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Friday, August 17, 1962
Sravana 26, 1884 (Saka)

LOK SABHA
DEBATES

1614

Third Series

Volume VI, 1962/1884 (Saka)

[August 6 to 18, 1962/Sravana 15 to 27, 1884 (Saka)]



SECOND SESSION, 1962/1884 (Saka)

(Vol. VI contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

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N.B.—The sign + marked above the name of a member on questions which were orally answered indicates that the question was actually asked on the floor of the House by that Member.

LOK SABHA DEBATES

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LOK SABHA

Friday, August 17, 1962/ Sravana 26,
1884 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Location of Power Houses and Coal Washeries

***354. Shri Surendranath Dwivedy:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether any fresh review is being undertaken in regard to the location of thermal power houses and coal washeries in order to avoid extra burden on the Railways; and

(b) if so, the changes suggested and whether there will be delay in setting up some of these units on account of these factors?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The Standing Committee on Utilisation of Washery By-products for thermal power generation, set up by Government, is examining the question of linking the power generation programme with setting up of washeries, so that middlings could be fully utilised. The Committee is expected to finalise its interim recommendations soon.

Shri Surendranath Dwivedy: Where was the need for such a committee when the Planning Commission had already endorsed this policy of having

1490 (Ai) LSD.—I.

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thermal power stations near the coal-fields?

Shri K. D. Malaviya: Yes, Sir. It was only latterly that the Planning Commission took this view that the better course would be to have these thermal power stations on the coal mines in order to utilise the middlings also, but in order to get into those details and estimate all the implications, this committee is now sitting in my own Ministry, and I hope they will be able to get ready with their recommendations soon, so that the other Ministries might be consulted for further action.

Shri Surendranath Dwivedy: Is it a fact that the Power Ministry is resisting such a proposal? In the Second Five Year Plan there was a proposal for setting up as many as four central coal washeries, but as yet only one central coal washery has been set up. It was expected that in the earlier period of the Third Plan it would be completed. So, may I know the progress made, and whether it is going to be delayed on account of this action?

Shri K. D. Malaviya: If the washery programme is delayed, it will not be delayed on account of this; there are other problems also involved in this,—for instance, the desire of the State Governments to have power stations in their own regions, and to link it up with the coal mines in such a way that the advantage goes to the States themselves. So, we have to consult the State Governments also and keep them satisfied, while keeping the power stations near the coalmines. But, as I said, the question of disposal of middlings is very important and my personal view and that of my Ministry has been very strongly in favour of

having these power stations exactly on the coal mines, so that a new rational of power stations can be created with a view to relieving the transport system of the country also.

Shri Daji: The Minister has said that this Ministry is very strongly in favour of this but he has yet to consider the views of the State Governments. Do I understand, therefore, that the Government of India has not taken an irrevocable and firm decision that the power stations will be only located at the site of the coal mines?

Shri K. D. Malaviya: No, Sir. I am afraid such an irrevocable and firm decision has not yet been taken, although the views are veering round to this all round that it will be purposeful and economic and expeditious always to have these power stations on the coal mines or as near them as possible with a view to utilise the middlings, and also with a view to giving relief to the transport system in the country.

डा० मोविन्द बास : अभी माननीय मंत्री जी ने कहा कि इस संबंधमें एक कमेटी विचार कर रही है। क्या कमेटी यह भी विचार कर रही है कि इस प्रकार के एक से अधिक कितने कारखाने स्थापित होंगे और क्या जब उनकी संस्था निश्चित हो जाएगी तो इस पर भी विचार किया जाएगा कि जहां जहां पर कोयले की अनेक खाने हैं, जैसे मध्य प्रदेश में, वहां भी इस प्रकार के कारखाने स्थापित होंगे?

ध्ये के० दे० मालवीय : कमेटी जिस प्रकार पर विचार कर रही है वह मिडलिंग्ज के युटिलाइजेशन का है। जो कोयला वाशरीज में आता है और जिस की कवलिटी अच्छी की जाती है, तो जो बच जाता है, उसका इस्तेमाल पावर स्टेशंज के लिए किया जाता है। इसलिए योजना यह है कि जहां जहां कोयले की खाने हैं वहां पर पावर-स्टेशंज लगाये जायें, ताकि उसका भी इस्तेमाल हो जाए।

मध्य प्रदेश के लिए भी इस तरह की ही योजनायें हैं।

Shri Vidya Charan Shukla: Is it a fact that the Planning Commission have given a firm advice to the various Ministries of the Government of India that the power stations should, as far as possible, be located only at the pit-heads? I want to know whether the Ministry of Irrigation and Power have accepted this advice and whether Government has any knowledge of this.

Shri K. D. Malaviya: In between the Irrigation and Power Ministry and the Planning Commission and the Ministry of Mines and Fuel and also the State Government, where the coal mines exist and the power plants have got to be fixed, further consultations are necessary. The indications are, at least from our Ministry and from the Planning Commission, that such a scheme will be very purposeful and necessary.

Shri Bhagwat Jha Azad: Where, for various reasons, the location has been fixed a little away from the pit-heads, what do Government propose, as an alternative, to relieve the burden on railways in the matter of carrying coal? Do they want to have pipe-lines or such other things as the hon. Minister suggested somewhere?

Shri K. D. Malaviya: That is also one of the recommendations of our Ministry that with a view to giving further relief to the railway system, we should transport coal within 30 to 50 miles of the mines either by a pipeline system or by road or by river navigation, if it is a feasible proposition.

Prohibition

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*355.	Shri Basumatari:
	Shri Subodh Hansda:
	Shri S. C. Samanta:
	Shri B. K. Das:
	Shri M. L. Dwivedi:
	Shri Rameshwar Tantia:

*	Shri P. R. Chakraverti:
	Shri Bibhuti Mishra:

Shri Vidya Charan Shukla:
 Shri Hari Vishnu Kamath:
 Shri Yashpal Singh:
 Shri Ram Sevak Yadav:
 Shri Prakash Vir Shastri:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No 1211 on the 31st May, 1962 and state:

(a) whether information about the cost of enforcement of prohibition has been received from the State Governments; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The information is given in the statement placed on the table of the House

STATEMENT

S. No. No.	State	Cost of enforce- ment of prohibi- tion per annum	Rs. in lakhs
1. Mysore .		31.89	
2. Uttar Pradesh .		4.00	
3. West Bengal .		75.00	
4. Madhya Pradesh		40.00	
5. Bihar		1.00	
6. Kerala		48.00	

Shri Basumatari: What is the ratio of the expenditure to be borne by the State Governments and the Central Government in this prohibition scheme?

Shri Datar: This is a new matter. What the State Governments desire is to have, in addition to half the loss, the actual costs of enforcement of the prohibition scheme.

Shri B. K. Das: May I know whether the States, whose names are given in the list, have calculated their loss of revenue because of prohibition?

Shri Datar: They have pointed out that what the Central Government has offered is not adequate; and, therefore, something more should be given. A number of States have asked for full compensation in respect of the loss.

भीमो लाल द्विवेदी : जो स्टेटमेंट माननीय मंत्री जी ने सभा पटल पर रखा है, उस में लिखा है, कि उत्तर प्रदेश में चार करोड़ इस काम पर खर्च हुआ है जब कि दूसरे प्रान्तों में कहीं पर ७५ लाख, कहीं पर ४० लाख और कहीं ३१ लाख ही खर्च हुआ है मैं जानता चाहता हूँ कि उत्तर प्रदेश में चार करोड़ रुपया खर्च कैसे हो गया जब कि केवल ग्यारह जिलों में ही प्रोहिविशन है और बाकियों में शराब की दूकानें बढ़ती जा रही हैं ?

Shri Datar: The hon. Member has not understood the position. The State Governments wish to introduce the prohibition through a phased programme during the Third Five Year Plan. We offered them half the loss in excise revenue. These States have pointed out that they can carry on this work provided, if possible, the full enforcement charges are also borne by the Central Government.

Shri Vidya Charan Shukla: Has the Government brought this matter to the notice of the Planning Commission and have they requested the Planning Commission to lay down a definite policy by which prohibition is enforced throughout the country by a phased programme?

Shri Datar: That will be considered by the Central Prohibition Committee in coordination with the States and the Planning Commission.

Shri Rameshwar Tantia: Will it be total prohibition or prohibition by stages?

Shri Datar: It will be total prohibition at the end of the Third Five Year

Plan, to be brought by phases during the Five Year Plan period itself.

श्री यशपाल सिंह : क्या सरकार को पता है कि शराब की स्वपत इस वक्त पांच गुना हो गई है और जो शराब बायू जी के समय में नापाक समझी जाती थी, वह अब पाक हो गयी है और कांप्रेस की तरफ कुछ कहीं भी शराब पर कोई रोकटोक नहीं है, कहीं पिकिटिंग बर्गरह नहीं है । इसलिए—...

प्रध्यक्ष महोदय : आडंर, आडंर ।

श्री यशपाल सिंह : शराब बन्दी के लिए सरकार क्या कर रही है ।

श्री त्यागी : प्रोहिविशन के साथ-साथ क्या गवर्नरेंट लोगों को एजुकेट करने पर इसके स्थिताफ और टैम्परेंस पर भी कुछ खंच कर रही है ?

Shri Datar: Educative propaganda also.

श्री भक्त दर्शन : श्रीमन्, इस विवरण से मालूम होता है कि सब से अधिक हानि उत्तर प्रदेश सरकार को उठानी पड़ी, लेकिन एक ही तरह का फार्मला सब राज्यों पर लागू किया जा रहा है कि ५० प्रतिशत घाटा केन्द्रीय सरकार वहन करेगी । तो क्या उत्तर प्रदेश के घाटे की मात्रा को देखते हुए उस घाटापूर्ति में कुछ और रियायत देने का विचार किया जा रहा है ?

Shri Datar: So far as U.P. is concerned, prohibition is actually in force in about 11 districts and in three or four pilgrim centres. We have requested them to draw up a phased programme so that there will be total prohibition in all the districts of the U.P. State. In reaction to this proposal the State Government has stated that the full loss should be borne by the Union Government; in addition they want these costs also.

Production of Fertilizers

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*356.	Shri P. K. Deo:
	Shri Narendra Singh
	Mahida:

Shri Mansinh P. Patel:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) what is the target fixed for the production of fertilizers by the end of 1962 and by the end of the Third Five Year Plan;

(b) whether both the targets are going to be reached;

(c) whether all the foreign exchange required for the fulfilment of this target has been arranged; and

(d) if so, from which countries?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a)	Nitrogenous fertilizers (tons of N)
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Target for 1962-63. 200,000

Target for 1965-66. 800,000

(b) Government are certainly taking all possible steps to try and achieve the targets.

(c) Foreign exchange required for all the fertilizer projects in the public sector, except one, has been arranged. The private sector licensees are negotiating with foreign parties for financial collaboration and in most of the cases, the negotiations are expected to be satisfactorily concluded within the next six months.

(d) The foreign exchange requirements of public sector projects are being met from credits offered by U.K., Japan, U.S.A., West Germany and Switzerland. The requirements of the private sector projects are likely to be met from U.S.A., Canada and Holland.

Shri P. K. Deo: From the statement and from various literature on the

subject we find that there has been a shortfall in the indigenous production of nitrogenous fertilisers to a large extent. The actual production is 140,000 tons. In view of our past performance is there any likelihood of achieving the target of 8 lakh tons by the end of the Third Plan?

Shri C. Subramaniam: There is every likelihood of reaching that target and steps are being taken for that purpose.

Shri Narendra Singh Mahida: What steps are being taken for preventing the entry into the market of harmful fertilisers?

Shri C. Subramaniam: Recently we had some reports about adulteration of fertilisers: the State Governments are taking the necessary steps to prevent this.

Shri Mansinh P. Patel: May I know whether the targeted production would meet the demand of the country? If not, what is the nature of the phased programme?

Shri C. Subramaniam: We have programmed for the manufacture of 800,000 tons nitrogenous fertilisers and 400,000 tons of phosphatic fertilisers and it is hoped that this would meet the demand. We are hoping that all these would be absorbed because some doubts have been expressed in some quarters whether we would have sufficient demand. But I am confident that the whole of it would be absorbed.

Shri K. N. Pande: What is the production target for the Gorakhpur factory during the Third Plan and will it be achieved, because it has not been started so far?

Shri C. Subramaniam: Gorakhpur factory is to produce 80,000 tons of nitrogenous fertiliser. Steps are being taken to implement it as quickly as possible; it is hoped that it will go into production in 1965.

Shrimati Savitri Nigam: A number of cases had been reported that because of adulterated fertilisers crops have been destroyed. Have the Gov-

ernment taken any action for testing fertilisers at the stage it reaches the co-operative societies?

Shri C. Subramaniam: This is a matter which the State Governments have to take up. When these cases came to our notice we have also asked them and I am sure steps are being taken.

Shri Hem Barua: May I know if it is a fact that the performance of the existing factories is not at all satisfactory? There is delay so far as new factories are concerned, in their coming up: at Sindri production went down during the last three years and in Nangal the installation of the designed capacity was delayed.

Mr. Speaker: He is giving information rather than asking a question.

Shri Hem Barua: My question is: what steps have the Government taken to see that these irregularities or difficulties are removed?

Shri C. Subramaniam: In Sindri production went down. Steps are now being taken to step up production by effecting certain repairs there. As the hon. Member knows, Sindri has functioned for quite a long time now; it has become old to a certain extent. With regard to the other plants, I hope they will come up.

Shri M. N. Swamy: May I know whether we will be self-sufficient in fertilisers by the end of the third Plan?

Shri C. Subramaniam: It is our hope that with the production of eight lakh tons of nitrogenous fertilisers and four lakh tons of phosphatic fertilisers we would be self-sufficient at that time, but that does not mean that there will not be increasing demands later on.

Cooperative Society of Small Mine-owners in Goa

*357. **Shri Bishanchander Seth:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that Goa Administration has requested Union

Government for forming a co-operative society of small mine-owners;

(b) if so, the reactions of Government thereof; and

(c) the nature of assistance likely to be given in this regard?

The Parliamentary Secretary to the Minister of Mines and Fuel (Shri Thimmaiah): (a) No such proposal has yet been received from the Goa Administration.

(b) and (c). If and when any such specific proposal is received from the Goa Administration, Government will consider it on its merits and in the light of Government's broad approach towards co-operative organisations.

श्री विश्वनाथ सेठ : क्या मैं यह जान सकता हूँ कि कोआपरेटिव सोसायटी बनी भी है या नहीं ? और प्रगर नहीं बनी तब यह प्रोजेक्ट कैसे प्राया प्राप्त के पास ?

प्रध्यक्ष महोदय : प्रोजेक्ट पहले आये तब बने या पहले बने और तब प्रोजेक्ट आये ?

श्री विश्वनाथ सेठ : गुजरात यह है कि प्रगर नहीं बनी तब यह सवाल पैदा ही नहीं होता ।

प्रध्यक्ष महोदय : यही बात मैं ने कही थी ।

सान और इंधन मंत्रालय में उपचारी (श्री हजरनवीस) : कोआपरेटिव सोसायटी जब बनेगी तब इस के ऊपर सहानुभूतिपूर्वक विचार किया जायेगा ।

Search for Oil in Jaisalmer

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*358. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri B. K. Das:
Shri M. L. Dwivedi:
Shri Raghunath Singh:

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

(a) whether the French Petroleum Institute has started search of oil in Jaisalmer area;

(b) how many wells have been sunk; and

(c) whether any result has been obtained so far?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (c). Geological mapping and gravity magnetic surveys have already been carried out by the Oil and Natural Gas Commission in the Jaisalmer region. The French Petroleum Institute collaboration has been secured for the subsequent stages of operations. After the examination of the available geological and geophysical data by the experts of the Commission and French Petroleum Institute, the next stage of operation of seismic surveys is expected to be started by September, 1962. The third stage, namely drilling of the wells could only be planned after the results of Seismic surveys are known.

Shri S. C. Samanta: May I know whether any contract has been entered into with this institute and, if so, how it differs from that of Stanvac and others?

Shri K. D. Malaviya: The French Petroleum Institute's experts are functioning here as contractors to the Oil and Natural Gas Commission. They will have to do all that the Oil and Natural Gas Commission wants them to do. Of course their consultants are there and we shall take their technical opinion. With regard to the Standard Vacuum and other oil companies, their functioning or working has been on the basis of agreements and partnership. So, the two are different.

Shri S. C. Samanta: May I know how much is the foreign exchange involvement in this project and how that will be met?

Shri K. D. Malaviya: The foreign exchange involvement of the Jaisalmer project will be met out of the credit that has been agreed to by the French Government.

Shri Subodh Hansda: May I know whether the French Petroleum Institute will start these operations only in the Jaisalmer area or in other parts of Rajasthan also?

Shri K. D. Malaviya: Only in the Jaisalmer area.

Shri Bhagwat Jha Azad: May I know whether, as a result of the surveys and explorations so far made, the Minister could say that the findings have been encouraging enough for further prospecting in this area?

Shri K. D. Malaviya: Yes, Sir. The results are encouraging enough to let us go ahead with further prospecting work.

श्री प० ला० बालपाल : मैंने यह सुना है कि जैसलमेर के अलावा बीकानेर जिले के पूर्वल क्षेत्र में भी पेट्रोल निकलने की संभावना है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या इस संबंध में कृद कार्रवाई की जा रही है।

अध्यक्ष महोदय : इस का जवाब उन्होंने दे दिया है कि यह सिर्फ जैसलमेर के बारे में है।

Payment to Laxmi Bank and Palai Bank Depositors

***359. Shri S. M. Banerjee:** Will the Minister of Finance be pleased to state:

(a) whether all depositors of Palai and Laxmi Banks have since been paid; and

(b) if not, total number of those who are still to be paid?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) and (b). All the depositors of the Palai Central Bank have been paid the initial preferential payment upto

Rs. 250 and the first dividend at 40 per cent. of the balance due to them. The unclaimed amounts have been remitted to the Reserve Bank for credit to the companies liquidation account. In the case of the Laxmi Bank, payment of the initial preferential dividend upto Rs. 250 has been made to the savings bank depositors numbering 17,538 and this payment has now been completed. Payments to the other preferential depositors are expected to start from 27th August, 1962.

Shri S. M. Banerjee: The hon Minister stated that the amounts which have not been claimed by anyone have been deposited in the Reserve Bank. I want to know the number of such claims.

Shri B. R. Bhagat: I do not have that number.

Shri S. M. Banerjee: May I know what steps have been taken to inform the depositors about this?

Shri B. R. Bhagat: All usual steps are taken. It was publicised and the whole country knows about it. I think if the claimants are there, they would claim it.

Shri N. Sreekantan Nair: May I know whether the Government will take any steps to force the directors of the Palai Bank to pay back the amounts which they have misappropriated?

Shri B. R. Bhagat: Steps are being taken in that direction.

Dr. M. S. Aney: May I know the number of depositors of the Laxmi Bank who have not been paid and what is the total amount involved?

Shri B. R. Bhagat: Regarding Laxmi Bank, the total number of depositors is 40,000 of which 17,538 are small depositors, and they have been paid. For the rest, the payment will start from the 27th of this month. As for the amount due to them, I do not have that figure.

Shri D. C. Sharma: May I know by what time the depositors are sup-

posed to receive in full or almost in full the amount they have deposited?

Shri B. R. Bhagat: It depends on the assets that we are able to realise all the assets, we may be able to pay a large percentage, but I do not think it would be possible.

Shri Ravindra Varma: In the last session figures of the amounts realised from the sale of the movable and immovable property of the Palai Bank were given to the House. May I know whether subsequently any further amount has been realised and whether there is any possibility of a further dividend being paid to the depositors?

Shri B. R. Bhagat: So far we have realised Rs. 6,11,31,959. Almost the entire movable property has been realised and most of the immovable properties have been sold. A small part of the immovable property remains. But the realisation of the loans given by this Bank has not yet been successful and efforts will be made to realise them.

श्री अचल सिंह: अन्कलेम्ड पेमेंट जितना है वह रिजर्व बैंक को क्यों दिया गया, क्यों नहीं लेनदारों को दिया गया?

श्री ब० रा० भगत : अन्कलेम्ड की संख्या, जसा मैं ने अभी बताया, मेरे पास नहीं है।

Limited I.A.S. Examination

360. Shri Surendra Pal Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have taken any final decision regarding holding of I.A.S. examination on a limited competitive scale; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The matter is under active consideration of the Government.

Shri Surendra Pal Singh: Does the Home Ministry propose to follow the recommendations of the Second Pay Commission in the matter or some new proposals are being formulated by the Ministry itself?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): We are considering the scheme more or less on the basis of the recommendation made by the Pay Commission. There might be some minor changes, but mostly it will be based on the recommendations of the Pay Commission.

Shri Surendra Pal Singh: When this examination ultimately takes place, may I know if those people will be allowed to take the examination who are eligible under the age restriction rule at the present moment but who may become overaged later on, if the decision is delayed for too long?

Mr. Speaker: It is a hypothetical question.

Shri Lal Bahadur Shastri: Yes; the hon. Member may wait and see.

डा० गोविन्द दास: जहां तक इस प्रकार की परीक्षाओं का सम्बन्ध है, मरकार एक नीति घोषित कर चुकी है कि माध्यम बैकल्पिक रूप से हिन्दी भी रखा जाएगा। मैं यह जानना चाहता हूँ कि जब-जब यह प्रदेश पूँछा जाता है तब-तब यह क्यों कहा जाता है कि इस संबंध में कोई समय निश्चित नहीं हुआ है, और यह कब तक आगा की जा सकती है कि सरकारी नौकरियों के लिए हिन्दी भी बैकल्पिक रूप से पारीक्षा का माध्यम रखा जाए?

श्री लाल बहादुर शास्त्री: यह तो प्रश्न ही दूसरा है, इसका हिन्दी या अंग्रेजी के माध्यम से कोई संबंध नहीं है।

श्री भक्त दर्शन : श्रीमन्, इस परीक्षा को सीमित (लिमिटेड) करने का उद्देश्य क्या है, और कौन से सरकारी कर्मचारी इस प्रतियोगिता में बैठ सकेंगे?

श्री लाल बहादुर शास्त्री: असल में श्राल इडिया सरविसेज है। नए यूनियन पब्लिक सरविस कमिशन द्वारा परीक्षा ली जाती है, लेकिन क्योंकि फिर भी हमारे यहां सरविसेज में बहुत जगहें खाली रहती हैं, इसलिए यह सीमित परीक्षा रखी गयी है। हमने सोचा कि इस प्रकार इन जगहों को पूरा किया जाए। होगी तो यह परीक्षा भी यू०पी०एस०सी० द्वारा, लेकिन इस के द्वारा हम उन लोगों को भी, जो भिन्न-भिन्न विभागों में काम करते हैं, मौका देना चाहते हैं ताकि वे बैठ सकें।

Mid-day Meals in Schools

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Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:
Shri M. L. Dwivedi:
Shri Daji:
Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:
Shri Raghunath Singh:

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Will the Minister of Education be pleased to state:

(a) whether it is a fact that Government propose to drop the scheme for providing mid-day meals to primary school children in the rural areas during the Third Plan period; and

(b) if so, the reasons therefor?

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

(b) Does not arise.

Shri Subodh Hansda: Which are the States that are now providing mid-day meals, and may I know whether the cost is entirely borne by the State Governments or it is shared by the Central Government?

Dr. K. L. Shrimali: The States which have schemes of free meal distribution are: Andhra Pradesh, Assam, Bihar, Gujarat, Kerala, Laccadives, Maharashtra, Orissa, Punjab, Sikkim and West Bengal. I might also inform the hon. Member that we are receiv-

ing some assistance from international organisations like CARE and UNICEF also. Some assistance is available from the Central Government also provided the scheme is included in the State plan.

Shri Subodh Hansda: The hon. Minister just now stated that West Bengal is providing mid-day meals to the children. So far as I know, nowhere in West Bengal this mid-day meal is being provided. May I know what is the source of information of the hon. Minister that West Bengal is providing this mid-day meal?

Dr. K. L. Shrimali: The State Government has given this information.

Mr. Speaker: If he challenges the information given by the hon. Minister, he need not have asked for that information.

Shri S. C. Samanta: Is it not a fact that 50 per cent of the expenditure will have to be borne locally and the remaining 50 per cent by the State Government and the Central Government? If that is so, may I know whether the help that will come from international organisations will be over and above that 50 per cent?

Dr. K. L. Shrimali: Well, Sir, the scheme varies from State to State and there is no uniform basis. As I said, if the State Governments include this scheme in the State plans, then they are eligible for the Central assistance like other schemes.

Shri Daji: Is the Government aware that the scheme is progressing very slowly, and may I know what steps are being taken to see that by the end of the Third Five Year Plan all the children or at least most of the children are covered by this scheme?

Dr. K. L. Shrimali: At present nearly 7 lakh children are being provided with mid-day meals and we are hoping that by the end of Five Year Plan nearly 10 million children may be covered. The progress is slow if you look at the number of children who have to be fed. At the same

time, we are most anxious that we do not become completely dependent on foreign assistance. We would like the community also to participate in this programme, and everything that is possible is being done to speed up the programme. But we are most anxious that the community should also participate actively in this whole programme.

Shri Bhagwat Jha Azad: From the figures that were just now given by the hon. Minister it seems that the scheme is not progressing according to the phased programme. May I know what efforts are being taken to have all the children covered by the scheme by the end of the Third Five Year Plan?

Dr. K. L. Shrimali: The scheme is progressing according to the phased programme. As I said, our target by the end of the Third Five Year Plan is 10 million children and 7 lakh children are already being provided with mid-day meals. We hope to bring in a larger number of children under the scheme as the Plan progresses. At the same time, as I said, the Government are most anxious that the community should also participate. In this matter, naturally, the progress has to be a little slow.

श्री भगवत दर्शन : श्रीमन्, मध्याह्न भोजन को जो योजना चलायी जा रही है इस के बारे में यह आम धारणा है कि इसका वास्तविक बोझा सरकारों प्रार्थात् गर्जियन्स पर पड़ेगा। मैं जानना चाहता हूँ कि केन्द्रीय सरकार और राज्य सरकारें इसमें कितना हाय बंटाने जा रही हैं?

डा० का० सा० श्रीमाली : इसका उन्नर तो मैं दे चुका हूँ।

Shri Tyagi: What is the total amount of expenditure involved for the whole scheme? In the face of the deep indebtedness of the nation how is this scheme justified? When quite a few

thousands of new schools could be opened with this amount, why are we indulging in this kind of luxury of giving food when the children are not starving?

Dr. K. L. Shrimali: The expenditure on mid-day meals is fully justified. In fact, if we have more funds, we would like to feed more children in the country. The health of the nation depends on the health of our children. Our productivity also depends to a large extent on our future generation. So, Government are anxious to speed up this programme. Our only difficulty is finance. If we have more funds, we would like to extend the scheme. I do not agree with my friend in this respect.

Shri Tyagi: I do not agree with him either. He has not answered my question fully. What is the total amount of expenditure involved in the scheme?

Dr. K. L. Shrimali: This matter was gone into by the Renuka Ray Committee. If we have to cover 50 million children, it will cost the Government about Rs. 144 crores during the Third Plan period. It is a phased programme. Though it is an ambitious programme, we have made a very modest beginning. If more resources are made available to us, we propose to extend the scope of the scheme.

Shri Yallamanda Reddy: What is the per capita allotment per day? Is it not very low?

Dr. K. L. Shrimali: On the one hand, there are friends like Shri Tyagi who say that it is a luxury....

Shri Daji: He is an exception.

Mr. Speaker: The beginnings are always small. We should appreciate that.

Shrimati Sarojini Mahishi: Is it a fact that the scheme of midday meals cannot be implemented properly in the schools on account of the fact that funds that are meant for this particular scheme are not received in due

time but only at the fag end of the year?

Dr. K. L. Shrimali: No, Sir.

श्री विभूति मिश्र : क्या प्रोफेसर महालेनोविस ने यह सुनाव दिया है कि इस योजना को कार्यान्वित करने में सरकार के ३०० करोड़ रुपये खर्च होंगे जिसको कि वहन करना उसके लिये असम्भव है और इसलिये सरकार को इस स्कीम को छोड़ देना चाहिये?

डा० का० ला० श्रीमाली : जो नहीं, यह किसी ने नहीं कहा कि स्कीम को छोड़ देना चाहिये।

Shri Morarka: Is it not a fact that Professor Mahalanobis has expressed on opinion that providing midday meals now would amount to starvation of the children in the future and, therefore, these Rs. 300 crores must be utilized for other purposes and not for providing meals?

Mr. Speaker: That is entering into an argument.

Shri S. M. Banerjee: May I know whether it is a fact that the midday meals cost two annas per child? I want to know whether Government intend increasing the amount because for two annas we cannot get anything except grams.

Mr. Speaker: He has already answered that question.

Shri S. M. Banerjee: I want him to say whether these two annas are sufficient or not.

श्री काशी राम गुप्त : क्या सरकार का व्याप्त इस बात की तरफ गया है कि इस सारी योजना को कार्यान्वित करने के लिये ३०० करोड़ रुपये चाहिए और प्रोफेसर महालेनोविस ने जो अपनी राय प्रकट की है और जो कि अखबार में निकली है कि यह प्राथमिकता की चीजे नहीं हैं और इन योजनाओं को अमन में न लाना चाहिये क्या सरकार उनके इस विचार में महसूत है?

अध्यक्ष महोदय : उन्होंने जो चाहा कहा है।

Shri Tyagi: Would you please allow a discussion on this question? Because, quite a few members feel that it is extravagant.

Mr. Speaker: If I receive a notice in the proper form, I will consider it.

Shri Tyagi: How long can we tolerate this extravagance?

Mr. Speaker: Then what should I do? If he cannot tolerate it, I will pass on to the next question.

निवाचन याचिकाओं

*३६४. **श्री प्रकाशदीर शास्त्री :** क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) लोकसभा और राज्य विधान सभाओं के गत चुनावों के सिलसिले में दायर की गई कुल निवाचन याचिकाओं में से कितनी याचिकायें स्वीकार को गई और कितनी याचिकाओं को रद्द कर दिया गया;

(ख) क्या यह सच है कि पंजाब में दायर की गई निवाचन याचिकाओं के बारे में आवेदन पत्र मिले थे जिनमें यह प्राप्तना की गई थी कि पंजाब से बाहर के नायाबादीओं को इन याचिकाओं को मुनाने के लिये नियुक्त किया जाय ;

(ग) यदि हां, तो इस सम्बन्ध में क्या निर्णय किये गये; और

(घ) क्या सरकार ने इन याचिकाओं के शीघ्र निवाटाये जाने के बारे में कोई आदेश जारी किये हैं ?

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Mishra): (a) 46 election petitions were presented to the Election Commission in respect of the last general elections for the Lok Sabha. Out of these 4

were dismissed by the Election Commission, and the remaining 42 have been referred to Election Tribunals. The figures in respect of general elections to the State Legislature are: Assemblies 309 presented, 14 dismissed by the Election Commission and 295 referred to the Election Tribunals.

(b) Yes, Sir. Nine such applications were made to the Election Commission.

(c) Seven applications were granted, and two retired judges of the Allahabad High Court are appointed as Election Tribunals to try the election petitions.

(d) No, Sir. Government are not competent to issue instructions to the Election Tribunals.

श्री प्रकाशबीर शास्त्री : पिछले अनुभवों के आधार पर जो यह जानकारी है कि निर्वाचन याचिकाओं के निवाटाने में अगले निर्वाचन आ जाने हैं और पिछली चुनाव याचिकाओं का निर्णय नहीं हो पाता है तो व्या विधि मंत्रालय ने इस बार इस प्रकार के कोई निर्देश दिये हैं कि जिन लोगों ने अपनी चुनाव याचिकाएं दायर की हैं उन के लिये कुछ अवधि निर्धारित की जाय कि कब तक उनका निर्णय हो जायगा ?

Shri Bibudhendra Mishra: There is already a provision in the Representation of the People Act that ordinarily an election petition, so far as the Tribunal is concerned, should be disposed of within six months. So far as the High Court is concerned in the appellate stage, it should be disposed of within three months. The Election Commission gets a periodic report from the Tribunals and checks up the progress of every election petition. Whenever they feel that it is not progressing well, they ask the High Court to release the particular District Judge from other work and ask him to concentrate on it till it is disposed of.

श्री प्रकाशबीर शास्त्री : पंजाब से जो इस प्रकार वेदनपत्र एलेक्शन कमिशन

को प्राप्त हुए कि हमारी याचिकाओं के निर्णय करने के लिये पंजाब से बाहर के जज नियत किये जाय और जहां तक मेरी जानकारी है कि कुछ पर तो इस प्रकार का निर्णय लिया गया लेकिन शेष के ऊपर इस प्रकार का निर्णय नहीं लिया गया तो मैं जानना चाहता हूं कि इस का क्या कारण है ?

अध्यक्ष महोदय : वही तो उन्होंने बताया कि सात पर लिया गया और बाकी पर नहीं लिया गया ।

श्री प्रकाशबीर शास्त्री : उन पर क्यों नहीं लिया गया ?

अध्यक्ष महोदय : यह तो उस दिनुनल की मर्जी थी । ६ ने दरख्स्तात दी ७ मंजूर हुई और बाहर से दो हाईकोर्ट के जज मंगवाये गये ।

Shri S. M. Banerjee: I want to know whether it is a fact that some of the election petitions pertaining to the 1957, and even to the 1952 elections are pending. I want to know the number of such election petitions.

अध्यक्ष महोदय : यह सबल इस एलेक्शन के सम्बन्ध में है कि इस में कितनी की गई ।

Shri A. P. Jain: May I know whether according to the present assessment made by Government there are any petitions pending with the Tribunals in which satisfactory progress is not being made?

Shri Bibudhendra Mishra: No, Sir.

Shri P. K. Deo: In the case of most of these election petitions filed we find that there has been an unusual delay in the issue of notices to the parties by the Election Commission except in the case of Kendrapara where the election....

Mr. Speaker: Order, order. He cannot take up an individual case. The

hon. Deputy Minister has said that there is an overall limit put in in the Representation of the People Act.

Shri P. Venkatasubbaiah: There is a feeling that judges from outside the State should constitute as election tribunals in all the election petitions. If that is so, may I know whether the Government propose to give instructions to the Election Commission in this direction?

Shri Bibudhendra Mishra: In some cases the Election Commission exercises its discretion under the law and whenever they feel that for some reason or the other a judge from outside the State should be appointed they do it. But in all cases it is not practicable.

श्री भक्त दर्शन : श्रीमन्, क्या को इंकेस ऐसा भी है जो कि सन् ५७ के आम चुनावों से सम्बन्ध रखता है और उस का अभी तक कोई फैसला नहीं हुआ है ?

अध्यक्ष महोदय : यह सवाल दूसरा है इसका इसमें कोई तालिक नहीं है।

Pipe-line between Oilfields and Assam Refinery

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*367. [**Shri Morarka:**
 [**Shri D. C. Sharma:**

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

(a) whether the crude oil pipeline has been completed between the oil fields and the Assam Refinery; and

(b) if so, the total amount spent on the pipe-lines and how it compares with the cost in other countries?

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

(b) The entire pipeline system, from Naharkatiya to Barauni (including cost of pump stations etc.) is estimated to cost Rs. 41.36 crores. Keeping in view the extremely difficult terrain this pipeline traverses, the number of

rivers that have to be crossed, and the fact that a substantial part of the equipment and know-how required for the construction of this pipeline had to be imported, the cost of the pipeline compares favourably with the cost in other countries.

Shri Morarka: May I know whether it is possible for the hon. Minister to give us the actual figures as to how much it costs in foreign countries per-mile, and how much it has cost here?

Shri K. D. Malaviya: I have got some figures with me, although the information is not complete. I might quote some of them for the information of my hon. friend. In Iraq, which has 555 miles of pipe-line of 30 inches diameter, it has cost them 206,000 odd dollars per mile of the entire pipe-line including pumping stations. As against this, in the case of the Indian Oil Co., which has 720 miles of pipe-line of 16 inches diameter, it has cost 120,000 odd dollars per mile of the entire pipe line including pumping stations. There are other figures also for Saudi Arabia, Lebanon, America and Canada.

One of the important points to be noted is that the entire length of the pipe-line in Assam crosses about 78 rivers including the Brahmaputra which is one of the most difficult rivers of the world. In addition, approximately 135 railway and road crossings are also involved.

Shri Morarka: What part of the equipment which is used for this pipe-line was Indian, that is, made in Rourkela, and what part was imported?

Shri K. D. Malaviya: Originally, when the pipe-line construction started, the Rourkela pipe-line plant had not been installed, and, therefore about 24,000 to 30,000 tons—I am speaking from memory—were imported. Thereafter, the pipes were all commissioned from the Rourkela plant. But the boosters and the pumps and the radio communicators were all brought from outside, and the contract was also given to one of the subsidiaries of the Burmah Oil Co.

