शुरू किया जाए। पूर्णिया जिले में ड्रिलिंग हुआ। यह कहा जाता है कि इंडो गेजेटिक प्लेन में कोई वजह नहीं कि तेल न हो। यह एक्सपर्ट्स का कहना है। फिर क्या वजह है कि वह मिलता नहीं है। हमारे यहाँ पूर्णिया में रीटाहाट में एक्सपेरिमेंट चला था। एक कुआँ खुदा था। एक को ही खोदने से क्या कुछ पता चल सकता है? और ड्रिलिंग होना चाहिए था। तब पता चलता कि वहाँ तेल है या नहीं है।

जहाँ तक गैस का सम्बन्ध है, वह टाउंज तक में उपलब्ध नहीं है। यहाँ अकलेश्वर का जिफ्र किया गया है। लेकिन यह दिल्ली तक में भी उपलब्ध नहीं है। कुछ दिन हुए मैं अपने एक मित्र के यहाँ बैठा हुआ था। उसने बर्मा शैल वालों से गैस ले रखी है। वह बता रहे थे कि गैस नहीं मिल रही है और ब्रूला बेकार पड़ा है। उन्होंने फोन भी किया तो उनकी बताया गया कि गैस नहीं है। उसने कहा कि कैन को उठाकर ले जाओ। इधर-उधर जब उसने इस तरह से घमकियाँ दीं तो उसको कहा गया कि गैस भेजी जा रही है। ओ० एन० जी० सी० का जहाँ दफ्तर है, देहरादून में भी गैस की कमी है। हमें यह भी पता चला है कि जहाँ कूड आयल बन रहा है, जहाँ सब-कुछ है वहाँ गैस बहुत बरबाद हो रही है। अब आप देखें कि देश में एक तरफ

जलावन की कमी है और दूसरी तरफ गैस की भी कमी है लेकिन फिर भी गैस बरबाद हो रही है। जंगलों को उजाड़ दिया गया है और जलावन की कमी हो गई है सारे देश में। इन सब चीजों पर आपका ध्यान जाना चाहिए।

यह हमारा पब्लिक सैंक्टर है लेकिन जो चीज यहाँ तैयार होती है उसके डिस्ट्रिब्यूशन का काम आपने प्राइवेट एजेंसी को दे रखा है, इसमें क्या रहस्य है, हमें नहीं मालूम। इसके बारे में कितने ही पत्र हमको गुजरात से आये हैं। उन्होंने कहा है कि उनकी कोअपरेटिव है, उनको यह काम नहीं दिया जाता है लेकिन प्राइवेट एजेंसी को एनकरेज किया जा रहा है। इससे भी पता चलता है कि कहीं कुछ गड़बड़ है। इसको भी आप देखें।

इन शब्दों के साथ मैं चाहता हूँ कि दम परसेंट के बजाय माढ़े बारह परसेंट कर दिया जाए।

**श्री शिव चन्द्र झा (मधुबनी) :** रायलटी बढ़ाने की जो बात है उसका मैं एतराज नहीं करता हूँ। मुझे इस पर एतराज है जब यह कहा जाता है कि रायलटी बढ़ाने और घटाने का काम चार साल के बाद किया जाएगा। आप देखें कि आज राज्यों को कितने रिसोसिस मिलते हैं। आप पांच साल के बाद फाइनेंस कमिशन बिठाते हैं। उसकी जगह मैं चाहता हूँ कि परमानेंट फाइनेंस कमिशन हो जो हर साल इबैल्युएट करे कि किस राज्य की कितनी जरूरत है और कितने रिसोसिस उसको दिये जायें ताकि राज्यों में जो विषमतायें हैं, उनका खात्मा हो सके और बराबरी की भावना मुल्क में पैदा हो। परमानेंट फाइनेंस कमिशन यीअरली इबैल्युएट करे और पता लगाये कि राज्यों को कितना चाहिए। यह जो चार साल की मियाद रखी गई है जिसमें न रायलटी घटाई जाएगी और न बढ़ाई जाएगी, इसको जो फिक्स्ड रखा गया है, मैं समझता हूँ कि यह ठीक नहीं है। इसको डिनामिक होना चाहिए। जिस रफ्तार से हम बढ़ रहे हैं उसमें यह ठीक

[ श्री शिवचन्द्र भा ]

नहीं होगा। मैं मानता हूँ कि पंडित जवाहर-लाल नेहरू ने जो कहा था उसका आप निर्वाह कर रहे हैं। लेकिन उन्होंने बैंकों का राष्ट्रीयकरण नहीं किया था। आपने कर दिया। अगर आप टोटली उनको फालो करते तो चौदह साल भी बैंकों का राष्ट्रीयकरण नहीं हो पाता। आपको लार्जर व्यू सामने रखना चाहिए। कट्टरपंथी न बनें। कट्टरपंथी बनकर विकास का काम आगे नहीं बढ़ सकता है। मैं संशोधन नहीं दे सका हूँ। मेरा संशोधन होता कि चार साल न होकर हर साल इसका इन्वेंच्युएशन हो और हर साल इसको तय किया जाए कि जिन राज्यों में तेल मिलता है, उसको कितना हिस्सा मिलना चाहिए, ज्यादा या कम और वह हिस्सा राज्य की मांगों को, उसकी जरूरतों को सामने रखते हुए तय किया जाना चाहिए।

प्राइवेट सैंक्टर में जो आयल तैयार होता है उसके हाथ में इसको छोड़ने की क्या जरूरत है। तमाम आयल इंडस्ट्री को नैशनलाइज किया जाना चाहिए। साथ ही साथ जो विदेशी आयल कम्पनियाँ हैं, जिनके कोर्पोरेशन से आज ड्रिलिंग का काम करवाते हैं यह खोज का काम कराते हैं, उस पर भी आपको रोक लगानी होगी। खास तौर पर जो रायलटी आपकी बाहर जाती है, उसकी भी सीमा आपको बाँधनी होगी। आपको कहना होगा कि इससे ज्यादा वह देश के बाहर नहीं जा सकती है। आजादी के बाद विदेशी आयल कम्पनियों के जरिये इस देश का एक्सप्लोरेशन होता जा रहा है। इसको रोकना बहुत जरूरी है। यदि हम ईमानदारी से देश में समाजवाद लाना चाहते हैं, तो इसको रोकना बहुत जरूरी है। इसलिए इस बारे में सरकार की नीति साफ होनी चाहिए। तमाम बातों पर गौर करने के बाद यह कहना पड़ता है कि सरकार की आयल नीति साफ नहीं है। उसको खास तौर से चौथी योजना में, जिससे हम बड़ी उम्मीद करते हैं, आयल के सम्बन्ध में एक

साफ नीति अख्तियार करनी चाहिए।

आखिर में मैं जानना चाहता हूँ कि क्या सरकार ने इस बात का कोई हिसाब या एस्टीमेट लगाया है कि देश में कितना आयल है, कितने आयल रिसोर्सिज हैं और देश में कितनी जरूरत है। इस बात की सख्त जरूरत है।

मैं इस बिल का स्वागत करता हूँ, लेकिन मैं चाहूँगा कि यदि चार साल के बजाय एक वर्ष की मियाद रखी जाती, तो अच्छा होता और इससे इम विधेयक का मकसद पूरा हो जाता।

SHRI BEDABRATA BARUA (Kaliabor) : Mr. Chairman, Sir, this Bill will enable the Government to raise the royalty on crude oil. This is in pursuance of the promise that was given by the Prime Minister. I support the Bill. So far as my State is concerned, we have always insisted that the royalty that is paid to the backward State like Assam should have been more favourably considered and that the rate of royalty should have been fixed higher so that we get enough funds to run our day-to-day administration.

So far as the oil royalty is concerned, so far as the foreign oil interests are concerned I would like to draw the attention of the House to certain intrigues of the foreign oil interests that have been going on in my part of the country. Recently, a very coloured report appeared in the *Statesman*. I would like to draw the attention of the Government to a question which was replied to. I ask, whether it is a fact, as the *Statesman* has reported, that the Oil and Natural Gas Commission which is operating in Assam is sought to be excluded under the plea that there is a separate pipeline for the O.N.G.C. and for other reasons. According to the report that appeared in the *Statesman*, it is stated that the oil area in Assam has been divided in two areas of exploration as between the O.N.G.C. which is a public sector undertaking and the Oil India Ltd. which is a collaboration between the Burmah Shell Oil Company and the Government of India. Now, the Oil India Ltd. has developed vested interests in the State of Assam because, due to their curious price policy of crude oil, they have been

able to manipulate and sell crude oil at a much higher price to the public sector refineries so that the Gauhati Refinery will not be able to make as much profit as it should have presumably made. Actually, the Gauhati Refinery has to purchase at a very high price the same crude which other refineries are able to purchase at a lower price under the Persian Gulf Parity Agreement.