Shri Sham Lal Saraf: May I know whether the cost of carrying of oil through this pipe-line will be cheaper than if it were carried otherwise, and whether it is in keeping with the costs that were estimated in this project?

Shri K. D. Malaviya: The cost of carrying of oil by pipe-line is always cheaper, subject to a minimum quantity being transported. Here, the cost, when calculated on the basis of transport of 3.5 million tons of oil to Barauni will be cheaper than by rail.

Shri D. C. Sharma: May I know what part of the technical know-how required for the construction of this pipe-line has been Indian, and what part has been foreign?

Shri K. D. Malaviya: The assimilation of know-how has been a progressive affair. When this pipeline construction started a few years back, comparatively speaking, we did not know much of the designing and laying of the pipe-line. Now, we know something more of it. We are now laying pipe-lines throughout the country. Only, perhaps, the number of foreign technicians and their assistants will be comparatively less than what it was in the Burmah Oil Co.'s case.

Shri Sonavane: What would be the recurring annual cost of the maintenance of this pipe-line from the oil-fields to the refinery?

Shri K. D. Malaviya: I would require notice for that question.

Shri Hem Barua: May I know whether it is not a fact that the laying of this pipe-line from Nahorkatiya to the Nunmati refinery involved inordinate delay, because of,—apart from the fact pointed out by the hon. Minister—the failure of Government in requisitioning the land through which the pipe-line was to pass, in time?

Shri K. D. Malaviya: No. The major factors which caused delay in the implementation of this scheme were

the exceptionally heavy and unseasonal rainfall in 1961 and transportation difficulties on account of the unusual floods in the Brahmaputra.

Mr. Speaker: The question is whether failure on the part of the Government to acquire the land in time was also one of the reasons.

Shri K. D. Malaviya: I cannot definitely say 'No', but I have not got the exact allotment of the time factor on this account.

Shrimati Renuka Barkataki: Is it a fact that increase in the cost of construction of the pipe-line decreases the share of royalty to the State of Assam?

Mr. Speaker: Now, Shri K. C. Pant.

Shri K. C. Pant: Can this pipe-line also carry the products of the Gauhati refinery? Is it a multi-purpose pipe line?

Shri K. D. Malaviya: No. The crude oil pipe-line cannot carry the products.

त्रिपुरा की सीमा पर पाकिस्तानी सेनायें

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*३६६. { श्री भक्त दर्शन :

श्री भागवत भव्य आजाद :
क्या प्रतिरक्षा मयं १८ जून, १९६२ के
तारांकित प्रश्न संल्या १५२ के उत्तर के
सम्बन्ध मे यह बताने की कृपा करेंगे कि :

(क) पाकिस्तान द्वारा त्रिपुरा की सीमा
पर अपने सेनिकों का जमाव किये जाने के
बारे में स्थानीय अधिकारियों की वातचीत का
क्या परिणाम निकला ; और

(ख) अब वहां कैसी स्थिति है ?

प्रतिरक्षा भंडालय में उपमंत्री (श्री
द्वारा २० जावन) : (क) त्रिपुरा के जिला
न्यायाधीश ने चिटगांव के डिपुटी कमिश्नर से
मुलाकात की, परन्तु बिना किसी निश्चयात्मक
परिणाम के ।

(ख) स्थिति में कोई परिवर्तन नहीं
है ।

I shall also read the answer in English.

(a) District Magistrate of Tripura met Deputy Commissioner of Chittagong but with no positive result.

(b) Situation remains unchanged.

Shri Bhakt Darshan: May I know if the Government of Pakistan have given any reason or justification for concentrating their troops in such a large number on the Tripura border?

The Minister of Defence (Shri Krishna Menon): This area is admitted as a disputed area. But the agreement was that neither party should enter into the administration of this place. Then the Pakistanis started administering it and as a result of that, we strengthened our civil check-post at Jalaiya. In order to support them, there was originally one platoon of the Assam Rifles. Now we have given them support in greater strength. But even today, there are no regular troops there.

We cannot say why Pakistan is concentrating troops there. But the effect of it is that they have disregarded the agreement concerning the disputed area, which we also admit as a disputed area for the last 30 years.

Shri Bhakt Darshan: May I know why this question was left in the hands of the local officials and why it was not taken up at governmental level?

Shri Krishna Menon: That is the first way to deal with these matters pertaining to border disputes.

Shri Bhagwat Jha Azad: Is it a fact that since we have drawn the attention of the Pakistan Government to this concentration, instead of lessening tension, they are trying to increase the concentration of troops on the border?

Shri Krishna Menon: Not only has their attention been drawn to this, but there have been conversations about this. In regard to tension, it is a very difficult matter; when they make some concentration, we try to take necessary action on our side.

Shri Tridib Kumar Chaudhuri: May I know whether this matter was taken up at the recent Chief Secretaries Conference at Dacca where the Chief Commissioner of the Tripura Administration was also present?

Shri Krishna Menon: That is correct. A meeting of the Chief Secretaries of West Bengal, Assam and Tripura and of the Government of East Pakistan took place at Dacca on the 1st and 2nd August of this year. The proceedings of this conference have not been received by Government yet in the Ministry of External Affairs. Therefore, it is not known how far this problem was discussed and with what results.

Shri Tridib Kumar Chaudhuri: I rise on a point of order or—what shall I say?—fact. It was stated by the Prime Minister the other day that the Chief Secretaries' report has been received by Government and its contents were under study. Also I read in the papers that the Assam Chief Secretary's report on this conference was laid on the Table of the Assam Assembly. But here we cannot get this information. There seems to be no co-ordination between government departments.

Shri Surendranath Dwivedy: It is not in the public interest to disclose it!

Mr. Speaker: It is said that it has been laid on the Table of the Assam Assembly.

Shri Krishna Menon: It is quite likely there is some lack of co-ordination in this matter. On the one hand, it is a political decision and on the other, it is the moving of troops. I am not prepared to say categorically that it is not so. But I doubt it, so far as we are concerned.

Shri Hem Barua: Is it not a fact that Pakistan has concentrated her troops on the Tripura-East Pakistan border with a view to preventing the going back of Pakistani nationals, 50,000 of them who have illegally entered into Tripura; if so, may I

know whether the Government has ascertained the facts about this from Pakistan?

Mr. Speaker: What the Government thinks about it the Defence Minister has already said. He is putting a different version now.

Shri Hem Barua: There are apprehensions in the minds of the people that because 50,000 Pakistani nationals.....

Mr. Speaker: The hon. Member put a question to the Minister, and the Minister has already answered what he thinks about it. What might be in the mind of Pakistan nobody can tell.

Shri Hem Barua: I do not want to know what was in the mind of Pakistan I asked whether this fact has been ascertained from the Pakistan Government or not. My question is positive. I asked whether this heavy concentration of troops by Pakistan on the Tripura-East Pakistan border is with a view to preventing the going back of Pakistani nationals, 50,000 of them who have illegally entered into Tripura; if so, whether Government hav. ascertained this fact from Pakistan.

Shri Krishna Menon: No. What is relevant in this matter is that there was an agreement in regard to this being a disputed area. That agreement has been disregarded, and certain actions have followed. What their motive is in doing that is very difficult to fathom. We have protested that, and taken other steps. The operation and control of the Tripura-East Pakistan border has been taken over by the army, entrusted to the Army. At present there is a battalion of Assam Rifles, the Bihar Military Police and the Tripura Border Police deployed on this border. There are no regular troops yet, but if they are required they will be placed at the disposal of the administration there.

Shri Hem Barua: On a point of order, Sir. The Minister has been

advancing one argument only, that this particular border is a disputed area. As far as my knowledge goes, and as far as it was disclosed in this House, the entire Tripura-East Pakistan border is not a disputed area; only a small part is disputed in the Feni River area. Therefore, I find a contradiction between what the Prime Minister has been telling us so long, and what the Defence Minister has advanced now.

Mr. Speaker: Now, is he sure that he has made out a point of order?

Shri Hem Barua: Yes, Sir.

Mr. Speaker: What is the point of order? I am very sorry. I have pointed this out to the hon. Member that a point of order should be very seldom, that without first satisfying oneself whether there is really a point of order or not, this shelter should not be taken. I have mentioned it to the hon. Member specifically, and he just persists in that still.

Shri Hem Barua: My submission is that when there is a contradiction between two statements.....

Mr. Speaker: There is no point of order. That is about rules and regulations, statutory things, on which I am called upon to give my decision.

Shri Hem Barua: Then, how should I seek a clarification?

Mr. Speaker: Order, order.

International Indian Ocean Expedition

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Shri Ragunath Singh:
*370. Shri D. C. Sharma:
Shri Ravindra Varma:

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

(a) whether it is a fact that Indian ships are also participating in Indian Ocean study being conducted by International Indian Ocean Expedition; and

(b) what facilities are being given by the Government of India and the universities of Kerala, Madras and Andhra to the Expedition?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes Sir, four vessels are taking part.

(b) The facilities given by the Government of India are in the form of funds, sea going vessels and personnel, equipment and research scientists. The Universities of Kerala, Madras and Andhra are sending some of their research workers. Of the participating vessels one belongs to the Kerala University, who are also providing accommodation for the location of a centre for collection of biological specimens.

श्री रथनाय पति: मैं जानना चाहता हूँ कि इस में हिन्दुस्तानी एक्सप्टर्ट कितने भाग लेंगे और इसके ऊपर सरकार क्या सहायता करेगी ?

श्री हुमायून कबिर: कितने भाग लेंगे यह कहना तो मुश्किल है। यह प्रोग्राम बढ़ता जा रहा है। अभी भी काफी आदमी काम कर रहे हैं। एक रशियन शिप है, उसमें स्थानीय एक्सप्टर्ट हैं। एक कमेटी बिठाई गई है वह काम कर रही है। जहां तक चार साल में होने वाले स्वर्च का सवाल है, वह अभी कहना मुश्किल है। एक वायोलोजिकल सेटर बना रहे हैं कोचीन में, उसमें अंदाजन दस लाख रुपया सहायता करेंगे। जहाजों में भी कुछ सहायता की जाएगी। बाकी इसका व्योरा देना मुश्किल है क्योंकि हर एक मिनिस्ट्री अपना-अपना सहायता की जाएगी।

Shri D. C. Sharma: Since it is an international project, may I know if other universities of India have also been invited to take part in it even though they may not be interested in this particular form of biology.

Shri Humayun Kabir: This is not a question of inviting universities as

such. This work will be divided mainly under 5 heads, meteorology, and physical oceanology, marine biology and fisheries, marine geology and geo-physics, chemical oceanography and radio-activity and related subjects and the various service activities. And, wherever we get suitable experts, we shall invite them.

Shri D. C. Sharma: As this is dealing with radio-activity also, may I know if the Atomic Energy Establishment has been invited to take part in it?

Shri Humayun Kabir: They are also co-operating.

Shri Sham Lal Saraf: May I know who will be in charge of the overall study and what part India will play?

Shri Humayun Kabir: So far as India is concerned, we have appointed a committee of which the Chairman is Dr. Wadia; and we have appointed Dr. N. K. Panikkar as the Director in charge of these operations and the work will be co-ordinated. The UNESCO is taking part and also the United Nations. And, every country will send the reports to the United Nations and make available all the information to all the participant countries.

Royalty on Mineral in Madhya Pradesh

*371. **Shri Vidya Charan Shukla:** Will the Minister of Steel and Heavy Industries be pleased to refer to the reply given to Starred Question No. 955 on the 23rd May, 1962 and state:

(a) whether consideration of the issue regarding payment of royalty to Madhya Pradesh Government on minerals used by the Bhilai Steel Works has been completed;

(b) if so, the settlement arrived at in the matter; and

(c) if reply to part (a) above be in the negative, what are the factors delaying the settlement of the issue?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Seth): (a) and (b). The matter is still under consideration.

(c) As several legal issues are involved in the case, all these issues have to be given due consideration before arriving at a settlement.

Shri Vidya Charan Shukla: May I know what is the amount or royalty outstanding from Bhilai Steel Works to the State Government of Madhya Pradesh and how many times revenue recovery proceedings have been taken by the Government of Madhya Pradesh for the recovery of the same from these authorities?

Shri P. C. Sethi: I do not have the information immediately.

Shri Vidya Charan Shukla: What is the rate of royalty that is being given to the State Government of Madhya Pradesh and are the Hindustan Steel authorities paying the same rate of royalty to other States also as they pay to Madhya Pradesh?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): There are three types of cases. One is with regard to the lands taken on lease from the Madhya Pradesh Government. According to the lease terms the royalty is being paid to the Madhya Pradesh Government. There are two other categories with regard to which there are disputes with the Madhya Pradesh Government. One is with regard to the State Government's lands which have been granted to the Hindustan Steel Limited for a specific purpose. They are claiming royalty on the mining done on these lands; and the legal view is that they are entitled to get the royalty. But, with regard to the lands acquired under the Land Acquisition Act, the legal view is that no royalty need be given. This is a matter in dispute and will have to be settled.

Shri Daji: This matter is pending for quite a number of years. Meanwhile, payment to the Madhya Pra-

desh Government is being delayed. What steps are being taken to settle the matter one way or the other and dispose of the matter?

Shri C. Subramaniam: The legal views have got to be taken into account. Generally, lawyers do not agree quite readily. (Interruption). Some agreement will have to be arrived at. And, as far as the Madhya Pradesh Government is concerned, they can be assured that the Hindustan Steels Ltd. is not a pauper organisation. They can always recover whatever amount is due from it.

Shri Vidya Charan Shukla: My question has not been answered. How do the rates of royalty paid to the Madhya Pradesh Government compare with the rates of royalty paid to other State Governments? Will Government lay a statement on the Table giving the information about royalties due and the revenue recovery proceedings taken so that we can discuss the matter further?

Shri C. Subramaniam: I have already stated that I do not have the actual figures. As to the rate of royalty with regard to the mining leases, it is governed by a contract with the Madhya Pradesh Government and the Hindustan Steel Ltd. and the contractual rate is being paid. With regard to other categories, it has got to be settled before rate of royalty is fixed.

Soviet Engines for Indian Jet Fighters

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*372.	Shri D. C. Sharma:
	Shri Raghunath Singh:
	Shri P. C. Borooh:
	Shri Yashpal Singh:
	Shri Ram Ratan Gupta:
	Shri Hem Barua:

Will the Minister of Defence be pleased to state:

(a) whether an agreement for the acquisition of Soviet engines for the supersonic aircraft designed at the Hindustan Aircraft Ltd., has been signed with the Soviet Union; and

(b) if so, the details thereof?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir. An agreement has been signed for the manufacture of such an engine.

(b) This engine is intended to be installed in the Hindustan Fighter Mark II version. The production of this engine in India will commence in 1963.

Shri Hem Barua: May I know if it is not a fact that the British firm was to supply, almost to manufacture for us, Orpheus XII for our HT 24, and, ultimately, the British firm backed out? If so, may I know whether Government did not enquire into the financial or other position of the contracting parties before entering into the contract?

Shri Krishna Menon: I cannot say whether there was a promise by them to do so. At the time of the manufacture of the Orpheus that goes into the Mark II version, there was a prospect of the successful manufacture of the Orpheus engines in the world, that is to say, by other people. That fell through and therefore, our difficulties arose. It cannot be said that there was a binding contract on their part to supply the engines.

Shri Bhagwat Jha Azad: By what time will our programme be delayed as a result of the refusal of the U.K. firm to supply the engine?

Shri Krishna Menon: No, Sir; it is not expected that there will be any delay because Mark I has to go through its paces before we go on to Mark II.

SHORT NOTICE QUESTION

Mr. Speaker: Short Notice Question No. 4. Shri Mohan Nayak—absent. Shri Prakash Vir Shastri....

श्री प्रकाशवीर शास्त्री : मूँसे तो कोई मूचना ही नहीं मिले।

Mr. Speaker: Shri Basumatari:

Shri Basumatari: May I know.... (Interruptions.)

Mr. Speaker: I am asking him to put the short notice question. Hon. Members do not move along as we proceed in the House.

पाउडर दूध के पीन से उड़ीसा में मृत्यु

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श्री बसुमतारी :
श्री प्रकाशवीर शास्त्री :
श्री मोहन स्वरूप :
श्री सुरेन्द्र नायक द्विवेदी :

S.N.O. 4. क्या शिक्षा मंत्री यह बतानेको कृपा करेगे कि :

(क) क्या यह सच है कि उड़ीसा राज्य के गंजाम जिले के पांडरखोली ग्राम में अमरी-कन पाउडर दूध पीकर द छात्रों की मृत्यु हो गई और कुछ अन्य बीमार हो गये;

(ख) सरकार ने इस विषय में क्या कार्यवाही की है ; और

(ग) दूध के पाउडर में क्या मिला था ?

The Minister of Education (Dr. K. L. Shrimali): (a) The death of eight students occurred following consumption of milk prepared out of milk powder.

(b) Pending full investigation the milk feeding programme in the State has been suspended.

(c) The milk powder has been sent for chemical analysis in the Calcutta Medical College and the report is awaited.

In the meantime we have asked the State Governments to take necessary precautions in the preparations of milk.

Shri Basumatari: What is the number of students affected and how many of them have recovered from its effect?

Dr. K. L. Shrimali: 63 children took the milk; 33 became ill; 29 children developed acute symptoms of gastro enteritis and eight children died.

Shri Surendranath Dwivedy: Is it the only case that has been reported to the Government or there are many cases of serious illness on account of the use of this milk powder in the schools?

Dr. K. L. Shrimali: From Orissa this is the only case which came to the notice of Government.

प्रध्यक्ष महोदयः श्री प्रकाशबीर शास्त्री ।

श्री प्रकाशबीर शास्त्री : मैं तो केवल इतना जानना चाहता हूँ कि जब किसी सदस्य ने शार्ट नोटिस कवेश्चन का नोटिस दिया हो....

प्रध्यक्ष महोदयः उसकी बाबत तो आप ने कह दिया । मैं तहकीकात करूँगा ।

श्री प्रकाशबीर शास्त्री : बस मैं यही पूछना चाहता था ।

Shri Tridib Kumar Chaudhuri: Has it been ascertained as to from where the milk powder was supplied; from their own stores or from some other place?

Dr. K. L. Shrimali: This milk powder is received from outside through foreign agencies. The preliminary investigations have revealed that the children had taken milk prepared by using the unboiled muddy water which flows in front of this school. In any case chemical analysis is being undertaken and we must await it.

Shri Surendranath Dwivedy: What was the source of its supply—Government stores or from outside?

Dr. K. L. Shrimali: I do not have all these details with me at present. But I may assure the hon. Member that full investigation is being made. The whole point is whether the milk powder which was used was good or bad, whether it was contaminated in any way. That is the point under

examination. Full analysis is being undertaken and we must await the report.

Shri Tyagi: Was this milk powder used as part of the midday meals served on behalf of the State to the children or did they consume it privately in their own houses?

Dr. K. L. Shrimali: This is part of the midday meal programme.

Shrimati Savitri Nigam: The hon. Minister just now stated that the milk was taken in an unboiled condition. May I know what action has been taken against the authorities who supplied the milk in that condition?

Mr. Speaker: I think we should await the final report.

Shri S. M. Banerjee: May I know whether it is a fact that this particular milk powder was supplied by the catholics of the church belonging to that place and whether they are constantly supplying this sort of thing and, if so, what is the information of the hon. Minister?

Mr. Speaker: He has said that it came from outside.

Shri S. M. Banerjee: I want to know who supplied it—Americans or anybody else.

Dr. K. L. Shrimali: I would not like to say anything till the investigation is made. The hon. Member had better wait for the report of the enquiry.

Shri S. M. Banerjee: Sir, I rise to a point of order. The point is, whether it is open to the Minister to conceal the basic fact as to who supplied it. We do not want to know the result of the analysis just now. But he has not given us this fact, namely, whether it was supplied by America, Britain or anybody else.

Mr. Speaker: If he says that for the present he has no information and that an enquiry is being made, where is the point of order?

Shri S. M. Banerjee: We want your protection. If he has no information

even after a short notice question has been given notice of, it is a tragedy for this House.

Mr. Speaker: Order, order. Should I not accept the statement of the Minister that he has no information at present? Can I force him, and say, "No, you are telling a lie"? There are limits up to which I can go. When the Minister says that he has no information, that privilege is his. At this moment, he has no information. I can only ask him that as soon as he gets information he should supply it to the House.

Shri Surendranath Dwivedy: It is a serious thing.

Mr. Speaker: All of us agree that it is a serious thing.

Shri Basumatari: May I know whether any claims were made by the parents of the eight children who died as a result of this?

Dr. K. L. Shrimali: I have no information.

Shri A. N. Vidyalankar: Since this is a serious matter, may I know what precautions have been taken to avoid such cases elsewhere in the future?

Dr. K. L. Shrimali: We have already written to the State Governments to take all necessary precautions to supply proper milk to the children. As I said, the preliminary investigations have revealed that some river water was used. It seems that it was in a village nearabout where there was cholera, where the river passes. It is quite likely. But I cannot make any categorical statement unless a full investigation is made. As far as the milk powder was concerned, we have been receiving this milk powder from UNICEF.

Shri Surendranath Dwivedy: Perhaps some poor teacher is going to be punished for this. The Minister says that some dirty water from the tank or river was used. I want to know whether along with the milk powder, any provision is made for

heating the water or for any other arrangement to make the powder edible. No provision is made at all.

Dr. K. L. Shrimali: It is expected that there will be clean drinking water in all the schools...

Shri Surendranath Dwivedy: Was there any provision for it in this particular school?

Dr. K. L. Shrimali: ..and if at this particular school sufficient care was not taken, the State Government will have to look into the matter.

WRITTEN ANSWERS TO QUESTIONS

Social Welfare Fund

*362. **Shri P. R. Chakraverti:** Will the Minister of Education be pleased to state:

(a) whether any representation has been received from State Governments for part allotment of Social Welfare Fund to the Panchayat Samities, which have taken over many activities previously carried on by the agencies of the Social Welfare Board;

(b) if so, how many States have secured financial help from this fund for the newly constituted Panchayat Samities;

(c) whether the Ministry of Education had any discussion with the Ministry of Community Development for evolving a convenient formula in this matter; and

(d) if so, with what results?

The Minister of Education (Dr. K. L. Shrimali): (a) There is no special fund called "Social Welfare Fund" from which allotments can be made to the State Governments. However, requests for Central Assistance have been received from those States where the activities, previously carried out by the agencies of the Central Social Welfare Board, have been taken over by the Panchayat

Samities under the Panchayat Acts of the State Governments concerned;

(b) Only one State.

(c) No, Sir.

(d) Does not arise.

Violation of Indian Air Space by Pakistan

{ Shri Shree Narayan Das:

*363. { Shri Ram Ratan Gupta:

{ Shri Bagri:

Will the Minister of Defence be pleased to state:

(a) the number of times Pakistani Aircrafts violated the Indian air space during the last three months, with details thereof;

(b) whether these violations were brought to the notice of Pakistani authorities;

(c) if so, their reactions in this regard; and

(d) the steps taken by Government to check these violations of air space and the results achieved thereby?

The Minister of Defence (Shri Krishna Menon): (a) to (c). A statement is laid on the Table of the House. [See Appendix I, annexure No. 79].

(d) Protests are made to the Pakistan Government as appropriate.

Misuse of Staff Cars in Andamans

*365. **Shri A. V. Raghavan:** Will the Minister of Home Affairs be pleased to state:

(a) whether the attention of Government has been drawn to a report appearing in the "Link" dated the 17th June, 1962 regarding large-scale misuse of staff cars in the Andaman Islands;

(b) whether it is also a fact that accidents to Government jeeps are on the increase as many officers drive them without a driving licence; and

(c) what steps Government propose to take to prevent the violation of staff car rules?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) No.

(c) Enquiries are being made from the Chief Commissioner on the use of staff cars in the Islands and further action will be considered in the light of this report.

All India Sports Council

*366. { Shri Prabhat Kar:

{ Shri Dinen Bhattacharya:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that All India Sports Council intends to send more than sixty athletes to Djakarta; and

(b) if so, the details thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) The total number of players recommended by the Council is 71. Out of this, the number of athletes is 17.

(b) Athletics 17, Hockey 16, Football 16, Volleyball 10, Wrestling 7, Boxing 2, Weightlifting 2 and Rifle Shooting 1.

Direct Teaching in Affiliating Universities

*368. **Dr. L. M. Singhvi:** Will the Minister of Education be pleased to state:

(a) whether it is proposed to progressively introduce or to encourage direct teaching in the present affiliating universities in the country; and

(b) which affiliating Universities have introduced direct teaching during the last five years and which affiliating universities propose to introduce such teaching during the Third Plan period?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir. It is the policy of the University Grants Commission to encourage the purely affiliating universities progressively to undertake some post-graduate teaching directly.

(b) The universities of Agra, Bhagalpur, Burdwan, Gorakhpur, Jabalpur, Jammu & Kashmir, Marathwada, Ranchi, Sri Venkateswara, Sardar Vallabhbhai Vidyapeeth and Vikram have introduced direct teaching. All other Universities had provided some direct teaching earlier.

Production of Cheap Tractors

*373. { Shri Ram Ratan
Gupta:
Shri Bishanchander
Seth:
Maharajkumar Vijaya
Ananda:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government have decided to produce cheap tractors for farmers; and

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

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Tractors are already being manufactured in the country.

Government have also approved a few schemes for the manufacture of power tillers which are sometimes called small tractors. Their production is expected to commence by the end of 1962.

Loans to Manipur by Assam Financial Corporation

*374. **Shri Rishang Keishing:** Will the Minister of Finance be pleased to state:

(a) whether the Assam Financial Corporation's jurisdiction has been extended to Manipur;

(b) if so, the amount of loans given; and

(c) the names of the industrial units which have received the loan?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) Not yet, Sir.

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

Third Machine Tool Factory in Punjab

*375. { Shri Yashpal Singh:
Dr. L. M. Singhvi:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether there is a proposal under the consideration of Government to set up a Third Machine Tool Factory in Punjab;

(b) if so, whether any site has been selected for the factory;

(c) if so, the details thereof;

(d) the estimated cost of the factory; and

(e) when it will go into operation?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) to (e). A machine tool factory is being set up in the public sector at Pinjore in Punjab by the Hindustan Machine Tools Limited, Bangalore. The total capital cost of the project including the township is estimated to be Rs. 7.5 crores. The capacity presently planned is about 1,000 machine tools per annum and the factory is being so designed as to produce 2,000 machine tools per annum after a few years. The factory is expected to go into production in early 1963.

Ropeway over Rohtang Pass

*376. **Shri Hem Raj:** Will the Minister of Defence be pleased to state:

(a) whether the tender for the construction of an Aerial Ropeway over Rohtang Pass in Kulu Valley has been received by the Director General, Border Roads wing;

(b) if so, whether it has been accepted;

(c) what is the probable cost of its construction; and

(d) for how many months in a year will it work?

The Minister of Defence (Shri Krishna Menon): (a) and (b). As tenders, received for the construction of an Aerial Ropeway over the Rohtang were not acceptable, further negotiations are being made.

(c) Cannot be assessed at this stage

(d) The ropeway will be usable throughout the year.

Revision of Lists of S. C. and S. T.

*377. *Shri Mohammad Tahir:*
Shri G. Mohanty:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that proposals from various States and Union Territories have been received by his Ministry for amending the list of Scheduled Castes and Scheduled Tribes;

(b) if so, what steps, if any, have been taken by Government in regard to such amendments; and

(c) whether any high level Committee has been constituted for this purpose?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Proposals have been received from all States and Union Territories, except Madhya Pradesh.

(b) These are being examined in consultation with the Commissioner for Scheduled Castes and Scheduled Tribes and Registrar General, India

(c) No.

Rural Service for Medical Graduates

*378. **Shri Hem Barua:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred

Question No. 1598 on 21st June, 1962, and state:

(a) the progress made in the proposal to make service in the rural areas compulsory for medical graduates willing to join Government service;

(b) whether a scheme in this respect is being drawn up; and

(c) if so, the broad outlines thereof?

The Deputy Minister in the Ministry of Home Affairs (Shri Chandrasekhar): (a) to (c). The matter is still under consideration.

Allotment for Nuffield Foundation

*379. *Shri P. R. Patel:*
Shri D. J. Naik:
Shri Chhotubhai Patel:

Will the Minister of Education be pleased to state:

(a) whether India is allotted \$13,000 by the Nuffield Foundation;

(b) if so, for what purposes the grant will be used; and

(c) whether the discretion for selecting the purpose and the institutions for which the grant will be utilised rests with Government?

The Minister of Education (Dr. K. L. Shrimati): (a) Government have no information.

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

Lubricating Oil Plant

*380. **Shri Eswara Reddy:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether the Italian oil concern has submitted a project report on the setting up of a lubricating oil plant;

(b) if so, what are the details of the project; and

(c) when the project is proposed to be commissioned?

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

(b) The project report, *inter alia*, includes:

(i) A marketing study detailing the situation and prospectus of petroleum market including in particular the lube oils market.

(ii) A technical and economical study on two main alternative basis—one concerning itself with the production of lubricating oils only and the other production of lubricating oils alongwith other petroleum products.

(c) This will be determined after detailed examination of the project report in consultation with the various authorities concerned.

Pre-Examination Coaching Centres for Scheduled Castes & Scheduled Tribes

Shri Siddiah:
*381. Shri P. N. Kayal:
Shri Sonavane:

Will the Minister of Home Affairs be pleased to state:

(a) whether a Pre-examination Coaching Centre for the Scheduled Castes/Tribes desirous of appearing for I.A.S., I.P.S., and other Central Services Examinations will be started in Bangalore, in the month of October, 1962;

(b) if so, the number of students that will be given coaching; and

(c) the amount sanctioned for the purpose for the year 1962-63?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) It has been decided to start a Centre under the Mysore University. A decision regarding the location of the Centre will be finally taken very soon. The Centre is expected to start functioning by October 1962.

(b) It is intended that the Centre should ultimately provide training facil-

lities for 75 students. But in the first course, there will be 50 students.

(c) The estimated expenditure on the Centre for the year 1962-63 (October 1962 to March 1963) is Rs. 34,880.

उत्तर प्रदेश के विश्वविद्यालय में तीन वर्ष का डिग्री पाठ्यक्रम

*382. श्री धृष्ण देव त्रिपाठी : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के विश्वविद्यालयों ने किन कारणों से तीन वर्ष का डिग्री पाठ्यक्रम अभी तक लागू नहीं किया है;

(ख) इससे कितना व्यय बढ़ जायेगा तथा केन्द्रीय सरकार इस कार्य के लिये उत्तर प्रदेश सरकार को कितनी अवधि तक धन देने को तैयार है; और

(ग) इस अतिरिक्त व्यय को पूरा करने के लिये विश्वविद्यालयों तथा डिग्री कालिजों को दी जाने वाली प्रस्तावित केन्द्रीय सहायता विश्वविद्यालय अनुदान आयोग सीधे संबंधित संस्थाओं को देगा अब वहां एक मुश्त उत्तर प्रदेश सरकार को देगा?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) :

(क) से (ग). विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) और (ख). अशासकीय और वित्तीय कठिनाइयों के कारण उत्तर प्रदेश के चार राज्य विश्वविद्यालय अर्थात् आगरा, इलाहाबाद, गोरखपुर तथा लखनऊ, तीन वर्षीय डिग्री पाठ्यक्रम लागू नहीं कर सके हैं।

राज्य विश्वविद्यालयों में तीन वर्षीय डिग्री-पाठ्यक्रम को लागू करने के प्रश्न की परीक्षा करने के लिये उत्तर प्रदेश की राज्य सरकार ने एक समिति की नियुक्ति की है। विश्वविद्यालय अनुदान आयोग ने भी इस प्रश्न पर विचार करने के लिये एक समिति की नियुक्ति की है। राज्य सरकार ने कहा है कि

उसके द्वारा नियुक्त समिति को रिपोर्ट उपलब्ध हो जाने के बाद ही वह इस योजना को लागू करने के प्रस्तावों पर विचार विमर्श करेगी। राज्य सरकार की समिति की रिपोर्ट और विश्वविद्यालय अनुदान आयोग की समिति के निष्कर्ष उपलब्ध होने पर ही, विश्वविद्यालय अनुदान आयोग योजना की पद्धति तथा राज्य विश्वविद्यालयों को दी जाने वाली केन्द्रीय सहायता की मात्रा पर विचार करेगा।

(ग) तीन-वर्षीय डिप्री पाठ्यक्रम योजना के अन्तर्गत अनुदान विश्वविद्यालयों को दिये जाते हैं। विश्वविद्यालय इन अनुदानों को योजना के क्षेत्र में लिये गये अपने संबंधित अनुवर्ती कालेजों (राजकीय कालेजों सहित) में वितरित करते हैं। तीन-वर्षीय पाठ्यक्रम योजना के अन्तर्गत उत्तर प्रदेश की संस्थाओं को अनुदान स्वीकृत करते समय इस क्रियाविधि का पालन किया जायेगा।

Movement of Coal

383. (a) Shri Basumatari:
Shri Bishanchander Seth:
Shri Shree Narayan Das:
Shri Bibhuti Mishra:
Shri Raghunath Singh:
Shri Sarjoo Pandey:
Shri Hem Barua:
Dr. L. M. Singhvi:

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

- whether it is a fact that Government have decided to move coal by road-cum-river route;
- if so, when it is likely to be started;
- what are the terms and conditions of the parties who have offered boats etc;
- whether all the terms and conditions have been accepted; and
- what area will be covered by the above arrangements?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (e). Govern-

ment are actively considering a scheme to move coal by the road-cum-river route, up the Ganga river. Efforts are being made to complete the arrangements so that movement may start during 1st week of October. The sources from which river craft and trucks, etc., should be acquired and the terms and conditions under which this should be done, are under examination. For the present, the plan is to move coal to the eastern districts of Uttar Pradesh in this manner.

India Office Library

*384. (a) Shri S. M. Banerjee:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri D. C. Sharma:

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

- whether a final decision has been taken to shift India Office Library;
- whether any agreement has been reached with Pakistan; and
- if not, the steps being taken by Government in the matter?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir.

(b) and (c). Discussions are continuing.

British Empire and Commonwealth Games in Delhi

*385. Shri Bishanchander Seth: Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 965 on the 23rd May, 1962 and state:

(a) whether the proposal of the Indian Olympic Association to hold the 1966 British Empire and Commonwealth games in New Delhi has been considered;

(b) if so, the recommendations or suggestions made by Government in this regard;

(c) whether the proposal has been fully agreed upon; and

(d) if so, the details thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

The Government of India have permitted the Indian Olympic Association to make a bid for inviting the 1966 British Empire and Commonwealth Games to New Delhi subject to the following conditions:—

- (1) The Indian Olympic Association must raise by public donations an amount of Rs. 40 lakhs for organising the Games.
- (2) Subject to the raising of a sum of Rs. 40 lakhs by the Indian Olympic Association, the Government of India will sanction a grant not exceeding Rs. 30 lakhs (including Rs. 15 lakhs for Capital items), which is the balance of the amount required for organising the games.

The President, Indian Olympic Association has since made the offer to the British Empire and Commonwealth Games Federation to hold these games in India in 1966. A final decision in the matter is expected to be taken by that Federation at Perth during November, 1962.

Shark Liver Oil Factory in Andamans

*386. { Shri Subodh Hansda:
 { Shri S. C. Samanta:
 { Shri B. K. Das:
 { Shri M. L. Dwivedi:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Government propose to set up a Shark Liver Oil factory and Dehydration Unit in Andamans;

(b) if so, whether this will be set up in the public or private sector;

(c) when a final decision is likely to be taken; and

(d) whether any provisional plan has been made in this regard?

The Minister of State in the Ministry of Home Affairs (Shri B. N. Datar): (a) to (d). Scheme for setting up of a Shark Liver Oil Factory and a Dehydration Unit are included in the Third Five Year Plan. They have been examined by the technical expert of the Ministry of Food and Agriculture whose report has been received recently and is being examined. Final decision is expected to be taken shortly.

Ban on Creation of New Posts

*387. **Shri A. V. Raghavan:** Will the Minister of Finance be pleased to state:

(a) whether there is a ban on creation of new posts without the concurrence of the Ministries of Finance and Home Affairs;

(b) whether 17,000 new posts were created in 1961-62 without such concurrence;

(c) whether the special re-organisation unit has suggested any reduction of staff; and

(d) if so, what action Government have taken in the matter?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) A ban on creation of new posts which are not connected with the Plan schemes or are not required for security purposes was imposed first in 1960 and was continued up to the end of 1962. In special cases, where posts were required to be created in relaxation of the ban, prior approval of the Ministers of Finance and Home Affairs was necessary. Exemption has, however, been given in respect of certain operational posts like those in the P. & T. Department and the Railways. With effect from 1st June, 1962, Ministries who have been given enhanced financial powers

and will also have trained staff for work study, have been exempted from the operation of the ban.

(b) Finance Ministry have no information regarding posts created under the exempted categories.

(c) and (d). The Special Reorganisation Unit, as a result of their work-studies of various organisations during 1961-62, have located about 1062 surplus posts, involving a financial effect of about Rs. 47 lakhs per annum. The recommendations have been forwarded to the Ministries/Departments concerned for consideration and necessary action.

प्रादेशिक भाषाओं का माध्यम

*३८८.	श्री प्रकाशवीर शास्त्री : श्री कल्याण श्री बड़े : श्री किशन पट्टनायक : श्री मुहम्मद ताहिर : श्री मोहसिन :
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क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) विश्वविद्यालयों में प्रादेशिक भाषाओं के माध्यम से शिक्षा देने के बारे में अब तक क्या प्रगति हुई है ;

(ख) क्या यह सच है कि प्रादेशिक भाषाओं के माध्यम से शिक्षा देने के सरकारी प्रस्ताव का सर्वंत्र स्वागत किया गया है ; और

(ग) उन विश्वविद्यालयों के क्या नाम हैं जिन्होंने इस मामले में पहल की है ?

शिक्षा मंत्री (डा० का० जा० श्रीमाली) :

(क) से (ग). विवरण सभा पट्टन पर रख दिया गया है । [देखिये परिचित १ अनुबन्ध सख्ता ८०]

Steel Plants

*389. Shri Morarka: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the total amount of depreciation written off or which is in arrears in respect of the three steel plants;

(b) the rate at which this depreciation is calculated;

(c) whether it is in accordance with the income-tax rules or general practice obtaining in other plants; and

(d) if not, the reasons for the variation?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) The total amount of depreciation written off till 31st March, 1962 is Rs. 54.70 crores. There will be no arrears.

(b) and (c). The rate of depreciation in respect of assets other than Steel Plants, is calculated on the diminishing balance method at the rates provided for in the income-tax rules. In the case of Steel Plants proper however, depreciation is calculated at 5% on the fixed instalment method, which is almost equivalent to the provision of depreciation prescribed in the income-tax rules.

(d) Does not arise.

तीन अखिल भारतीय सेवाओं का गठन

*३९०	श्री भक्त दर्शन : श्री भागवत ज्ञा आजाद : श्री हरिकचन्द्र माधुर : श्री दी० चं० शर्मा : श्री अ० ना० विद्यालंकार : श्री हेम बलग्रा : श्री हेम राज : श्री प्र० चं० बरुआ :
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क्या गृह-कार्य मंत्री १४ मई, १९६२ के तारांकित प्रश्न संख्या ६६५ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि तीन

नई अखिल भारतीय सेवाये स्थापित करने की विस योजना पर विचार किया जा रहा था उसके बारे में क्या प्रगति हुई है?

गृह-कार्य मंत्री (श्री लाल बहादुर शास्त्री): योजना पर अभी भी राज्य सरकारों के परामर्श से विचार किया जा रहा है।

Scrap Committee Report

*391. **Shri Vidya Charan Shukla:** Will the Minister of Steel and Heavy Industries be pleased to refer to the reply given to Unstarred Question No. 408 on the 1st May, 1962 and state:

(a) whether Government's examination of the Scrap Committee's Report has since been completed; and

(b) if so, nature of the decisions taken thereon?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). The Scrap Committee's Report is still under examination and a copy of the report along with the decision taken in the matter will be laid on the Table of the House shortly.

Air Accident Near Gauhati

*392. { Shri D. C. Sharma:
Shri Raghunath Singh:
Shri P. C. Borooh:
Shri P. K. Deo:
Shri Vishram Prasad:
Shri Ram Sewak Yadav:

Will the Minister of Defence be pleased to state:

(a) whether an air accident took place near Gauhati on the 12th July, 1962 in which 3 persons are reported to have been killed;

(b) if so, the details thereof;

(c) whether any enquiry was ordered into the accident;

(d) if so, the findings thereof; and

(e) the compensation given in this connection?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) to (d). The accident occurred while the aircraft was on operational flight. Further details will be known when the report of the Court of Inquiry, which has been ordered, is received.

(e) The grant of family/dependent's pension is being considered according to Rules.

National Integration

*393. { Shri Mohammad Tahir:
Shri Bhakt Darshan:
Shri D. C. Sharma:
Shri K. Pattnayak:
Shri Inder J. Malhotra:
Shrimati Ramdulari Sinha:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 697 on the 14th May, 1962 and lay on the Table a detailed statement throwing light on the progress made so far regarding the implementation of the decisions taken by the National Integration Conference and the Council appointed by it?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): A statement is laid on the Table of the House. [Placed in Library, see No. LT-334/62].

Pilot Plants for Coal

*394. { Shri Ram Ratan Gupta:
Shri Umanath:

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

(a) whether Government have decided to set up pilot plants for beneficiation of coal; and

(b) if so, when it is likely to be implemented?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No Sir, but Central Fuel Research Institute has been carrying pilot plant experiments since 1959.

(b) Does not arise.

Tibetan Language

***395. Shri Raghunath Singh:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether a seminar and a conference of Tibetan Lamas for development and study of Tibetan language was held at Varanasi in the last week of July; and

(b) if so, the main recommendation of the conference?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir. The Seminar and the Conference were held to review the work of Tibetan Lamas and discuss the question of Contribution of Tibetan studies to the knowledge of Indian History and Thought.

(b) the main recommendation of the Seminar was to put the present scheme of Fellowships on a permanent basis.

Concession to Students of Backward Classes

***396. Dr. L. M. Singhvi:**
Shri Yashpal Singh:

Will the Minister of Education be pleased to state:

(a) whether Government have withdrawn the exemption from payment of tuition fees available till recently to school-going children belonging to backward classes in Delhi; and

(b) the number of school-going children adversely affected by withdrawal of such exemption?

The Minister of Education (Dr. K. L. Shriman): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) As a result of the decision of the Delhi Administration to give up the caste-criterion for determining who should belong to the other backward Classes and the adoption of an economic criterion for the purpose, exemption from payment of tuition fee will, from the current academic year, not be admissible to those students who were eligible for the concession purely on the basis of caste. However, those students who had been granted this concession on the basis of castecriterion in force so far and were enjoying the concession last year have been allowed to continue the concession till they complete their course.

(b) The question does not arise since the concession has not been withdrawn from those who are already enjoying it.

Gas Pipelines

***397.** { **Shri P. R. Patel:**
Shri D. J. Naik:
Shri Chhotubhai Patel:
Shri Yashpal Singh:
Shri Narendra Singh Mahida:
Shri Kapur Singh:

Will the Minister of Mines and Fuel be pleased to state whether it is a fact that Government have taken a decision to put pipelines to flow natural gases everyday which will be equivalent to 2330 tons of coal from Gujarat wells of Ankleshwar, Kalol and Cambay areas?

The Minister of Mines and Fuel (Shri K. D. Malaviya): It is proposed to lay 3 gas pipelines in Gujarat with a maximum daily capacity of 1 million cubic metres of gas which is roughly equivalent to 2330 tons of coal.

Industrial and non-Industrial Employees

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

(a) whether it is a fact that orders have since been issued on the remaining recommendations of Shankar Committee regarding the service conditions of Industrial and non-Industrial employees;

(b) if so, what are those recommendations; and

(c) when the orders were issued?

The Minister of State in the Ministry of Defence (Shri Raghuramiah): (a) and (b). Orders in respect of one of the four remaining recommendations of the Shankar Committee have since been issued. The Committee had recommended that after completion of three years' service an industrial employee whether temporary or permanent should be entitled to three months' notice of discharge or pay in lieu if such a notice of discharge cannot be given. Government have agreed to giving three months' notice or pay in lieu thereof to permanent industrial employees only. Under the existing orders, temporary industrial employees who have rendered more than ten years' service continue to be entitled to three months' notice of termination of service.

(c) 11th August, 1962.

Kolar Gold Fields

***399.** { Shri Basumatari:
Shri D. C. Sharma:
Shri Bishanchander Seth:
Shri Rameshwar Tantia:
Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:
Shri Raghunath Singh:
Shri Bibhuti Mishra:

Will the Minister of Finance be pleased to state:

(a) whether any settlement as to the terms and conditions and other arrangements has been reached with

the Government of Mysore over the transfer of administrative control of the Kolar gold fields to the Central Government; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat):

(a) and (b). No, Sir. The matter is still under negotiation with the Government of Mysore.

New Prize Bonds Scheme

*400. { Shri Bishanchander Seth:
Shri Basumatari:
Dr. P. N. Khan:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Shree Narayan Das:
Shri P. C. Borooh:
Shri Rameshwar Tantia:
Shri Hem Raj:
Shri P. Kunhan:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Government are considering a new Prize Bonds Scheme which carries a premium also;

(b) if so, when it is likely to be introduced;

(c) how far the new scheme will be more useful than the present one;

(d) whether there is also a proposal to stop the present quarterly draws; and

(e) if so, how this change will benefit Government?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha):

(a) to (c). After considering the recommendations made by the Committee appointed by the National Savings Central Advisory Board, tentative decisions have been taken on the new Prize Bonds Scheme which is expected to be introduced with effect from 1st January, 1963. It is not usual

to give details of the new scheme before its formal announcement.

(d) No Sir.

(e) Does not arise.

दिल्ली में पूर्ण मद्यनिवेद

*४०१. श्री भक्त दशन :
श्री भागवत द्वा आजाद :

क्या गृह-कार्य मंत्री ६ मई, १९६२ के अतारांकित प्रश्न संख्या ६५० के उत्तर के संबंध में यह बताने की कृपा करेंगे कि दिल्ली में पूर्ण मद्यनिवेद करने के जिस सुझाव पर विचार किया जा रहा था, उसके बारे में क्या निर्देश किया गया है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : तीसरी पंच वर्षीय योजना के अन्त तक दिल्ली में नशाबन्दी को पूरी तरह लागू करने के लिये दिल्ली प्रशासन ने एक प्रावस्था-भाजित कार्यक्रम तैयार किया है। १९६२-६३ के वर्ष के लिये उसके सुझाव मंजूर कर लिये गये हैं।

Institutions of National Importance

*402. Shri D. C. Sharma: Will the Minister of Education be pleased to state the progress made so far in declaring the Gurukul Kangri and Jamia Millia Islamia as institutes of national importance?

The Minister of Education (Dr. K. L. Shrimali): In exercise of the powers conferred by Section 3 of the University Grants Commission Act, 1956 (3 of 1956), the Central Government, on the advice of the Commission have, by notifications dated the 19th June, 1962, declared that the Jamia Millia Islamia, New Delhi and the Gurukula Kangri Vishwavidyalaya, Hardwar, which are institutions for higher education, shall be deemed to be Universities for the purposes of the said Act.

सोहें और इस्पात के आयात के लिये लाइसेंस।

८४०. श्री प्रकाशवीर शास्त्री : क्या इस्पात और भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) १९६१ के अप्रैल, और सितम्बर के मध्य में आयरन एण्ड स्टील कन्ट्रोलर ने रूपये द्वारा प्राप्त होने वाले क्षेत्र में क्या कुछ आयात के लाइसेंस दिये थे ;

(ख) उस के लिये कितने आवेदन-पत्र प्राप्त हुए थे और जिन पार्टियों को लाइसेंस दिये गये उन के नाम क्या-क्या हैं तथा कितने के वह लाइसेंस उन्हें दिये गये ; और

(ग) जिन पार्टियों को ये लाइसेंस दिये गये उन के लिये आयरन एण्ड स्टील कन्ट्रोलर ने क्या आधार रखा था और जिन आवेदन-पत्रों पर लाइसेंस नहीं दिये गये उन के कारण क्या थे ?

इस्पात और भारी उद्योग मंत्री (श्री चिंतु मुख्यमन्त्री) : (क) जी, हां।

(ख) अप्रैल, —सितम्बर, १९६१ की लाइसेंस अवधि में रूपये द्वारा प्राप्त होने वाले क्षेत्र से इस्पात के आयात के लाइसेंसों के लिए मुस्थापित आयातकों से २६६ आवेदन-पत्र प्राप्त हुए। २२६ आयात-लाइसेंस आवेदन-पत्रों के लिये ८६ लाइसेंस जारी किए गए। एक सूची, जिन में उन कर्मों के नाम जिन्हें लाइसेंस दिए गए हैं तथा वे मूल्य जिन के लिए लाइसेंस दिए गए हैं, सभा पटल पर रखी गई है [पुस्तकालय में रखा गया, देखिये संख्या ए.ल.टी-३३५।६२]।

(ग) बेस कोटे तथा आयरन एण्ड स्टील कन्ट्रोलर, कलकत्ता के करारों के आधार पर लाइसेंस दिए गए। अपूर्ण अथवा दोष-पूर्ण और समय के पश्चात् प्राप्त होने वाले तथा आयात-लाइसेंस नीति के विरुद्ध आवेदन-पत्र अस्वीकृत किए गए।

**Administration of Schools run by
Military Cantonments**

841. Shri Hem Raj: Will the Minister of Defence be pleased to refer to the reply given to Unstarred Question No. 2844 on the 8th June, 1962 regarding administration of schools run by military cantonments and state:

(a) whether the proposal of the Cantonment Board, Yol Khas for handing over the School to Punjab Government has been finally considered; and

(b) if so, the decision taken thereon?

The Minister of Defence (Shri Krishna Menon): (a) and (b). The proposal is still under consideration.

**Book Grants for Scheduled Castes and
Scheduled Tribes**

842. Shri Dasaratha Deb: Will the Minister of Education be pleased to state:

(a) the number of Scheduled Tribe students who received book grants in Tripura in the current year;

(b) the number of Scheduled Castes and other backward classes students who received book grants in Tripura in the current financial year; and

(c) the total amount of money involved in (a) and (b) separately?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). The information is being collected from the Tripura Administration and will be laid on the Table of the Lok Sabha in due course.

Fire Insurance Premium

843. Shri Sham Lal Saraf: Will the Minister of Finance be pleased to state the justification for reducing fire Insurance premiums for the third time in July, 1962?

The Minister of Finance (Shri Morarji Desai): The premium rates for most classes of risks in the general

insurance business in India are determined by a Tariff Committee composed entirely of members of the Industry—vide section 64-A of the Insurance Act, 1938.

The reductions in fire insurance rates with effect from July 1, 1962 have been made not by or under the direction of the Government but by the Tariff Committee in the discharge of its statutory duties, at the instance of the industry itself represented by the Executive Committee of the General Insurance Council set up under Part II A of the Insurance Act 1938 in an attempt to put the premium rates on a scientific basis, in stages, giving the statistical data due importance.

Introduction of Shariat Law

844. Shri M. K. Kumaran: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received any representation pleading for the introduction of Shariat Law, now in force in other islands of the Laccadive group, to the islands of Androth and Kaponi also; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Shariat Law is not applicable to any of the islands in the Laccadive, Minicoy and Amindivi groups. A representation has been received by the administrator for application of this law to the territory which is under consideration.

**Scholarships to S.T. Students in
Andhra**

845. Shri Satyanarayana: Will the Minister of Education be pleased to state:

(a) the number of Central Government scholarships awarded to the Scheduled Tribe students of Andhra Pradesh during the year 1961-62; and

(b) the total value of the scholarships?

The Minister of Education (Dr. K. L. Shrimali): (a) 148 scholarships under the Government of India Post-Matric Inland Scholarships Scheme for Scheduled Castes, Scheduled Tribes and Other Backward Classes.

(b) Rs. 82,933/-.

Loans due from Displaced Persons in Tripura

846. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received any representation for writing off the agricultural loan advanced to displaced persons in Tripura; and

(b) if so, the decision taken in this matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The matter is still under consideration.

Santal Language

847. Shri P. K. Deo: Will the Minister of Home Affairs be pleased to state:

(a) the steps that are being taken for the preservation of Santal language in Bihar, Bengal, Orissa and Assam; and

(b) how many printing presses there are in this language?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The information is being collected and will be placed on the Table of the House in due course.

(b) Santhali has no script of its own and there is no printing press exclusively meant for the Santhali language.

Mineral Rights

848. Shri Sham Lal Saraf: Will the Minister of Mines and Fuel be pleased to state:

(a) whether there is any difference of opinion between some of the States and the Centre on the subject of "Mineral Rights" in the case of Mines that are being worked out in those States; and

(b) if so, steps Government propose to take to resolve these differences?

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajarnavis):

(a) and (b). There has so far not been any occasion for expression of difference of opinion between the Central Government and any State Government on the subject of mineral rights as such. In ancillary matters arising out of the respective responsibilities of the Central and the State Governments regarding mineral development, however, there has been some difference of opinion between Central Government and the Government of Assam over the rate of royalty in a particular case; the matter is still under discussion with that State Government. With West Bengal, there has been a difference of opinion over the right of the Central Government to acquire lands and mining rights under the Coal Bearing Areas (Acquisition and Development) Act and, the West Bengal Government having taken the matter to Court, the particular issue is pending before the Supreme Court.

राजस्थान में सीमावर्ती सड़कें

८४९. श्री तन तिहः: क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में वे कौन-कौन सी सड़कें हैं जिन्हें प्रतिरक्षा मंत्रालय ने अपने हाथ में ले लिया है या उन्हें नया बनाया है;

(ख) उपरोक्त किन सड़कों पर अब तक कितना लंबा मंत्रालय द्वारा किया गया है;

(ग) क्या इस वर्ष ऐसी किसी सड़क पर मंत्रालय द्वारा व्यव किया जायेगा ; और

(घ) यदि हां, तो कहां और कितना व्यव किया जायेगा ?

प्रतिरक्षा मंत्री (श्री कृष्ण मेनन) :

(क) राजस्थान में कोई भी सड़क प्रतिरक्षा मंत्रालय द्वारा अपने भविकार में नहीं ली गई, न ही प्रतिरक्षा मंत्रालय द्वारा उस राज्य में हाल में कोई सड़कें बनाई गई हैं।

(ख) से (घ). प्रश्न नहीं उठते ?

Drawback and Export

850. **Shri Naval Prabhakar:** Will the Minister of Finance be pleased to state:

(a) whether Government are aware that in allowing drawbacks the exporters are put to great difficulties by different Government Departments with the result that export suffers;

(b) whether Government are also aware that in several cases even the provisional drawbacks were not allowed and the exporters had to suffer great losses;

(c) whether Government propose to compensate those exporters who could not detain their goods indefinitely and made shipment without getting Government's instructions for provisional drawbacks; and

(d) what action Government propose to take to safeguard exporters' interest in allowing drawback without any difficulties or simplifying the rules to encourage exports in view of acute shortage of foreign exchange in the country?

The Minister of Finance (Shri Morarji Desai): (a) No Sir. No great difficulties have come to the notice of the Government. Whenever any difficulties experienced by the Exporters are brought to the notice of the Government suitable steps are taken to resolve such difficulties.

(b) and (c). The Government are not aware of any case where provisional shipment facilities were not allowed on request; but if there are any

such cases, the question of allowing drawback can be considered on the merits of each case if the identity of the goods exported can be satisfactorily established.

(d) The procedure for drawback is being further simplified. The condition of making shipments under provisional claim for drawback is being removed and all goods which are notified in the Drawback Schedule under sub-section (1) of section 43B of Sea Customs Act will now be entitled to drawback, subject to the condition that the claim for drawback is made and established at the time of export of the goods.

आय-कर और उत्पादन शुल्क के मामले

प५१. श्री प्रकाशबीर शास्त्री : क्या कित मंत्री यह बताने की कृपा करेंगे कि :

(क) सेन्ट्रल बोर्ड आफ रेवेन्यू और विधि न्यायालय में आय-कर एवं एक्साइज ड्यूटी सम्बन्धी कितने केस पिछले पांच सालों में दायर हुए;

(ख) इन में से कितनों का फैसला सरकार के हक में हुआ और कितनों का सम्बन्धित पार्टियों के हक में हुआ;

(ग) कुल मिला कर उन केसों में जिनमें सरकार का पक्ष दुर्बल तथा सम्बन्धित व्यक्तियों का मजबूत था, उन में सरकार को कितने धन की हानि हुई; और

(घ) सरकार ने क्या यह जानने का यत्न किया कि उसके कारण क्या थे ?

वित्त मंत्री (श्री मोरारजी देसाई) :
(क) और (ख). मांगी गयी सूचना इकट्ठी की जा रही है और उसे सभा की बेज पर रख दिया जायेगा।

(ग) सूचना उपलब्ध नहीं है।

(घ) यह सवाल पैदा ही नहीं होता।

Steel Production Under Third Plan

852. { Shri Bishwanath Roy:
Shri P. C. Borooh:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether any change in the target of steel production under the Third Five Year Plan is under consideration of the Government;

(b) the reasons therefor;

(c) whether there is any possibility of increase in allocation of steel production to private sector; and

(d) production of various types of steel in the private and public sector during the period already passed under the Third Five Year Plan?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):
(a) Yes, Sir.

(b) The main reasons which have necessitated the review of the target under the Third Plan are difficulties in the way of achieving rated capacity production in Rourkela Steel Plant, some delay in starting expansion programmes in the plants of the Hindustan Steel Limited and in launching the Bokaro Steel Project.

(c) The private sector have already been allocated a significant share in the production of mild and special steels.

(d) A statement is placed on the Table of the House. [See Appendix I annexure No. 81].

Dhalai Floods

853. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) the total number of families displaced from Halhali Bazar (Kamalpur), Tripura due to recent floods in the river Dhalai;

(b) the total loss incurred by those families;

(c) whether any aid has been given to them;

(d) the total amount of such aid; and

(e) whether further financial aid could be extended to these affected families?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (e). The information is being collected and will be laid on the Table of the House.

Employees of Tripura Administration

854. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) the total number of employees under Tripura Administration dismissed and suspended during 1960-61, 1961-62 and 1962-63 (upto June) under charges of corruption; and

(b) steps taken to eliminate corruption?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The required information is as under:—

Year	Dismissed	Suspended
1960-61	2	26
1961-62	1	22
1962-63 (upto June).	..	5

(b) A separate Vigilance Department has been set up in the Tripura Administration to deal with all complaints and corruption cases against officials. The Department is assisted by the Anti-Corruption Organisation set up during 1961.

Revision of Gazetteers

855. { Shri M. K. Kumaran:
Shri Hem Raj:

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

(a) how many gazetteers have been so far revised and published;

(b) whether any State Government have asked for increased financial assistance for this work;

(c) whether any direction has been issued to State Governments regarding the price of these publications;

(d) whether Government are aware that these publications are beyond the reach of ordinary people due to their prohibitive prices;

(e) if so, whether the Central Government propose to give any subsidy so as to lower the prices of the gazetteers; and

(f) whether translation of these gazetteers will be available in Hindi also?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) 20.

(b) Yes, Sir.

(c) No, Sir.

(d) No such complaints have been received.

(e) The Central Government is already subsidizing the production of District Gazetteers.

(f) This is a matter primarily for the State Governments to decide.

Iron Ore Production

856. Shri Surendranath Dwivedy: Will the Minister of Mines and Fuel be pleased to state:

(a) whether iron ore production is commensurate with the annual target fixed for the Third Five Year Plan period;

(b) whether it is a fact that non-utilisation of full operating capacity of the Eastern region iron ore mines specially in Orissa has affected the target of production; and

(c) the total capacity of Orissa mines and what are the reasons for shortfall, if any?

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajar-

navis): (a) and (b). The production target for iron ore fixed in the Third Plan is to be achieved by the end of the Third Plan; no annual targets of production as such have been fixed. Excluding Goa, the production of iron ore in the first year of the Third Plan (1961-62) was just short of 13 million tons, against the capacity target of 32 million tons to be reached by the end of this Plan period. Production has increased by 4 million tons since 1959-60. The rate of increase has sufficed to meet all ore requirements of the iron and steel industry as well as existing export commitments.

(c) There is no fixed capacity of mines as such; generally speaking, production is and can be increased within limits from the mines according to internal requirements and export market, keeping in view all the time transport capacity as well. There has been no shortfall in total production of iron ore in Orissa; the production of iron ore in 1961 having been 4.70 million tonnes as compared to the production of 3.73 million tonnes in 1960.

Foreign Aid for Stepping up Coal Production

857. Shri Bishwanath Roy: Will the Minister of Mines and Fuel be pleased to state:

(a) whether any foreign Government have offered aid this year for stepping up coal production in India; and

(b) if so, the details thereof?

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

(b) Does not arise.

Technical Service for Industrial Constructions

858. Shri Kolla Venkaiah: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government are considering the building up of technical

service for industrial construction with those experienced in the construction of Bhilai, Rourkela, Durgapur and other completed industrial units; and

(b) if so, with how many and if not why not?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). The question of organising a Construction Core of experienced engineers is under the consideration of Hindustan Steel, but no final decision in the matter has been taken as yet.

Houses for Scavengers in Kerala

859. Shri P. Kunhan: Will the Minister of Home Affairs be pleased to state:

(a) how many houses have been built for scavengers in Kerala during the Second Plan period; and

(b) how many houses have been built for scavengers in Kerala during the first two years of the Third Plan period?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) and (b). The required information has been called for from the State Government. A statement will be laid on the Table of the House when the information becomes available.

Production of Iron Ore by Captive Mines

860. Shri Surendranath Dwivedy: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the production of iron ore by the captive mines of the Hindustan Steel Limited will fully meet the requirements of Rourkela and Durgapur Steel mills;

(b) if not, when these mines are expected to supply fully the needs of these steel mills; and

(c) whether they propose to depend on private mine-owners for supply during the period and if so, whether any quota of supply is being fixed on an annual basis?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). The planning of iron ore supplies to the plants of the Hindustan Steel Ltd. is on the basis that they would draw their supplies from their captive mines or from mines in which Government have a majority interest. At present the requirements of Rourkela and Durgapur Steel Plants are being largely though not entirely met by captive mines at Barsua, Rajhara and Bolani. These mines as well as those under the National Mineral Development Corporation are expected to supply fully the needs of these plants by 1965.

(c) For meeting the current shortfall from the captive mines, which is relatively small these steel plants depend on the market mines from which procurement is made through the State Trading Corporation. Hindustan Steel Limited, naturally, assess their requirements from private sources from time to time.

Pension Benefits to Industrial Workers

861. Shri S. M. Bamerjee: Will the Minister of Defence be pleased to state:

(a) whether industrial workers in Defence establishments will now be entitled to pensionary benefits;

(b) if so, whether orders have been issued;

(c) total number of workers who opted for pension; and

(d) whether they will also be entitled to get gratuity for the period which will count for pension?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) Yes, Sir.

(b) Yes, Sir.

(c) The last date for exercising option has not yet expired. It is therefore premature to say how many would opt for pension.

(d) Yes, Sir, under the New Pension Rules.

Repair of Vehicles by Contractors

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

(a) whether vehicles are being repaired in M.E.S. Ambala Cantt. by the local contractors;

(b) whether some arrangements also exist for repair in M.E.S. workshops;

(c) if so, the reason for getting this work done through contractors;

(d) the amount paid to contractors during 1960-61 and 1962 upto 30th June; and

(e) steps taken by Government to discontinue this system?

The Minister of Defence (Shri Krishna Menon): (a) and (b). Yes, Sir.

(c) In the local MES workshop, facilities do not exist for major overhaul of vehicles. Work beyond the capacity of the MES workshop is, therefore, entrusted to private workshops.

(d) the amounts paid to contractors for repairs are as under:—

1-4-60 to 31.3.61—Rs. 21,136.91.

This includes Rs. 15,393.91 on account of cost of spares and materials.

1.4.61 to 30.6.62—Rs. 15,948.39.

This includes Rs. 12,235.39 on account of cost of spares and materials.

(e) No steps are being taken to discontinue the existing practice, as it will not be economical to set up an MES workshop with capacity to

undertake major overhaul of vehicles on account of limited repair load.

Cracker Explosion in Delhi

863. { Shri Surendra Pal Singh:
Shri Shree Narayan Das:

Will the Minister of Home Affairs be pleased to state:

(a) whether a cracker exploded in Chandni Chowk, Delhi on the 25th June, 1962; and

(b) if so, whether any arrests have been made in this connection?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) Two persons who were responsible for the explosion were arrested on the spot and subsequently prosecuted. They have since been convicted.

Suicides

864. { Shri Harish Chandra Mathur:
Shri Yashpal Singh:

Will the Minister of Home Affairs be pleased to state:

(a) whether any study has been made by Government in the conditions and causes of suicides; and

(b) if so, what are the conclusions?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No such study has been made by the Government of India.

(b) Does not arise.

Loans to States

865. { Shri G. K. Singha:
Shri Subodh Hansda:
Shri Basumatari:
Shri S. C. Samanta:

Will the Minister of Finance be pleased to state:

(a) which are the States that have

been given loans without any condition since 1955;

(b) what is the total amount of loan outstanding under such condition;

(c) whether any amount has been paid back; and

(d) if so, whether it was paid with interest or without interest?

The Minister of Finance (Shri Morarji Desai): (a) The terms and conditions of the loans are generally settled at the time of their sanction. However, in a few cases of loans sanctioned to the States of Mysore, Andhra Pradesh and Madhya Pradesh the terms and conditions have not yet been finalised.

(b) Rs. 37.60 crores.

(c) No Sir.

(d) Does not arise.

Exploitation of Mineral Resources in Madras

866. Shri Rameshwar Tantia: Will the Minister of Mines and Fuel be pleased to state:

(a) whether the Central Government have taken any steps to exploit various mineral resources finds in Tiruchi District of Madras State during the recent geological survey of the area; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajarnavis): (a) No, Sir. The occurrences of mineral deposits in the Tiruchi District are either too small or uneconomical for being taken up for exploitation by the Central Government.

(b) Does not arise.

Suicide in Rourkela Steel Plant

867. Shri Rameshwar Tantia:
Shri G. Mohanty:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether a report has been received from the police about the alleged suicide of Shri S. N. Misra of Rourkela Steel Plant;

(b) if so, the findings of the police; and

(c) the action proposed to be taken by Government?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) Yes, Sir.

(b) The police have finally reported the case as 'human missing'.

(c) It is a matter for the Government of Orissa.

Fixation of Salary of I.C.S. Officers

868. Shri Rameshwar Tantia: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 76 on the 23rd April, 1962 and state whether any final decision has since been reached towards the fixation of salary of I.C.S. officers in the posts created after 14th August, 1947?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The matter is still under consideration.

L.I.C. Premium through Post Offices

Shri Subodh Hansda:
 Shri S. C. Samanta:
 Shri M. L. Dwivedi:
 Shri B. K. Das:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Life Insurance Corporation of India propose to collect premium through Post Offices;

(b) if so, whether it has been introduced in any Post Office on an experimental basis; and

(c) whether it has proved successful?

The Minister of Finance (Shri Morarji Desai): (a) to (c). Yes, Sir.

Benefits to Ex-Servicemen Employees in Income-Tax Department

870. Shri A. K. Gopalan: Will the Minister of Finance be pleased to state:

(a) whether ex-servicemen appointed in the erstwhile Travancore-Cochin State Income-tax Department and later taken over to the Central Income-tax Department as a result of Federal Financial Integration Orders are entitled to the same benefits as granted to ex-Servicemen appointed in civil posts by the Central Government;

(b) if not, what are the reasons;

(c) whether it is a fact that in fixing pay, etc. benefit of war service is denied to personnel who were working in the erstwhile Travancore-Cochin State;

(d) whether it is also a fact that personnel who were recruited to the Central Service even after 1st April, 1950 are entitled to the benefits of war service; and

(e) if so, what is the reason for not extending the same benefits to personnel who entered the erstwhile Travancore-Cochin State Service before 1st April, 1950?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b), (c) and (e). The orders regarding the fixation of pay of war service candidates appointed to civil posts on a temporary basis are not relevant in the present case as the persons concerned were already in the service of the erstwhile Travancore-Cochin State Income-tax Department and were only transferred to the Central Income-tax Department as a result of the Federal Financial Integration. Their conditions of service

on transfer were, therefore, governed by the rules and orders issued by the Government in regard to that Integration. The benefit of war service is granted only on initial recruitment to Government service and not on transfer as in the present case.

(d) Yes, Sir.

P.W.D. Workers in Andamans

871. { Shri A. K. Gopalan:
} Shri Umanath:

Will the Minister of Home Affairs be pleased to state:

(a) the number of P.W.D. workers employed in Andamans;

(b) whether they are all permanent employees;

(c) whether there are such categories of employees as 'Casual', 'Seasonal', 'Contract' labour, etc.;

(d) whether the recommendations of the Pay Commissions have been extended to them;

(e) whether it is a fact that Government have issued an order to grant a minimum salary of Rs. 80 to each of the worker in all the departments in Andamans;

(f) if so, whether it is a fact that P.W.D. workers have not been given the benefit of this order; and

(g) if so, the reason therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Over about 8600.

(b) No.

(c) Yes.

(d) Pay Commission's recommendations do not apply to 'Casual', 'Seasonal', and 'Contract' labour.

(e) No.

(f) and (g). Do not arise.

Post-Matric Scholarships

72. { **Shri A. K. Gopalan:**
Shri Imbichibava:

Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 2367 on the 31st May, 1962 and state:

(a) whether complete reports have since been received from the Kerala Government regarding post-matric scholarships for scheduled castes and scheduled tribes; and

(b) if so, whether a copy thereof will be placed on the Table?

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

(b) A copy is placed on the Table of the House. [See Appendix I, annexure No. 82].

Suicide by Jumping from Rooftop of the Central Secretariat Building

873. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a man committed suicide by jumping from the rooftop of the Central Secretariat on the 19th June, 1962;

(b) whether it is also a fact that this was a third case of its kind within two months from the Central Secretariat roof; and

(c) the steps taken or proposed to be taken to check the approaches to roof top for avoiding such instances?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes, On the 19th June, 1962, a retired Accounts Officer of the Ministry of Defence committed suicide by jumping from the roof of the North Block of the Central Secretariat.

(b) On the 6th April, 1962, a woman Librarian jumped off the roof of the North Block. She succumbed to her injuries in hospital on the 9th April.

There was another case on 1st of June 1962 when a Lower Division Clerk committed suicide by jumping through a window of a room situated on the fourth floor of the South Block.

(c) No special measures are possible in such cases.

Oil Exploration in Jammu and Kashmir

874. **Shri D. C. Sharma:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that there has been delay in the exploration programme in Jammu and Kashmir;

(b) if so, the reasons therefor;

(c) action taken to avoid any further delay in the matter?

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

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

Rehabilitation Finance Administration Loan Cases

875. { **Shri B. K. Das:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Finance be pleased to state:

(a) how many cases are pending in law courts for realisation of dues in respect of Rehabilitation Finance Administration Loans;

(b) the total amount involved; and

(c) in how many cases the loanee and in how many his guarantors have been prosecuted against?

The Minister of Finance (Shri Morarji Desai): (a) Nil.