The O.N.G.C. which is a public sector undertaking should not be ousted from Assam under any pretext. This type of coloured report should not have appeared in any case. I would like the hon. Minister to categorically deny it and tell the House that no such negotiation is going on with the Oil India Ltd. which is minting money and which is making very huge profits and that they will not be allowed to control the entire area of oil in Assam, thus reducing us to the state of Saudi Arabia or other backward areas. I want a categorical declaration that this type of suggestions which are cleverly made—I do not know from which quarters they came—are not allowed to come like that.

It is reported that there was a proposal for their having 40 per cent share-holding, a minority share-holding, and that the Government was thinking of making them to agree to minority share-holding on the condition that the O.N.G.C. will be ousted from Assam and all that.

On behalf of the people of Assam and on behalf of all the parties concerned with national independence and freedom from the foreign oil interests, I would request the Government never to allow this type of coloured report or even this type of a talk or a suggestion and I would like to know how these things go into the press report and who were the persons in the Ministry who got a coloured report appeared in the press. If this type of reports could find their way to the press, it means that there are some people who are helping in this. I request that some action be taken in this regard.

MR. CHAIRMAN : The hon. Minister.

SHRI TENNETI VISWANATHAM : I want to say a few words. I want to avail

myself of the facility of simultaneous interpretation.

MR. CHAIRMAN : He can speak in the Third Reading.

DR. TRIGUNA SEN : I am very thankful to the hon. members who took part in the debate for their various suggestions. They will surely be considered, as far as possible.

Let me now take a few points raised by some hon. members.

Mr. Hazarika first pleaded for payment of adequate compensation to people who have been displaced either by ONGC or by the Fertiliser Corporation of India. I am told that whenever a certain area is taken, it is taken under some Land Acquisition Act and it is the State Government which decides on the rate of compensation payable by the organisation to the people who are displaced. I do not think that either the ONGC or the FCI are defaulters in that regard.

Mr. Hazarika has asked for increased rate of royalty to be paid to the Government of Assam and he said that, in case that was not done, he would oppose it. This matter was referred to the Prime Minister and she has given the award. The award was only Rs. 10.00 per metric tonne for four years which we have communicated to the State Government. I am extremely sorry that the rate cannot be enhanced at this stage.

Shri Shastri also pleaded for increase in the rate of royalty. My answer to him is the same.

He also said that the agreement with Oil India is that the Financial Director of the BOC is the Financial Controller of the Oil India. This statement is not correct. The Financial Director is appointed by the Government of India.

Mr. Amin suggested that the Act should not provide for the Prime Minister of a country to arbitrate. It will be found from the Act that the name of the Prime Minister is not mentioned ; it is the Government or the Parliament that will do. That is why there is a provision in section 6 (A). The

[ Dr. Triguna Sen ]

present Act takes care of the difficulty which has been suggested by Mr. Amin. In future the Government will issue notifications from time to time to amend the schedule as per section 6 (A).

Mr. G. Viswanathan noticed in Gujarat that gas was being wasted or burnt, and he also requested for speedy exploration of oil. It is a fact that gas is being wasted both in Assam and in Gujarat because whenever we drill a well, gas is produced, but we do not get adequate customers for that. We have started, of course, fertiliser plants, but still there is an excess. We are inducing the private industrialists to start industries with gas as the fuel. We are at it and we are trying to expedite the exploration of oil in different parts as far as possible within the resources that are available to us.

Shri Kalita wanted an assurance that if royalty is increased, the cost of petroleum products should not be increased. Sir, the fact is that the royalty increase has been absorbed by the two oil producing organizations in Assam and has not been passed on to the refineries because the crude is not sold at a higher cost because of the increase in the rate of royalty. The prices remain the same. So the consumer will get the products at the same price. It will not reflect on the petroleum products. The product prices, we have noticed, have remained constant although the rate of royalty has been increased from 1.1.68. So, the hon. Member's fear is not justified or tenable.

Shri J. H. Patel spoke in his mother tongue and if I could have understood him from the arrangements that you have made so that he could talk in his mother tongue in the discussions on the oil...

**SHRI DHIRESWAR KALITA:** What about the other points I have raised about the pricing of oil ?

**DR. TRIGUNA SEN:** The Shantilal Shah Committee's report was handed over to me only on the first of this month and we are studying it. I think we will be able to place it before the Cabinet as soon as it is possible.

Shri Nambiar complained about the administration of ONGC and the defect in the system of drilling. I had a discussion with him. He knows we are trying our best to streamline the organization.

Shri Kedaria—I am sorry he has left. Nobody perhaps is interested or serious in the discussion—said again that the rate of royalty should be increased more as the Gujarat Government is losing about Rs. 93 lakhs per year. I think when the Prime Minister in giving her award has said that she has kept all these considerations in view because these things were represented to her by the different Governments also, she had endeavoured to reconcile them in the interests of the economy of the State and the country. Shri Kedaria is not here, but for the interest of my friend, Shri Sharma, I can say that if the rate of royalty was stepped up by 10%, Gujarat would have got Rs. 11.9 per tonne and Assam would get in that case a varying range from Rs. 8.5 to Rs. 9.87 per tonne. So the Prime Minister had to take these two points in view and struck at Rs. 10.

Shri Kedaria talked of socialism and promotion of Scheduled Castes, etc. I am told he was a member of the Congress Party all these 15 years. I am a new comer. I can assure him that the socialism that he preached, I will not do so, but I will practise it.

Shri Onkar Lal Berwa imputed several political motives as to why we are not self-sufficient in crude. I do not like to enter into political controversies, but, for the information of the House I can say only that in 1961 the production of crude oil was only about 10,000 tonnes. Today it is about six lakh tonnes. You can imagine whether we are progressing or not.

**SHRI DHIRESWAR KALITA:** That is why we are demanding a second public sector refinery.

**DR. TRIGUNA SEN:** I know. We are at it and are trying to do our best to produce as much oil as possible. It is not possible for many countries, though they have got oil, to be self-sufficient, because the demand for petroleum products always increases and they cannot keep pace with

that. Most countries are importing crude from other countries. But the House will be happy to know that so far as petroleum products are concerned, we are almost self-sufficient at present for our requirements. I know the demand will increase.

I would have been happier if Shri P. G. Sen had told me while he was on this side that there was shortage of kerosene in any village, because so far as my information goes, this year there has not been any shortage.

SHRI P. G. SEN : Purnea is suffering from shortage.

DR. TRIGUNA SEN : I am told about it only today. Now that he is on the other side, he can accuse me. But he did not tell me that there was shortage. So far as my information goes, which is derived from the State Governments, this year there was no shortage of kerosene in any village.

SHRI K. N. TIWARY (Bettiah) : His information is not correct. There is shortage.

DR. TRIGUNA SEN : That is why I had written to State Governments to let me know. Of course, I cannot curb the black-marketeers.

श्री न० प्र० यादव (सीतामढ़ी) : मैं नेपाल बोर्डर से आता हूँ। मेरी कांस्टीट्यूएन्सी 60 मील के एरिया में नेपाल के बोर्डर पर है, वहाँ पर एक रुपया प्रति लीटर मिट्टी का तेल बिक रहा है।

DR. TRIGUNA SEN : This year we have increased the supply by 10 percent to all the States. We got reports from the director in charge of consumer goods in each State that there was no shortage. If the State Governments concerned had told us that there was shortage in some villages, I could have assured them and arranged for more supply. But this was not brought to my notice.

SHRI P. G. SEN : There is bungling among wholesalers and stockists. They do not supply.

DR. TRIGUNA SEN : Is it my duty to run after the blackmarketeers or is it the duty of the State Governments ?

AN HON. MEMBER : Why not appoint stockists?

DR. TRIGUNA SEN : We do not appoint.

Shri Jha said that the rates should be reviewed every 8 years and not four years. I would have been happy if we could do so. But according to this award, we cannot. He also suggested that a ceiling should be fixed. I agree. Perhaps after four years, we will be able to fix a ceiling on royalty paid to the different States provided they agree.