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

शैक्षणिक और व्यावसायिक पथ प्रदर्शन

श्री म० ल० द्विवेदी :
श्री स० च० सामन्त :
*८७६. श्री ब० क० दास :
श्री मुद्रोद हंसदा :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) शैक्षणिक और व्यावसायिक पथ-प्रदर्शन की केन्द्रीय योजना के अनुसार जो प्रस्तावित कार्यक्रम है उस में क्या प्रगति हुई है ;

(ख) सभी पुनर्गठित माध्यमिक स्कूलों में शैक्षणिक और व्यावसायिक पथ-प्रदर्शन की व्यवस्था कब तक हो जाने की संभावना है ;

(ग) विभिन्न राज्यों में अभी तक कितने पथ-प्रदर्शन कार्यालय खुल चुके हैं और उन्होंने जो काम किये हैं उन के सारांश क्या हैं ; और

(घ) उपर्युक्त विषय में पुनर्गठित माध्यमिक प्रत्येक स्कूल में व्यावसायिक शिक्षण के लिये क्या काम किया जाता है और इस में राज्य तथा केन्द्र का क्या दायित्व रहता है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) :
(क) नौ राज्यों और चार संघीय क्षेत्रों में प्रस्ताव प्राप्त हुए हैं। एक राज्य और तीन संघीय क्षेत्रों के लिये योजना स्वीकृत कर ली गई है। अन्य योजनाएं विचाराधीन हैं।

(ख) तीसरी योजना के अन्त तक केवल १२० स्कूलों में मार्गदर्शन सेवाएं उपलब्ध करने की वर्तमान योजना है।

(ग) ३४ सामान्यतया मार्गदर्शन की की राज्य एजेंसियों के कार्य इस प्रकार हैं :—

(१) स्कूलों के लिये कार्यकर्ताओं को प्रशिक्षित करना ;

(२) स्कूलों में मार्गदर्शन कार्यक्रमों के संगठन तथा पर्यवेक्षण में सहायता करना ;

(३) प्रादेशिक भाषाओं में मार्गदर्शन के परीक्षण तथा अन्य साधन तैयार करना ;

(४) व्यावसायिक सूचना सामग्री तैयार करना ; और

(५) अनुसंधान करना ।

(घ) बहुदेशीय स्कूलों में मार्गदर्शन कार्यक्रमों में निम्नांकित क्रियाकलाप शामिल है :—

(१) कक्षा ४ और उससे आगे की कक्षाओं के समस्त छात्रों के लिये संचयी अभिलेख काठौं का अनुरक्षण ;

(२) व्यावसायिक सूचना देने वाले कामरे के एक कोने का अनुरक्षण ।

(३) परीक्षण, व्यावसायिक सूचना आदि जैसे कक्षा वार्ताओं तथा दूसरे मार्ग दर्शन क्रियाकलापों के लिये समय सारणी में व्यवस्था ;

(४) माता पिता के लिये अनुकूलन वार्तालाप ;

(५) कक्षा ८ और ६ के छात्रों को व्यक्तिगत सलाह ;

(६) कक्षा ८ की अन्तिम अवधि में पाठ्यक्रम लोतों के लिये छात्रों का चुनाव ।

मार्ग दर्शन सेवाओं की सम्पूर्ण जिम्मेदारी राज्य सरकारों की है। भारत सरकार द्वारा स्थापित शैक्षणिक तथा व्यावसायिक मार्गदर्शन के केन्द्रीय व्यूरो, राज्य सरकार द्वारा प्रतिनियुक्त मुर्ख मुर्ख व्यक्तियों को प्रशिक्षण देने, मार्गदर्शन के साधन और सामान

तयार कर्ते, राज्य तथा प्राइवेट मार्गदर्शन एजेंसियों आदि क्रियाकलापों की योजना बनाने तथा उनके कार्य के समन्वय के लिये उत्तरदायी है। राज्यों में मार्गदर्शन सेवाओं की व्यवस्था करने तथा उनको सुदृढ़ करने के लिये केन्द्रीय सरकार वित्तीय सहायता भी दे रही है।

मंत्रियों के भत्ते

पृष्ठ ७७. श्री प्रकाशवोर शास्त्री : क्या गृह-कार्य मंत्री २८ मई, १९६२ के अतारांकित प्रश्न संख्या २०५१ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) गत वर्ष मंत्रियों, राज्य मंत्रियों, उपमंत्रियों और सभा-सचिवों को बेतन के अतिरिक्त वर्ष में कुल मिलाकर पृथक-पृथक् कितना भत्ता दिया गया;

(ख) क्या ऐसे भी कोई इन व्यक्तियों में से हैं जिनका भत्ता बेतन से अधिक था;

(ग) क्या भविष्य में भत्ता देने के नियमों में कुछ परिवर्तन किया जा रहा है; और

(घ) यदि हाँ, तो वह क्या है?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री बातार) : (क) और (ख). २८ मई, १९६२ के अतारांकित प्रश्न संख्या २०५१ के उत्तर में दिये गये आश्वासन के बारे में पूरी सूचना अभी तक उपलब्ध नहीं हुई है।

(ग) नहीं।

(घ) प्रश्न ही नहीं उठता।

केन बनाने के कारखाने

पृष्ठ ८०. श्री म० ला० द्विवेदी : क्या इस्पात और भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में केन बनाने के कितने कारखाने चल रहे हैं और इनमें कितनी केन प्रति वर्ष तैयार होती हैं;

(ख) १९६१-६२ में कुल कितनी केने तयार की गई और उनका कितना मूल्य था; या; और

(ग) इस अवधि में विदेशों से कितनी केनों का आयात किया गया?

इस्पात और भारी उद्योग मंत्री (श्री च० सुब्रह्मण्यम) : (क) इस समय देश में १५ कर्म केन बना रही हैं। उनकी लाइसेंस की गई क्षमता १६,८६० टन प्रति वर्ष है। वास्तविक संख्या आकार और प्रकार के अनुसार घटे बढ़ेगी।

(ख) १९६१ में, ३,२५० टन केने तैयार हुई जिनका मूल्य १.६२ करोड़ रुपये था। तैयार केनों की संख्या उपलब्ध नहीं है।

(ग) १९६१-६२ में २३१ केने आयात की गई।

Power Transformer Factory in Kerala

879. { Shri Warior:
Shri M. K. Kumaran:

Will the Minister of Steel and Heavy Industries be pleased to refer to the reply given to Starred Question No. 1591 on the 21st June, 1962 and state the progress since made in setting up of the Power Transformer Factory in Kerala State?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): The Government of India had approved the terms of collaboration between M/s. Hitachi Transformers and Electricals (Kerala) Ltd., Trivandrum with M/s. Hitachi of Japan. It is understood that the agreement has been concluded between the parties to it, but is under discussion between the Kerala Government and the Sponsors on one or two points before submission of the agreement to the Government of India for final approval.

Rolling Steel Sleepers

880. Shri Bhagwat Jha Azad: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Bhilai Steel Plant has started supplying rolling steel sleepers for Indian railways;

(b) if so, since when; and

(c) what is the production so far?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Bhilai Steel Plant has started rolling crossing sleeper bar sections from June, 1962.

(c) 1521 tonnes.

Goa

**881. { Shri A. V. Raghavan:
Shri Pottekkatt:**

Will the Minister of Finance be pleased to state:

(a) the amount of depositors' investments lying at present with Banco Nacional Ultramarino in Goa; and

(b) the steps Government propose to take to release this amount to the depositors?

The Minister of Finance (Shri Morarji Desai): (a) As on the 18th December, 1961 when the branches of the Banco Nacional Ultramarino in the liberated Portuguese territories in India ceased to function, the deposits from the general public amounted to Rs. 294.81 lakhs and those from Government departments and semi-Government institutions of the erstwhile administration to Rs. 605.52 lakhs.

(b) It is proposed to issue shortly a Regulation under Article 240 of the Constitution providing *inter alia* for the discharge of the liabilities of the Banco Nacional Ultramarino to the general public.

Allotment of Land to Housing Society

882. Shri Rameshwar Tantia: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the three acre plot in front of the South Delhi Zonal Office of the Delhi Municipal Corporation, which was recently cleared of 'Juggis' has been allotted to a housing co-operative society; and

(b) if so, terms and conditions under which such an allotment has been made?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

(a) Yes.

(b) Allotment has been made in accordance with the terms and conditions indicated in paras III and IV of the statement, laid on the Table of the House on 23rd March, 1961, in reply to the notice under Rule 197 from Shri P. G. Deb, regarding allotment of acquired land in Delhi.

Work Study Institute

883. Shri Rameshwar Tantia: Will the Minister of Defence be pleased to state:

(a) whether an Institute of work study has been recently opened at Landour (Mussoorie);

(b) if so, the main purpose of the Institute; and

(c) how it is likely to benefit the nation?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) The main purpose is (i) to train personnel at all levels of the Defence Services Organisations under the Ministry of Defence in Work Study and allied subjects; (ii) to provide assistance to establishments and organisations of the Services when requested to do so in the actual execution of practical projects in Work Study; and (iii) Co-ordination of work study activities in the Defence Organisation.

(c) Work Study is calculated to achieve higher operational efficiency and better performance as a result of optimum utilisation of resources in the achievement of specified aims.

Creation of 'Dry' Belt

884. { Shri Bishanchander Seth:
Shri D. C. Sharma:
Shri Bibhuti Mishra:
Shri Nambiar:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the Central Government are convening a conference of representatives of four States for the creation of a 'dry' belt;

(b) if so, the reasons for convening such conference; and

(c) what benefits the said State Governments will derive from such conference?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes; it is proposed to convene a meeting of the representatives of Uttar Pradesh, Punjab, Rajasthan and Delhi to consider the matter.

(b) The Delhi Administration have drawn up a phased programme for enforcing complete prohibition in Delhi by the end of the Third Five Year Plan. For an effective implementation of this programme, a dry belt around Delhi is considered necessary.

(c) The creation of such a belt will be in the larger interests of the country.

Heavy Industries in Kerala

885. **Shri A. K. Gopalan:** Will the Minister of Steel and Heavy Industries be pleased to refer to the reply given to Unstarred Question No. 1558 on the 18th May, 1962 and state:

(a) whether sanction has been accorded by the Central Government

for the setting up of the heavy industries in Kerala; and

(b) if not, what is the reason for the delay?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) No.

(b) The applications submitted by the Kerala State Industrial Development Corporation for the manufacture of electrical equipment were found to be incomplete in some essential respects and additional data have been called for. As regards the establishment of a fertilizer factory at Calicut, production can be planned only for the 4th Plan period, as the target capacity for the 3rd Plan has been already more than fully licensed. There are also questions such as raw material supplies which need to be examined and settled. The matter, however, will be dealt with sympathetically and settled in the near future, subject to satisfactory solutions being found for questions such as raw material supplies etc.

Decentralisation of H.S.L.

886. { Shri P. Kunhan:
Shri Umanath:
Shri A. K. Gopalan:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that retrenchment notices have been served on employees working at the Hindustan Steel Office at Ranchi, as a result of the decentralisation measures;

(b) if so, the number of employees affected; and

(c) what alternative employment has been offered to these employees?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) No, Sir.

(b) Does not arise.

(c) A decision has been taken by Hindustan Steel Limited that the staff rendered surplus at their Head Office, if any, as a result of reorganisation should be absorbed at the plants; and to the extent possible, their present pay and status should be protected.

Hutti Gold Mines

887. Shri Yallamanda Reddy: Will the Minister of Finance be pleased to state:

(a) whether the Central Government are taking over the Hutti Gold Mines in Rayachuru District, Mysore State; and

(b) if so, the reasons therefor?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Since July, 1958, the Government of India has been acquiring gold produced in the mines at the international parity price and have been paying to the Mysore Government, in addition, a grant to avoid dislocation to their finances. As this has not been a satisfactory arrangement it has been decided, in principle, to take over the control of these mines so that the cost of production could be a direct charge on the Central Government. The terms and conditions of the take over are yet to be settled.

Sale of Tea Estates by Foreigners

888. Shri Rameshwar Tantia: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that foreign owners are selling their tea estates in India; and

(b) the total number and value of such sales during 1961-62?

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

(b) During 1961-62 five tea estates were sold for Rs. 62.98 lakhs. During the same period portions of three estates were also sold for Rs. 6.85 lakhs.

Heavy Machine Building Plant

889. Shri Morarka: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the progress of Heavy Machine Building Plant is not according to schedule;

(b) whether forgings and castings will have to be imported initially from abroad; and

(c) if so, the amount of foreign exchange required?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) The construction and erection programme of Heavy Machine Building Plant is proceeding according to schedule.

(b) In the initial stages of production of the Heavy Machine Building Plant it is proposed to plan the programme of production in such a way that the requirements of heavy castings and forgings needed will not greatly exceed what we can procure indigenously. Overhead cranes, oil drilling rigs, equipment required for some mineral oil industries and screening equipment required by different industries are types of light machinery equipment which the Heavy Machine Building Plant is designed to produce along with heavier machines. In the initial stages of the production programme there may be a relatively larger emphasis on light machinery and fabrication items which will not require very heavy castings or forgings. In the earlier stages, alternative production techniques may be used as a temporary measure, whereby fabrication will be substituted for heavy casting and forging. Nevertheless, some reliance on outside suppliers of castings and forgings will be unavoidable until the Foundry Forge Project is completed. The Plant will rely on indigenous

sources for castings and forgings as far as possible. Some imports may, however, be necessary.

(c) The production programme of the Plant is being worked out and it is not yet possible to indicate precisely the amount of foreign exchange that would be required for the import of castings and forgings. This would, to a large extent, depend upon the product pattern that is decided upon in the light of our urgent machinery requirements and to the extent it is possible to use indigenously available castings and forgings or use alternative production techniques.

Import of Refractories

890. **Shri Morarka:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the total quantity of refractories required by the three steel plants; and

(b) the quantity imported for the steel plants and the price at which they are imported?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) About 191,000 tonnes of refractories are required annually for operational purposes by the three steel plants in the public sector. Approximately 241,000 tonnes of refractories will be required for the expansion of these three steel plants.

(b) On an average 17 per cent of the operational requirements of refractories have to be imported. The prices of refractories range from Rs. 360 to Rs. 930 per ton c.i.f. for Fire Clay, Silica and Basic Refractories, and Rs. 1,150 to Rs. 3,100 per ton c.i.f. for Special Refractories, such as High Alumina, Carbon and Carbide. For the expansion requirements 82,000 tonnes of refractories out of a total of 143,000 tonnes required for Bhilai expansion are being imported. Imports required for Durgapur and Rourkela expansion have not yet been finalised.

Low Off-take in Steel Plants

891. **Shri Morarka:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether any units of the three steel plants are kept idle or are working below their capacity for want of orders;

(b) if so, the names of the units and the products involved; and

(c) the reasons for low off-take?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). The Benzol rectification and tar distillation units of all the three Steel Plants sometimes work under capacity for want of adequate orders and also due to the necessity to utilise crude tar for internal use of the plants. The products involved are coke oven by-product chemicals.

(c) Low demand both in the Indian and overseas markets.

Accumulation of Stocks in Steel Plants

892. **Shri Morarka:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether there is any accumulation of stocks of any item of steel production in the steel plants;

(b) if so, whether it is due to transport difficulties or for want of demand; and

(c) the total value of such stocks?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). There has been some accumulation of stocks of finished steel at the steel plants, particularly of the items requiring the use of BFR wagons.

(c) The total value of stocks held by the steel plants at the end of June 1962 was Rs. 6.65 crores.

Loans to Hindustan Steel Ltd.

893. Shri Morarka: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the total amount of loans taken from the Central Government by Hindustan Steel Ltd. till 30th June, 1962;

(b) the rate of interest payable on these loans; and

(c) the date from which interest on these loans is being paid?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) Rs. 357.10 crores.

(b) 5 per cent per annum.

(c) Interest liability commences from 1st April 1962.

Seizure of Gold

894. Shri Dasaratha Deb: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that contraband gold estimated at Rs. 2,60,000 was seized by the Bombay Customs Authority from an Indian Cargo Ship called 'Sardar Patel' on the 16th June, 1962;

(b) if so, the names of the personnel involved in this smuggling; and

(c) the action taken by Government against those smugglers?

The Minister of Finance (Shri Morarji Desai): (a) to (c). 2,000 tolas of gold valued at Rs. 2,80,000 approximately was seized by the Bombay Customs from the vessel "M.V. Sardar Patel" on the 16th June, 1962. The gold was stitched inside a cotton jacket, which was found in the blower situated in hatch No. 3 of the vessel. The gold was unclaimed. Further investigation is in progress.

Scheduled Tribes of West Bengal

895. { Dr. P. N. Khan:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Sarkar Murmu:

Will the Minister of Home Affairs be pleased to state:

(a) whether there are centrally sponsored schemes for the economic development and other all-round development of Scheduled Tribes of West Bengal;

(b) if so, what are those specific schemes;

(c) what is the total amount set apart from Central Sector for such schemes for West Bengal for the Third Plan; and

(d) which schemes are given top priority for their economic development?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Yes.

(b) and (c). A statement containing the requisite information is laid on the Table of the House. [See Appendix I, annexure No. 83].

(d) Economic development of the Scheduled Tribes has priority in the centrally sponsored programme. The schemes are:

(i) Tribal Development Blocks; and

(ii) Co-operation including Forest Co-operative and Marketing-cum-Consumers' Co-operative societies.

As Tribal Development Blocks are meant for areas of high concentration of tribal population, and no area in West Bengal has the prescribed percentage i.e. 66 $\frac{2}{3}$ of the general population, no Tribal Development Block has been allotted to West Bengal.

Special Police Establishment

896. *Shri D. C. Sharma:*
Shri Raghunath Singh:

Will the Minister of Home Affairs be pleased to state:

(a) the number of Government employees against whom enquiries were made by the Special Police Establishment during the first 6 months of 1962;

(b) the number of gazetted officers among them;

(c) the number of them convicted so far;

(d) the number against whom proceedings are still in progress; and

(e) the steps taken to expedite the same?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). A statement is laid on the Table of the House. [See Appendix I. annexure No. 84].

(e) Efforts are being made to complete investigations as quickly as possible.

Buddha Jayanti Park, New Delhi

897. *Shri Bibhuti Mishra:*
Shri Heda:

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

(a) whether it is a fact that the model of the monument to be erected in the Buddha Jayanti Park in New Delhi has been selected; and

(b) if so, when the work will start and how much it is likely to cost?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) A scale model in concrete is being prepared for various tests to determine the structural stability of the design. The questions of cost and

commencement of construction can be decided only after this has been done.

Fire Prevention in Delhi

898. **Shri Bibhuti Mishra:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the New Delhi Municipal Committee has submitted a memorandum urging that it should be associated in the formulation of policies governing fire prevention in the Capital; and

(b) if so, the view taken by Government in this connection?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The New Delhi Municipal Committee has passed a resolution which has been forwarded to the Delhi Municipal Corporation which is concerned with the Fire Service for the whole of the Union Territory of Delhi. The resolution has not yet been considered by the Corporation.

Justice for Common Man

899. **Shri Sham Lal Saraf:** Will the Minister of Law be pleased to state what steps have so far been taken to make justice speedy and cheap for the common man?

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Mishra): The Law Commission in its Fourteenth Report has made certain recommendations which have been brought to the notice of all the State Governments, administration of justice being a State concern. The matter has also been discussed at length in the Law Ministers' Conference, 1960 and the Conference of the Chief Justices of High Courts, 1960.

In order that arrears in the Supreme Court and High Courts may be disposed of quickly, steps have been taken by the Ministry of Home Affairs. Additional Judges have been appointed and the number of working days have been increased in the High

Courts. In order that the procedural laws may be simplified, the Code of Civil Procedure, 1908 and the Code of Criminal Procedure, 1898 are at present under the examination of the Law Commission.

Kolar Gold Mines

900. Shri Raghunath Singh: Will the Minister of Finance be pleased to state whether it is a fact that new rich veins of gold have been discovered in one or two shafts of Kolar Gold Mines in Mysore?

The Minister of Finance (Shri Morarji Desai): Certain new ore shoots have been discovered recently, but it is too early, without further development in depth, to say whether they will prove to be rich veins.

Anti-Cholera Campaign

901. Shri Raghunath Singh: Will the Minister of Defence be pleased to state whether Indian Forces have joined anti-Cholera Campaign in West Bengal?

The Minister of Defence (Shri Krishna Menon): No, Sir. There was no request from the civil authorities for assistance in this regard.

Oil Exploration in South

902. Shri Umanath: Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that work connected with oil exploration in the South is delayed or slowed down due to delay in receiving equipment from the U.S.S.R.;

(b) if so, the arrangements with the U.S.S.R. connected with oil exploration in the South and its details; and

(c) how the agreement is working and when it was reached?

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

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

Neyveli Lignite

903.

Shri Umanath:
Shri M. K. Kumaran:
Dr. L. M. Singhvi:
Shri D. C. Sharma:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government have received the final report on tests now conducted on Neyveli lignite and Salem Iron Ore;

(b) if so, the findings and recommendations;

(c) the decisions and reactions of the Government thereon; and

(d) if reply to part (a) above be in the negative, when the final report is expected and the steps taken by Government to expedite the report?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) No, Sir.

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

(d) The final report is expected to be received shortly. The East German Government have been requested to expedite the tests.

Study of Hindi

904.

Shri A. K. Gopalan:
Shri Umanath:
Shri P. Kunhan:

Will the Minister of Education be pleased to state:

(a) which of the four States—Kerala, Madras, Mysore and Andhra Pradesh is leading in the voluntary study of Hindi;

(b) whether any encouragement is given to these States—financial or otherwise—by the Union Government towards encouragement of voluntary study of Hindi; and

(c) if so, what are those measures?

The Minister of Education (Dr. K. L. Shrimali): (a) Every non-Hindi speak-

ing State including Kerala, Madras, Mysore and Andhra Pradesh is propagating Hindi in one way or the other. It is difficult to assess as to which State is leading in this matter.

(b) and (c). Grants are paid by the Government of India to non-Hindi speaking States for propagation of Hindi under the following three schemes:—

- (i) Financial assistance for promotion of Hindi;
- (ii) Appointment of Hindi Teachers in High/Higher Secondary Schools; and
- (iii) Opening of Hindi Teachers' Training Colleges and strengthening of their existing facilities for Hindi Teachers' Training.

The Government of India also supplies selected Hindi books free of cost to non-Hindi speaking States for distribution to school, college and public libraries in their areas.

Lapse of L.I.C. Business

905. Shri S. N. Chaturvedi: Will the Minister of Finance be pleased to state:

(a) the percentage and amount of new L.I.C. business that lapsed after the payment of first premium in each of the years 1959, 1960 and 1961; and

(b) the percentage and amount of this lapsed business which was on a monthly premium basis in each of these years?

The Minister of Finance (Shri Morarji Desai): (a)

Year of Issue	Lapses after the payment of the first instalment of premium (Rs. crores)	Ratio of such lapses to new business in terms of sum assured %
1959	75.29	18.02
1960	94.53	19.45
1961	The information is not yet available.	

Year of Issue	Lapses after payment of first instalment of premium under policies with monthly mode (Rs. crores)	Ratio of such lapses with monthly mode to the total of such lapses under all modes, in terms of sum assured %
1959	16.77	22.28
1960	20.84	22.04
1961	The information is not yet available.	

मसूरी की पहाड़ियों से चूने का पत्थर

606. श्री भक्त दर्शन: क्या खान और ईंधन मंत्री २३ मई, १९६२ के तारांकित प्रश्न संख्या ६५१ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या इस बात की जांच की गई है कि देहरादून के समीप मसूरी व अन्य पहाड़ियों की ढालों के चूने का पत्थर अनियंत्रित ढंग पर बड़ी मात्रा में निकालने से कितनी हानि हो रही है तथा भविष्य में होने की आशका है; और

(ख) उस हानि को रोकने के लिये कौन से कदम उठाये जा रहे हैं?

खान और ईंधन मंत्रालय में उपमंत्री (श्री हजरनबीस): (क) देहरादून की पहाड़ियों से चूना पत्थर निकालने के विषय से संबंधित खनन तरीकों और शर्तों का परीक्षण किया गया है।

(ख) राज्य सरकार ने देहरादून जिले में चूना पत्थर के उत्खनन के लिये अस्थाई खनन परमिटों की मंजूरी की पद्धति को बदल कर दिया है और खनिज रियायत नियमावली, १९६० के अनुसार खनन पट्टों को मंजूर करने के लिये कदम उठा रही है। ऐसा करने से यह निश्चय किया जा सकता है कि भूमंडारों एवं

जनता के इस्तेमाल में आने वाली निर्माण-शालाएँ (Works) तथा सड़कों आदि को पहुँचने वाली हानि को रोकने के लिये खानें ठीक तरीके से खनन की जाती हैं।

सैनिक, नाविक और वायु बोर्ड

६०७. श्री भक्त दर्शन: स्था प्रतिरक्षा मंत्री २८ मई, १९६२ के तारंकित प्रश्न संख्या १०८० के उत्तर के संबंध में यह बताने की कृपा करेंगे कि जिलों के सैनिक, नाविक, वायु बोर्डों व उनके कर्मचारियों को स्थायी करने के प्रश्न के बारे में क्या निश्चय किया गया है?

प्रतिरक्षा मंत्रालय म राज्य मंत्री (श्री रघुरामेश्वर): इस विषय पर राज्य सरकारों के विचारणार्थ और उनकी स्वीकृति के लिये, विशिष्ट प्रस्ताव भेजे गये हैं, और उनके उत्तरों की प्रतीक्षा की जा रही है।

Re-Union Meet at London

908. Shri Raghunath Singh: Will the Minister of Defence be pleased to state how many Victoria Cross and George Cross Indian persons are participating in Re-Union meet at London?

The Minister of Defence (Shri Krishna Menon): Two Indian Victoria Cross holders were deputed by Government to participate in the Re-Union held at London in July, 1962

Tribal Indebtedness

909. Shri Hem Raj: Will the Minister of Home Affairs be pleased to state:

(a) whether it is proposed to have a survey of the tribal indebtedness; and

(b) if so, whether it is proposed to cover all the tribal areas or only a few of them?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Yes.

(b) All the areas where Scheduled Tribes reside will be surveyed in due course. It is proposed to take up Manipur, Tripura and Himachal Pradesh in the 18th round of the National Sample Survey as a first step.

Engineering College in Orissa

910. Shri G. Mohanty: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether a new engineering college is proposed to be opened in Orissa during the Third Five Year Plan period; and

(b) whether all details of the proposal have been considered and decided?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) A Regional Engineering College will be set up at Rourkela.

(b) The details are being worked out.

Lok Sahayak Sena

911. Shri G. Mohanty: Will the Minister of Defence be pleased to state:

(a) the names of the centres where the Lok Sahayak Sena has been organised during the last two years;

(b) the number of individuals enrolled at each centre during the above period; and

(c) whether this Sena is different from the Cadet Corps?

The Minister of Defence (Shri Krishna Menon): (a) and (b). A statement is placed on the Table of the House. [See Appendix I, annexure No. 85].

(c) Yes, Sir. While Cadet Corps provides military training exclusively to students, both boys and girls, in schools and colleges. Lok Sahayak Sena trains male volunteers from general public, between 18 and 40 years of age in special camps.

Legal Aid for S.C. and S.T.

912. Shri G. Mohanty: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that only Rs. 1.31 lakhs were spent out of Rs. 2.27 earmarked in 1960-61 for providing legal aid to Scheduled Castes and Scheduled Tribes;

(b) if so, the expenditure State-wise; and

(c) the amount spent for Scheduled Castes and Scheduled Tribes, separately?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Yes.

(b) and (c). The details are available in Appendix VI, to the Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1960-61. The Report has already been laid on the Table of the House.

Import of Petroleum Products

913. Shri Yashpal Singh: Will the Minister of Mines and Fuel be pleased to state:

(a) whether Government are considering drastic cut in the import of petroleum products during the current July-September quarter;

(b) how much of foreign exchange is likely to be saved thereby; and

(c) what will be the effect of this drastic cut on industrial activity in the country?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Government have decided to impose a cut of Rs. 3 crores on import of petroleum products from free foreign exchange resources during the period April-September, 1962.

(c) This reduction is not likely to affect the industrial activity in the country as Government has already made adequate arrangements to increase indigenous refining capacity.

Efforts are also being made to import larger quantities of petroleum products from rupee payment sources.

Nickel Deposits in Manipur

914. Shri Rishang Keishing: Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that Nickel was found at Ningthi village within Ukhrul sub-division of Manipur;

(b) whether it is a fact that a member of the Geological Survey of India visited the place;

(c) if so, the quantity and the quality of the deposit; and

(d) the action proposed to be taken to exploit and utilise the same?

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajarnavis): (a) Yes, Sir.

(b) Yes, Sir.

(c) The occurrence is about 36 metres long. Detailed pitting and sampling carried out by the Geological Survey of India has indicated that nickel is present in traces.

(d) As no workable deposit has been located so far, the question of exploiting it does not arise.

Heavy Electrical Equipment Plant in Andhra Pradesh

**915. { Shri Kolla Venkaiah:
 \ Shri Yashpal Singh:**

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the cost of heavy electrical equipment plant to be set up in Andhra Pradesh;

(b) the productive capacity of the plant;

(c) the number of technicians required for the plant;

(d) the number of skilled labourers required; and

(e) when the work will commence?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) to (e). The capacity of the proposed Plant at Ramachandrapuram near Hyderabad in Andhra Pradesh for the manufacture of heavy electrical equipment will be 0.62 million KW of steam turbines and turbo alternators of sizes upto 50/60 MW per annum.

The Detailed Project Report for the plant is expected to be received from Messrs. Technoexport, Prague, by about the middle of September, 1962. Precise information relating to the cost of the plant, the number of technicians and skilled labour required, and other details will be known only after the Project Report has been received, considered and accepted.

Preliminary work on the plant site, like levelling and dressing of land, arrangements for power and water during construction and the construction of railway sidings and of the training school workshop and hostel and approach roads is in progress.

Oil and Gas Products

916. Shri Kolla Venkaiah: Will the Minister of Mines and Fuel be pleased to state:

(a) the quantities of different oil and gas products required for different uses in the country during 1962-63 and by the end of Third Plan period;

(b) the quantities of different products to be produced and imported from different countries to meet the demand in 1962-63 and by the end of the Third Plan period; and

(c) the estimated cost of production of different products to be produced in India and products to be imported from different countries?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) A statement showing estimates of consumption, as framed by the Oil Advisory Committee in 1961, is enclosed.

These estimates are presently under review. [See Appendix I, annexure No. 86].

(b) The quantity of products which will be produced indigenously is subject to Government's final decision in regard to the capacity of the coastal refineries. This matter is at present under Government's consideration. Consequently, quantities to be produced indigenously and of imports required will be precisely determinable only after Government's final decision on the question of capacity of coastal refineries.

(c) It is not possible to indicate the cost of production of petroleum products in other countries. The cost of production in the public sector refineries is contingent on the ultimate cost of the refineries and refining operations; and, therefore, this cannot be indicated at present.

Assistance to Affiliated Colleges

917. Shri Kolla Venkaiah: Will the Minister of Education be pleased to state:

(a) whether the financial assistance of the University Grants Commission to affiliated colleges towards the revision of pay scales for qualified teachers during the Second Five Year Plan period will be discontinued immediately after five years of implementation of the scheme; and

(b) whether any proposal is under the consideration of Government for continuing the assistance to the colleges whose resources are not sufficient to meet the additional cost of the revision?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The University Grants Commission has agreed to assist the colleges that did not revise their scales of pay during the Second Plan to do so, if they so desire. The Commission's assistance will continue for one more year beyond the initial five-year period in

such cases where the Commission deems fit. The Commission has taken up with the State Governments the question of the revised scales as a permanent measures after the withdrawal of Commission's assistance on completion of the five-year period.

Extension Library Centres

918. Shri Kolla Venkaiah: Will the Minister of Education be pleased to state:

- (a) the number of extension library centres established during 1961-62 under different universities by University Grants Commission;
- (b) the total funds provided from the Wheat Loan Fund of U.S.A.;
- (c) the cost of training of librarians in U.S.A.;
- (d) the cost of books purchased in America; and
- (e) the total cost of all the centres?

The Minister of Education (Dr. K. L. Shrimali): (a) None, Sir.

(b) to (e). Do not arise.

Cut in Wagon Quota of Andhra Pradesh

919. Shri Kolla Venkaiah: Will the Minister of Mines and Fuel be pleased to state:

(a) whether the Government of Andhra Pradesh have represented to the Central Government that the cut in the monthly wagon quota to the State by 1100 from May has told heavily on the industries in general in the State and specially in regard to coal situation; and

(b) the action taken on the representation?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The quotas of coal of all the States were revised from June, 1962 so as to make them conform to the availability of transport for the movement of coal. In the case of Andhra Pradesh the

revised quota from July 1962 stands at 2030 wagons per month against the original one of the 2040 wagons per month. The reduction, therefore, is negligible.

Raiding of Delhi Travel Agent's Office

920. Shri Ram Ratan Gupta: Will the Minister of Finance be pleased to state:

(a) whether an office of a Travel Agent in Delhi was raided on 27th June, 1962; and

(b) if so, the reasons therefor?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The office of a firm of travel agents in New Delhi was searched on 27-6-1962 by Officers of the Directorate of Enforcement, on suspicion of violation of the foreign exchange regulations. The case is under investigation.

Iron and Steel for Orissa

921. Shri Surendranath Dwivedy: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the total quantity of iron and steel allotted to the State of Orissa in 1960-61 and 1961-62;

(b) whether the full allotted quantity was lifted by the State during those years;

(c) whether Government have made any enquiries about the reasons for the failure of the State to take its full quota when there was acute shortage and great demand all over the State; and

(d) the quantity allotted for 1962-63?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) Half-yearly allocations of steel are made according to financial year. In the first half-year of 1960-61, allocations were limited to plates, sheets and wire. In the second half-year of 1960-61 plates were also treated as

relaxed category and allocations were made only for Black Plain sheets (thinner than 14 gauge), Galvanised Plain Corrugated sheets and wire. Details of the allocations were as follows:

Year	Allotment (Metric tonnes)
1960-61	.. 7,028
1961-62	.. 12,054

Indents for relaxed categories are accepted direct from consumers and stockists and are generally planned in full. Quota system was abolished for pig iron from 1-7-1959. There was, therefore, no allocation of pig iron during the above-mentioned years.

(b) and (c). By the term "lifting of quotas", the Hon'ble Member presumably refers to the booking of orders against the allocations. The procedure for lifting of quotas is to issue quota certificates to stockists and consumers who in their turn place orders on the Producers through the Iron and Steel Controller. Details of actual booking of orders against allocations are not available since the quota holders can also book orders with the stockists as well. There is considerable time lag between the allocation and the booking of orders.

It is for the State Government to see that the quota allocated is properly distributed to the consumers and stockists within the State and also to check whether orders have been booked against the allocations. The Government of India have made no enquiries on the subject.

(d) In the first half-year 1962-63 (April-September 1962) allocations have been restricted to Cold Rolled Black Plain Sheets only. 1,087 tonnes were allotted to the State during this period.

Theft of Historic Images in West Bengal

922. Shri C. K. Bhattacharyya: Will the Minister of Scientific Research

and Cultural Affairs be pleased to state:

(a) whether his attention has been drawn to the theft of old historic images in different parts of West Bengal;

(b) whether his attention has been drawn to the theft of an ancient stone image belonging to Pala period, from Dafarpur in Jangirpur sub-division of Murshidabad; and

(c) what steps have been taken to prevent such thefts?

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

(b) No, Sir.

(c) The Heads of offices of the Archaeological Survey of India have been alerted.

Closure of Coal Mines

923. Shri Nambiar: Will the Minister of Mines and Fuel be pleased to state:

(a) whether Government are aware that many of the small coal mine owners have closed down the mines or are not working their mines to full capacity;

(b) if so, what steps are being taken to encourage production in such mines; and

(c) whether Government have any scheme to nationalise such of the coal mines which are closed and have potentialities of profitable mining?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No small coal mine is reported to have been closed since January 1961, but it has been reported that some mines are not generally working upto the installed capacity.

(b) The following steps are being taken to encourage production in such mines:

(i) import of mining machinery has greatly been facilitated.

by virtue of World Bank loan to meet the foreign exchange counterpart of such import.

- (ii) road movement of coal has been liberalised so that the collieries can find a free outlet for their produce.
- (iii) Government have announced a price increase and to this extent the profitability will increase.
- (iv) rates of stowing assistance have been liberalised.
- (v) subsidy for difficult mining conditions is being given.
- (c) Does not arise;

Import Needs of Steel

924. *Shri D. C. Sharma:*
Shri Iswara Reddy:

Will the Minister of Steel and Heavy Industries be pleased to state:

- (a) whether it is a fact that import needs of finished steel for Third Plan have exceeded earlier estimates;
- (b) if so, the reasons therefor; and
- (c) the steps taken to meet the same?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):
 (a) Yes, Sir.

(b) Largeiy due to the fact that the Indian Steel Plants have taken longer time than originally estimated, to achieve full production.

(c) Imports are being arranged to the extent foreign exchange is available.

Asian Games at Djakarta

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

(a) whether the Indian football team which is to participate in Asian games at Djakarta has been selected;

(b) whether the players have under-

gone any coaching and training before their departure; and

- (c) how they are selected?

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

- (b) Yes, Sir.

(c) The selection has been made by a Sub-Committee of the All-India Football Federation after watching various players in action at practice and in different matches/tournaments.

Geological Survey of J. & K.

926. **Shri Inder J. Malhotra:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether the Geological Survey of India conducted a survey in Bila-war area of Kathua district in Jammu and Kashmir State; and

- (b) if so, the result thereof?

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajar-navis): (a) Yes, Sir.

(b) The survey undertaken by the Geological Survey of India has revealed that the entire district is covered by rocks of Siwalik age. No mineral of any economic significance has so far been reported from the area.

Accident in Gauhati Oil Refinery

*927. *Shri Raghunath Singh:*
Shri P. C. Borooah:

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

(a) whether it is a fact that one technician of Gauhati Oil Refinery died and another was seriously injured on the 17th July, 1962; and

(b) if so, the causes of the accident?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Yes, Sir. One worker died immediately after the accident and another died in

hospital after 24 hours of the accident.

(b) These are under investigation.

Manavi Language

928. Dr. L. M. Singhvi: Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 3708 on the 21st June, 1962 and state:

(a) who were the linguistic experts who examined the Manavi language and script in consultation with Shri Motilal Gurtu in August, 1959;

(b) whether any detailed and specific discussion had been held with Shri Motilal Gurtu himself in this connection and whether he has been personally called for the purpose; and

(c) whether any step has been taken or is proposed to be taken to forward the Manavi language and script to any learned societies or international organizations abroad?