SHRI DHIRESWAR KALITA : He has not answered about the points raised with regard to a second public sector refinery.

DR. TRIGUNA SEN : On a Bill dealing with royalty, that question does not arise. I discussed this with him half an hour ago and I do not like to repeat that here.

SHRI BISWANARAYAN SHASTRI : What about merging Oil India with ONGC ?

DR. TRIGUNA SEN : I am sorry it is not possible because of the agreement between the two. Shri Barua also pleaded for increased royalty and suggested there was a coloured report in the *Statesman* about ONGC being taken over by Oil India. I think the *Statesman* belongs to some of my friends on the other side and I would request Shri Hazarika to find out the source of that report.

SHRI BEDABRATA BARUA : Was there any such proposal?

DR. TRIGUNA SEN : I have replied no.

SHRI J. N. HAZARIKA : I want to know why this Bill had been delayed so much because we had it in 1962; that means four years from 1962. From 1966 they should give effect to this increase why was this Bill not brought earlier ?

DR. TRIGUNA SEN : I tried to place it before the House during the last two sessions but perhaps due to a heavy agenda it could not be taken up. But we have been paying the States, though this Bill has not been passed.

MR. CHAIRMAN : The question is :

"That the Bill further to amend the Oilfields (Regulation and Development) Act, 1948, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN : The question is :

"That Clause 2 stand part of the Bill."

The motion was adopted.

*Clause 2 was added to the Bill.*

*Clauses 3, 4, 1 the Enacting Formula and the Title were added to the Bill.*

MR. CHAIRMAN : We take up the third reading.

SHRI J. N. HAZARIKA : I have given an amendment to the schedule and I wanted to press it.

MR. CHAIRMAN : The schedule was part of clause 4. Besides, your amendment is not in time.

DR. TRIGUNA SEN : I move :

"That the Bill be passed."

MR. CHAIRMAN : Motion moved :

"That the Bill be passed."

SHRI TENNETI VISWANATHAM (Visakhapatnam) : MR. Chairman, I shall say a few words in my language. Before doing so, what I want to submit to you is that a circular has been sent to us that we must give notice half an hour earlier if we want to speak in our language. This is somewhat unrealistic. In parliamentary life sometimes occasions do arise when a Member wishes to speak after he has heard other speakers and this rule comes in the way of Members. I request you to get the rule changed. Interpreters must always be available here and there should be no need to give notice half an hour in advance.

I shall say in my language about the Bill now.

\* Mr. Chairman, in this great and ancient country we have fourteen languages which to day we are fortunate to be able to speak in this august House. When you are presiding over this House bearing all these languages you look like goddess Saraswati in the Heavens residing on Brahma's tongue and hearing all the tongues of Bharat. In fact another name of Saraswati is Bharati. My heart felt thanks are due to all the persons responsible for making this arrangement in this House to enable us to speak in one of our Bharati languages.

Now I shall turn to the Bill before us. The Hindi word "Tael" means "Scorpion" in Telugu. So I would not use the word "Tael" for oil while speaking on this Bill. Some of the Hon. Members who spoke before me wanted that more intensive exploration should be carried out in the Cauvery Basin. This reminds me of a Russian offshore seismic Expedition made in 1967 and they had presented a report. It was mentioned in the Report that there are very many prospective structures in the Godavari-Krishna Delta area. I request therefore, that a more intensive seismic survey should be conducted in this area ; structures should be mapped. This is a very important matter.

Now in the Bill before us, the word "Royalty" is used. I am not aware what word has been used in Hindi for "Royalty" but even if it is in English I would very much that the use of this word is avoided. We have no more Kings in our country and we have therefore no Royalty.

Again I hope that the Bill before us is only a temporary measure and that Government would soon bring before this House a comprehensive Bill for nationalising the Oil industry. It is not in our interests that there should be different organisations like Oil India, Indian Oil Corporation etc. creating complexities. It is also not good that off and on there should be some disputes between these organisations. Therefore, I feel that if at all any industry is to be nationalised it is the oil industry. I reiterate therefore, that the Oil industry should be nationalised. I support the Bill before us.

\* The original speech was delivered in Telugu.

**SHRI J. N. HAZARIKA :** Sir, I am sorry that in spite of the popular support that the royalty should be raised from Rs. 10 to Rs. 12.50—

**MR. CHAIRMAN :** Are you speaking on the third reading ?

**SHRI J. N. HAZARIKA :** Yes.

**MR. CHAIRMAN :** Then you have not yet got my permission to speak on the third reading. Now, Shri Kandappan.

**SHRI S. KANDAPPAN (Mettur) :** Sir, I would like to make only two points very briefly. The hon. Minister, while replying, referred to the increase in production of crude oil that we have managed to get after Independence, but still the fact remains that our crude requirements, I think, almost half of them, are met by import and not by local production. It is not an argument to say that there are other countries which are relying on import for their basic need of crude oil. So far as our country is concerned when once we are clear that we have got enough crude oil stock in our country without being tapped, there is no reason why we should not expedite the exploratory work and add to our crude oil capacity that is available.

In this connection, I would like to mention that it should not be left to the sweet will and whims of the Oil and Natural Gas Commission's top officials to say which area should be taken up first and which area should be taken up last for the purpose of exploration. It should be based on a scientific assessment as to the availability that is their and it should be made according to their geophysical and geological survey. And once the assessment is made, the Government should go ahead with the exploratory work. This is my plea in this connection.

Now, I would also like to mention another thing with regard to the Cambay offshore drilling. Here, there is no excuse for the Government to delay the work. I understand that the Government is having two or three alternatives before them and they are unable to make up their mind as to whether it should be the indigenous technical knowhow or they should go ahead for

technical collaboration or to get some kind of contract and have some foreign technical knowhow to proceed with this matter. Whatever machinery you are going to evolve, you should not delay matters further. Considering the amount we are paying for importing crude, it would not be costly to go ahead with Cambay offshore drilling.

I am all for the public sector, but if it is at a heavy cost to the consumer, Government should consider it a thousand times before going ahead with any public sector programme. I happened to study the working of the Oil India Limited in Assam, where I stayed for a week some years ago, as a member of the Estimates Committee. There the exploratory wing is manned by Indians. ONGC is also manned by Indians, but it is curious that the drilling cost of ONGC is much more than the drilling cost of Oil India. They may say it depends on the terrain, but even on similar terrain, the difference in drilling cost is very much there between the two. Mr. Nambiar made several allegations against the working of the ONGC and the minister was pleased to say that he is seized of them and he will try to improve the working of the ONGC. Not only in the administration, but in other respects also, there should be some policy whereby the working should be comparable to other organisations already there.

16.58 hrs.

[**SHRI K. N. TIWARY** *in the Chair*]

If ONGC's working is improved and drilling cost brought down, royalty cannot make much impact on the consumer price, apart from the fact that it is absorbed by the refineries. I find there is enough scope to bring down the cost of drilling. Compared to international price our price of crude is much higher. Therefore, first and foremost attention should be paid to this aspect of drilling cost in ONGC.

**SHRI J. N. HAZARIKA :** Sir, it is surprising that in spite of the support from all hon. members of the House for raising the royalty from Rs. 12.50, the Minister was unable to accept it. I am sure the people of Assam will not like it and they will protest. The Assam Government was pres-



[Shri J. N. Hazarika]

sing that it should be Rs. 15, but as a *Via media* we suggested 12.50. When Mr. Fakhruddin Ahmed was Finance Minister of Assam, he was pressing the Government of India very hard that the rate should be Rs. 15. It is very surprising that he is part and parcel of this Government now and still the Government has agreed only to Rs. 10, against the interests of Assam.

**SHRI KRISHNA KUMAR CHATTERJI** (Howrah) : Sir, I entirely agree with the purpose of the Bill, but I add my voice to the demand of the House for some increase in royalty. Those States which are rich in oil and natural gas have to depend on the royalty money for their development. Therefore, the Central Government should see that royalties are not worked out in such a manner that it works to the disadvantage of these States.

Therefore I feel that the demand of Assam is justified.

So far as West Bengal is concerned, not enough attempts have been made in a vigorous manner to prospect for oil in Sunderbans and Bankura. I hope more attention will be paid to that aspect now so that our requirements could be met in full.

The foreign oil companies are functioning in a way which is not congenial to our interests. If only we utilize all our resources there will not be any dearth of crude. Even in the matter of kerosene oil we find that there is always scarcity in one State or another. In spite of the best attempts of the government to check such shortages there is generally shortage of kerosene oil in some part of the country or other. Such essential requirements of the people should always be met, particularly in the rural areas where the people depend entirely on kerosene oil.

Because of the changing situation in the country the reactionary forces are waging their last fight. So, the need of the hour is to step up our internal oil production so that we need not have to depend upon international monopolistic oil cartels which always combine to our disadvantage. Now those cartels follow a price policy which is certainly prejudicial to the best interests

of our country. Therefore, the government should immediately evolve a machinery to augment our oil resources in the very near future so that we can meet our oil requirements from internal supplies.

Coming to the public sector oil corporation we hear some allegations of wasteful expenditure. We also hear of nepotism, favouritism and some other kind of evil practices at the highest level. They should be thoroughly gone into. At a time when the country is losing heavily because of the non-expansion of the public sector oil refineries, it is very necessary that the public sector should function in such a manner as to inspire confidence in the people that if the foreign oil companies are taken over by us we could run them well. In that way, it will be a good service to the country. I hope the government will look into this aspect of the matter.

17 hrs.

**SHRI RANGA** (Srikakulam) : I am all in favour of the demand made by my hon. friend, Shri Hazarika, for increasing the quantum of royalty. I sincerely hope that the government would take the earliest opportunity of bringing the necessary amendments for increasing the rate of royalty.

Secondly, when I was touring in Gujarat, quite a number of our peasants there began to complain that they were not being given the benefit to the extent that they deserved of this royalty. In America people under whose land oil is being extracted are being given some credit for the contribution that they make. Therefore when this compensation is being paid for their land some consideration should also be given to this fact that they deserve a part of the benefit that accrues to the country.

Thirdly, I am in agreement with my hon. friend, Shri Viswanatham, who said in terms of our own mother-tongue, Telugu, that the Godavari Basin should be explored, the Bay of Bengal should be given priority, and then it should be possible for us to explore and extract quite a large quantity of these very valuable minerals including crude oil, kerosene and various other things.

Then, is there no chance at all for reducing the price of kerosene oil? My hon. friend, the Minister was taking credit of the fact that there was no shortage in the supply of kerosene oil. But what about the price of kerosene oil? It has been raised by various stages. There has been no effort at all till now to reduce it during all these years. Would it not be possible for him to reduce the price of kerosene oil and not simply to complain that excise duty ought to be reduced and so on? Excise duty will take its own course but from the producer's point of view they should be prepared really to reduce the price of kerosene oil.

There is also one other point. Whether it is relevant on this occasion or not, I would like my hon. friend to keep it in mind, namely, the need for ensuring that in selecting their agents, staff and representatives for various services that they need for developing this industry, they do try to recruit people—agents, representatives and others—in a non-political, non-partisan and an entirely commercial manner and ensure that all classes of people are given an opportunity of offering their co-operation to Government and this Corporation without any regard whatsoever to their political affiliations or social standing.

DR. TRIGUNA SEN : Sir, I thank hon. Members for the various suggestions that they have given. I have noted them down and I can assure hon. Member that I will try my best to implement as many of their suggestions as is possible for the Government to implement.

Shri Viswanatham—he has left—made two suggestions : firstly, that we should make more drilling in the Godavari—Krishna Delta to find out oil and, secondly, if I have understood him aright, that the oil industry should be nationalised. So far as the Godavari-Krishna Delta is concerned—I have written to the Chief Minister also—I have told him, since some scientist of Andhra Pradesh thinks that there is a possibility of finding oil there, I have advised him to come to Dhra Dun to discuss with the experts—both Indian and foreign—and come to an understanding. We will not have any objection to go into that provided it is technically suggested that it should be

done. I have no reservation for this area or that area. With our limited kitty in our eagerness to get more oil we go to a place where there is more prospect quickly than to other places. This is the only consideration, I may say frankly.

SHRI TENNETI VISWANATHAM : I thought, the Minister told us that he was trying to get some French experts to re-interpret the existing data.

DR. TRIGUNA SEN : I think, they would be coming by the end of December.

Many hon. Members have suggested nationalisation of the oil industry. The word nationalisation, to my mind—excuse me—should not be used so cheaply as we understand it. When we nationalise an industry, we must first find out whether we are sure of getting the raw materials. Secondly, the products that are produced should be available at a cheaper cost to the consumers in the country. These two aspects must be considered thoroughly before we decide to nationalise any industry.

So far as the oil industry is concerned knowing as all of you do, we are having a shortage of crude oil and the crude oil is being produced by some big cartels, monopolists and it is very difficult to make even a break through because if you want to get some cheaper things by negotiation, they combine and that agreement fails. This is the true picture of the oil industry. Unless you get the crude oil at cheaper cost, unless you get the raw materials as you want to make the production cheaper, I think, we should not just say, you nationalise the oil industry. It will not be good for the country and for the poor consumer.

About the price of kerosene, the Shantilal Shah Committee has submitted the report and they must have mentioned what should be the price of kerosene. But that also depends on at what price we get crude from outside. Just by nationalising refineries or oil industry, we do not achieve that. I do not like to jump on this suggestion unless I am sure about having the supply of raw material and about seeing that the products reach the consumers at a cheaper

[Dr. Triguna Sen]

price in abundance as per their requirements. Unless I am sure of these two things, I am extremely sorry I cannot think of nationalising the oil industry.

So far as the planning of exploration is concerned, I have talked with several of my friends and also said in the Consultative Committee that it is a truism that we are drilling in different parts of the country. But we are short of scientists who can interpret and evaluate those readings that we get. We are planning for a scientific exploration with the assistance of Russian and French scientists and, I am sure, within a couple of months, we will be able to do that.

Then, my hon. friend, Shri S. Kandapan, compared the drilling cost of the O.N.G.C. with that of the Oil India. It is not possible, perhaps, to compare in this way. First of all, as you know, the Oil India is confined to a small place whereas the O.N.G.C. is exploring all over the country including Assam. We are not taking the cost only in Assam. We have to take the country as a whole. The O.N.G.C. has got 45 rigs working in different parts of the country. There are several such other factors which also influence the drilling cost of the two organisations. I agree that the Oil India has got the expertise, the drillers, the geologists and engineers since a very long time as you might have seen in Assam, whereas the O.N.G.C. is just developing. It has only about 9-10 years' standing. That is also a big factor.

I may inform the House—Mr. Piloo Mody asked me about it ;—he will be glad to know—that the O.N.G.C. will spud in the first well in Cambay basin by 31st March, 1970. All works scheduled to reach this goal are being executed according to schedule.

**SHRI PILOO MODY :** With whose collaboration ?

**DR. TRIGUNA SEN :** We will do it ourselves.

**MR. CHAIRMAN :** The question is :

“That the Bill be passed”

*The motion was adopted*

17.10 hrs.

# PUNJAB LEGISLATIVE COUNCIL (ABOLITION) BILL

THE DEPUTY MINISTER IN THE  
MINISTRY OF LAW AND IN THE  
DEPARTMENT OF SOCIAL WELFARE  
(SHRI M. YUNUS SALEEM) : I beg to  
move :

“That the Bill to provide for the abolition of the Legislative Council of the State of Punjab and for matters supplemental, incidental and consequential thereto, be taken into consideration.”

Only a few months ago we had passed a similar Bill abolishing the Legislative Council of the State of West Bengal. Now on the basis of a Resolution passed by the Punjab Legislative Assembly under article 169 of the Constitution, this Bill is moved before this House for consideration.

On 24th April, 1969, the Legislative Assembly of the State of Punjab considered this matter under article 169 of the Constitution and passed a Resolution for the abolition of the Legislative Council of the State. Now this Bill provides for the abolition of the Legislative Council and it also contains certain supplementary provisions. Clause 7 makes necessary provisions in respect of pending Bills. As the House is aware, certain Bills which are passed by the Assembly are to be introduced in the Council also for their consideration. To meet this contingency, where Bills are pending before the Council and have not yet been discussed by the Council, provision has been made that they would be deemed to have been finally passed by the Assembly.

I hope, the hon. members will consider this Bill seriously and express their views for the passing of this Bill.

**MR. CHAIRMAN :** Motion moved :

“That the Bill to provide for the abolition of the Legislative Council of the

State of Punjab and for matters supplemental, incidental and consequential, thereto, be taken into consideration."