The Minister of Education (Dr. K. L. Shrimali): (a) The Manavi language and script was examined by the experts in the Ministry.

(b) The matter was personally discussed with Shri Motilal Gurtu.

(c) No, Sir.

Engineering Colleges in Rajasthan

929. Shri Karni Singhji: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of Engineering Colleges proposed to be opened in Rajasthan State during the Third Plan period; and

(b) whether any places have been selected for them?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). One, Sir, Jaipur.

पंजाब प्रस्थायी करारोपण विधेयक

श्री प्रकाशबीर शास्त्री :
६३० श्री बागड़ी :
श्री बूटा सिंह :

क्या गृह-कार्य मंत्री यह बनाने को रूपा करेंगे कि :

(क) क्या यह सच है कि पंजाब के प्रस्थायी करारोपण विधेयक पर राष्ट्रपति ने अनुमति नहीं दी है; और

(ख) क्या यह भी सच है कि केंद्रीय कानून में विरोध होने के कारण ही ऐसा नियंत्रण लेना पड़ा है?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) और (ख). कुछ मामले पंजाब मरकार के ध्यान में लाये गये हैं उत्तर आने पर नियंत्रण दिया जायेगा।

तृतीय श्रेणी में उत्तीर्ण विद्यार्थी

६३१. श्री प्रकाशबीर शास्त्री : क्या विद्या मंत्री यह बनाने की रूपा करेंगे कि :

(क) क्या यह सच है कि तृतीय श्रेणी में उत्तीर्ण होने वाले छात्रों का प्रवेश पाने में पर्याप्त असुविधाओं का मामना करना पड़ता है;

(ख) क्या यह भी सच है कि विज्ञान और दस्तकारी की विद्याएँ मंस्थानों में तृतीय श्रेणी के छात्रों का प्रवेश प्राप्त: मध्ये स्थानों पर गंतव्य दिया गया है; और

(ग) मरकार इन छात्रों के सम्बन्ध में क्या कुछ और व्यवस्था करने का निश्चय कर रही है?

विद्या मंत्री (डा० का० ला० श्रीमाली) :

(क) में (ग). भारत के विश्वविद्यालयों में दालिता मुस्लिमों योग्यता के आधार पर किया जाता है। तृतीय श्रेणी प्राप्त करने वाले छात्रों को दालितों लेने में कठिनाईयों का मामना करना पड़ता है। तृतीय पंचवर्षीय

योजना के दौरान में नये कालेज खोल कर, वर्तमान कालेजों में शैक्षणिक सुविधाओं का विस्तार करके और सायं-कालीन कालेज तथा पत्र-व्यवहर पाठ्यक्रम चला कर, सरकार का विचार उच्च शिक्षा की सुविधाओं का विस्तार करने का है।

स्वतंत्रता संप्राप्ति के सेनानियों की संभित्ति जीवनियां

६३२. श्री भक्त दर्शन : क्या वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य मंत्री २६ मार्च, १९६२ के तारांकित प्रश्न संलग्न २७६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

विवरण

क—राज्य

क्रम सं.	राज्य का नाम	हरेक राज्य की प्रगति	समय, जब तक काम खत्म होने की उम्मीद है।
१	२	३	४
१	आनंद प्रदेश	करीब २,००० जीवनवृत्त संकलन फरवरी, १९६३ किये गये।	१९६३
२	असम	आंकड़े इकट्ठे किये जा रहे हैं। करीब सितम्बर, १९६३	
३	बिहार	करीब २१,००० मामले संकलन सितम्बर, १९६३ किये गये।	१९६३
४	गुजरात	११६० लोगों के बारे में मूचना जल्दी ही। इकट्ठी की गई।	
५	जम्मू और काश्मीर	काम हो रहा है।	कोई तारीख बतायी नहीं गई है।
६	केरल	६०० लोगों के बारे में मूचना मार्च, १९६३ इकट्ठी की गई।	
७	मध्य प्रदेश	काम शुरू होने वाला है।	ममता की कोई सीमा तै नहीं की गई।
८	मद्रास	सितम्बर, १९६३ में काम शुरू समय की कोई सीमा नहीं होने की उम्मीद है।	दी गई।

(क) भारत के स्वाधीनता संप्राप्ति के सेनानियों की संक्षिप्त जीवनियां प्रकाशित करने की जो योजना स्वीकार की गई थी, उसे कार्यान्वित करने में प्रत्येक राज्य में अब तक क्षण प्रगति हुई है; और

(ख) विभिन्न राज्यों में इस कार्य के अब तक समाप्त हो जाने की आशा की जाती है?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री (श्री हुमायून कबीर) : (क) और (ख). मूचना विवरण में दी हुई है।

१	२	३	४
६ महाराष्ट्र	२५०० लोगों के आंकड़े इकट्ठे किए गए ।	जल्दी ही ।	
१० मैसूर	काम हाल ही में शुरू हुआ है।	दिसम्बर, १६६३	
११ उड़ीसा	सूचना इकट्ठी की जा रही है।	नवम्बर, १६६३	
१२ पंजाब	१०,८५० जीवनवृत्तों के आंकड़े इकट्ठे किये गये ।	१६६२-६३ के अन्त में ।	
१३ राजस्थान	करीब २,००० जीवनवृत्त पूरे किये गये ।	मार्च, १६६३	
१४ उत्तर प्रदेश	५४ में से २५ जिलों से सूचना मिल चुकी है।	जून, १६६३	
१५ पश्चिम बंगाल	समिति बनाई जा चुकी है।	जून, १६६४	
ख—संघ क्षेत्र			
१ दिल्ली	करीब १,००० जीवनवृत्त पूरे किये जा चुके हैं ।	इस साल ।	
२ हिमाचल प्रदेश	काम चालू है ।	इस साल ।	
३ मणिपुर	१६४ नाम इकट्ठे किए गये ।	दिसम्बर, १६६२	
४ नेपाल	आंकड़े इकट्ठे किए जा रहे हैं ।	—	
५ पांडिचेरी	संकलन का काम खरम हो गया है ।	—	
६ त्रिपुरा	काम शुरू किया जा चुका है ।	अप्रैल, १६६३	

Reforms in General Insurance Business

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

- (a) whether it is a fact that Controller of Insurance has suggested some reforms in the working of the General Insurance business;
- (b) if so, what are the reforms suggested; and
- (c) the action proposed to be taken thereon?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir.

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

Funds for the Welfare of Scheduled Castes

934. Shri Balmiki: Will the Minister of Home Affairs be pleased to state:

- (a) whether Government have requested the State Governments to reserve funds for the welfare of the Scheduled Castes from the General Development budgets over and above the amount spent by the Harijan Welfare Departments;

(b) which are the States that have conceded to the request to allocate funds out of General Development budgets; and

(c) what is the percentage of amount earmarked for the welfare of the Scheduled Castes?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) to (c). The Second Plan (Chapter XXVIII) and the Third Plan (Chapter XXXIV) emphasize the necessity of extending to the backward classes maximum advantage from the general development programmes. The attention of the State Governments was drawn to this principle while formulating the Third Five Year Plan for the welfare of Backward Classes. The subject was also discussed by the State Ministers in charge of welfare of Backward Classes in the two conferences held during the year 1960 and also in the conference held on the 26th and 27th July, 1962. The State Governments have agreed in principle to fix a minimum percentage, (on the basis of population) in the allocations for different programmes to be spent on the Scheduled Castes and Scheduled Tribes. It has been left to each State Government to decide which are the schemes in which such earmarking would be suitable and feasible, and what the percentage of earmarking should be.

Land of Migrated Muslims in Tripura

935. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) the number of Muslims of Indian citizenship who migrated from Tripura to East Pakistan in the month of July, 1962;

(b) the extent of land vacated by them;

(c) whether any policy was adopted regarding the distribution of vacated land; and

(d) if so, what are those policies?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) It is only Pakistani nationals from East Pakistan, who had infiltrated unlawfully into and were staying unauthorisedly in Tripura, who were evicted in June, 1962. Some Pakistani

families who were also staying illegally in Tripura might have gone back to Pakistan in July, 1962. Since, however, they left secretly and through unauthorised routes, their number is not known.

(b) to (d). Since all the Pakistani nationals who had gone back to Pakistan were in illegal occupation of tribal reserve land, which is solely intended for the use of tribals, the question of re-distribution of this vacated land does not arise.

Drilling of Erations in Punjab

936. Shri Daljit Singh: Will the Minister of Mines and Fuel be pleased to state:

(a) the places in Punjab where drilling operation is in progress; and

(b) the achievement made so far?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No actual drilling is in progress in Punjab at present. However, testing of Janauri Well is being carried out.

(b) 5 deep wells and 7 structural wells have been completed so far.

Entrance Fee at Red Fort

937. Shri Daljit Singh: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount collected as entrance fee at Red Fort, Delhi, during 1961-62; and

(b) the amount spent for the maintenance of the Fort during 1961-62?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Rs. 1,31,831.80 nP.

(b) Rs. 1,03,042.00 nP.

Judges of Punjab High Court

938. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to state:

(a) the number of judges employed in Punjab High Court; and

(b) the number among them who are from outside the State?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Sixteen.

(b) none.

Ball and Roller Bearings Project in Orissa

939. Shri Basumatari: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that Government are considering to set up a Rs. 2.27 crore project for the manufacture of ball and roller bearings at Baroda in collaboration with the U.S. firm of Messrs Normal-Hoffman Bearing Corporation;

(b) if so whether the manufacturing activity will be extended to steel balls also; and

(c) what will be the manufacturing capacity of the project with details thereof?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) to (c). Government have granted an industrial licence to a private party for setting up a new undertaking near Baroda for the manufacture of ball bearings in collaboration with M.s. Normal-Hoffman Bearings Inc. of U.S.A. The firm would undertake production of steel balls required for the ball bearings to be manufactured by them. The firm proposes to set up capacity for manufacture of 24 lakh pieces of ball and roller bearings per annum.

Oil Refineries in India

Shri P. C. Borooh:

Shri Warior:

940. Shri M. K. Kumaran:

Shri Tan Singh:

Will the Minister of Mines & Fuel be pleased to state at what stage the negotiations with the major private sector foreign Oil refineries in India (Burmah Shell and ESSO) for conversion of the distributing companies

into rupee companies, on Indian equity participation, and on replacement of the refinery agreements by regular licensing under the Industries (Development and Regulation) Act, stand?

The Minister of Mines and Fuel (Shri K. D. Malaviya): These are in progress and may be concluded by the end of September, 1962.

Tribal Schools in Kerala

941. Shri Warior: Will the Minister of Home Affairs be pleased to state:

(a) whether the Central Government have sanctioned all the amount requested for by Kerala Government to run Tribal Schools during 1961-62;

(b) if so, the amount sanctioned; and

(c) the number of schools run?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Yes.

(b) Rs. 3.08 lakhs.

(c) 93 schools.

Daulatabad Fort

942. Shri P. K. Deo:
Shri Raghunath Singh:

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

(a) whether the capital built by Mohammed Bin Tughlak at Kaulatabad has been recently excavated by the Department of Archaeology;

(b) what articles have been found in the excavation; and

(c) what steps are being taken for their preservation?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No excavations but some clearing operations have been undertaken.

(a) the quantity of corrugated iron sheets supplied to the State of Punjab during 1961-62 and the quantity to be supplied during 1962-63; and

(b) whether Central Government have received any representation from the Government of Punjab for an increase of the quota in view of the growing public demand?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) 1961-62—4,828 M/Tons against all quotas. 1962-63—Estimated supply is likely to be about 5,400 M/Tons.

(b) Yes, Sir, but it was not possible to increase the quota of G.C. Sheets due to insufficient production.

Coal Deposits at Korba

947. Shri Daji: Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that Government of Madhya Pradesh or the Madhya Pradesh Electricity Board have asked for the right of working of the coal deposits at Korba for using the same for Korba Power House; and

(b) if so, the response of the Central Government thereto?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The Korba coalfield is already being exploited by the National Coal Development Corporation in collaboration with the Madhya Pradesh Government and the coal is being fed into the Korba thermal power House. There is no specific proposal either from the Madhya Pradesh Government or the Madhya Pradesh Electricity Board that they may themselves work the coal deposits at Korba independently of the National Coal Development Corporation.

Polytechnic for Women in Delhi

948. Shri Mohan Swarup: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that a poly-

technic for women is being set up very soon in Delhi; and

(b) if so, the amount to be spent thereon and the number of subjects to be taught there?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir. The institution is scheduled to start functioning from September, 1962.

(b) The anticipated expenditure for this scheme during the current Plan period is Rs. 33.84 lakhs.

It is, at present, proposed to offer courses in the following subjects at diploma standard:

- (i) Interior Decoration and display.
- (ii) Library Science.
- (iii) Secretarial Course.
- (iv) Medical Laboratory Technology.
- (v) Commercial Art.
- (vi) Certificate course in Architectural assistantship.
- (vii) Electronics.

L.A.F. Planes Involved in Accidents

949.

Shri Hari Vishnu Kamath:
Shri Mohan Swarup:
Shri Basumatari:
Shri Mohammad Elias:
Shri Yashpal Singh:
Shri P. C. Borooah:
Shri Ram Ratan Gupta:
Shri D. C. Sharma:
Shrimati Malomona Sultan:

Will the Minister of Defence be pleased to state:

(a) the number of L.A.F. Planes which have been involved in accidents since 23rd June, 1962;

(b) the nature of each accident and the casualties in each case;

(c) whether an inquiry has been or is being held in each accident; and

(d) if so, the findings in each case?

The Minister of Defence (Shri Krishna Menon): (a) and (b). Four I.A.F. planes have been involved in flying accidents. The details are given in the statement laid on the Table of the House.

STATEMENT

(1) A flying accident involving a Canberra aircraft, while on training flight, occurred at 0839 hours on 7th July, 1962, near village Khapa, 10 miles North of Junar Deo Railway Station between Chindwara and Hosangabad in Madhya Pradesh. The pilot and the navigator on board the aircraft were killed and the aircraft was destroyed.

(2) A flying accident involving a Dakota aircraft, while engaged on operational flight, occurred near Tawang Dropping Zone in NEFA area at 0810 hours on 12th July, 1962. The pilot, co-pilot and a member of the ejection crew were killed. The remaining three members of the ejection crew sustained serious injuries. The aircraft was damaged beyond repair.

(3) A flying accident involving a Mysterio aircraft, while on training flight, occurred approximately 2 miles East of Kamtipuda (West Bengal) at 0800 hours on 24th July, 1962. The pilot, the sole occupant, ejected safely but the aircraft was destroyed.

(4) A flying accident involving a Toofani aircraft, while on training flight, occurred 2 miles N.W. Missamari airfield (in Assam) at 1240 hours on 27th July, 1962. The pilot was killed. As a result of the aircraft falling on a hut, 7 civilians were also killed. The aircraft was destroyed and one hut was damaged.

(c) and (d). Courts of Enquiry have been ordered in each case. The findings of the courts of Enquiry are awaited.

Hindustan-Tibet Road

950. { **Shri Hari Vishnu Kamath:**
 { **Shri Raghunath Singh:**

Will the Minister of Defence be pleased to state:

(a) when the construction of the Hindustan-Tibet road began;

(b) the progress of the work up to date;

(c) the number of casualties so far; and

(d) when the road construction is expected to be completed?

The Minister of Defence (Shri Krishna Menon): (a) The Construction began in 1951.

(b) and (d). Progress on this project is satisfactory. It is not possible in the circumstances of such construction to forecast date of completion.

(c) There have been some casualties due to accidents but their number is not large in relation to the dimensions of the task and the nature of the terrain.

Election Petitions

951. **Dr. L. M. Singhvi:** Will the Minister of Law be pleased to state:

(a) how many election petitions were filed during the period from 1957 to 1962 so far;

(b) the maximum time taken in the final disposal of an election petition during the above period; and

(c) the average time taken for the disposal of an election petition?

The Deputy Minister in the Ministry of Law (Shri Bibhudhendra Mishra): (a) 904.

(b) 1441 days.

(c) Approximately 8 months and 13 days.

कुरन्द पत्थर का कारखाना

६५२. श्री बड़े : क्या लान और इंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) रीवा जिला (मध्य प्रदेश) के हनुमना में कुरन्द पत्थर के सामान बनाने के लिये एक्सेसिव फैक्टरी कब से चल रही है ;

(ख) किन शर्तों पर यह फैक्टरी चल रही है ;

(ग) क्या सभी शर्तों का पूरा-पूरा पालन हो रहा है ; और

(घ) कहां-कहां कोरन्दम की खदाने हैं ?

खान और इंधन मंत्रालय में उपमंत्री (श्री हजरनबीस) : (क) से (ग). राज्य सरकार से सूचना इकट्ठी की जा रही है और यथाशीघ्र सभा पटल पर रखी जायेगी।

(घ) वर्तमान समय में भारत में कोरन्दम की कार्य करने वाली चार खाने निम्नलिखित स्थानों पर हैं :—

(१) पिपरा-करकोटा, जिला सिंधी, मध्य प्रदेश।

(२) बोम्मेनहाल्ली, जिला मैसूर।

(३) अरसीकोटे, जिला हस्सन, मैसूर।

(४) सिताम पुण्डी, जिला सलेम, मद्रास।

Cement Production

९५४. { Shri Yashpal Singh:
Shri Umanath:

Will the Minister of Steel and Heavy Industries be pleased to state :

(a) whether it is a fact that the proposal to raise the target of cement production in the Third Five Year Plan from 15 million tons to 18 million tons has been given up; and

(b) if so the reasons for giving up the proposal?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). The question of the target of cement production during the Third Five Year Plan is still under consideration.

Soviet Collaboration for Coal Industry

९५५. { Shri Umanath:
Shri D. C. Sharma:

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

(a) whether any schemes of technical collaboration for the development of coal industry in India came up for discussion during the recent meeting in New Delhi between him and the Soviet Vice-Premier;

(b) if so, what schemes were considered;

(c) whether any proposals emerged from the discussions; and

(d) if so, the details thereof?

The Minister of Mines and Fuel (Shri K. D. Malaviya) : (a) to (d). There was some general discussion held between the Minister of Mines and Fuel, Shri K. D. Malaviya and Mr. V. A. Sergeev, Vice-Chairman for Economic Affairs, Soviet Union, on the possibility of technical help for the development of Coal Industry in India.

Directorate of Prosecutions

९५६. Dr. L. M. Singhvi: Will the Minister of Home Affairs be pleased to state :

(a) whether a proposal to establish a distinct, independent and impartial Directorate of Prosecutions in each State as well as at the Centre has been mooted for active consideration;

(b) if so, the reactions of the State Governments; and

(c) what is the policy and the approach of the Union Government in this regard?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The Law Commission, in their Fourteenth Report on Reform of Judicial Administration have recommended setting up a Directorate of Public Prosecutions for each District. Administration of justice is a State subject as provided in List II of the Seventh Schedule of the Constitution and is within the competence of the State Governments. The Central Government is concerned with the subject in respect of Union Territories only. The recommendations of the Law Commission were considered at the Law Ministers' Conference held in Srinagar in 1960 and it was decided that the recommendations may be kept under constant examination.

Third Division in M.A.

957. Shri D. C. Sharma: Will the Minister of Education be pleased to state the latest position in regard to the suggestion to do away with third division in M.A. degree by the University Grants Commission and the various Universities?

The Minister of Education (Dr. K. L. Shrimali): The following Universities have decided to abolish the third class at the M.A. examination:—

Andhra, Burdwan, Jadavpur, Madras, Marathwada, Osmania, Sanskrit University, Varanasi, Venkateswara and Visva-Bharati.

Oil Exploration in Punjab

958. Shri D. C. Sharma: Will the Minister of Mines and Fuel be pleased to state:

(a) whether any survey has been carried out by the Geological Survey of India in Punjab for locating oil in the State; and

(b) if so, with what results?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The Geological Survey of India carried out structural mapping of the Siwalik belt of Kangra—Hoshiarpur districts during the period 1948-56 for locating

potential oil bearing structures. As a result of these studies, two potential oil bearing structures were delineated at Jawalamukhi in Kangra District and at Janauri in Hoshiarpur District and a gas seepage was located at Johar in the Jawalamukhi area.

Investigations of the alleged occurrences of oil and gas near Dholbah and Sham Churasi area in Hoshiarpur district and near Kharag in Ambala District were conducted. They are not of economic importance.

From 1956, the Oil and Natural Gas Commission have been carrying out the work of oil exploration in that area.

Oil Technical Institute

959. Shri D. C. Sharma: Will the Minister of Mines and Fuel be pleased to state the progress made in the proposal to set up technical institute for training of oil technicians as decided by the Oil and Natural Gas Commission?

The Minister of Mines and Fuel (Shri K. D. Malaviya): Arrangements for the setting up of the two new institutes at Bareilly and Sibsagar, and expansion of training facilities at the institute at Cambay by the Oil and Natural Gas Commission are under way. Training officers and other staff to man these institutes are being appointed and in fact, some of them are already in position. Applications for admission to these institutes have also been invited.

Wastage in General Education

960. Shri D. C. Sharma: Will the Minister of Education be pleased to state the progress made in the proposal to take up an all-India survey to assess the extent of wastage in the general education?

The Minister of Education (Dr. K. L. Shrimali): The matter is still under the consideration of the National Council of Research and Training, whose detailed recommendations are awaited.

Non-Assamese in Assam Oil Projects

961. Shri P. C. Borooh: Will the Minister of Mines and Fuel be pleased to state:

(a) whether the question of employment of Non-Assamese on the oil projects in Assam came up for discussion between him and the Chief Minister of Assam in a recent meeting held in New Delhi; and

(b) if so, with what results?

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

(b) Does not arise.

Coke for Madras

963. Shri Umanath: Will the Minister of Mines and Fuel be pleased to state:

(a) whether Central Government and the Coal Controller, Calcutta have been approached by the Government of Madras for enhancement of the State's quota of hard coke; -

(b) whether the Coal Controller had also been requested to supply additional quota of nut coke under spare capacity;

(c) if so, the quantum thereof; and

(d) the decision of Government on the Madras Government's requests?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (c). Request was received from the Government of Madras for an increase in their quota of B.P. hard coke by one wagon per month and for supply of additional 225 wagons of lumpy size coke from Indian Iron and Steel Co. during the period July to November, 1962, under spare capacity.

(d) The quota of Madras State for B.P. hard coke has been increased by one wagon per month as requested by the State Government. Regarding supply of hard coke under spare capacity it has been possible to offer 28 wagons hard coke to this State, of which 18 wagons are of lump size coke

from Rourkela Plant and 10 wagons of Nut coke from Durgapur Coke Oven Plant.

Minerals

964. Dr. K. L. Rao: Will the Minister of Mines and Fuel be pleased to state:

(a) the respective functions and responsibilities of Geological Survey of India and Indian Bureau of Mines in the matter of investigation of minerals;

(b) when the above departments were started and the respective salaries of the Heads of the Department; and

(c) the steps taken to form an Indian Service of Geologists.

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajarnavis): (a) The main functions of the Geological Survey of India and the Indian Bureau of Mines with regard to mineral investigations are as follows:—

Geological Survey of India:

Reconnaissance mapping; systematic mapping on 1:63,360 scale; and regional mineral assessment and exploration which entail detailed large scale mapping and different methods of prospecting such as geophysical and geochemical prospecting, drilling, pitting, trenching, etc.; and groundwater assessment.

Indian Bureau of Mines

1. Conducting drilling and other prospecting operations to prove and estimate the workable reserves in mineral deposits in areas indicated by the Central Government as areas in which operations preliminary to the opening of mines may be conducted and to conduct test mining independently or in conjunction with other Government or private organisations in such areas.

2. Advising the Central and State Governments on all matters on the

exploration, exploitation and utilisation of the country's mineral resources.

(3) Conducting research on the beneficiation of low grade ores and the industrial utilisation of minerals and mineral products, as well as on mining problems, in collaboration with other research organisations.

(4) Conducting analysis of ores and mineral in connection with the work of the Bureau and also for the public as far as time and circumstances permit.

(b) The Geological Survey of India was set up in 1851. The scale of pay of the posts of the Director General of the Geological Survey of India is Rs. 1800-100-2000.

The Indian Bureau of Mines was set up in March, 1948. The scale of pay of the post of the Director of the Indian Bureau of Mines is Rs. 2000-125-2250.

(c) The matter is under consideration.

रीवा जिले में खनिज पदार्थ

६६६. श्री उटिया : क्या लान और इंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश स्थित रीवा संभाग में वेरीलियम, लोहा, अभ्रक एवं तांबा किन-किन स्थानों में हैं ; और

(ख) उनके व्यवसायिक उपयोग के लिये सरकार ने क्या कदम उठाये हैं ?

लान और इंधन मंत्रालय में उपमंत्री (श्री हजरनबीस) : (क) मध्य प्रदेश के रीवा जिले में इन खनिज पदार्थों में से किसी भी खनिज के पाये जाने का पता नहीं है ।

(ख) प्रश्न हो नहीं उठता ।

मध्य प्रदेश की कोयला खाने

६६७. श्री उटिया : क्या लान और इंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश राज्यान्तरगत शहडोल जिले में स्थित उमरिया एवं घनपुरी कोयला-खानों में सरकार का कितना हिस्सा है और शावेलेस कम्पनी का कितना हिस्सा है ;

(ख) उक्त कोयला-खानों में अब तक शावेलेस कम्पनी की मैनेजिंग एजेंसी क्यों है ;

(ग) उक्त खदानों के पूर्ण राष्ट्रीय-करण में सरकार को क्या दिक्कत है ; और

(घ) मध्यावधि में उक्त रीवा कोल-फील्ड लिमिटेड की मैनेजिंग एजेंसी सरकार खुद क्यों नहीं ले रही है ।

लान और इंधन मंत्री (श्री के० दै० मालबीष) : (क) से (घ). इन खदानों के हिस्से के स्वाभित्व के प्रश्न पर जागड़ा हो रहा है और इस विषय पर केन्द्रीय सरकार ने बम्बई हाई कोर्ट (बम्बई उच्च न्यायालय) में एक मुकदमा चालाया है । मुकदमे का फैसला होने के बाद ही विभिन्न पार्टियों के हिस्सों की ठोक स्थिति जानी जायेगी । जहां तक मैनेजिंग एजेंटों की नियुक्ति का प्रश्न है सर्वश्री शावेलेस कम्पनी को कम्पनी एकट, १९५६ के अनुसार नियुक्ति किया गया है । वर्तमान नियुक्ति ३० अप्रैल, १९६० से ले कर ५ साल की अवधि की है या हिस्सों के स्वाभित्व के अन्तिम निर्णय की तिथि से ले कर एक साल को समाप्त तक है । इन दोनों में से जो भी पहले हो जाए ।

Regional Coaching Centres

९६८. श्री Heda: Will the Minister of Education be pleased to state:

(a) at what stage is the proposal for setting up Regional Coaching Centres;

(b) how many of such Centres would be opened in 1962-63; and

(c) details of the proposal?

The Minister of Education (Dr. K. L. Shrimali): (a) The proposal of setting up Regional Coaching Centres is in the formative stage.

(b) Not yet known.

(c) A copy of the Scheme is placed on the Table of the House. [See Appendix I, annexure No. 87].

Deposits in Banks

969. Shri Heda: Will the Minister of Finance be pleased to state:

(a) the aggregate deposits with the Scheduled banks in 1961;

(b) whether they show expansion in the deposits; and

(c) if so, the factors that contributed to this development?

The Minister of Finance (Shri Morarji Desai): (a) As on the last Friday of December, 1961, the aggregate deposits with the scheduled banks, excluding P.L. 480 and P.L. 665 deposits, stood at Rs. 1,757.1 crores.

(b) As compared to the deposits of Rs. 1577.2 crores in December, 1960, there is an increase of Rs. 180 crores.

(c) The steps taken by Government for promoting the compulsory merger of sub-standard banks with sound institutions and the establishment of the Deposit Insurance Corporation have resulted in an increase in confidence in the banking system, leading to the growth of deposits. Among the other main contributory factors may be mentioned the higher interest rates offered by the banks, the increased savings generated by the plans and the gradual spread of the banking habit among the people.

Central Fuel Research Institute

**970. { Shri S. N. Chaturvedi:
Shri Raghunath Singh:**

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

(a) whether the Central Fuel Research Institute at Dhanbad has developed a new fertiliser from coal which is claimed in some respects to be superior to the conventional fertilizers;

(b) if so, the details of the process and cost of manufacture and the results of field tests; and

(c) what are Government's plans for its propagation and manufacture on a commercial scale?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Institute has developed a fertilizer from coal.

(b) There are two processes which are as follows: (i) oxidising coal in a fluidised bed in air stream of 2000C and subsequent treatment with ammoniacal liquor; and (ii) simultaneous oxidation and ammoniation of coal in a fluidization column at 3000C in a mixture of air and ammonia.

Cost of production has not been worked out yet. Preliminary field trials have been encouraging.

(c) Large scale field trials and pilot plant production experiments will have to be carried out before this is considered.

Students Sent Abroad for Studies

971. Shri Ram Sewak: Will the Minister of Education be pleased to state:

(a) the number of students who went to the European countries for studies in different subjects in 1961-62; and

(b) the number of the Scheduled Castes students among them?

The Minister of Education (Dr. K. L. Shrimali): (a) Four under various Schemes administered by the Ministry of Education.

(b) None.

Printing of Sales Tax Forms

972. Shri Ram Sewak: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Central Sales Tax Forms are printed in English language only;

(b) whether Government are thinking to publish them in Hindi language as well; and

(c) if so, by what time?

The Minister of Finance (Shri Morarji Desai): (a) The administration of the Central Sales Tax Act, 1956, under which the various forms referred to in the question have been prescribed, has been delegated to the State Governments. The printing and supply of these forms is, therefore, undertaken by the State Governments in accordance with their local requirements. Except in respect of Form 'C' which, for security reasons, is being printed centrally at the Security Press, Nasik, the Central Government are not aware of the language in which the other individual forms are being printed by the various State Governments. Form 'C' is printed in English.

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

D.A. for Canteen Stores Department (India)

973. Shri P. Kunhan: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that enhanced dearness allowance as recommended by the Second Pay Commission has been granted to the Canteen Stores Department (India) Employees; and

(b) if not, the reason therefor?

The Minister of Defence (Shri Krishna Menon): (a) Enhanced rates of Dearness allowance as sanctioned on the basis of the Second Pay Commission's recommendations for civilians paid from Defence Services Esti-

mates, have also been granted to the employees of the Canteen Stores Department (India).

(b) Does not arise.

Sea-Hawk Plane Crash

975. { Shri P. C. Borooh:
Shri A. V. Raghavan:
Shri Pottekkatt:

Will the Minister of Defence be pleased to state:

(a) whether a naval Sea-Hawk plane crashed near Coimbatore on the 3rd August, 1962;

(b) if so, what loss of life and property was involved in the crash; and

(c) the cause of the accident?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) The Pilot, Lieutenant Pronob De, lost his life. The aircraft was a complete loss having got disintegrated on hitting the ground.

(c) A Board of Enquiry has been appointed and the findings are awaited.

Cracker Explosion in Delhi

976. { Shri Raghunath Singh:
Shri Basumatari:

Will the Minister of Home Affairs be pleased to state:

(a) whether a cracker exploded in Chhatta Sheikh Manbloo in the Jama Masjid area at 9.25 p.m. on the 5th August, 1962; and

(b) if so, details of incident?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). On the 5th August 1962, a cracker explosion occurred at 9.25 p.m. at Chhatta Sheikh Mangloo in the Jama Masjid area, in which no one was injured. On an examination of the remnants of the exploded cracker, it was found to be of the

type commonly used during festivals, etc. Such crackers are harmless and there is no restriction on their manufacture or sale.

राजस्थान में आदिवासियों के लिये गृह-निर्माण

६७७. श्री राम सेवक यादव : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ वर्ष पूर्व केन्द्रीय सरकार की ओर से लगभग एक लाख रुपये से अधिक की रकम राजस्थान सरकार को कोटा जिले में पनावदा नामक स्थान पर, आदिवासियों के लिए कालोनी बनाने के हेतु दी गई थी;

(ख) यदि हां, तो क्या सरकार को इस प्रकार की कोई सूचना मिली है कि उक्त कालोनी का निर्माण नहीं हुआ है और घन भी खर्च हो गया है;

(ग) यदि हां, तो इस पर सरकार की ओर से क्या कार्यवाही की गई?

गृह-कार्य मंत्रालय में उपमंत्री (धीमती चन्द्रशेखर) : (क) से (ग). राजस्थान सरकार से सूचना मांगी गई है जिसके प्राप्त होते ही सभा पटल पर एक विवरण रख दिया जायेगा।

Sainik School in U.P.

978. Shri Surendra Pal Singh: Will the Minister of Defence be pleased to state:

(a) whether there is any proposal to establish a Sainik School in U.P.; and

(b) if so, where it is likely to be located, and when it will begin to function?

The Minister of Defence (Shri Krishna Menon): (a) and (b). Yes, Sir. This matter is being discussed by the State Government with the

Board of Governors of Sainik Schools. The discussions include the question of location.

Oil in Narmada River bed

979. Shri D. C. Sharma: Will the Minister of Mines and Fuel be pleased to refer to the reply given to Starred Question No. 1213 on the 31st May, 1962 and state:

(a) the further progress since made in the search for oil in the Narmada river bed and details thereof; and

(b) the steps taken to explore the potentialities for iron and manganese ore mining in Nagpur?

The Minister of Mines and Fuel: (Shri K. D. Malaviya): About 600 sq. miles of semi-detailed geological mapping and 25 line miles of geological traverses have been carried out in the bed and on the banks of Narmada river in Gujarat and Madhya Pradesh to obtain stratigraphical information.

(b) Indian Bureau of Mines is not carrying out any exploration for iron-ore and manganese ore in Nagpur. The information in respect of the work by the Geological Survey of India is being collected, and will be laid on the Table of the Sabha in due course.

Gun Shell Factory, Cossipore

980. Shrimati Renu Chakravarty: Will the Minister of Defence be pleased to state:

(a) whether there is acute water scarcity in Dum dum Estate of Gun Shell Factory, Cossipore;

(b) whether it is a fact that the water pumping generator is unable to get much water from the level to which it has been dug, leading to acute shortage of water supply;

(c) whether it is a fact that there is no water in the flush lavatories leading to unhygienic conditions;

(d) whether the tubewells are inadequate to meet the requirements;

(e) whether the factory is also fed from the same electric pumping generator;

(f) whether it is a fact that often on night shifts there is no drinking water at all in the factory; and

(g) whether Government propose to reset the pumping set in order to get adequate supply of water?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) No.

(b) No.

(c) No.

(d) The yield of the tube well fluctuated and has been inadequate for some time.

(e) Yes.

(f) This is not the case.

(g) It is expected that cleaning the Tubewell will increase the yield of water. This is being taken up. In the meantime, 10 Tubewells (with hand-pumps) have been sunk and water is also supplied by Factory lorries.

आय-कर के मामलों का निवाना,

६८१. श्री बैरवा : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा आय-कर अधिकारी ने सन् १९६१ में कितने आय-कर मामलों के फैसले किये ;

(ख) उन फैसलों में से कितने की अपील की गई ; और

(ग) इन की गई अपील में कितने व्यापारी कामयाब हुए ?

वित्त मंत्री (श्री मोरारजी देसाई) :

(क) से (ग). भगीर गई सूचना इकट्ठी की जा रही है और जितनी जल्दी हाँ सकेगा उसे सभा की मेज पर रख दिया जायेगा ।

राजस्थान में खनिज पदार्थ

६८२. श्री बैरवा : क्या खान और इंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में उन स्थानों के नाम क्या हैं, जहाँ इस समय विभिन्न खनिज पदार्थों की खाने हैं ;

(ख) इन खनिज पदार्थों से प्रति वर्ष कुल कितनी आय होती है ;

(ग) क्या सरकार ने मध्य प्रदेश में कच्चे लोहे की एक खान अपने अधिकार में ले रखी है और वहाँ चौकीदार आदि रखने पर वह दर्यों से खच्च कर रही है किन्तु इनसे कच्चा लोहा नहीं निकाला जा रहा है ; और

(घ) यदि हाँ, तो वहाँ से कच्चा लोहा न निकालने के क्या कारण हैं ?