Mr. N. N. Patel.

श्री ना० नि० पटेल (बलसार) : यह जो पंजाब लैजिस्लेटिव काउंसिल एबालिशन बिल आया है इसका मैं समर्थन करता हूँ। हमने घोषणा की है इस देश के और इस देश की जनता के भले में जो भी बातें इस हाउस में आयेंगी उनका हम समर्थन करेंगे। इस दृष्टि से जो बिल आया है चूंकि यह देश के भले में है इस वास्ते मैं इसका समर्थन करता हूँ।

मैं एक-दो बातें समर्थन करते हुए कहना चाहूँगा। हमको इस तरह के बिल क्यों लाने पड़ते हैं। यह हमारे देश और हमारे देश की जनता की बड़ी बदनसीबी है कि स्वाधीनता प्राप्ति के समय जबकि देश में करीब-करीब 530 रियासतें थीं उनको समाप्त कर जहां सरदार पटेल ने देश को एक बनाया वहां पर हमारे पालिटिशियन ने इस देश के टुकड़े-टुकड़े किये। अभी भी जो प्रान्त हैं उनका और ज्यादा विभाजन करने की बात सोची जा रही है। वहाँ कितना हल्ला-गुल्ला होता है, कितनी सरकारी प्रापर्टी, जनता की सम्पत्ति का नुकसान होता है, कितनी जान-माल की हानि होती है, उसकी तरफ ध्यान नहीं दिया जाता है। आगे और भी प्रान्तों का विभाजन करने का काम चल रहा है। यह बहुत दुर्भाग्यपूर्ण बात है।

यह बिल क्यों आया है ? पंजाब एक बहुत अच्छी स्टेट थी। उसका विभाजन हुआ हरियाणा, पंजाब और हिमाचल में। तीन-चार महीने पहले मैं इन प्रदेशों में एक कमेटी मीटिंग के दोरे में गया था। वहाँ पोलिटिकल लोगों से नहीं लेकिन साधारण जनता से मुझे मिलने का मौका मिला था। वहाँ के लोग आज भी कहते हैं कि पंजाब के विभाजन से पूर्व वहाँ की जनता हर प्रकार से सुखी थी। विभाजन से किसी का कोई लाभ नहीं हुआ। एक टैक्सी में मैं जा रहा था। टैक्सी वाला कहने लगा कि

क्या बतायें साहब, जब हमारी एक स्टेट थी तो हम कहीं भी जा सकते थे। अब हमें हरियाणा में जाना हो तो उसका भ्रलग परमिट लेना पड़ता है और हिमाचल में जाना हो तो भ्रलग लेना पड़ता है। ऐसी कितनी ही दिक्कतें वहाँ की जनता को हो रही हैं।

चंडीगढ़ को मैंने देखा है—

श्री यशवन्त शर्मा (अमृतसर) : चंडी एक तरफ है और गढ़ दूसरी तरफ है।

श्री ना० नि० पटेल : वहाँ असम्बली बिल्डिंग गवर्नर जो बनी है उसका जिस तरह से बटवारा हुआ है, उसको देखकर मुझे बड़ा ताज्जुब हुआ है। देखकर ताज्जुब हुआ कि वहाँ क्या हो रहा है। एक ही चंडीगढ़ में हरियाणा का गवर्नर भी रहता है और पंजाब का भी रहता है। यह सारा खर्चा और बोझ किस पर पड़ रहा है ? वहाँ की जनता पर ही तो पड़ रहा है।

मेरे खयाल में पंजाब में असम्बली के मंत्रियों की संख्या 104 है। इतनी छोटी सी असम्बली के लिए काउंसिल की कोई आवश्यकता नहीं थी। बम्बई एक स्टेट थी। उसका विभाजन हुआ महाराष्ट्र और गुजरात में। हम गुजरात वालों ने शुरू से ही यह काउंसिल नहीं बनाई। वह एक फिजूल खर्च है। पंजाब में एक बहुत छोटी एसम्बली है। इसलिए वहाँ काउंसिल को बनाये रखकर यह खर्च जारी रखना बिल्कुल ठीक नहीं है। मैं कहना चाहता हूँ कि एक प्रान्त का विभाजन करके उसके टुकड़े करने की प्रक्रिया को अभी से रोकना चाहिए, ताकि भविष्य में पार्लियामेंट के सामने इस प्रकार का बिल न लाना पड़े।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

SHRI VIKRAM CHAND MAHAJAN (Chamba) : I congratulate the present Government of Punjab on taking such a bold step in tune with the needs of the nation and hope that the day will come when this Parliament also will follow suit and think of abolishing the Upper House of Parliament.

[Shri Vikram Chand Mahajan]

The concept of a second chamber is a 19th century concept. The British Parliament in the 19th century was dominated mainly by the upper classes. But there was a demand for a change because the never generation, the industrial classes were coming up and they wanted a share in government and abolition of Upper House and therefore, the House of Lords evolved a slogan that a second House is necessary to give maturer consideration to legislation hastily passed by the Lower House consisting of the proletariat classes. They said that the Lower House did not know the basic needs of the nation sufficiently well and that was the concept embodied in the 1935 and earlier Acts in our country. We introduced this concept that some sections should also be represented, sections which represented special interests, like local bodies, teachers and so forth. The idea was that they would bring their specialised knowledge to bear on the deliberations of this body. The election to this body was indirect. But with the passage of time, it began to be realised that there was hardly any contribution which these Upper Houses made to legislation. The reasons were manifold. The basic reason was that these Houses were not responsible to the people because they were elected indirectly; they were responsible mainly to the local bosses who controlled local bodies or local associations like teachers' associations. Therefore, vested interests had become entrenched in the Upper Houses.

The second reason was that the concept that the Upper Houses would give maturer consideration to so-called hastily passed legislation was exploded. We know at present what contribution is being made by these second chambers to the legislative process. In the State legislatures, the Upper Houses are hardly contributing anything except pursuing their own interests. It would be equally true to say that even at the Centre the second chamber is hardly contributing much to the betterment of the legislative process of the country. Second houses have become places of patronage for the bosses in the Centre and the States. For instance, Members of the Rajya Sabha are elected by the State legislatures which are in turn controlled by the respective Chief Ministers; mostly they represent the interest of the Chief Ministers

or some such person who controls the State legislatures. They do not represent the people or some specific section of the constituency as members of the lower House represent. Therefore, they could not understand the demands of the people of the country. An elected person who comes in direct elections goes back to his constituency and knows what the people want and comes back to the House and puts forth their demands on which basis Bills are brought forward by the Government. The upper houses have no constituencies to nurse and normally their sole interest—not always—is to serve the interest of the people who get them elected. The lower houses are more mature than the upper houses and if this is true there is no need for second houses in any part of the country. At least half the States in India do not have upper house and for that reason their laws do not suffer in quality; no one says that their laws are less mature or are immature than the laws passed by States with two houses. Then where is the need for a second House?

Ours is a poor country and why should we waste money on upper chambers which hardly perform any functions. The money could be utilised for the development of the country and creation of more employment opportunities and developing economically backward regions. This is an outmoded system inconsistent with the needs of our country. From the point of view of financial liability or from the needs of the nation second Houses are unnecessary; they are white elephants imposed by persons who followed the wrong British concept. The time has come to reconsider the entire issue. I congratulate the Governments of Bengal and Punjab for giving lead to the country and I hope that the Centre also will follow the same system of having only one House.