खान और इंधन मंत्रालय में उपमंत्री (श्री हजरनबीस) : (क) से (घ). सूचना इकट्ठी की जा रही है और ज्योंही प्राप्त होगी वह सभा पटल पर रखी जायेगी ।

विश्वविद्यालय अनुदान आयोग द्वारा अनुदान

६८३. श्री कृष्ण देव त्रिपाठी : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) विश्वविद्यालय अनुदान आयोग सम्बद्ध कालेजों को किस कार्य के लिये कितना अनुदान देता है ;

(ख) इन अनुदानों को किन शर्तों पर कालेज प्राप्त कर सकते हैं ;

(ग) क्या इन अनुदानों के आवेदन-पत्र कालेज सम्बद्ध विश्वविद्यालय के उप-कुलपति द्वारा ही भेज सकते हैं तथा उप-कुलपति की सिफारिश पर ही विश्वविद्यालय अनुदान आयोग कालेजों को अनुदान देता है ;

(घ) क्या यह सच है कि उप-कुलपति सम्बद्ध कालेजों के आवेदन-पत्र किसी कारण

नाराज होने पर विश्वविद्यालय अनुदान आयोग को नहीं भेजे हैं ; और

(३) यदि हाँ, तो विश्वविद्यालय अनुदान आयोग इस चुनाव पर विचार करेगा कि आवेदन-पत्र कालेजों से सीधे भी भवित्वा ले तथा यदि शर्तें पूरी हो गई हों तो उप-कुलपति की सिफारिशों के बांगर कालेज को अनुदान दे दें ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : (क) और (ख). विवरण सभा के पटल पर रखा जाता है । [देखिये परिशिष्ट १ अनुबन्ध संख्या ८८]

(ग) सम्बद्ध कालेजों के आवेदन-पत्र विश्वविद्यालयों के जरिए आने होते हैं और उन्हीं के द्वारा सिफारिश किये जाते हैं, विश्वविद्यालय की सिफारिश करने पर अनुदान मिल सकता है ।

(इ) न भारत सरकार के पास और न विश्वविद्यालय अनुदान आयोग के पास ही कोई सूचना है ।

(३) सामान्य और स्वीकृत विधिविधि के अनुसार सम्बद्ध कालेजों को अनुदान के बहुत सम्भवित विश्वविद्यालय की सिफारिश पर स्वीकृत किया जाएगा ।

तीसरे आम चुनाव के संबंध में आंकड़े

६८४. श्री कृष्ण देव त्रिपाठी : क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न राज्यों एवं केन्द्रीय क्षेत्रों में लोक-सभा तथा राज्य की विधान सभाओं अथवा क्षेत्रीय परिषदों के लिए तीसरे आम चुनाव में कितने भत पड़े तथा कितने अवैध घोषित किए गए और कुल मतों की संख्या क्या थी ;

(ख) मान्यता-प्राप्त तथा बांगर मान्यता प्राप्त राष्ट्रीय एवं क्षेत्रीय राजनीतिक दलों को तथा निर्दलीय उम्मीदवारों को अलग अलग

विभिन्न राज्यों में लोक-सभा तथा विधान सभाओं अथवा क्षेत्रीय परिषदों के लिए इस चुनाव में कितने भत मिले ;

(ग) उब्त सभी राजनीतिक दलों ने लोक-सभा तथा विधान सभाओं अथवा क्षेत्रीय परिषदों के लिए कितने-कितने उम्मीदवार खड़े किए, उनमें से कितने जाते तथा कितनों की जमानतें जब्त हुई ;

(घ) निर्दलीय उम्मीदवारों को लोक-सभा तथा विधान-सभाओं अथवा क्षेत्रीय परिषदों के चुनाव में विभिन्न राज्यों एवं केन्द्रीय क्षेत्रों में कितने भत मिले, और

(ङ) पिछले आम चुनाव में कितने निर्दलीय उम्मीदवार खड़े हुए, कितने उम्मीदवार विजयी हुए तथा कितनों की जमानतें जब्त हुई ?

विधि मंत्रालय में उपमंत्री (श्री विभूषण मिश्र) : (क) एक विवरण सदन के पटल पर रख दिया गया है जिसमें तीसरे आम चुनाव में लोक सभा और राज्यों की विधान सभाओं के लिये दिये गये भतों की संख्या और खारिज भतों की संख्या दी हुई है । (विवरण 'क') [देखिये परिशिष्ट १ अनुबन्ध संख्या ८८]

(ख) विवरण १८८ पर रख दिया गया है जिसमें लोक सभा और राज्यों की विधान सभाओं के लिये हुए चुनावों में विभिन्न राज्यों के मान्यता प्राप्त राजनीतिक दलों के उम्मीदवारों को मिले भतों की संख्या दिखाई गई है । (विवरण 'ख') लोक सभा और राज्यों की विधान सभाओं के लिये हुए चुनावों में बांगर मान्यता प्राप्त राजनीतिक दलों के उम्मीदवारों और निर्दलीय उम्मीदवारों का मिले भतों के बारे में जानकारी एकत्रित की जा रही है । [देखिये परिशिष्ट १ अनुबन्ध संख्या ६०]

(ग) स (ङ). जानकारी एकत्रित की जा रही है ।

विशेष टिप्पण : क्षेत्रीय परिषदों का चुनाव विधि मंत्रालय का विषय नहीं है। अतः इन चुनावों के बारे में जानकारी विधि मंत्रालय में प्राप्त नहीं है।

Museums

985. Shri Hem Raj: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of museums maintained by the Central Government at present; and

(b) the arrangement made for more collections and their upkeep in the museums?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Apart from Vijnan Mandirs which have small collections attached to them, seventeen Museums are maintained by this Ministry.

(b) Purchases by Art Purchase Committee, and from the excavations made by the Archaeological Survey of India. Technical Staff is available in all these museums to look after the upkeep of the art objects on modern and scientific lines.

—
12.07 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

ALLEGED ASSAULT ON A SPORTS CORRESPONDENT

Shri S. M. Banerjee (Kanpur): Under Rule 187, I beg to call the attention of the Minister of Education to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The reported assault on the Indian Express Sports correspondent by Shri Milkha Singh and others on the eve of their departure for Djakarta."

The Minister of Education (Dr. K. L. Shrimali): I beg to make the following statement with regard to the incident referred to in the "Call Atten-

tion Notice" tabled by Prof. Hiren Mukerjee, Shri Prabat Kar and Shri S. M. Banerjee.

Shri Vernon Ram, Sports Correspondent of the "Indian Express", has alleged that on the evening of Monday the 6th August, 1962, he was assaulted by Shri Milkha Singh and his colleagues at the National Stadium, New Delhi.

On the issue whether Shri Ram was physically assaulted by the athletes or not, no finding can obviously be given at this stage as eye witness accounts vary. The Government of India have therefore called upon the Indian Olympic Association to arrange for any impartial enquiry into this incident and to take such disciplinary action as may become necessary in the light of such enquiry to ensure that the conduct of our players, however eminent, conforms to the highest traditions of sportsmanship.

Shri S. M. Banerjee: May I know whether it is true that after this incident, both the persons—the Correspondent and Shri Milkha Singh—shook hands?

Dr. K. L. Shrimali: I think we should welcome that this hand-shaking has taken place; it is a good thing.

Mr. Speaker: Why should the hon. Member complain about it?

—
12.10 hrs.

PAPERS LAID ON THE TABLE NOTIFICATION UNDER SEA CUSTOMS ACT, CENTRAL EXCISES AND SALT ACT AND PUBLICEST ACT

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): On behalf of Shri B. R. Bhagat I beg to lay on the Table—

(i) a copy of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Cen-

tral Excise Duties Export Drawback (General) Rules, 1960:—

- (a) G.S.R. No. 704 dated the 26th May, 1962.
- (b) G. S. R. No. 706 dated the 26th May, 1962.
- (c) G.S.R. No. 1003 dated the 28th July, 1962.
- (d) G. S. R. No. 1004 dated the 28th July, 1962.
- (e) G. S. R. No. 1041 dated the 4th August, 1962.

[Placed in Library. See No. LT-330| 62].

(ii) a copy each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878:—

- (a) G. S. R. No. 694 dated the 16th May, 1962.
- (b) G. S. R. No. 707 dated the 26th May, 1962.
- (c) G. S. R. No. 972 dated the 21st July, 1962.
- (c) G. S. R. No. 973 dated the 21st July, 1962.
- (e) G. S. R. No. 1002 dated the 28th July, 1962.
- (f) G. S. R. No. 1033 dated the 4th August, 1962.
- (g) G. S. R. No. 1034 dated the 4th August, 1962.
- (h) G. S. R. No. 1035 dated the 4th August, 1962.
- (i) G. S. R. No. 1036 dated the 4th August, 1962.
- (j) G. S. R. No. 1037 dated the 4th August, 1962.

[Placed in Library. See No. LT-331| 62].

(iii) a copy each of the following notifications under sub-section (3) of section 28 of the Public Debt Act, 1944:—

- (a) The Public Debt (Amendment) Rules, 1962 published in Notification No. G. S. R. 756 dated the 9th June, 1962.

(b) The Public Debt (Compensation Bonds) Amendment Rules, 1962 published in Notification No. G.S.R. 757 dated the 9th June, 1962.

(c) The Public Debt (Annuity Certificates) Amendment Rules, 1962 published in Notification No. G. S. R. 758 dated the 9th June, 1962.

[Placed in Library. See No. LT-326| 62].

POST OFFICE SAVINGS CERTIFICATES (FOURTH AMENDMENT) RULES

Shrimati Tarkeshwari Sinha: I beg to lay on the Table a copy of the Post Office Savings Certificates (Fourth Amendment) Rules, 1962 published in Notification No. G. S. R. 832 dated the 23rd June, 1962, under sub-section (3) of section 12 of the Government Savings Certificates Act, 1959.

[Placed in Library. See No. LT-332| 62].

12.12 hrs.

MOTION RE: STATEMENT ON RAILWAY ACCIDENTS—contd.

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri Swaran Singh on the 16th August, 1962, namely:

“That the statement regarding Railway accident, laid on the Table of the House on the 9th August, 1962, be taken into consideration.”

Shri Hem Barua (Gauhati): May I know when the Minister is going to reply?

Mr. Speaker: How long does the Minister require for his reply?

The Minister of Railways (Shri Swaran Singh): About half an hour.

Mr. Speaker: There are two hours still left. I would make a request to hon. Members that since most of the arguments have been made, they need not repeat them. They may confine themselves to those points which have not been made and try to finish in ten minutes each. Shri A. P. Sharma.

श्री अ० प्र० शर्मा (बक्सर) : अग्रवाल महोदय, कल जो रेलवे एक्सीडेंट्स के बारे में बहस हुई उसको मैंने काफी गौर से सुना । गहस के दौरान में कुछ ऐसी बातें कही गयी जिनको सुन कर मैं सदन के सामने कहना चाहता हूं कि मुझे काफी अफसोस हुआ ।

आजकल कुछ हालत ऐसी ही हो गयी है कि जब कभी भी कोई सवाल हमारे सामने प्राप्त है, तो हम जल्दी से जल्दी उसका इलाज भी निकाल लिया करते हैं । जैसे, पिछले दिनों सेंट्रल गवर्नर्मेंट सरवेंट्स की तरफ से कुछ आदमी रेलवे स्टाइक में शामिल हुए थे, कुछ लोगों ने उसका जल्दी से यह इलाज निकाल लिया कि सारे हिन्दुस्तान के जो सरकारी कर्मचारी हैं उनको हड़ताल करने का हक्क छीन लिया जाए, हड़ताल के खिलाफ बैन लगा दिया जाए ।

इसी तरह से कल मैंने देखा कि कुछ तो विरोधी दल के सदस्यों ने रेलवे एक्सीडेंट्स के बारे में बहुत बड़ा बड़ा कर बातें कहीं लेकिन ऐसा मुझाव कोई नहीं दिया जिससे इस बात के ऊपर विचार किया जाए कि रेलवे में एक्सीडेंट किन कारणों से होते हैं और उनको किस तरह से काम किया जा सकता है या रोका जा सकता है ।

उसी तरह से कुछ मुझाव हमारे माध्यियों ने काग्रेस बैंचेज से भी दिए, खास कर श्री हनुमन्तीया जी ने और श्री मायुर ने, जिनका मैं सल्ल विरोध करता हूं । श्री हनुमन्तीया जी ने कहा कि ट्रेड यूनियन की वजह से कर्मचारियों में काफी अनुशासनहीनता आ गयी है । श्री मायुर का मुझाव है कि आफिसर्स को और ज्यादा पावर देनी चाहिए । श्री हनुमन्तीया जी ने कहा कि काम करने वालों और भजदूरों के साथ सल्ल से सल्ल बरताव करना चाहिए और लेवर ऐक्ट एमेंड करना चाहिए । मैं कहना चाहता हूं कि लेवर ऐक्ट को अमेंड किया जाने से और रेलवे में इंडियन पीनल

कोड लागू किया जाए, इससे रेलवे के एक्सीडेंट नहीं रोके जा सकते । इस तरह की बात लोगों के सामने रखना और जब कभी कोई गड़बड़ी या एक्सीडेंट हो तो जल्दी से जल्दी किसी नतीजे पर पर पहुंच जाना मुनासिब नहीं है । मैं यह बात इसलिये कहता हूं क्योंकि रेलवे ट्रेड यूनियन से मेरा कुछ निजी सम्बन्ध रहा है । मैं कहना चाहता हूं कि रेलवे में जब भी कभी ऐसी दुर्घटनाएं होती हैं, तो जिस तरह से मिनिस्टर साहब ने अफसोस जाहिर किया है इसी तरह से रेलवे में जो १२ लाल बड़े और छोटे लोग काम करते हैं उन सब को अफसोस होता है । किसी भी आदमी को, जिसके काम में गड़बड़ी हो और उसके काम में दोष निकालने का मौका आवे, अफसोस होता है लेकिन जो बहस का ट्रैंड था उससे साफ मालूम होता है कि रेलवे के काम करने वाले जान बूझ कर एक्सीडेंट करते हैं और उनके खिलाफ कड़ी से कड़ी कार्रवाई करनी चाहिए । मैं सदन से अदब के साथ कहना चाहता हूं कि एक्सीडेंट किए नहीं जाते एक्सीडेंट हो जाते हैं और जब एक्सीडेंट होते हैं, जैसे ड्राइवर अगर उसकी गलती से एक्सीडेंट हो, कुछ लोग या तो एक्सीडेंट में मर जाते हैं । ड्राइवर मारा जाता है, फायरमैन मारा जाता है, और लोग भी नर जाते हैं और कुछ लोग जो बच जाते हैं उनकी जिन्दगी भी बेकास हो जाती है । उनके खिलाफ कड़ी से कड़ी कार्रवाई भी की जाती है जो मुनासिब है, अगर किसी मजदूर या कर्मचारी की गलती की वज्र से एक्सीडेंट हो जिससे लोगों में काफी खलबली मचे और जिससे लोगों को और देश को नुकसान हो, तो उसके खिलाफ कड़ी से कड़ी कार्रवाई होनी चाहिए । और उसको सजा मिलनी चाहिए, इसमें कोई दो राए नहीं हो सकती । लेकिन इस नतीजे पर पहुंचना सही नहीं है कि जनरल मैनेजर को और पावर दी जाए । क्या अभी जनरल मैनेजर को कम पावर है ? क्या डिवीजनल सुपरिंटेंडेंट को बहुत कम पावर है ? इसके साथ साथ यह भी

बतलाया गया कि जिस डिवीजनल सुपरिटेंडेंट के इलाके में कम एक्सीडेंट हों, उसको एक्सलेरेटेड और प्राउट आफ टान प्रोमोशन दिया जाए। शायद कुछ लोग ऐसा अनुम.न लगते हैं कि जनरल मैनेजर और डिवीजनल सुपरिटेंडेंट की बजह से ही सारे हिन्दुस्तान की रेलवेज चलती हैं। मैं कहना चाहता हूँ कि रेलवे के अन्दर छोटे बड़े जितने काम करने वाले हैं सब के सहयोग से रेलवे का काम होता है। मैं कहूँगा कि हर गैगमैन, हर खलासी, हर फायरमैन हर ड्राइवर प्रादि सब के सहयोग से रेलवे का काम चलता है। इसलिए अगर परफारमेंस क. सवाल आता है तो उसमें केवल जनरल मैनेजर और डिवीजनल सुपरिटेंडेंट का ही नाम लिया जाता है, उसका क्रेडिट या डिस्क्रेडिट तो सब को मिलना चाहिए न कि किसी खास तबके के लोगों को।

कल रेलवे मिनिस्टर साहब ने अपने स्टेटमेंट में कुछ बातें कहीं, उनके सम्बन्ध में भी मैं आपसे कुछ कहना चाहता हूँ। मैं कहना चाहता हूँ कि पिछले १०-१२ साल में रेलवे में ट्रैफिक काफी बढ़ा है, काम बहुत बढ़ा है, अगर यह कहा जाए कि काम सौ फीसदी बढ़ा है तो अत्युक्ति न होगी। इसके साथ साथ आप देखें कि रेलवे बोर्ड, या जनरल मैनेजर या डिवीजनल सुपरिटेंडेंट के लेविल पर तो कुछ लोगों को बहाल करके काम चलाने की बात की जाती है। लेकिन सारा काम नीचे होता है और जहां तक कि नीचे लोगों का सम्बन्ध है रेलवे यह नहीं कह सकती कि उस बड़े हुए काम का मुकाबला करने के लिये उसने काफी स्टाफ बढ़ाया है और लोगों को काफी मुश्किली ही है।

जहां तक एक्सीडेंट का सवाल है, आप देखें कि रेप्रेयर पार्ट्स नहीं मिलते। मुझे आश्चर्य हुआ यह जानकर कि रेलवे में इंजिन के स्पेयर पार्ट लगाने के लिये दूसरा इंजिन रखा जाता है, जिसको मदर इंजिन कहते हैं जो कि चार पांच लाख का होता है। इसको

इसलिये रखा जाता है कि अगर इंजिन के स्पेयर पार्ट न मिलें तो इसमें से वह पार्ट लगा दिये जाएं। इसी तरह से भैटीरियल की सप्लाई में भी काफी देरी होती है। इसके बारे में जांच होनी चाहिये।

इसके अलावा मैं यह भी कहना चाहता हूँ कि यह एक्सीडेंट का सवाल कोई आइसोलेटेड सवाल नहीं है। कहा गया है कि जब एक्सीडेंट होता है तो एनव्हायरी कमेटी बैठती है जांच करने के लिये, कमीशन बैठते हैं। पहले भी एनव्हायरी कमेटी बैठी थी थ्री शाहनवाज खां की अध्यक्षता में। मैं उसकी सभी सिफारियों के सम्बन्ध में कुछ नहीं कहना चाहता। केवल दो एक सिफारियों के बारे में कुछ कहना चाहता हूँ। उनकी सबसे बड़ी एक सिफारियह थी कि रेलवेज को सुचारू रूप से चलाने में ट्रेड यूनियन्स का सहयोग लिया जाए।

इस के सम्बन्ध में मैं जानना चाहता हूँ कि सहयोग लेने की जो सिफारिश की गई है उस सिफारिश के सम्बन्ध में क्या ऐक्शन लिया गया है? वहां पर यह कहा गया है कि ट्रेड यूनियन्स अगर सहयोग देना चाहतो हैं तो दूं और यह बैलकम किया जायगा। लेकिन मेरा कहना है कि क्या यही ट्रेड यूनियन्स या लोगों से सहयोग लेने का ढंग नहीं है। अगर आप बाकई उनका सहयोग लेना चाहते हैं तो आपको लोगों को बतलाना चाहिए कि आपको किन चीजों में सहयोग की आवश्यकता है और उनमें आपको लोगों का सहयोग मांगना चाहिए।

इस के साथ ही साथ एक दूसरे ऐक्सीडेंशन में यह भी कहा गया है कि अफसरों का और सुपरवाइजर्स का डेस्क बर्क बहुत बड़ा गया है, आफिस का काम बहुत ज्यादा बढ़ गया है। रेलवे मन्त्री के रेटेटमेंट में बतलाया गया है कि इस बात का काफी इन्तजाम किया गया है कि अफसरों और लोगों के बीच में क्लोज कंटैक्ट हो, लोगों को समझाया जाय और बतलाया जाय कि रेलवेज में किस तरीके

[धी अ० प्र० शर्मा]

से अच्छा काम चले । मैं यह कहना चाहता हूं कि मैं काफी उनसे इस बात पर डिफर करता हूं । आज हर अफसर के पास और हर एक व्यक्ति के पास काम इतना ज्यादा बड़ा हुआ है कि वह लोगों से कोई कंटैक्ट मेंटेन नहीं कर सकते । इसलिये इसकी तरफ भी ध्यान देने की आवश्यकता है ।

जो त्रूट के सम्बन्ध में सदन में यह कहना चाहता हूं कि यह नार्दन जोन, सेंट्रल जोन और वैस्टर्न जोन तथा सदन जोन ५-७ वर्ष पहले बने थे । नार्दन रेलवेज मुगलसराय से बीकानेर और जोधपुर तक जाती है । अब इतनी बड़ी रेलवेज के ऊपर क्या यह सम्भव है कि एक जनरल मैनेजर दिल्ली के अन्दर बैठ कर उसके ऊपर कट्टोल एक्सरसाइंज कर सके ? हावड़ा, दानापुर, दिल्ली, बम्बई और विजयवाड़ा इस तरह के हर एक रेलवेज में जो डिवीजन है यह एक रेलवेज के बराबर हैं इसलिये हमारा काम है कि रेलवे जोंस की वर्किंग के सम्बन्ध में इनक्वायरी करायें ।

मैं एक बात यह भी कहना चाहता हूं कि रेलवे स्टेशन वर्किंग रूल्ज में भी काफी जांच पड़ताल करने की जरूरत है । जहां पर डबल लाइन है वहां पर खास तौर से इन में काफी परिवर्तन की जरूरत है ।

मैं डुमरांव रेल एक्सीडेंट के बारे में कुछ कहना नहीं चाहता क्योंकि वह खास मेरी कांस्टीटुशनी में पड़ता है और रेलवे मन्त्री महोदय ने अभी कल बतलाया है कि एक इनक्वायरी कमीशन उसकी जांच करने के लिए सेटअप हुआ है । लोग उस कमीशन के सामने जो चाहें बातें बतलायेंगे और कमीशन के सामने बयान देंगे ।

आज केवल रेलवे एक्सीडेंट के ऊपर ही गौर करने का सबाल नहीं है बल्कि आज सबसे ज्यादा जरूरत इस बात की है कि रेलवे एडमिनिस्ट्रेशन रेलवे के मजदूरों के साथ और

पब्लिक के साथ किस तरह से व्यवहार करता है और उनका सहयोग किस तरह से प्राप्त करता है ? यह देखना बहुत जरूरी है कि वह जनता तथा मजदूरों का सहयोग किस तरह से प्राप्त करता है और उसके लिये वह क्या कदम उठा रहा है ?

जहां तक ट्रेड यूनीयन्स का सम्बन्ध है श्री हनुमन्तीया ने खास तौर से इसका ज़िक्र किया है कि उन में अनुशासनहीनता काफी बढ़ गयी है । आज अफसर लोग लेवर को सजा देने से डरते हैं । जहां तक ट्रेड यूनीयन्स से मेरा ताल्लुक है उसके आधार पर मैं कह सकता हूं कि हमारी ट्रेड यूनीयन्स रेलवेज का काम अच्छे तरीके से और सुचाल रूप से चलाना चाहती हैं । जो लोग गलती करते हैं, जो लोग गुनहगार हैं उनको वह सजा दिलाना चाहती हैं । लेकिन अफसोस यह है कि हमारे देश के अन्दर बहुत से ऐसे लोग भी हैं जो कि बुरे लोगों को प्रोत्साहन देते हैं और जो अच्छा ट्रेड यूनीयन का काम करने वाले हैं उनके लिलाफ काम करते हैं न कि बुरे लोगों के लिलाफ । बस इन शब्दों के साथ मैं अपना भावण समाप्त करता हूं ।

श्री बड़े (खारगोन) : अध्यक्ष महोदय, रेलवे एक्सीडेंट के बारे में जो प्रस्ताव रखा गया है उस को मैंने पढ़ा है । उस स्टेट-मेट में लिखा है कि २३ जून सन् ६२ से ३ अगस्त सन् ६२ तक १५ एक्सीडेंट्स हुए । तीन महीनों में १५ एक्सीडेंट्स हुए । एक्सीडेंट्स की जो चिकित्सा की गई है उनमें यह लिखा गया है कि जहां कुछ एक्जीक्यूटिव प्रीकाशंस लिये जा रहे हैं और कुछ शिक्षित भी किये जायेंगे । लेकिन एक्सीडेंट्स क्यों होते हैं इसके बारे में रेलवे मन्त्रालय ने कुछ विचार नहीं किया । गांवों में जब हम जाते हैं तो लोग कहते हैं कि सरदार स्वर्णसिंह तो हमारे लिये अप्टग्रही हो गये हैं । जिस नाम की शुरूआत "स" और "क" से होती है उसे अप्टग्रही

लगती है। इसलिए यह रेलवे दुर्घटनाएं होती हैं। मेरा कहना है कि यह तो एक सेटीमेंटल चीज हुई और जो कि ज्योतिष शास्त्र पर आधारित है लेकिन मैं माननीय मन्त्री को यह अवश्य कहूँगा कि यह अष्टग्रही क्यों लगी है इसके ऊपर भी क्या कभी आप ने विचार किया है?

म मीटरगेज संकेतन से आता हूँ। खांडवा से इन्दौर तक दोनों तरफ तार लगा हुआ था जिसको कि रेलवे मन्त्रालय ने निकाल दिया। जब उन से पूछा गया कि ऐसा प्राप्तने क्यों किया तो पीछे यह जवाब मिला कि इन की जफरत नहीं है क्योंकि अब ऐक्सीडेंट्स कम होते हैं। इस वास्ते हम को आदेश आया कि खांडवा से रतलाम तक दोनों ओर जो कम्पाउन्ड तार लगे हुए हैं उनको निकाल दिया जाय।

इसी तरह से लेविल श्रीसिंग पर होने वाले ऐक्सीडेंट्स के बारे में जब पूछा तो यह जवाब दे दिया जाता है कि हमें मध्यप्रदेश के मन्त्रालय से सफिशिएंट कोटा नहीं मिलता इस वास्ते वहां दरवाजे नहीं लगाये जा सकते। अब मध्य प्रदेश गवर्नरेंट हमारी मेट्रल गवर्नरेंट के इतनी आधारित है और इतना डरती है कि यहां से जो भी आदेश जाय वह उसकी अवहेलना नहीं कर सकती है। अगर यहां से कोई आदेश दिया जाय तो मध्य प्रदेश के फाइनेंस मिनिस्टर कदापि यह नहीं कह सकते कि हम कोटा नहीं देंगे। लेकिन हकीकत तो यह है कि यहां से उसके लिये प्रेस नहीं किया जाता है दूसरी बातों के बारे में तो प्रेस किया जाता है लेकिन इस कोटे के बारे में प्रेस नहीं किया जाता है कि हम को इतने बहां ओवर ब्रिज तैयार करने हैं। इसके बारे में यहां से ऐसा प्रेस नहीं किया जाता और यह पता नहीं दिया जाता कि इतना रूपया उनको मिलना ही चाहिए। आज जनता के प्राण माननीय स्वर्णसिंह के हाथ में हैं। रेल दुर्घटनाएं इवर काफी होने लगी हैं और उनके परिणामस्वरूप ७०-७० और ८०-८० लोग

मर जाते हैं। किसी के माये का सिंदूर पूछ जाता है तो किसी की गोद खाली हो जाती है। ऐसी हालत में माननीय स्वर्णसिंह को रात में नींद कैसे आती है? उन को तो बेचैन होना चाहिए और देखना चाहिए कि आखिर इन दुर्घटनाओं का मुख्य कारण क्या है? जहां तक मेरा रूपाल है एक मुख्य कारण तो यह भी है कि रेलवेज का स्टाफ काफी टैम्पोरेरी है। नीमच और इंदौर के बारे में मैं जानता हूँ कि रेल कर्मचारी ३, ३ और ४, ४ साल से अस्थायी घजे आ रहे हैं उन को अभी तक स्थायी नहीं किया गया है। अब यह स्वाभाविक बात है कि चंकि उनको परमानेट नहीं किया गया है इसलिए वे सोचते हैं कि हम क्यों मेहनत करें हम तो टैम्पोरेरी ही चल रहे हैं? हम को काम करके क्या करना है? अपनी बजट स्पीच में मैं भी मैंने मन्त्री महोदय का ध्यान इस ओर दिलाया था कि इन लोगों को आप परमानेट क्यों नहीं करते हैं और अभी तक इनको टैम्पोरेरी क्यों चला रहे हैं लेकिन इस की तरफ ध्यान नहीं दिया जाता है। इस कारण कर्मचारी वर्ग में काफी असन्तोष है और उनमें एक आलस अथवा निष्क्रियता की भावना रहती है।

ऐक्सीडेंट होने पर यह देखा जाता है कि नीचे वर्ग के कर्मचारियों को ही इसके लिये जिम्मेदार अथवा दोषी ठहराया जाता है और उनको सजा मिलती है। मेरा कहना है कि ऊपर के अफसरान को इन के लिये क्यों नहीं जिम्मेदार अथवा दोषी ठहराया जाता है। उनसे क्यों नहीं जवाब तलब किया जाता है? सदा देखने में यह आता है कि जो नीचे के कर्मचारी हैं, ऐक्सीडेंट होने पर उनकी ही गर्दन दाढ़ी जाती है। ऊपर के अफसरों की गर्दन क्यों नहीं दाढ़ी जाती है?

मुझे एक रेलवे के कर्मचारी ने बतलाया है कि इंजन और पटरियां काफी खाराव हो गयी हैं और जब हम उन को बदलने के लिए डिपार्टमेंट से कहते हैं तो पूछते पर यह कह

[श्री बड़े]

दिया जाता है कि आपकी रिपोर्ट आई है और उस पर विचार किया जा रहा है। नतीजा यह हो रहा है कि वही पुराने, घिसे पिटे और खराब इंजन इस्टेमाल में लाये जाते हैं और वही घिसी पिटी और पुरानी रेल पटरियां काम में लाई जा रही हैं और हम देखते हैं कि अक्सर दुर्घटनाएं होती रहती हैं। आज जरूरत इस बात की है कि हम अपने लोकोमोटिव्स और बहुत सा रोलिंग स्टाक जो खराब हो गया है उसको हम बदलने की कोशिश करें। अभी अमरीका में एक ऐक्सीडेंट हुआ। अमरीका के एक पत्रकार ने सुझाव दिया कि मोटर ऐक्सी-डेंट्स चूंकि उसी ड्राइवर ने दो दो दफे किये हैं तो ड्राइवर को सजा न देते हुए उस मोटर को ही सजा दी जाय और उस को ताले में बन्द किया जाय। ऐसा करने से ऐक्सीडेंट कम हो जायेगे। मेरा भी सुझाव यह है कि उस ड्राइवर को सजा देने के बजाय जो लाकोमोटिव्स और रोलिंग स्टाक है उसको ही सजा दी जाय और इस तरह का जो खराब और घिसा पिटा सामान है उसको इस्टेमाल में न लाया जाय और बन्द करके रख दिया जाय। बजाय यह नामबरी लेने के श्री सरदार स्वर्ण सिंह के काल में यहां यहां दूसरी लाइन निकाली गई, दो, दो नयी ऐक्सप्रेस गाड़ी शुरू हो गयी या डिलेक्स चला दी गई, कोशिश यह की जाय कि हमारे रेलवे इंजन ठीक ठाक हों, वे डिफेंटिव न हों, हमारी रेल की पटरियां घिसी पिटी न हों। ज्यादा रेलगाड़ियों के चलाने की कोशिश न करते हुए हमें यह देखना चाहिये कि हमारे इंजन, पटरियां व अन्य पुर्जे आदि ठीक ठाक हों, उनमें कोई डिफेंट न हो। जो इंजन खराब है और अक्सर बिगड़ जाते हैं उनको हम उपयोग में न लायें तो ज्यादा उचित होगा।

मैंने यह भी देखा है कि जो नीचे के कम्चारी हैं और जो ऊपर का कंट्रोलिंग स्टाफ है उनमें कोओपरेशन नहीं होता है। आपस में एक डिमोरेलाइजेशन हो गया है। पालिटिक्स बाजी उनमें चलती है। ट्रेड यूनीयन्स

की पालिसी चलती है, लोअर कम्चारी और हायर कम्चारी की पालिटिक्स चलती है। जो ट्रेड यूनीयन्स राज्य के पक्ष की होती हैं उनकी तो बात बराबर मुनी जाती है लेकिन उनके अलावा जो ट्रेड यूनीयन्स के कम्चारी होते हैं उनकी कोई मुनवाई नहीं होती है। मन्त्री महोदय को ऐक्सीडेंट्स की तह में जाकर देखना चाहिये कि आखिर यह ऐक्सीडेंट्स होते क्यों हैं। माननीय मन्त्री डुमरांव गये थे क्या? उनको इसका पता लगाना चाहिए या कि आखिर यह दुर्घटनाएं एक के बाद एक क्यों हो रही हैं? केवल एक रिपोर्ट तैयार कर देने या कमेटी बना देने से इसका निदान होने वाला नहीं है। आज इन दुर्घटनाओं के फलस्वरूप रेल यात्रा निरापद नहीं रही है और जिस प्रकार पहले जब लोग काशी यात्रा को जाते थे तो उनके साथ सम्बन्धी आदि रोते थे कि वे अब लौट कर वापिस आयेंगे भी या नहीं वही हालत आज रेल पर सफर करने की हो गयी है। आज रेल से जब हम दिल्ली जाते हैं तो हमारे गांव वालों को इसकी आशंका बनी ही रहती है कि कहीं हमारे एम्पी पी० जो रेल से दिल्ली जा रहे हैं किसी दुर्घटना का शिकार न हो जाय

अध्यक्ष महोदय : अगर गांव और घर वालों को इतनी ही आशंका और फिक्क है तो उनको घर पर ही बैठे रहना चाहिए।

श्री बड़े : तीन महीने में १५ ऐक्सीडेंट्स होते हैं तो पता नहीं साल में कितने होंगे? अब यह ऐक्सीडेंट्स बजाय कम होने के बढ़ते ही जा रहे हैं और इसलिये चिन्ता स्वाभाविक है। जब से माननीय मन्त्री जी इस गदी पर बैठे हैं, तब से और ज्यादा ऐक्सीडेंट्स हो रहे हैं। जहां तक सामारण जनता का प्रयत्न है, वह जानना चाहती है कि आखिर इन ऐक्सीडेंट्स का कारण क्या है। किन्तु सरकार की ओर से इस सम्बन्ध में उन्हीं घिसी-पिटी बातों की रट लगाई जा रही है, जो कि उसने पिछले सेशन

में एक्सीडेंस के विषय में हुई डिस्कशन में कही थीं। मैं चाहूँगा कि जब कोई एक्सीडेंट हो, तो माननीय मन्त्री स्वयं दुर्घटना-स्थल पर जाकर देखें कि उसका क्या कारण है, रेल कर्मचारी असन्तुष्ट क्यों हैं और उनमें भीमारेलाइजेशन क्यों है, आदि।

प्रायः यह देखा जाता है कि अगर कोई इंजिन डिफैनिट भी हो, तो भी ड्राइवर को कहा जाता है कि उसे उस इंजिन को ले जाना पड़ेगा। अगर वह नहीं ले जाता है, तो उसको या बक्साप के रिस्पांसीबल आदर्भियों को सजा दी जाती है। आवश्यकता इस बात की है कि इस प्रकार के रद्दी इंजिनों को प्रयोग में न लाया जाये। इसके साथ ही, जैसा कि मैंने अभी कहा है, माननीय मन्त्री जी एक्सीडेंट के स्थान पर खुद जाकर देखें कि उस का कारण क्या है।

Shri Sonavane (Pandharpur): While taking part in this discussion, at the outset, I would like to sympathise with the hon. Railway Minister for having had the ill-luck of these accidents immediately after he has taken charge of the railways. He is a hard-working Minister; so, it is unfortunate that this series and chain of accidents should have taken place after he has taken charge. I do not know whether the Railway Minister might have sleepless nights or not, but at least, whenever we are travelling in the trains, we have had sleepless nights. When we get up after sleep on the next day, we feel that we have had a safe journey. In every month, we have occasion to travel three or four times, and the distance to be covered is over 1200 or 1300 miles.

Mr. Speaker: Is it only during the nights that the accidents take place?

Shri Sonavane: No. During the day, we can know that the accident has happened, but it is only when we get up after a little sleep during the night, that we feel that no accident has happened and we are safe.

I have some suggestions to make in this behalf, and I shall be very brief and make very pointed suggestions to save some of these accidents, and these suggestions of mine should be considered carefully by technical people, and they should be given their due worth.

When I was a member of the National Railway Users' Consultative Committee, I have had occasion to move all over the country and see several of the training schools on the railways, and the points in regard to how accidents take place etc. were explained to us.