श्री यश दत्त शर्मा (अमृतसर) : सभा-पति महोदय, मैं पंजाब की अकाली दल और जनसंघ की मिली हुई सरकार और वहाँ की विधान सभा को बधाई देता हूँ कि उन्होंने यह साहसपूर्ण कदम उठाया है और वहाँ की कौंसिल को भंग करने के सम्बन्ध में केन्द्रीय सरकार के पास अपना प्रस्ताव भेजा है, जो कि एक अनावश्यक सदन है और जो उस प्रदेश

की अर्थ-व्यवस्था पर एक बोझ है। इस प्रकार के दूसरे सदन कई अन्य राज्यों में और केन्द्र में भी राज्य सभा के रूप में बने हुए हैं। 1950 में हमारे देश का संविधान लागू हुआ। संविधान के निर्माताओं और विधि विशेषज्ञों की यह राय थी कि विधि निर्माण में, कानून बनाने में, किसी प्रकार की जल्दबाजी न की जाये और हर एक विचाराधीन विषय विचार और व्यवहार की दृष्टि से छन कर आये और उसके सब तत्व सामने आये। इस दृष्टि से ये दो सदन कायम किए गए थे। लेकिन विधान के मुताबिक आज उस दूसरे सदन की रचना में हम विधान की उस भावना को सुरक्षित नहीं पाते हैं। विधान की धारा 171 की खंडिका 5 के अन्दर बताया गया कि दूसरे सदन में किस प्रकार के लोग नामांकित या मनोनीत करके भेजे जायें। साहित्य में, कला में, विज्ञान में और सामाजिक व सहकारिता के क्षेत्र में जो व्यक्ति अपना स्थान रखते हैं इस प्रकार के योग्यतम व्यक्तियों को, विशेष व्यक्तियों को, जो शायद सीधे तौर पर चुनाव नहीं लड़ सकते, उतना समय उस तरफ नहीं लगा सकते, इस प्रकार के योग्य व्यक्तियों को वहाँ स्थान दिया जाय। लेकिन अध्यक्ष महोदय, मुझे खेद के साथ यह कहना पड़ता है कि अधिकांश हमारे सदनों का आज का जो रूप है चाहे वह प्रदेशों में विधान परिषदों के रूप में कुछ सदन हैं और चाहे केन्द्र के अन्दर राज्य सभा है, वहाँ पर मोटे पूँजीपति जो अपने पैसे से इस प्रकार के पदों को खरीदते हैं और दल इस प्रकार के स्थान मोटी रकम लेकर देते हैं, इस परम्परा को कांग्रेस ने कायम किया और इस प्रकार के अनावश्यक लोग, जिनका समाज के अन्दर कोई स्थान नहीं है, न जाने किस आधार पर इनमें आ गए। मैं पंजाब का उदाहरण देता हूँ। पंजाब में ही, मुझे किसी का नाम लेने की आवश्यकता नहीं, ऐसे घटिया दर्जे के लोग, जिनका समाज के अन्दर कोई स्थान नहीं है, इस प्रकार के लोग वहाँ भेजे गए। ऐसे लोग नीचे के सदन

की भी कोई सहायता नहीं कर पाते विचार की दृष्टि से। इसलिए न विधान की भावना को हमने सुरक्षित रखा न योग्य प्रकार का प्रतिनिधित्व उन सदनों के अन्दर हुआ न उस भावना को उन्होंने पूरा किया जिस भावना को लेकर वह कायम किए गए थे। क्योंकि वास्तविक स्थिति जो है, राजनीतिक दल जैसी उनकी स्थिति नीचे है वैसी ही ऊपर है। इसलिए बजाय इसके कि विचारपूर्वक और जल्दबाजी न करके, विषयों को मथ करके और छान करके, विधि की रचना की जाय, वह बात वहाँ पर नहीं रहती। राजनीतिक दृष्टिकोण से जल्दबाजी के अन्दर, हड़बड़ाहट और भागदौड़ के अन्दर वह बातें की जाती हैं। इसलिए मैं समझता हूँ कि आज दूसरे सदनों की आवश्यकता नहीं है। अपने देश की इस प्रकार की चिरमराई हुई अर्थ-व्यवस्था के अन्दर हम जनसाधारण की भलाई के लिए, अपनी उस मुद्रा को, अपने उस पैसे को खर्च करें और इस प्रकार के अनावश्यक सदनों को समाप्त कर देना चाहिए। केन्द्र में भी राज्य सभा जैसे इस खर्चिले सदन को समाप्त करके, मैं समझता हूँ कि अपनी आर्थिक व्यवस्था को हम कुछ राहत दे सकते हैं और अपने साधनों को दूसरी ओर जन-कल्याण की दृष्टि से मोड़ सकते हैं।

फिर इन सदनों का एक उपयोग हो सकता था अगर सरकार उस दृष्टि से विचार करे या आज भी हम उस दृष्टि से विचार करें। मेरे दल का मत यह है कि अगर सरकार इस सम्बन्ध में कोई विधि विशेषज्ञों का एक कमीशन कायम करे और कमीशन सुविचारित रीति से अच्छी तरह विचार करके इस सम्बन्ध में अपनी राय दे कि दूसरे सदन की रचना किस प्रकार से की जाय, उसका गठन किस प्रकार से किया जाय, उसकी कार्य-प्रणाली क्या हो और फिर उस सदन के अन्दर कृषि, उद्योग, व्यापार, कानून और इसी तरीके से शिक्षा और

## [श्री यज्ञ दत्त शर्मा]

स्वास्थ्य, यह जो सेवाएं हैं, इनके प्रति-निधियों को भेजा जाय और वह नीचे से जिसे कहना चाहिए एलेक्टोरल कालेज, उस रूप में चुन कर आएँ, वहाँ पर उनका चुनाव हो अपने-अपने क्षेत्र के अन्दर, कानून के लोग जैसे लाँ कौंसिल के रूप में चुनकर आते हैं इसी प्रकार से अध्यापक लोग और दूसरे लोग जो अलग-अलग क्षेत्रों में चुन कर आएँ उनको ऊपर के सदन के अन्दर प्रतिनिधित्व प्राप्त हो, वहाँ पर वह अपनी भावना रख सकें और उनके विचार के अनुसार मये हुए रूप में, छन करके कोई चीज नीचे के सदन के अन्दर आएँ तब तो उसका कोई महत्व हो सकता है। लेकिन आज के सदन नितान्त राजनैतिक दृष्टि से गठित हैं। इन सदनों को हटाना चाहिए। इनका कोई उपयोग नहीं है। लोक सभा को भी राज्य सभा आज कोई सहायता नहीं करती। वहाँ पर हमें कोई विशेष प्रकार की भावना, विशेष तरीके के विचार और उनका कोई प्रतिनिधित्व प्राप्त होता हो, ऐसी बात नहीं है। केवल राजनैतिक दलों की दृष्टि से यह चीजें चलती हैं। इसलिए मैं समझता हूँ कि ये सदन टूटने चाहिए। मैं केन्द्र सरकार के मंत्री महोदय को इस बात के लिए बधाई देता हूँ कि वह इस प्रकार के प्रस्ताव को लाए। उन्हें यह प्रस्ताव बंगाल की विधान-परिषद को भंग करने वाले प्रस्ताव के साथ ही लाना चाहिए था। उस समय तक पंजाब की ओर से एक विशेष मेसेंजर के द्वारा यह प्रस्ताव उनके पास आ चुका था। लेकिन खैर, देर में भी किए जाने वाले ठीक काम के लिए सरकार को बधाई देनी चाहिए। यह प्रस्ताव पास किया जाना चाहिए और मैं इसके पक्ष में हूँ। इन शब्दों के साथ मैं इसका समर्थन करता हूँ।

श्री रणधीर सिंह (रोहतक) : सभापति महोदय, जो प्रस्ताव हाउस के सामने है मैं इसका पुरजोर समर्थन करता हूँ। पंजाब की जो लेजिस्लेटिव कौंसिल थी हमें पता है इसकी

तवारीख का कि किस-किस किस्म के आदमी उसमें लिए गये थे। मैं उन आदमियों में से हूँ जो इस बात को शिद्दत से महसूस करते हैं कि हमारा देश गरीब देश है जहाँ पन्द्रह पैसे रोज की आमदनी भी देहात के गरीब किसान और हरिजन मजदूरों की नहीं है। जहाँ ऐसी हालत है वहाँ यह खामख्वाह का एक बोझ है। फिर इसमें लोग भी कौन लाए जाते हैं? या तो वह आदमी जिनके पास पैसे बहुत हैं और वह एम० एल० सी० बनने के बाद यह समझते हैं कि बड़ी भारी क्वालिफिकेशन बन गई, लड़के और लड़कियों के बड़े अच्छे रिस्ते हो जायेंगे चौधरियों के या जिनके पास ला-इन्तहा दौलत है। मुझे बताया गया, मैं नाम क्या लूँ, सत्तर-सत्तर हजार में एम० एल० सी० बिके हैं। जो सत्तर हजार जमा करे वह एम० एल० सी० बन जाय। तो इस तरह इससे करप्शन भी बढ़ा है, यह मेरे कहने का मतलब है और जगह का तो मुझे पता नहीं, लेकिन पंजाब का पता है। ऐसी-ऐसी मिसालें हैं कि जो लोग कभी कांग्रेस में रहे नहीं, जिनके बाप-दादों ने कभी देश की सेवा नहीं की, वह एकदम से एम० एल० सी० बन गए और ऊपर चढ़ गए। मुझे पता है कि यह बात हुई है और फिर रहा क्वालीफिकेशन का सवाल कि साइंटिस्ट हैं या लिटरेचर जानने वाले हैं या कोई खास एक्सपर्ट हैं किसी चीज में, यह बात बिल्कुल नहीं है। बिल्कुल मिसयूज किया गया है कांस्टीट्यूशन का और वह इस हद तक मिस-यूज हुआ है कि उस आदमी को पता ही नहीं उस सबजेक्ट का जिसको कि वह रेप्रेजेंट करता है और वह एम० एल० सी० बन गया। और फिर ऐसे-ऐसे आदमी कि असेम्बली में भी जिस आदमी की राय है, ग्रेजुएट कांस्टीट्यूएँसी में भी उसकी राय बन गई और इस प्रकार से एक-एक आदमी की चार-चार जगह राय बन गई। उसकी राय से एम० एल० सी० बनते हैं, उसकी राय से एम० एल० ए० भी बनते हैं और उसकी राय से एम० पी० भी बनते हैं। एक प्रिविलेज्ड क्लास वह बन गई टीचर की या ग्रेजुएट्स की या दूसरों की। फिर यह बात

भी कि ग्राम एलेक्शन में इतना पैसा खर्च नहीं होता और एम० एल० सी० के लिये 20-20, 40-40 और 50-50 हजार रुपये खर्च करके चले जाते हैं। इसमें उससे भी ज्यादा करप्शन हमने देखा। जितना करप्शन असम्बलीज् के एलेक्शन में नहीं उससे ज्यादा लोकल बाडीज की तरफ से या ग्रेजुएट्स कांस्टीट्यूएन्सी की तरफ से जो एम० एल० सी० बने उसमें एक-एक राय बिकते हुए हमने देखी। तो वास्तव में इसकी जरूरत नहीं थी। लेकिन जनसंघ ने अपने मुँह मियां मिट्टू बनने वाली बात कही। मेरे भाई यज्ञदत्त शर्मा ने भी कहा कि हमने यह इंकलाबी कदम उठाया है हालांकि मुझे कुछ ऐसा मालूम देता है कि चूँकि कांग्रेस की अकसरियत थी कौंसिल में इसलिये इन्होंने सोचा कि इनके सिर पर खामख्वाह का बोझ है, चलो इनसे छुट्टी पाओ। मेरा ख्याल है कि वहाँ इनकी अकसरियत होती तो शायद यह सवाल नहीं उठाते। लेकिन चलो, अच्छा काम किया है चाहे किसी वजह से भी किया, है तो अच्छा ही है। हम भी चाहते हैं कि अच्छा काम हो चाहे जनसंघ करे या अपोजीशन करे। लेकिन मैं यह जरूर चाहता हूँ कि यह नोट किया जाय यहाँ पर कि चूँकि वहाँ कांग्रेस लट्ट ले कर बैठी है कौंसिल में और चूँकि उसकी वहाँ मेजारिटी है इसलिए अपना रास्ता साफ करने के लिये अकाली भाइयों की और इनकी जोड़ी— एक ग्रन्था और एक कोड़ी, यह जोड़ी बनी और यह बनाकर के इन्होंने कांग्रेस को वहाँ से निकालने की कोशिश की है। लेकिन मुझे कोई ऐतराज नहीं है क्योंकि मुझे पता है वहाँ उनका गठन किस प्रकार का है। लेकिन फिर भी एक चीज आई है तो मैं इतना संकेत अवश्य करता हूँ कि यह इसलिये किया गया है।

इसके अलावा मैं यह समझता हूँ कि यहाँ ही नहीं, दूसरी जगह भी ऐसा होना चाहिए जहाँ कांग्रेस की मेजारिटी दूसरी स्टेट्स में है, जैसे बंगाल में कम्युनिस्टों की तरफ से यह रेजोल्यूशन आया, जैसे पंजाब में जनसंघ की तरफ से यह चीज आई, चाहे पार्टी के इन्टरेस्ट

में वह लाए, चाहे तंगनजरी से लाए या किसी प्रकार से लाए, कोई नेक कदम उन्होंने उठाया है तो मैं चाहूँगा कि कांग्रेस गवर्नमेंट भी ऐसे कदम उठाए और आज जो बाजार खुला हुआ है कि जो एलेक्शन में हार जाय असम्बली के या जो एम० पी० के एलेक्शन में हार जाय तो उसको वहाँ दाखिल कर दें, उसको एम० एल० सी० बना दें और जो मिनिस्टर साहब थे, उनको वहाँ डिप्टी चेयरमैन बना दें, यह चीज बन्द होनी चाहिए। यह भी मुझे पता है, दूसरी पार्टियों को पता है कि एक आरामगाह उन्होंने इसे बना रखा है, एक रेस्ट हाउस बना रखा है जो हार गए उनके लिए। जो लोग एलेक्शन में हार जाते हैं, जिन लोगों को जनता ने रिजेक्ट कर दिया है उनको इस तरह से वहाँ जाने का हक क्या है? लेकिन उनको वहाँ लाया जाता है दूसरे रास्ते से, ग्रेजुएट कांस्टीट्यूएन्सी से या गवर्नर साहब का नाम लेकर पावर का मिसयूज करके उनको वहाँ नामिनेट कर दिया जाता है और आखीर में उनको इस्तेमाल किया जाता है अपनी पावर चलाने के लिए। इसलिए मैं इस मौके पर यह बात कहना चाहूँगा कि जहाँ-जहाँ स्टेट्स में बाइ-कमरल सिस्टम है वहाँ हमें भी इस किस्म का रेजोल्यूशन लाना चाहिए। अच्छे काम में हम क्यों पीछे रहें। अगर यह पाँच घोड़े आगे निकलते हैं तो अपना अरबी घोड़ा क्यों पीछे रहे। तो स्टेट्स में हमको भी जहाँ हमारी गवर्नमेंट है, वहाँ आगे आना चाहिए और मैं तो यह समझता हूँ—यह बातें चलती थीं कि कभी पार्लियामेंट डिज़ाल्व न हो जाय तो हमारे जो राज्य सभा में बैठे हैं वह बड़े अक्कड़ खां बने बैठे हैं कि हम तो कभी डिज़ाल्व हो ही नहीं सकते।

लोगों के इन्कट किये हुए प्रादमियों का, जो लाख-दो लाख रुपया सफ़ करतें हैं, उनका पत्ता काट दिया जाता है और वे प्रादमी यूँ के यूँ बैठे रहते हैं। इस बात से उनकी बेइज्जती करने की मेरी मंशा नहीं है, लेकिन यह कैसा कांस्टीट्यूशन है, कैसा मजाक है कि



[श्री रणधीर सिंह]

लोगों के नुमाइन्दे डिस्मिस हो रहे हैं और जो किसी को रिप्रेजेन्ट नहीं करते, वे आराम से कुर्तियों पर बैठे हैं। मेरी राज्य सभा की बेइज्जती करने की नीयत नहीं है, लेकिन हम उनको सफेद हाथी समझते हैं। हम इतने खर्चे को एफोर्ड नहीं कर सकते, दो-दो हाउसेज खर्चें, वृषरा की फीज हो, उनके तहत दूसरे खर्चें हों, इसको कट किया जाना चाहिए। यह तो छमीरों के चोचले हैं, हमारा मुल्क इन चीजों को बरदाश्त नहीं कर सकता। इसलिए मैं इस बिल की पुरजोर हिमायत करता हूँ और मंत्री महोदय से कहना चाहता हूँ कि आप इस चीज के बारे में सूप्रो-मोटो नोटिस लीजिये, एक्शन लीजिये, जहाँ-जहाँ कांग्रेस की हुकूमतें हैं, वहाँ भी इस चीज को फोलो कीजिये, वरना ये लोग जो नुमाइशी गन्दुम-फरोश हैं, वे भ्रामे जा जायेंगे। आप भी भ्रामे भ्राइये, जहाँ-जहाँ ऐसी असेम्बलीज हैं, उनको तोड़ दीजिये। रिटायर्ड भ्रादरियों को वहाँ ले लिया जाता है, जो बेकार हैं, देश के ऊपर पैरासाइट्स हैं, उन पर श्राम-स्वाहा का रुपया बरबाद किया जाता है। हम लोग बहुत बड़ी आबादी को रिप्रेजेन्ट करते हैं, हमारी आवाज जनता की आवाज है और जो कुछ भी यहाँ कहते हैं, वह जनता की आवाज है, हरिजनों की बात कहते हैं, बैकवर्ड लोगों की बात कहते हैं, किसानों की बात कहते हैं, लेबर की बात कहते हैं, शहरों की बात कहते हैं। देहातों की बात कहते हैं। लेकिन ये किसकी बात कहते हैं, चूँकि हम हाउस आफ लाईस के लाट-साहब हैं, इसलिए हमारी मोहर लगनी चाहिए—यह चीज अब भ्रामे नहीं चल सकती।