Since that time, I have come to feel, firstly that train accidents take place particularly at the stations. When one train is standing on one track, another train coming from the opposite direction collides with the stationary train, and an accident takes place involving deaths and injuries. I feel that this type of accidents is occasioned on account of the human failure, namely the failure to set correct points. If wrong points are set, I have also wondered why the driver of the engine could not pull up the train in time before the collision takes place. Then I solved this problem myself by saying that the driver gets a very short time to pull up the train, and if he applies the brake so suddenly, a major accident might occur because the distance is insufficient for the purpose; the points from one track to the other are too close to the station; they may be about a furlong or so from the station. So I feel that if the driver gets a sufficient distance, he could avert the accident, even if it goes on the wrong track, he could pull up the train if he gets a distance of half a mile or one mile. This would be possible if these points are kept at that distance. I think some accidents have been averted on account of the presence of mind of the driver, when he sees that the train has gone on the wrong track and another train—goods or passenger—is standing at the station there. Therefore, this is one of my concrete suggestions which may be considered.

[Shri Sonavane].

The next suggestion I wish to place before this august House is regarding avoidance of accidents at unmanned level crossings. Replying a supplementary, the hon. Deputy Minister said the other day that there are over 19,000 unmanned level crossings, and if they are to be manned and gates put up, it would involve a considerable sum of money, which is neither feasible nor compulsory on the part of railways to spend. I disagree with that view. I feel that no amount of expenditure is too much to have these level crossings manned and gates put up to save the precious lives of people travelling by road as well as by train. In this behalf, I feel the suggestion made by Dr. K. L. Rao is also worth considering. The Railway Board would take good care to examine and review their policy of not taking up the manning of unmanned level crossings wholesale, on the ground of it being not compulsory or on the ground of it being heavily expensive. This policy should be reviewed and all the unmanned level crossings manned and gates put up. The State Governments may be requested to bear a proper share of the expenditure involved in the manning of such gates.

Now I come to my third and last suggestion. It is an oft-repeated suggestion, and it is essential that I again repeat it. I hope the repetition would not be a boring one. Major accidents take place particularly on railway bridges and during the monsoon days. The monsoon is on now, and I feel the Railway Board must be taking pretty good care in the maintenance of these bridges, but I would again repeat that it is essential to have a constant vigil on these railway bridges, big or small ones, to see that they are in good condition. We might think of unmanned gates and other points, but if we neglect the bridges, the monsoon might play havoc, and cause some accidents. Therefore, I hope the Railway Minister, who is very hard working and very sincere, will leave no stone unturned to make travel safe, secure and sure.

ओ काशीराम गुप्त (ग्रलवर) : अध्यक्ष महोदय, रेलवे की जो दुर्घटनायें होती हैं, इनको चार श्रेणियों में विभक्त किया जा सकता है। पहली श्रेणी तो अनमैंड गेट्स की है जहां पर कोई आदमी नहीं रहता है, दूसरी जहां पर आदमी रहता है लेकिन ऐसी गलती हो जाती है, जिससे एक्सीडेंट हो जाता है, तीसरे स्टेशन यांड और सिंगलल के बीच का क्षेत्र और चौथे दो स्टेशनों के बीच का ट्रैक।

जहां तक पहली बात का सम्बन्ध है अनमैंड गेट्स का सम्बन्ध है, मैं एक सास बात की तरफ माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ। यदि वह पिछले पन्द्रह बीस वर्षों के आकड़े देखें तो वह इस नतीजे पर पहुँचेंगे कि पिछले तीन चार वर्षों में बाकई में यहां होने वाली दुर्घटनायें बढ़ गई हैं। जब ऐसी बात है तो निश्चित रूप से इसका कोई विशेष कारण हो सकता है। मैं समझता हूँ कि इसका सब से बड़ा कारण यह है कि उन जगहों पर जहां पर कच्चे रास्ते पहले हुआ करते थे, जहां पर पहले कच्चे सड़के हुआ करती थीं वहां पर कच्चे रास्तों के स्थान पर सड़कों पकड़ी बन गई हैं और आवागमन बहुत हो गया है और इस कारण से इस तरह की दुर्घटनायें विशेष तौर से होती हैं। यह निश्चित है कि इस तरह की दुर्घटनाओं को काबू में लाने के लिये जो उपाय समय समय पर सुझाये गये हैं, उनकी तरफ रेलवे मंत्रालय को जितना ध्यान देना चाहिये था नहीं दिया है। इन अनमैंड गेट्स के ऊपर न तो केवल ट्रैकिं का ही प्रश्न है बल्कि जो उनके एक आध मील के अन्दर अन्दर रहते हैं, जो लोग वहां पर बारहमासी काम करते हैं, पहले उन लोगों को वहां पर एक प्रकार से यह ध्यान रखना होता था कि वे देखें कि इधर उधर से कैटल बर्गर ह या और कोई परिवहन तो नहीं था रहा है। लेकिन घब

लोगों का ध्यान उस तफर नहीं रहता है । मैं नहीं जानता कि इसका क्या कारण है । इस प्रकार की जो जवाबदारी पहले उन लोगों पर थी, उनके मेट्र्स वर्गरह पर थी, वह क्यों नहीं रखी जाती है ।

दूसरा कारण रफ्तार का है । पहले से रेलों की रफ्तार बहुत ज्यादा बढ़ गई है । लेकिन यह भी सही है कि ड्राइवर्जं का यह काम होता है कि वे देखें दूर से ही कि क्या कुछ हो रहा है । जो अनमेंड गेट्स होते हैं, उनका उनको पता होता है । लेकिन पता होते हुए भी वे लोग लापरवाही करते हैं और इस तरफ कोई ध्यान नहीं देते हैं और दुर्घटनायें होने का यह भी एक विशेष कारण होता है । वे एक मील दूर से ही देख सकते हैं दिन के समय और रात के समय भी लाइट की सहायता से, कि क्या कुछ हो रहा है और जहां पर उनको मालूम होता है कि यहां पर अनमेंड गेट्स हैं, वहां पर भी सीटी तक नहीं देते हैं । बहुत सी जगहें ऐसी होती हैं जहां पर उनको स्पीड लो करनी होती है, लेकिन वे बैसा नहीं करते हैं । दुर्घटनायें अगर मेल ट्रेस की ही होती हों तो भी बात समझ में आ सकती है क्योंकि स्पीड रोकने में कुछ विशेष दिक्कत होती है, लेकिन जो साधारण दैसेंजर ट्रेंज हैं या जो गुड्स ट्रेंज होती हैं, जब उनके साथ दुर्घटनायें होती हैं, तो यह निश्चित रूप से लापरवाही के नतीजे के तौर पर ही होती हैं । जहां तक अनमेंड गेट्स का सम्बन्ध है, निश्चित रूप से आपको फेंड प्रोग्राम के मुताबिक उनकी तादाद कम करनी होगी । बताया गया है कि इनकी तादाद १६ हजार के करीब है । यह तादाद अवश्य कम होनी चाहिये । एक दम तो यह कम नहीं हो सकती लेकिन इसको हमें धीरे धीरे कम करना ही होगा । बढ़ते हुए ट्रैफिक को देखते हुए और उनकी जरूरतों को पूरा करने के लिए यह जरूरी मालूम देता है कि उनको बहुत ज्यादा दिन तक

अनमेंड न रखा जाए और उसके लिए आपको अपनी योजना में रूप्या रखना होगा ।

अब मैं मैंड गेट्स पर आता हूँ । मैं कहना चाहता हूँ कि जो स्टाफ आजकल वहां है उसकी लापरवाही बढ़ने का एक विशेष कारण यह है कि उनका अपने अफसरों के साथ सम्बन्ध बैसा रुचिकर नहीं रहा जैसा रहना चाहिये था । हर अफसर यह शिकायत करता है कि हमें कोई अधिकार नहीं है उनसे काम लेने का और बहुत करके हम उनकी रिपोर्ट ही कर सकते हैं । इसमें कितना दोष किस का है, मैं नहीं कह सकता हूँ । वैसे तो आर्गेनाइज्ड लेबर होनी ही चाहिये । लेकिन आर्गेनाइज्ड लेबर का यह मतलब नहीं होता कि आदमी काम से जी चुराये और जो यूनियंज हैं, वे उनको प्रश्न दें, उनको तरजीह दें । इसलिये इस तरह की बातों की तरफ सास तौर से ध्यान देने की जरूरत है ।

अब मैं विशेष रूप से स्टेशन याड़ और सिगनल के भीतर जो दुर्घटनायें होती हैं, उनकी तरफ आपका ध्यान दिलाना चाहता हूँ । उसमें एक खास बात यह है कि जो नाते क्लास ३ और क्लास ४ की सर्विसों के बने हैं, नए नाते कायम हुए हैं, उसमें वे एक ट्रैक्सेर की इज्जत नहीं कर पाते हैं । पहले जो १० एस० एम० या एस० एम० आन ड्यूटी, इत्यादि हू़प्रा करते थे उनका एक तरह से डर, दबाव और धमकावा वर्गरह रहता था, जो कि हो सकता है कि गलत चीज़ हो । उसको हटा कर के जो बराबरी का दर्जा उनका लाया गया है, उसके नाते से और साथ ही जो विकेन्ड्रित रूप से उनके ऊपर अनुवासन नहीं है, उसके कारण से वे सोग विशेष तौर पर लापरवाह हो जाते हैं । यह ठीक है कि क्लास ४ सर्विसेज़ को दबाने की कोशिश की जाती है, बौंस देने की कोशिश की जाती है और जब वे दबाव और बौंस में नहीं आते हैं, तो उन पर इल्जाम भी लगाने

[श्री काशीराम गुप्त]

की कोशिश की जाती है और उनको फंसाने की कोशिश की जाती है। जब कभी कोई एक्सीडेंट हो जाता है तो जो इनक्वायरी होती है, जो जांच होती है, उस बत देखने में आता है कि इस बात की पूरी कोशिश की जाती है और पूरा दबाव डाना जाता है कि अमुक आदमी को इसमें से बचाना है या अमुक आदमी को इसमें फंसाना है।

इस तरह की बातों से अफसर भी बचे नहीं रहते हैं। इस भी देखने की जरूरत है।

जहां तक भट्टाचार का सम्बन्ध है, उसका भी मैं जिक करना चाहूँगा। रेलवे में करेप्शन अजीब तरह का है। न केवल वहां पर बाहर वालों से या दूसरे डिपार्टमेंट वालों से ही रिक्विट में स्टाफ को आपस में रिक्विट देनी लेनी पड़ती है। बहुत असो नहीं दुआ कि एक स्टेशन मास्टर ने मुझे कहा कि आप एम० पी० हैं, लोक-समा के सेव्सर हैं, और जिस तरह का पास आपके पास है, हमें भी उस तरह का मिल जाना चाहिये। मैंने कहा कि यह जो आपका रेलवे का तरीका है वह ठीक नहीं है, उसमें क्या खराबी है। उसने कहा कि जब हम दम्भतर में जाते हैं इसके बास्ते तो बगैर चाय पिलाये हुए रेल का पास भी नहीं बनता है। रेलवे का पास भी चाय पिलाये बगैर नहीं बनता है। जहां पर ऐसी स्थिति हो, आपस में पैसा लेने का सवा हो, इतनी ज्यादा कुर्प्शन जहां पर हो, वहां आप यह उम्मोद करें कि जो इनक्वायरी होगी उसमें सही फैक्ट्स सामने आयें, वह कैसे सम्भव हो सकता है।

मेरे साथी बता रहे कि बहुत दिनों की बात है कि मदु स्टेशन के पास एक दुर्घटना हुई थी। उसका कारण यह था कि स्टेशन

स्टाफ एक गाड़ी जो आ चुकी थी, उसको रवाना किये बगैर ही नाच गाना देखने के लिए चला गया और इस बीच में पीछे से दूसरी गाड़ी आ गई। इस तरह की चांड़े दहानी स्टेशनों पर बहुत सी हो जाती है। रात को बाबू आराम से सोता है और ब्याइंट्स-मैन को कह देता है कि ब्याइंट लगा देना। अब वह ठीक लगाता है या नहीं लगाता है, इसका उसको कुछ पता नहीं। ऐसी हालतों में एक्सीडेंट होने की सम्भावनायें बढ़ जाती हैं। मेरा निवेदन है कि आज वे युग में तथा आज की परिस्थितियों में रेलवे एड-मिनिस्ट्रीजन तथा रेलवे बोर्ड को यहीं कंवल नहीं देखना है कि कूंकि एक्सीडेंट हो रहे हैं, इस बास्ते टैक्नीकल नालेज स्टाफ में बढ़ाने की जरूरत है, इसमें बारे में उसको एजुकेट करने की जरूरत है बत्कि यह भी देखना है कि यह टैक्नीकल साइड जो है यह बड़े स्टेशन पर चलती है, जंक्शन स्टेशनज पर चलती है और जहां तक प्रावर्कार्डिंग का सम्बन्ध है, रेलों की छातों पर चढ़ कर सफर करने का सम्बन्ध है, पांदानां और लिफ्टिंगों के साथ लटक कर सफर करने का सम्बन्ध है, जिनमें फलस्वरूप भी कई दुर्घटनायें हो जाती हैं, वहां टैक्नोकल नी हड़ क्या करेगा। ये ऐसी चांड़े हैं जिनमें टैक्नोकल नो हड़ या टैक्नीकल नालेज नहीं आता है और आप खुद हो कर सकते हैं। इस तरह को दर्घटनाओं का रोकने की कांशियन की जाए और कहीं जाए कि टैक्नोकल नो हड़ या टैक्नीकल नालेज बढ़ाने की जरूरत है तो यह बात समझा में नहीं आती है। जो बातें एडमिनिस्ट्रीटिव एकांगज से सम्बन्ध रखती हैं, वह तो आप कर ही सकते हैं। जितना भी ढोलपोल चल रहा है, उसकी तरफ मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ। कोई ऐसा डिपार्टमेंट नहीं है, कोई ऐसी जगह नहीं है खास तौर पर कर्मशियल डिपार्टमेंट के लिहाज से जैसा रेलवे विभाग है, जहां पर रेलवे विभाग

से ज्यादा करेशन हो। इस तरफ आपका विशेष यान जाना चाहिये।

अन्त में मैं यह निवेदन करना चाहता हूँ कि जो चार्ट आपने एक्सिडेंट का दिया है, उसको देखन से एक इंजीब बात मालूम होती है। वह यह है कि कहीं पर बहुत बड़ा एक्सिडेंट हुआ, लेकिन उसमें जो सजा दी गई वह तिक रिमूवल की दी गई है। क्यों नहीं उनको प्रोत्तिक्षयूट किया जाता जब वे लोग इस प्रकार की धानों के लिये जिम्मेदार होते हैं? कहीं पर छोटी-छोटी सजायें दी गई हैं और कहीं पर इस प्रकार के लोगों के मामले अन्डर कंसिडरेशन हैं। कहीं पर इस तरह के मामलों में लोगों को अच्छी-अच्छी सजायें दी जा सकती हैं। मैं कानून चाहता हूँ कि एक्सिडेंट की रिपोर्ट पर फैसले ठीक न होना, उसमें तारतम्य न होना, यह एन्कवायरी का कोई अच्छा तरीका नहीं है। जितने दबाव वर्ग रह होते हैं उन से इसमें काम निया जाता है। कुछ लोगों ने कहा कि सत्ता का विनियोगिकरण होना चाहिये डिसिलिन को काम करने के लिये। मैं अपने उन साथियों से सहमत हूँ क्योंकि जब तक विनियोगिकरण नहीं होगा, जब तक हम ट्रेड यूनियन्स को अच्छे ढंग से नहीं चान्येंगे और उनके साथ विभाग के अच्छे सम्बन्ध नहीं होंगे, तब तक यह लापरवाही चलती रहेगी।

अन्त में मैं कुछ अल्फाज्ञ में यह भी कहूँगा कि यहां पर जो इस प्रकार की बातें कहीं जाती हैं कि इस्तोफा दे दो, यह करो, वह करो, तो इस्तोफे भारत में जिस रूप से दिये जाते हैं वह एक डिवेलपमेंट है, जिसको फिर लिया जा सकता है। लेकिन इतना जरूर कहूँगा कि कांग्रेस सकार में इस्तीफे तभी दिये जाते हैं जब उन भादमियों की ओर जगह जरूरत होती है। और कुकि और जगह आज जरूरत नहीं है इसलिये इस्तीफे नहीं दिये जायेंगे, हमें यह मान कर चलना चाहिये।

जी तुलसीदास जाधव (नादेड़) : अध्यक्ष महोदय, इस विषय पर पिछले सेशन में डिवेलपमेंट हुआ था, तो भी अभी तो एक्सिडेंट्स हुए हैं और जिनकी लिस्ट मिनिस्टर साहब ने हमारे सामने रखी है, उससे पता चलता है कि उनकी संख्या १५ है। अगर उन १५ एक्सिडेंट्स को देखा जाये तो १३ एक्सिडेंट्स ऐसे हैं जो कमंचारियों की गलती से होते हैं; अगर उन्होंने गलती न की होती तो यह एक्सिडेंट्स न होते। इस तरह की गलती के कारण जो नं० ११ का एक्सिडेंट हुआ है छुमराव का उसके अन्दर बहुत से आदमी मर गये हैं। मैं नहीं समझ पाता कि क्या बात है कि जब एक गाड़ी एक लाइन पर खड़ी हो और वह लाइन दूसरी गाड़ियों के लिये बन्द कर दी गई है तो केविन में काम करने वाले जो आदमी हैं उन्होंने क्यों यह इन्तजाम नहीं किया कि वह लाइन दूसरी गाड़ी के लिये न खोली जाये? जिस प्रकार से अगर किसी स्टेशन मास्टर ने किसी गेट पर लाइन को बन्द कर दिया तो कोई और आदमी उसको खोल नहीं सकता, उसी तरह से जब तक किसी लाइन पर गाड़ी खड़ी हो और वह चली न जाये तब तक पीछे की गाड़ी उस लाइन पर न आ सके, ऐसा बन्दोबस्त क्यों नहीं किया जाता, यह मेरी समझ में नहीं आता है। मैं टैकिनकल बातें तो नहीं जानता, लेकिन अगर ऐसा हो सकता है तो किया जा सकता था। आखिर वह क्यों नहीं किया गया?

जो चार्ट है, उसको देखने से पता चलता है कि जो १३ एक्सिडेंट्स कमंचारियों के कारण हुए हैं वे इस कारण हुए हैं कि उनमें उतनी श्लट्टेनेस नहीं है जितनी चाहिये।

भभी कई भाइयों ने जो मिनिस्टर इनचार्ज हैं उन से गुस्सा हो कर स्तीफा देने को कहा। मैं नहीं मानता कि उनके इस्तीफा देने के बाद जो एक्सिडेंट्स हैं वे बन्द हो जायेंगे या कम हो जायेंगे। कोई भी

[श्री तुलसीदास जाधव]

आदमी मिनिस्ट्री में ऐसा नहीं है जिसके बहां रहने से नुकसान होता हो या ऐक्सडेंट्स होते रहें।

यह जो रिपोर्ट है उस में पृष्ठ १० पर इंडिया, यू० के० और यू० एस० ए० कोलिजन पर मिलियन ट्रेन माइल्स के कम्परिटिव फिगर्स दिये हैं, उनसे मालूम पड़ता है कि सन् १९५१-५२ में इंडिया में जो ऐक्सडेंट्स हुए उनकी संख्या ०.१५ है। उसी साल यू० के० में ०.२१ ऐक्सडेंट्स हुए और यू० एस० ए० में ३.१२ ऐक्सडेंट्स हुए।

श्री बड़े : यू० एस० ए० और यू० के० में कैंचल्टीज कितनी थीं?

श्री तुलसीदास जाधव : यह मुझे मालूम नहीं है। आप स्टॉपी करके इसमें से देख सकते हैं। इसमें सब कुछ लिखा हुआ है।

प्रध्यक्ष महोवय : मर्दुमशुमारी सिर्फ जीवितों की गई है।

श्री तुलसीदास जाधव : उसके बाद सन् १९५२-५३ में इंडिया ने ०.१५, यू० के० में ०.२० और यू० एस० ए० के आंकड़े देने की जरूरत नहीं समझी गई। लेकिन मैं कहता हूं कि सन् १९५५-५६ में इंडिया में ०.११, यू० के० में ०.१८ और यू० एस० ए० में २.८६। यह आंकड़े उन देशों के हैं जो ट्रैचिनल ज्ञान में बहुत आगे गये हैं। उन देशों में भी इस तरह के ऐक्सडेंट्स होते हैं। लेकिन इसके यह माने नहीं हैं कि यहां पर भी वे होते रहें। मैं इसके खिलाफ हूं। मैंने यह चीज पहले भी कही थी, लेकिन एक बात है। पिछले डिबेट के समय डिप्टी मिनिस्टर साहब कहते थे कि कुछ ऐसा इन्तजाम होगा जिससे कि किसी नये तरीके से ऐक्सडेंट्स कम से कम होंगे। मैं एक अनुभव की बात कहता हूं। जब मैं बन्दन में

ट्रूव रेलवे में प्रवास करता था तो मैंने देखा कि उसमें आटोमेटिकली गाड़ी रुकने की बड़ी अच्छी व्यवस्था है। एक बार उसमें बैठने के समय मेरा पांव दरवाजे में अटक गया। जब तक पांव उसमें अटका रहा, रेल आगे नहीं जा सकती थी। जब मैंने अपना पांव निकाल लिया तो आटोमेटिकली दरवाजा बन्द हो गया और गाड़ी चल पड़ी। यह ठीक है कि इतना आटोमेटिक होना हिन्दुस्तान में अभी मुश्किल है। इसमें बहुत समय लगेगा। लेकिन फिर भी यह बात आवश्य है कि जो १३ ऐक्सडेंट्स कर्मचारियों के अलंकृत न होने के काण हुए उनकी ओर हमें ज्यादा से ज्यादा ध्यान देना होगा।

दूसरी बात में यह कहता चाहता हूं कि हिन्दुस्तान में भी जो ऐक्सडेंट्स हुए हैं अगर उनको देखा जाये तो यहां पर कम से कम ऐक्सडेंट्स होते हैं। सन् १९५६-५७ में १३८ करोड़ प्रवास करने वाले ये जिनमें २७६ आदमी मर गये हैं। इसका परिमाण २० होता है। सन् १९५६-५७ और उसके बाद आंकड़े ब्यौरेवार देने की जरूरत नहीं है। सन् १९६०-६१ में हम देखते हैं कि प्रवास काफी बढ़ गया था। जब सन् १९५६-५७ में १३८ करोड़ आदमी प्रवास करते थे तब सन् १९६१-६२ में १६१ करोड़ आदमी प्रवास करते थे। लोगों की प्रवास करने की संख्या ज्यादा से ज्यादा हो गई है।

एक बात आगे है। अगर रिपोर्ट को पढ़ा जाए तो पता चलेगा कि बहुत से आदमी जगह न मिलने के कारण डब्बों की छतों पर बैठ कर चलते थे। बारसी लाइट रेलवे में मैंने खुद देखा है कि लाटूर से मिराज तक जो रेलवे चलती है, जिसके लिये मैंने कहा था कि उसके एंजिन बहुत खराब हैं, उस में डब्बों की छतों पर अक्सर पञ्चीस-पञ्चीस आदमी बैठ कर चलते हैं। हमको यह देखना चाहिये कि लोगों की प्रवास करने की प्रवृत्ति बढ़ गई है। इसलिये मेरा कहना है

कि हमको इसके बारे में ज्यादा से ज्यादा फिक्र करनी चाहिये ।

मैं एक दो सुझाव देना चाहता हूँ । जहाँ पर अनमैंड रेलवे क्रासिंग हैं वहाँ पर बोर्ड लगाये जाने चाहिये । और वे बोर्ड ऐसे होंं जो कि लोकल लैवेज में होंं हैं । मैंने देखा कि अस्तर कहीं-कहीं पर वे बोर्ड हैं ही नहीं । साथ ही जब रेल आध मील पर रह जाये किसी क्रासिंग के गट से तो उसको छिसल देना चाहिये । एक दफा या दो दफे छिसल देने से क्रासिंग पर से कोई आदमी नहीं जायेगा ।

दूसरी बात यह है कि जो आसपास के दस पन्द्रह गांव हों उनके लोगों को बतलाया जाए कि इस बक्त गाड़ी आती है । रेलवे क्रासिंग पर जो बोर्ड लगा रहता है उस पर यह नहीं लिखा होता कि गाड़ी किस बक्त आती है । तो ऐसा बोर्ड रहना चाहिए कि इस गेट पर अमुक बक्त पर गाड़ी आती है । जो आदमी उस बोर्ड को पढ़ेगा वह उस समय गेट पर नहीं जाएगा ।

यैने ये बातें पहले भी कहीं थीं और अब भी कहीं हैं । मैं चाहता हूँ कि इन दुर्घटनाओं को कम करने का प्रबन्ध होना चाहिए ।

13 hrs.

श्री शिवमूर्ति स्वामी (कोप्पल) : अध्यक्ष महोदय, यह दुर्भाग्य है कि बार-बार हमको इस प्रकार की दुर्घटनाओं का सामना करना पड़ रहा है । हम अगर इन दुर्घटनाओं को एनालाइज करें तो तीन चार किस्म की दुर्घटनाएं मालूम होती हैं ।

कुछ दुर्घटनाएं तो डिरेलमेंट की होती हैं । इस का सास तौर पर कारण यह मालूम होता है कि पहले जमाने में जो फिश प्लेट होते थे और जो अब बनाए जाते हैं उनमें फक्क हैं । पहले जमाने में वे अखंड होते थे । अब ऐसे नहीं होते । मेरी रेलवे कर्मचारियों से बात हुई

तो उन्होंने बताया कि डिरेलमेंट की सास बजह यह है कि फिश प्लेट बदल दिए गए हैं । आजकल अलग-अलग फिश प्लेट होते हैं और उनको एक फीले से जोड़ा जाता है जोकि चन्द साल के बाद ढीला हो जाता है । जो फिश प्लेट पहले जमाने में होते थे वे अखंड होते थे । अब दो टुकड़े जोड़े जाते हैं जो चन्द दिनों में ढीले हो जाते हैं ।

रेलवे मंत्रालय में उप-मंत्री (श्री शाहनवाज खां) : फिश प्लेट तो वही हैं जो पहले हुआ करते थे ।

श्री शिवमूर्ति स्वामी : पहले तो अखंड होते थे । अब जो हैं उनको एक पटरी से मिलाया जाता है ।

श्री शाहनवाज खां : आपको गलत स्वर दी गयी है ।

श्री शिवमूर्ति स्वामी : नहीं ऐसी बात नहीं है, आप देखें । जो लकड़ी के फिश प्लेट हैं वह बेहतर समझे जाते हैं ।

श्री स्वर्ण सिंह : मेरा स्थाल है कि आप का इशारा स्लीपर्स की तरफ है ।

श्री शिवमूर्ति स्वामी : आई एम सारी । मेरा मतलब स्लीपरस से ही था । आप सास तौर से गौर कीजिए कि स्लीपर अखंड होने चाहिए । कर्मचारियों का अनुभव है कि पहले जमाने में जो स्लीपर्स होते थे वैसे ही होने चाहिए । ऐसा किया जाए तो डिरेलमेंट की दुर्घटनाएं काफी कम हो सकती हैं ।

दुर्घटनाओं का दूसरा कारण अनमैंड गेट्स हैं जो कि हमारे देश में १६,००० हैं । कहा जाता है कि उनको मैन करने से अखराजात बहुत बढ़ जाएंगे । अगर एक गेट को मैन करने का १०० रुपया महीना खर्चा आवे तो कुल गेट्स के लिए १६ लाख रुपया चाहिए । मैं समझता हुं कि इस काम को इस तरह किया

[श्री शिवमूर्ति स्वामी]

जाए एक साल एक या दो हजार गेट्स को मैन किया जाए तो तीसरे या चौथे प्लान के अन्दर सारे गेट्स मैन किए जा सकते हैं।

‘ इसके अलावा जैसा कि अध्यक्ष महोदय ने यताया, कि इन गेट्स के पहले “ स्टाप एंड प्रोसीड ” के बोर्ड लगाए जाएं जैसे कि विदेशों में लगाए जाते हैं तो ये दुर्घटनाएं काफी कम हो सकती हैं।

इसके बाद दुर्घटनाओं का जो तीसरा कारण है वह कर्म चारियों की नैंगलीजेंस का है। चन्द एक्सीडेंट्स को आप सेवटाज की बजह से भी मानते हैं जिनको अनसोशल एलीमेंट करते हैं। ऐसा हुबली में हुआ है। मैं समझता हूँ कि सेवटाज के मामलों में कर्मचारी अनशोशल एलीमेंट्स से मिल कर काम करते हैं। अभी रिपोर्ट तो हमारे हाथ में नहीं आई है लेकिन ऐसी अफवाह है कि मालगाड़ी जो आने वाली थी उसके डिब्बों को नीचे गिराकर लूटने का इरादा था। अक्सर ऐसा किया जाता है। इस पर सख्त ऐक्शन लेना चाहिए। इस मामले में जो हुबली में भी ऐसा ही हुआ मालूम होता है कि कर्मचारियों ने एंटी सोशल एलीमेंट्स से मिल कर मालगाड़ी को डिरेल करना चाहा था। भगव भाल गाड़ी तो आ नहीं पाई पैसिजर गाड़ी आ गयी और इन्हा नुकसान हो गया। इस पर सख्त ऐक्शन लेना चाहिए और क्रिमिलन प्रोसेडर्योर कोड के मुताबिक ऐसे लोगों पर आनाइंटेशनल मर्डर का केस चला कर सजा दी जानी चाहिए और ऐसा करने के लिए अमेंडमेंट लाना चाहिये।

इसके बाद मैं जो रेलवे कर्मचारी काम करते हैं उनके बारे में चन्द बारों कहना चाहता हूँ। यह सही है कि जो गाड़ियां चलती हैं उनको मिनिस्टर या जनरल मैनेजर नहीं चलाते। ज्यादातर काम छोटे कर्मचारी करते हैं। और दुर्घटनाएं जो होती हैं वे इनकी

गलती से ही होती हैं, जैसे ड्राइवर से स्टेशन मास्टर से और इसी तरीके के लोगों से जो नीचे काम करते हैं। मेरा सुझाव है कि जब कोई दुर्घटना हो तो इन लोगों के प्रतिनिधियों को विश्वास में लिया जाए और उनसे सलाह की जाए कि कैसे इन दुर्घटनाओं को रोका जा सकता है और उनकी सलाह पर अमल किया जाए तो दुर्घटनाओं को रोका जा सकता है या कभि किया जा सकता है।

इसके बाद मैं यह कहना चाहता हूँ कि जो भाई या बहिनें इन दुर्घटनाओं में मर जाते हैं उनको आप ५०० या १००० कम्पेन्सेशन दे कर छोड़ देते हैं। यह काफी नहीं है अगर किसी खानदान का अरनिंग मैन्डर मारा जाता है तो उसके लिए १००० रुपया बहुत कम है। ऐसे केसेज में इतना मुआवजा देना चाहिये ताकि उस खानदान की परवरिश हो सके। उस खानदान को कम से कम बीस साल तक ५०० रुपये साल के हिसाब से मुआवजा मिलना चाहिए यद्यन्ती १०,००० रुपया। यह ५०० या १००० रुपया देन काफी नहीं है। उनकी जान गई और इतना बड़ा नुकसान हुआ है कि पूरा नहीं किया जा सकता लेकिन उनको उचित मुआवजा तो ज़रूर देना चाहिए।

अध्यक्ष महोदय : श्री विद्यालंकार।

श्री यशपाल सिंह (कराना) : अध्यक्ष महोदय, कॉर्प्रेस के मैम्स्ट्रान के रूपालात की तर्जुमानी तो मिनिस्टर साहू करेंगे ही, इसलिए दूसरों को मौका दिया जाए। जो लोग आठ-आठ घंटे पढ़ कर आते हैं और सुबह से शाम तक बराबर वहां डयूटी देते हैं उनको मौका दिया जाए। मैं सब से पहले आता हूँ और सब से बाद मैं जाता हूँ एक-एक अधार पढ़ कर आता हूँ, आप के राज में सब धान बाइस पंसेरी तो नहीं होने चाहिए।

इस के अलावा अपोजीशन मेम्बर्स में कोई बोलने को ऐक्शन भी नहीं है। जहां तक

कांपेस के रुयालात का ताल्लुक है उस की तर्जुमारी हमारे आनंदेबुल मिनिस्टर कर रहे हैं

अध्यक्ष महोदय : अपोजीशन के जो भी मेम्बर्स मुझ लिख रहे हैं कि उन्हें वक्त दिया जाये उनको मैं बुला रहा हूँ। इसलिए मेम्बर साहब का यह कहना कि अपोजीशन को मैं इन्होंने कर रहा हूँ वाक्यात के खिलाफ है। मैं बराबर अपोजीशन के मम्बर्स को समय दे रहा हूँ। माननीय सदस्य को इस तरह की बात नहीं कहनी चाहिए।

श्री यशपाल सिंह : स्वतंत्र पार्टी को केवल पांच मिनट ही मिले हैं।

अध्यक्ष महोदय : क्या किसी ने धंटी बजा दी थी जिस से कि वह पांच मिनट से ज्यादा नहीं बोल पाये?