इस बारे में कई बार रेजोल्यूशन प्राया है लेकिन अमल नहीं होता है। यह प्रोप्रेसिव स्टेप जिसमें देश का आर्थिक तौर पर, सामाजिक तौर पर फायदा है। इन अवकाज के साथ मैं इस बिल की पुरजोर हिमायत करता हूँ।

\*SHRI C. CHITTIBABU (Chingleput) : Mr. Chairman, Sir, to day the Punjab Legislative Council (Abolition) Bill, 1969 has been introduced in this House and I am grateful to you for the opportunity you have given to me to speak on this Bill.

I would not subject myself to a debating point whether the Legislative Council is necessary or not. In a democracy the voice of the people is the voice of God and democracy has to be made secure in a country on that philosophy. The Government of India, acceding to the request of the Punjab Legislative Assembly which passed a Resolution to abolish the Legislative Council of the Punjab, has brought forward this Bill. Through this, the Indian Government has honoured the voice of the people of Punjab. As this is the best way of promoting democratic ideals in the country, I am duty bound to support this measure.

I find that in one place the request for abolition of the Council has been acceded to and in another place the request for increasing the membership of the Council has not yet been considered. I would like to draw your attention to this anomaly. The great and inimitable leader of Tamil Nadu, our revered Anna, when he was the Chief Minister, with a view to honour the wishes of the people of Tamil Nadu, introduced a Bill in the Tamil Nadu Assembly increasing the membership on the Tamil Nadu Legislative Council. That was passed and sent to the Government of India. It was not sent today, but two years before. I understand that this Bill has been forwarded to the Ministry of Law by the Home Ministry here. I do not know what the Law Ministry has done with this Bill. No step has so far been taken by the Law Ministry to legalise the wishes of the people of Tamil Nadu. Just like the Bill under discussion, the Law Ministry should bring another Bill in this session of Parliament itself to give effect to the desire of the people of Tamil Nadu for increasing the strength of Tamil Nadu Legislative Council.

We might be perpetuating a system introduced by the British when they were ruling this country. We might be incurring

The original speech was delivered in Tamil.

some expenditure in maintaining this institution. But, the Legislative Council is a representative body of eminent and talented people belonging to different sections of the society and to different disciplines of knowledge. The Members of the Legislative Assembly, deriving strength from their majority in the Assembly, may pass a legislative measure in a hasty way. The Legislative Council acts as a check and puts the things in proper perspective. In a democracy, the Legislative Council has a significant role to play.

We should not make a political issue whether this institution should continue or not. The experience and knowledge that we get from eminent men for a salary of Rs. 250 or so should also not be a political issue. Today, the political party in power, from the point of view of expenditure, may decide to abolish the council. Tomorrow, another party which comes to power, as a political expediency may resuscitate the Council. At that juncture, what should be the attitude of the Government of India? The House should bear in mind that there is no constitutional provision in this regard. The Parliament should decide such issues only on the ground whether the people want to such an institution or not. The decision of this House should be in consonance with the wishes of the people—whether they want to abolish it or they want to increase the strength of such an institution.

The Congress Party has been split into two and we see the sorry spectacle of one section of the Party sitting in opposition. Perhaps, this may be the reason for the delay in acceding to the request of the Tamil Nadu Legislative Assembly for increasing the strength of the membership of Tamil Nadu Legislative Council.

As the Dravida Munnetra Kazhagam has taken the decision in principle to support the present Ministry, I request the Government to bring a Bill in this session itself providing for strengthening the Tamil Nadu Legislative Council.

With this request, I give my support to the Bill under discussion and conclude my speech.

SHRI R. D. BHANDARE (Bombay Central): Mr. Chairman, while speaking on the Bill before the House, I have no

quarrel whatsoever so far as the wishes of the people expressed through the Punjab Assembly are concerned. From that point of view only I would like to support the Bill since the abolition of the Legislative Council is based on the wishes of the people of Punjab expressed through the Legislative Assembly. But we have to pay our attention to one aspect, namely, why the provision under Article 169 in the Constitution, either to create or to abolish the Legislative Council, was incorporated.

As you know, now-a-days, we would like to, as Mr. Randhir Singh very emphatically said, ride on the popular wish or popular desire. The reason why the provision was made in article 169 of the Constitution is that there might be an occasion when the representatives of the people may be so impetuous or impulsive to make any law they like. It was in order that such impetuosity, such emotions and impulses of which we have a glaring example here in this House, could be checked that the founding fathers felt it necessary that in some of the bigger States there should be a second chamber, the State Council. It was in order to give a finality to the will of the people that the Second Chamber was created. If a legislation based on emotions and impulses was passed in the lower House it should be well balanced and if necessary checked by the Second Chamber. That was exactly the reason for having the second chamber. I, therefore, feel that we should be hesitant and careful in abolishing the State Council in any State and only after studying the conditions the legislature or a particular State should move such a resolution for the abolition of the Council.

There is another reason also. The second chamber was meant for a check since we accepted the checks and balances theory underlying the Constitution. We wanted that along with the expression of the popular will, that popular will must function on a check that may be placed by the Council on a legislation passed by the lower House. That was the rationale as to why we incorporated article 169 in the Constitution.

There is also another cogent reason. Our States constituted as they are, our States populated as they are, consist of population having different types of minorities. If there is

[Shri R. D. Bhandare]

election to the lower House, and there is bound to be election under the Constitution, it may be that no proper representation might be found for the minorities, then where the minorities can voice their grievances or where the minorities can express their views on a particular legislation which affects their interests. In order to give representation to the conglomeration of people living in a particular State, particularly, based on linguistic or religious or any other reason, this provision was incorporated and enshrined in the Constitution as that the minorities may be represented. Let me give an illustration. I am not giving any fictitious example.

Take the illustration of Telengana or the illustration of other States where there is agitation based on regional imbalances. I will give you the very glaring example of Andhra State. The Telengana people have some grievances. There are some leaders and people living in Telengana who would like to have the Andhra State as it exists today. There are also some leaders and some people who would like to have a separate Telengana. We have accepted the position that there should not be a separate State of Telengana. In case the people who are for the retention of the present position of Andhra Pradesh get ascendancy over those people whose grievances are against the majority of that State, how and where could these people voice their grievances if there is no second chamber where they could be nominated or elected? In order to meet such abnormal situations and conditions, a provision was incorporated. Since we are flowing along the current popular will and popular desire, we say that since our country is poor, our States are very backward, since our country is a developing

country, on the economic basis and on the financial basis, we are not able to run and retain the second chamber. But if it is said, as Mr. Randhir Singh said, that we are the representatives of the people and the representations of the people have every right to carry on the administration, to carry on the government, and those who are represented in the second chamber should not have any right whatsoever, then I would say that it is a very fantastic proposition. I do not think that those who are represented in the Council or the second chamber are alienated from the interests of the people or they are far away removed from the people or that they have no loyalty to the people. Today what is happening? I must tell you very frankly that those who have been loyal to the people are the persons who are led by more emotion, and those who are intellectuals or those who are educated, who also have their voice reflected in the piece of legislation or administration or in chalking out policies, have no loyalty to the people. The educated and the intellectuals today are far removed from the people. Should we send them in toto...

SHRIMATI ILA PALCHOUDHURI (Krishnagar): Are not the Members of Lok Sabha intellectuals educated?

SHRI R. D. BHANDARE: The hon. lady Member should not...

MR. CHAIRMAN: He may continue tomorrow. The House stands adjourned till 11 A.M. tomorrow.

17.59 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, November 19, 1969, Kartika 28, 1891 (Saka).*