श्री यशपाल सिंह : वह ज्यादा नहीं बोल सकते थे।

अध्यक्ष महोदय : अब यह किस का कम्यून है? बहरहाल यह दो माननीय सदस्य ने ठीक ही कहा है कि स्वतंत्र पार्टी के वक्ता केवल ४ मिनट ही बोल सके हैं। मैं उन्हें दस मिनट और दूंगा।

श्री अ० न० विद्यालंकार (होशियारपुर): अध्यक्ष महोदय, जिस सवाल पर आज हम बहस कर रहे हैं उसके लिए हाउस का प्रत्येक सदस्य यह महसूस करता है कि यह सवाल बहुत महत्वपूर्ण है और इसलिए सदन ने यह समय निकाल कर इस सवाल पर बहस करना शुरू किया है। दरअसल आज जो मंत्री महोदय जवाब देंगे और जो हमारे सदन में बहस होती है उस बहस को सुनने के लिए व लोग बहुत उत्सुक होंगे जो कि दूर बढ़े हुए हैं और जिनके कि रिस्तेदार इन रेल दुर्घटनाओं के फलस्वरूप भर गए अर्थवा धायल हुए हैं। इसलिए यह जरूरी हो जाता है कि जब हम इस पर बहस करें तो इस चीज़

को व्यान में करते हुए करें कि उस से उन को कितनी तसल्ली होती है। हमें इस दृष्टि से इस पर विचार करना है कि हमारी बात से और हमारे जवाब से उन को कहां तक तसल्ली होती है। जनता में उस से कहां तक सन्तोष पैदा होता है, भविष्य के लिए उन में कहां तक विश्वास पैदा होता है।

मैं जानता हूँ कि हमारे मंत्री महोदय बहुत परेशान हैं। जहां उनके दिल में यह रुवाहिंश थी कि यह दुर्घटनाएं बंद हों और रेलवेज के मुहकमे में तरकी हों इन दुर्घटनाओं में मेरा रुयाल है कि सब से ज्यादा उन के दिल को धक्का पहुँचाया है और उन्हें परेशान किया है। यह दुर्घटनाएं उनके समय में हुई तो जरूर हैं लेकिन रेलवेज के मुकाहमे में यह जो बातें हैं जिन बजहात से यह दुर्घटनाएं होती हैं वह एक पुरानी विरासत हैं जो कि उन्हें मिली हैं। मुझे इस बात का पूरा भरोसा है और मुझे कोई शक नहीं है कि वर्तमान मंत्री महोदय अपनी योग्यता से अपनी मेहनत से और अपनी लगन से इस डिक्कल्टी पर और इन इन नुस्खिकाल पर काबू पा सकेंगे और ऐसा प्रबन्ध कर सकेंगे जिस से कि यह दुर्घटनाएं होना सम्भव न हो। मैं जानता हूँ कि इस बात के लिए वह काफी प्रयत्न भी कर रहे हैं लेकिन जहां तक जवाब का ताल्लुक है मुझे यह भय है कि जवाब देते हुए वह कुछ डिफेंस में पड़ गय, कुछ डिपार्टमेंट की सफाई देने में पड़ गए। उन्होंने ५८रामाया कि ऐसी घटनाएं होना स्वाभाविक है। ऐसी दुर्घटनाएं दूसरे मूल्कों में भी होती रहती है, यहां हुई हैं और यह कि इन को बिल्कुल बचाया नहीं जा सकता। अब इस में तो कोई शक नहीं है और हर एक आदमी समझता है कि मिकेनिकल डिवाइसेज यह जो मशीन के काम हैं इन के लिए दुनिया के अन्दर कोई आदमी यह दावा नहीं कर सकता कि इन में कहीं गलती नहीं होगी। लेकिन जब हम यह जवाब देते हैं तो उस जवाब से जनता में संतोष नहीं होता है। बल्कि एक घबराहट पैदा होती है।

[श्री अर० नां० विद्यालंकार]

मैं समझता हूं कि पार्टीशन के बाद आजादी मिलने के बाद रेलवे के मुहकमे को हम ने अपने हाथ में लिया था तो इस में काफी तरकी हुई थी। उस समय इस में काफी इम्प्रूवमेंट हुआ था लेकिन यह खेद का विषय है कि कुछ समय से रेलवेज के मुहकमे में कुछ इनएफिशिएंसी बढ़ती जाती है। आये दिन कोई न कोई घटनाएं होती रहती हैं लेकिन इन घटनाओं को लोग महज घटना की दृष्टि से नहीं देखते बाल्कि इस दृष्टि से देखते हैं कि हर रोज के काम में एफिशिएंसी कितनी है। अगर हर रोज के काम में एफिशिएंसी है हर काम बिलकुल ठीक और टाईडी है तो उस से लोगों के दिलों में एक संतोष और विश्वास का भाव पैदा होता है और वह ऐसा सोचते हैं कि काम बिलकुल ठीक चल रहा है और अच्छे तरीके से चल रहा है। लेकिन इस के बरअक्स कहीं मामूली बजह से ही गलती हो गई या किसी की गलती से ही अगर कोई चीज हो जाये तो इतनी शिकायत पैदा नहीं होती लेकिन किसी मुहकमे के हर रोज का काम कुछ कमज़ोर दिखाई दे, हर रोज कुछ इनएफिशिएंसी दिखाई दे और कुछ बातों में काफी खामियां दिखाई दें तो फिर शिकायत हो जाती है और लोग फिर उन घटनाओं के कारण को भी उस चीज में तलाश करते हैं। इसलिए मैं समझता हूं कि रेलवे के मुहकमे में आज थोड़ी बहुत इनएफिशिएंसी जो कुछ वर्षों से नज़र आ रही है उस को दूर करने की आवश्यकता है। अब रोज के कामों का जहां तक सम्बन्ध है जिस तरह का व्यवहार रेलवेज के अन्दर आम मुसाफिर महसूस करते हैं, जब रेलवे के डिब्बों में जाते हैं और देखते हैं कि सफाई का क्या इंतज़ार है तो उन को एक मायूसी सी होती है। रेलवे में सामान कैसा है। गाड़ी में लाइट कैसी है, फैस कैसे हैं और रेलों का टाइमिंग कैसा है इन के बारे में आप स्वयं सोच सकते हैं कि यह

चीजें लोगों के दिलों में भरोसा पैदा करती हैं या निराशा पैदा करती हैं? अब अगर इन चीजों के रहते और घटनाओं के होते हम कहें कि उन घटनाओं के पीछे हमारा कोई जिम्मा नहीं है या सारा हमारा काम बिलकुल ठीक ठाक है और इस तरह की घटनाओं का होना स्वभावक है तो मैं समझता हूं कि जनता में इस से मायूसी पैदा होगी।

मैं समझता हूं कि इस सदन में और मंत्री महोदय में एक बिलकुल समझीता होगा इस बात पर एप्रीमेंट हो गया होगा अगर वह यह कहें कि यह सब चीजें ऐसी ही हैं जिन के ऊपर हम अबूर पा सकते हैं और हमें अबूर पाना चाहिये। यह गलतियां मैनमेड हैं और इन गलतियों को हम दूर कर सकते हैं। और हम इन को दूर करेंगे। उस हालत में कोई बहस की बात नहीं रह जाती है। आज जो चीज हम देखना चाहते हैं वह है एक दृढ़ निश्चय, इरादा, एक डिटरमिनेशन इन घटनाओं और गलतियों पर अबूर पाने का। यह चीज हम देखना चाहते हैं। मैं समझता हूं कि डिपार्टमेंट की तरफ से मिनिस्ट्री के तरफ से इस चीज का खायाल किया जायेगा।

जहां तक रेलवेज में होने वाली दुर्घटनाओं का सवाल है इस बात की काफी चर्चा यहां पर हुई है कि रेलवेज में रिपेयर्स और मेनेटेनेंस का काम ठीक से नहीं होता है। डुमरांव की रेल दुर्घटना के बारे में कल यह पूछा गया था कि वहां पर इंटरलौर्किंग सिस्टम था या नहीं। उस का जवाब यह दिया गया कि इंटरलौर्किंग सिस्टम था। अब इंटरलौर्किंग सिस्टम अगर वहां पर था लेकिन उरा ने काम नहीं किया तो यह जाहिर करता है कि मेनेटेनेंस ठीक नहीं है। इस का मतलब यह है कि वह काम उस मिक्किनकल डिवाइस ने नहीं किया और रेलों की टक्कर हो गई, एक ही लाइन पर दोनों गाड़ियां आ गईं . .

श्री शाहनवाज खाँ : वह डिवाइस तो ठीक थी आदमियों से गलती हो गई ।

श्री अ० ना० विद्यालंकार : अब आदमियों से गलती हुई तो हमें इस बात को मानना चाहिये कि हमारे इंतजाम में हमारे ऐडमिनिस्ट्रेशन में कहीं पर कोई खामी है । अब ऐडमिनिस्ट्रेशन के बारे में मुझे यह कहता है कि आम तौर से जो छोटे आदमी होते हैं कलास ४ के आदमी होते हैं उन पर इन दुर्घटनाओं की जिम्मेदारी डाल दी जाती है । बदकिस्मती की बात यह है कि बड़े अफसरान में इन के बारे में जबाब तलब नहीं किया जाता है और उनपर इस की जिम्मेदारी नहीं डाली जाती है और बेचारे छोटे कर्मचारियों को ही इस के लिये क्षमरवार ठहराया जाता है । अब यह रोजमर्रा के काम जैसे कांटा ठीक करना आदि यह और इसी तरह के काम नीचे वाले करते हैं और ऊपर ऊपर वाले सुपरवाइजरी स्टाफ उन के ऊपर उतनी तबज्जह नहीं देते हैं । अब होता यह है कि इंजीनियर्स कंगरह जिन का कि काम इंस्पैक्ट करने का होता है वह उधर व्यान नहीं देते हैं और पिकनिक वगैरह पर बाहर आते जाते रहते हैं और छोटे-छोटे आदमी और नीचे के आदमियों पर यह कांटा ठीक करते और मेन लाइन ठीक करने का काम छोड़ देते हैं । जब ऊपर वालों की तरफ से इस तरह से लापवाही बर्ती जाती है और वह इंस्पैक्शन आदि नहीं करते हैं तो नीचे के मुलाजिम भी लापरवाही कर देते हैं और जिसके कि परिणामस्वरूप यह दुर्घटनाएं हो जाती हैं । मैं इस मामले में ऊचे अफसरान को बनिस्वत उन छोटी तनखाव पाने वाले कर्मचारियों के ज्यादा जिम्मेदार समझता हूँ वयोंकि उन्होंने उन के काम को ठीक से सुपरवाइज नहीं किया और उन की लापवाही के कारण नीचे वाले भी गाफिल हो गये और लापवाही के फलस्वरूप यह दुर्घटनाएं हो जाती हैं . . .

श्री शाहनवाज खाँ : क्या आप का सुझाव यह है कि कांटा बदलने के लिये जर्नरल बैनेजर खुद जाये ?

श्री अ० ना० विद्यालंकार : अब ऐडमिनिस्ट्रेटर के मानी क्या हैं ? उन में ठीक से काम लेने और उस को सही तौर पर सुपरवाइज करने की कैपेसिटी होनी चाहिये । अगर कांटे वाला नहीं गया तो आप कांटे वाले को पकड़िये लेकिन कांटे वाले की इस गलती के लिये कौन जिम्मेदार है ? आप महज उस कांटे वाले का नाम ले कर अपनी जिम्मेदारी से बच नहीं सकते हैं ।

जहां तक ट्रेड यूनियंस और ऐडमिनिस्ट्रेशन के बीच सहयोग पैदा करने का सम्बन्ध है मैं इस से सहमत हूँ कि उन का कोशापरेशन आगे लीजिये और उन से सलाह मशविरा भी कीजिये ताकि ठीक से काम चले और कोई गड़बड़ न हो । हमारी ट्रेड यूनियंस पर भी काफी जिम्मेदारी आती है और उन को लाजिम हो जाता है कि वह कर्मचारियों में अनुशासन की भावना पैदा करें । कर्मचारी जिम्मेदारी और लगन के साथ अपने कर्तव्य का पालन करें । वह यह न समझें कि सिर्फ अफसरान की ही जिम्मेदारी है और उन की जिम्मेदारी नहीं है । यह ठीक है कि लीगल जिम्मेदारी ऐडमिनिस्ट्रेशन की है लेकिन मौरल जिम्मेदारी रेलवेज में जितने भी काम करने वाले हैं एक मामूली से चपड़ासी से ले कर मिनिस्टर तक, सब की जिम्मेदारी हो जाती है । मैं ट्रेड यूनियंस में काम करने के नाते लेबरर्स से भी कहूँगा कि उन का भी फर्ज है कि वह जिम्मेदारी समझ कर काम करें और यह जो दुर्घटनाएं होती हैं उन की जिम्मेदारी अपने ऊपर ले और लेबर लीडर्स अपने साथी काम करने वाले भजदूरों को कहें कि हमारे देश के लिये यह एक बेइजती की बात है कि इस तरह की दुर्घटनाएं हों और रेलवेज का काम ठीक से न चले । जनता की सेवा करने की भावना से उन्हें

[श्री भ० ना० विद्यालंकार]

अपनी अपनी जगहों पर काम करना चाहिये ।

आखिर में मैं अनमंड गेट्स के बारे में एक सुझाव देना चाहता हूँ । आज-कल स्थिति यह है कि इंजन अचानक वहां पर आ जाते हैं और व्हिसल नहीं देते हैं, जिस की वजह से एक्सिसडेंट्स होते हैं । मेरा सुझाव है कि जहां तक अनमंड गेट्स का सवाल है, कम से कम ऐसा रूल बना दिया जाये कि वहां पर इंजन जरूर थोड़ी देर पहले व्हिसल करते हुए गुजरें । अगर ऐसा इत्तजाम कर दिया जाये, तो चूँकि इतने ज़ोर से सीटी बजती है, इसलिये वहां आने-जाने वालों को गाड़ी के आने का पता चल जायगा और इस तरह एक्सिसडेंट्स रुक सकते हैं ।

अध्यक्ष महोदय, मैं कुछ और बातें भी कहना चाहता था, लेकिन चूँकि समय नहीं है, इसलिये मैं स्वतं रक्ता हूँ ।

श्री भ० ना० भंडल (सहरसा) : अध्यक्ष महोदय, जो स्टेटमेंट रेलवे मिनिस्टर साहब ने सदन-पटल पर रखा है, वह २३ जून से ले कर ३ अगस्त तक की ४२ दिन की अवधि से सम्बन्ध रखता है । जो हिसाब उन्होंने दिया है, उस के मुताबिक इन ४२ दिनों में करीब २३६ आदमियों पर इन रेल-दुर्घटनाओं का असर पड़ा है । इस दृष्टि से हिसाब लगा कर देखने से मालूम होता है कि हर तीन दिन के बाद एक दुर्घटना हुआ करती है, जिस में करीब-करीब पंद्रह आदमियों से बेशी दुर्घटनाएँ होते हैं । इसी प्रकार प्रति-दिन के हिसाब से पांच आदमियों से बेशी दुर्घटनाएँ होते हैं । मैं निवेदन करना चाहता हूँ कि इस तरह की स्थिति बहुत भयावह है ।

यदि हम इस बात पर विचार करें कि इस स्थिति के पैदा होने के क्या कारण हैं, तो हम देखते हैं कि जो स्टेटमेंट रेलवे

मिनिस्टर साहब ने रखा है, उस में बहुत से ऐसे कैसिज हैं, जिन से मालूम पड़ता है कि रेलवे के कर्मचारियों पर जो जवाबदेही थी, उस जवाबदेही को उन्होंने ने अच्छी तरह से नहीं निबाहा है । इस के लिये जो एक्शन लिया गया है, उस को देखने से मालूम पड़ता है कि जो थोटे थोटे कर्मचारी हैं, जिन का इम्प्रिडेण्ट काम है, उन्होंने लोगों को सजा दी गई है, लेकिन इन काम करने वाले आदमियों की सुपरविजन के लिये डिपार्टमेंट में जो दूसरे आदमी रखे जाते हैं, वे उस सजा की चेपे में नहीं आते हैं, जोकि रेल-दुर्घटना की वजह से दी जाती है । मैं समझता हूँ कि यह थोटे कर्मचारियों के प्रति अन्याय होता है ।

असल में होना यह चाहिये कि अगर कोई दुर्घटना होती है और थोटे कर्मचारी उस के लिये सजावार होते हैं, तो निश्चित रूप से उन बड़े कर्मचारियों को भी सजा का भागी होना चाहिये, जिन का काम है थोटे कर्मचारियों से काम लेना और जो सुपरविजन के लिये रखे जाते हैं । अगर इस तरह की व्यवस्था की जाये, तो सब रेल-कर्मचारियों में एक सामूहिक ज़िम्मेदारी की भावना जागृत होगी और इस का परिणाम यह होगा कि आय-दिन जो दुर्घटनाएँ हो रही हैं वे रुक जायेंगी ।

मैं सहरसा जिले से आता हूँ, जहां रेलवे की ब्रांच-लाइन है । उस ब्रांच-लाइन में काम करने वाले मजदूरों से मेरा सम्पर्क रहा है । उस सम्पर्क के सिलसिले में मैं ने जाना है कि उन लोगों में कितना असन्तोष रहा करता है और रेलवे के बड़े और थोटे कर्मचारियों में अच्छे सम्बन्ध नहीं हैं । उन्होंने एक फैहरिस्त मेरे पास भेजी है, जिस में उन्होंने बाजाबदा नाम दिये हैं कि कुछ आदमियों के ट्रांस्फर का आडंर हो गया था, लेकिन

फिर भी उन का ट्रास्टर नहीं हुआ और दूसरे आदमी ट्रास्टर हो गये। इस तरह की जो गड़बड़ियां दिन-रात हुआ करती हैं, उन का असर उन लोगों पर पड़ा करता है और मैं समझता हूं कि रेल-दुर्घटनाओं के पीछे जो असावधानी रहती है, उस का एक कारण उन में पाई जाने वाली अनिश्चितता की भावना भी है।

मैं रेलवे मिनिस्टर साहब को उन कायाजात को भेजने को कोशिश करूँगा और मैं चाहूँगा कि इस तरह की व्यवस्था की जाये कि कानून और न्याय के मुताबिक सारा इन्तजाम हो। चाहे बड़े कर्मचारी हों और चाहे छोटे कर्मचारी हों, सभी कानून और न्याय के अन्दर रह कर अपना अपना काम करें। ऐसी परिस्थिति कायम की जाये कि सब कोई यह समझ कि जिस काम में हम पड़े हुए हैं, उस में हम किसी आफ़िसर के नौकर नहीं हैं, बल्कि रेलवे एडमिनिस्ट्रेशन और सरकार के नौकर हैं। अगर इस तरह की भावना लोगों के दिमाग में पैदा हो, तो उन के निमाय में एक निश्चितता की भावना पैदा होगी और काम अच्छी तरह से चल सकेगा।

दुमरांव में जो एक्सडेंट हुआ था, उस की जांच हो रही है। लेकिन एक बात साफ है और वह यह है कि वहां पर सिर्फ दो ही लाइन हैं, एक अप लाइन और दूसरी डाउन लाइन। अप लाइन की गाड़ी का डाउन मेन लाइन पर पड़े रहना और स्टेशन पर सारे कर्मचारियों का यह तमाशा देखते रहना यह बताता है यह घटना शायद जान-बूझ कर हुई है। यह घटना क्यों की गई? उस का क्या कारण हो सकता है? शायद किन्तु सैबोर्ड की वजह से ऐसा हुआ हो, जोकि शायद रेन्वे कर्मचारियों से मिले हुए हैं और जो देश में अव्यवस्था फैलाना चाहते हैं या रेलवे मंत्रालय में जो नयी चेंज हुई है, मिनिस्ट्री विंरह की जो चेंज हुई है, वह

इस का कारण हो सकती है। जो भी कारण हो—वह क्या है, यह मैं नहीं कह सकता, क्योंकि वह तो जांच की बात है—लेकिन मैं समझता हूं कि जिस ढंग की घटना हुई है, उस से मालूम पड़ता है कि जान-बूझ कर वहां पर घटना करवाई गई। इसलिये इस तरफ भी मैं रेलवे एडमिनिस्ट्रेशन का ध्यान दिनाना चाहता हूं कि जो जांच हो रही है, वह जांच इस दृष्टिकोण से भी हो।

जहां तक रेलवे के अनमेन्ड गेट्स का सम्बन्ध है, उन के बारे में यह कहा जाता है कि उन की संहस्या इतने हजार है और उन के बारे में कोई व्यवस्था करने में एडमिनिस्ट्रेशन का बहुत खर्च पड़ेगा। लेकिन अगर रेल-दुर्घटनाओं को रोकना है और लोगों की जानों की रक्षा करनी है, तो उन सब जगहों का इन्तजाम होना चाहिये, चाहे उस पर कितना ही खर्च पड़े। खर्च की परवाह न करते हुए उस का कुछ न कुछ इन्तजाम होना चाहिये। अगर वहां पर आदमी रखे जा सकते हैं, तो अच्छी बात है, नहीं तो रेलवे एडमिनिस्ट्रेशन एक ऐसी स्कीम तैयार करे कि नीचे हो कर रास्ता हो, जिस से दुर्घटनाओं की सम्भावना न रहे।

आज देश का एडमिनिस्ट्रेशन जिस ढंग से चल रहा है और उस में जो दोष आ गये हैं, रेलवे का महकमा भी उन से बरी नहीं है। हम देखते हैं कि सरकारी कर्मचारी लापरवाह हो गये हैं—लापरवाह इस मायने में कि कानून की अवहेलना होती है और कानून की अवहेलना छोटे लोग तो करते ही हैं, लेकिन बड़े लोगों में भी अवहेलना की भावना बहुत बड़े गई है और वही बीमारी समूचे एडमिनिस्ट्रेशन को आक्रान्त कर रही है। रेलवे विभाग ने प्रशासन में भी वही दोष पाये जाते हैं, लेकिन चूंकि रेल-दुर्घटनाओं में जानें जाती हैं, इसलिये रेलवे विभाग के दोष साफ तौर पर सब के सामने आ जाते हैं, वर्ना यह अवस्था सारे देश के एडमिनिस्ट्रेशन की है।

[श्री भू० ना० मंडल]

इसलिये अगर रेलवे के काम में मुधार करना है, तो सारे एडमिनिस्ट्रेशन में मुधार लाने की ज़रूरत है और उस के लिये यह आवश्यक है कि हायर-अप्स भी, ऊंची जगहों पर काम करने वाले भी कानून के मुताबिक काम करें। इस लिये कोई ऐसी व्यवस्था होनी चाहिये कि अगर बड़े श्रोहदे पर काम करने वाले किसी मायने में कानून का उल्लंघन करते हैं, तो वे सज्जा के भागी हों।

जहाँ तक रेलवे का सम्बन्ध है, उस का काम बहुत टेकिनकल है और उस के नियम बने हुए हैं। अगर उन नियमों का अक्षरता: पालन किया जाये, तो मैं नहीं समझता कि कोई दुर्घटना हो सकती है। इस ढंग से रेलवे एडमिनिस्ट्रेशन को मुधारा जाये और उस के सब साइड्ज़ की, खास कर एडमिनिस्ट्रेटिव साइड की, एक सर्वांगीण जांच हो, जिस की रिपोर्ट आनी चाहिये। जैसाकि एक आनंदेवल मेम्बर ने सजैस्टियन दिया है, रेलवेज़ में होने वाली दुर्घटनाओं की जांच करने के लिये एक रिसर्च व्यूरो होना चाहिये। मैं उस सजैस्टियन की ताईद करता हूँ। मैं समझता हूँ कि इस प्रकार कार्यवाही करने से रेल-दुर्घटनायें रुक सकती हैं।

Shrimati Renuka Ray (Malda): Mr. Speaker, Sir while listening to the debate on the statement of the Minister on railway accidents, I was reminded of something that was said in this House by our late colleague, Shri Feroze Gandhi, whose deep knowledge of the subject of railways, I think every body acknowledged. He said, during a similar debate in 1957, that when criticising and very rightly the failure of the railway administration, their shortcomings have to be assessed against the background of the burden and responsibility which fall on the Indian Railways. I think it is very essential that we remember this.

I think no one will deny that railways handle a problem of gigantic size, but that is not all. As the

Minister has pointed out, there are 7500 trains running daily and there is a constant and tremendous increase in pressure of traffic without adequate resources. Demand outstrips supply. If that was so in 1957, it is much more so now. I must say that in view of this position, I was disappointed by the Minister's statement. Although he did point this out, he did not bring it to its logical conclusion. He is the Minister of Railways and he is a Cabinet Minister. It is surely time that the Cabinet and the Planning Commission, which is a super-Cabinet, come to a realisation that it is necessary to find the resources for the railways if they are to function properly. Every time we suggest something we are told that the resources are not there. Surely, it is upto the Railway Minister to see that the resources are there. In the last session, when the railway accidents were under discussion, Shri Nath Pai quoted some hon. Member and said:

"It will not be an exaggeration to say that we have a spectacle of tired, overworked men labouring on exhausted engines, running on weakened rails which are supported by a dilapidated track which, in its place, is held by sleepers which are worn out and very often eaten away."

This may be an exaggeration, but there is a lot of truth in it. Therefore, instead of making some suggestions whenever there is an accident, I would suggest to the Railway Minister to impress upon his colleagues in the Cabinet, to impress upon the Planning Commission, that the Indian Railways are expanding, that there is not only more and more demand for passenger travel but also to meet the traffic for the country's Five Year Plans, and therefore it is essential that the resources are to be found for the fundamental things by which the railways are worked so that we are able to maintain the great reputation that the

Indian Railways had in the past. If that is done, I think a great number of the points that have been brought up in this discussion could be answered.

The Railway Minister in his speech has made a comparison with other countries and has suggested that the railway accidents are more or less the same as before. It may be that they are the same as before. But you are entering into a dangerous phase when railway accidents are likely to go up and go up steadily. Therefore, instead of being complacent about the fact that there were only 181 accidents of which only 16 were of a major nature, it is time that he looks into the whole thing, the very fundamentals of it. I also notice a sort of complacency in regard to the remaining accidents—16 were major accidents—in which no casualties took place. It is from the minor accidents that major accidents follow. It is a question of a psychological approach to the matter. If the person concerned is allowed to break the rules sometimes, then he will break the rules at other times. It is these minor accidents that lead to major accidents.

There is one point which I would like, particularly, to bring to the notice of the hon. Minister, and that is regarding the engine drivers. It sometimes happens that accidents take place because the trains were running faster than the limit prescribed. In such cases the driver concerned is sacked or is penalised because he was running the train faster than the prescribed limit. I would like to ask, on other days, on ordinary days when there are no accidents, what watch is kept to see that the drivers are running the trains at the speed prescribed? What is the supervision that is maintained. I know it for a fact that in the past members of the Railway Board have gone out themselves and kept a record of the speed of the trains in which they travelled from station to station. But it cannot be done always by the members of the Rail-

way Board or even the General Managers. There should be a proper machinery to supervise the speed of the trains from station to station and to see that the trains are running within the speed limit prescribed. When an accident takes place, you sack the driver concerned saying that he was running the train at a faster speed than the prescribed limit. My question is, what have you done to check his speed on other days?

The hon. Minister has enumerated the things that will be done to explain to the people the safety measures so as to make them safety-minded and to make the railwaymen also safety-minded. That is all necessary. But it is most necessary that discipline is maintained from day to day, from hour to hour, that things that are supposed to be done in a particular way are done in that way not only when an accident occurs but at other times also. Do the Assistant Station Masters do what they are supposed to do? Who is there to supervise that they are doing what they are expected to do? I have seen things for myself. It is not always the question of accident, it is an illustration of the typical kind of slackness. Only the other day I was travelling from Ma'da to Raj Mahal. I saw on the platform 50,000 baskets of mangoes rotting. I brought it to the notice of the General Manager. The General Manager did take immediate steps. Therefore, it is not enough, as Shri Mathur said, that the General Managers and the Divisional Superintendents discharge their duties properly. It is necessary that, all along the line, every man is made to realise his responsibility and do his work properly. It is not enough, when something happens, if you put the blame on a signal man or somebody who did not do his duty. That shows there is indiscipline among the staff. Why is there this indiscipline? It is because there is indiscipline higher up, because there is not proper supervision. The supervisory staff must also do their work properly.

]Shrimati Renuka Ray.]

I would like to say, in all humility, to the Railway Minister, even though it is true that human error has been responsible for a number of these accidents, these human errors are on the increase and not on the decrease. It may be that the number of accidents has not gone up, but I am sure the number due to human errors has gone up. Why? It is because there is no proper supervision. The men who supervise are slack. Why do we expect the signal man only to remember his duties and discharge them properly?

There is one more point and that is about the interlocking system. We know that at Dumraon the interlocking system was there. We know the results also. Therefore, we need something else. Mechanical device, track circuiting, automatic route rails etc. should be introduced. It is time that these things are introduced in the Indian Railways. If there are no funds, I am sure this House will uphold the Railway Minister in his attempts to get the necessary funds for bringing in the necessary mechanical devices which are needed to provide safety on the railways.

Before I end, Sir, I want to say one word about the unmanned level crossings. In the last session, in reply to the debate in this House, the hon. Minister said that this matter was being looked into, that the State Governments had been approached and very soon these level crossings would be manned. But I am sorry even now the position remains the same. Now we are told, in answer to a question, that the State Governments have not replied. Is it the responsibility primarily of the State Government or the Railway Ministry? I have been told that it is the responsibility of the State Government because the roads belong to them. But the railway tracks are under the Railway Ministry. If you can get the help of the State Governments, well and good; otherwise, it is primarily the responsibility of the Railways to see that acci-

dents even due to collision because of these bus drivers and truck drivers do not take place on the Railway track. Each time we are told that no action is required because the bus drivers and other people are not railwaymen. But I must say that the responsibility is that of the Railway Ministry.

With these words, Sir, I hope that the Railway Minister, both in the matter of making improvements in the Railway Administration and also in the matter of getting sufficient resources to maintain the old standards of the Indian Railways, will take necessary action and we shall not have as many accidents as we are having now.

श्री यशपाल सिंह : अध्यक्ष महोदय, मैं कुछ कंस्ट्रक्टिव सर्जेंशन आपके सामने रखना चाहता हूँ। यह जो 'विरोधी' लप्ज़ है वह बैस्ट का दिया हुआ है। हम लोग अपोज़ीशन को नहीं मानते हैं। हम आपके हितेशी हैं, आपके शुभ-चिन्तक हैं। यह शब्द "अपोज़ीशन" जो है, इंग्लैंड का है और इसको हम नहीं मानते हैं। आपको मैं साफ-साफ बातें कहूँगा। शेष मात्रा ने लिखा है :--

दोस्त आं बाशद कि मुआयवे दोस्त
हम चो आईना रु बरु गोवद।

सच्चा मित्र वह होता है जो शीशे की तरह से अपने दोस्त के ऐवों को निकाल करके सामने रख दे।

अध्यक्ष महोदय, जिस तेजी से हमारी आबादी बढ़ी है, जिस तेजी से हमारा वर्क बढ़ा है, जिस तेजी से हमारी अस्तित्वात बढ़ी हैं, रेलवे डिपार्टमेंट और रेलवे एड-मिनिस्ट्रेशन उनको मीट करते के मामले में फेल हो गया है और उसके मुताबिक उसका इंतजाम आगे नहीं बढ़ सका है।

हम ने दूसरे प्लान में १६ करोड़ टन माल ढोने का टारगेट अपने सामने रखा था। लेकिन यद्य प्लैन में हमारा टारगेट २५ करोड़ टन हो गया। इस तेजी के साथ हमारा इन्टजाम नहीं बढ़ सका है। जो रेलवे घिस गई थीं, जो पटरियां बेकार हो गई थीं उन को रिलेस करने के लिये न भिलाई ने हमारी जरूरत का सामान दिया, न दुर्गापुर ने हमारी जरूरत का सामान दिया और न ही रुकेजा मे हमारी जरूरत का सामान दिया। नामुमकिन था कि अंग्रेजों के जमाने में जो पटरियां सादी गाड़ियां ढोने के लिये बनी हुई थीं वह स्मूथली रन कर सकतीं, नामुमकिन था कि न्यू डिजाइन की गाड़ियां, हमारी इन्वेंट की हुई, उन्हीं नाइनों पर चल सकतीं: जरूरत इस बात की थी कि उन लाइनों को हम रिलेस करते, लेकिन आज हमारे पास उस के लिये फौलाद नहीं है। जब हम कहते हैं कि बाहर से मंगाइये, क्योंकि आखिर आप सड़ा गला आटा भी मंगाते हैं, गेहूं भी मंगाते हैं, तब कहा जाता है कि हमारे पास फारेन एवस्चेन्ज की कमी है, विदेशों मुद्रा की कमी है।

आज जरूरत इस बात की है कि ४५ लाख मुसाफिर जो रोजाना सफर करते हैं, या तो उन के लिये रेलवे का इन्टजाम बढ़ाया जाय या फिर कानून बना दिया जाये कि २० लाख से ज्यादा टिकट रोजाना इश्यू नहीं किये जायेंगे। आप लोगों को भवतत खाने में भैंजते हैं, टिकट आप इश्यू करते हैं और उन की जिन्दगी का जिम्मेदार कोई और है। अगर कोई दूसरा मुल्क होता तो वह इस को बदूर्दित नहीं कर सकता था।

आप मेरा हूल मान नहीं सकते हैं और मैं उधर जाना भी नहीं चाहता लेकिन यहां की बढ़ती हुई आबादी का एक ही इलाज है और वह है घर्म युद्ध। आबादी का इलाज जिहाद है। इस का एक ही इलाज है कि चीनी दरिन्द्रों के साथ लड़ने के लिये हमारे लोग आगे बढ़े और करोड़ों की तादाद में

अपना बलिदान कर दें: हिन्दुस्तान की आबादी को कम करें। मुल्क ही हिपाजत होगी। लेकिन यह बात आप के गले नहीं उतर सकती।

मैं आप में अर्ज करता हूं कि आप इस के लिये कानून बना दीजिये कि जब तक रेलवे की एफिशिएन्सी नहीं बढ़ती है और हमारे पास अच्छे सामान नहीं आ सकते तब तक ४५ लाख वें बजाय सिर्फ २० लाख टिकट रोजाना इश्यू किये जायें।

श्री काली राम गुप्त : आप भी रेलवे मार्केटिंग करवायेंगे।

श्री यशपाल चिह्न : मैं ने देखा था कि जब एफिशिएन्ट आफिसर थे तो हर एक रेलवे लाइन के पास सुपरसानिक फ्रैक डिटेक्टर लगा कर देखते थे। वह हर एक लाइन को टेस्ट करता था। जिस तरह से आइना में आदमी की सूरत दिखाई देती है, जिस तरह से अपीजशन में सरकार की सूरत आजकली है, उसी तरह से सुपरसानिक फ्रैक डिटेक्टर में हर एक फौलाद की खासी यांकमजोरी नजर आती थी। अगर बीच में कोई कमी है तो वह हर तरह से नजर आ जाती थी। लेकिन आज हम देखते हैं कि सुपरसानिक फ्रैक डिटेक्टर का उतना इतेमाल नहीं हो रहा है जितना आज से दस साल पहले होता था। आज जरूरत इस बात की है कि जो एंजिन खराब हो गये हैं उन को रिप्लेस किया जाये, जरूरत इस बात की है कि जो हमारी लाइनें खराब हो गई हैं, घिस गई हैं, उन को हम रिलेस करें।

आज तक जो फोर्थ क्लास के लोग हैं रेलवे में उन की ट्रेनिंग के लिये कोई सेन्टर नहीं है। जिस के हाथ में लोगों की जिन्दगी है उस की ट्रेनिंग का कोई सेन्टर नहीं है। मुझे भुल कर ताज्जुब हुआ जब हमारे एक माननीय सदस्य ने कहा कि जो हमारी अनमेन्ड चौकियां हैं उन पर लिख कर लगा दिया जाय

[श्री यशपाल सिंह]

मैं पूछता हूं कि आज हमारे देश में पढ़े लिखे लोग कितने हैं? ५ प्रतिशत। वह ५ प्रतिशत पढ़े लिखे लोग तो देख लेते हैं कि गाड़ी इधर से आ रही है या उधर से आ रही है। उन्हें आप के इंस्ट्रुक्शन्स की कोई ज़रूरत नहीं है। और जो अनपढ़ हैं वे पढ़ेंगे नहीं। वे न हिन्दी जानते हैं, न उर्दू जानते हैं और न अंग्रेजी जानते हैं। ६५ प्रतिशत आदमी हमारे यहां की अनपढ़ हैं। प्रगर उस के सामने लिख कर लगा भी दिया जाये तो बेकार होगा। पढ़ा लिखा आदमी अपने चारों तरफ देख कर आगे बढ़ेगा। बहरहाल मैं कह रहा था कि फोर्थ क्लास के जो आदमी हैं उन की ट्रेनिंग के लिये सेन्टर होना चाहिये। हम जो प्लाइंट्समैन रखते हैं, केविन मैन रखते हैं, उन के रिकूट या एनलिस्ट करने के लिये न कोई बोर्ड होता है और न कोई ट्रेनिंग सेन्टर है। होता इस तरह से है कि जो भी स्टेशन मास्टर के लिये दूध की बाल्टी भर कर ले आया, उसी को प्लाइंट्समैन बना दिया गया। नतीजा यह होता है कि स्टेशन मास्टर की दूध की बाल्टी के एवज में जिस प्लाइंट्समैन को लगाया गया है उसे तमीज नहीं है कि बांटा इधर लगाया जाये या कांटा उधर लगाया जाये। इस लिये आज जिस के हाथ में जिन्दगी है उस की पूरी ट्रेनिंग होनी चाहिये। जो प्लाइंट्समैन आप लगाते हैं, जो केविन मैन आप लगाते हैं, उस के खाने पीने का इन्तजाम कीजिये। आज फोर्थ क्लास के साथी मेरे साथ रह रहे हैं, मैं जानता हूं कि उन को कुल ८० ८० माहवार मिलते हैं। जिस में से वह ३० ८० माहवार बस के लिये दे देते हैं और २० ८० रुपया माहवार वह कुटिया ले जाती है जिस में वे शख्स मुश्किल से अपने पैर फैला सकते हैं। आगे वह अपने चच्चों का क्या करेगा? सरकार ने आज तक कोई जिम्मेदारी नहीं ली कि उस को मकान मुहैया करे। कहती है कि हमारे दस लाख कर्मचारी बगैर क्वार्टर के रहते हैं। एक गांव का किसान,

एक मजदूर इस बात को जानता है कि उस का बेटा पढ़ कर, बी० ए० पास कर के आयेगा तो उस की शादी होगी और उस के लिये दो कोठरियां वह बना लेता है। लेकिन यह सरकार इतनी इनएफिशिएन्ट है कि इतना स्टाफ तो रखती है लेकिन उन को मकान सप्लाई नहीं कर सकती। मेरी दलवास्त है कि इस क्लास ४ के लिये सब से ज्यादा ज़रूरी है कि उन की ट्रेनिंग हो, उन की तन्हावाह बढ़ाई जाये। जिस समय उन को एनलिस्ट किया जाता है, उन को सर्विस दी जाती है, बाकायदा बोर्ड बैठे और उन को ट्रेनिंग दी जाये ताकि कोई भी केविन मैन गलती न कर सके। मैं ने खुद देखा है कि एक ट्रेन आ रही थी और केविन मैन हुक्का पीने गया था। अनर्थ हो जाता प्रगर मैं स्टेशन मास्टर को फोन न करता और केविन मैन को वापस नहीं बुलाता। वह हुक्का पी रहा था बैठा हुआ। आप इस का खुद खयाल कीजिये कि हुक्के से कितने लोगों को कैन्सर हो गया, कितनी बीमारी पैदा हुई। तम्बाकू के इस्तेमाल के खिलाफ कोई कड़ा कानून होना चाहिये। जो आदमी शराब पी कर ड्यूटी देता है उस के दिल व दिमाग सही नहीं हो सकते। इस लिये इस तरह का कानून होना चाहिये कि जो आदमी शराब पीता हुया देखा जाता है उस को सर्विस से एक दम कान पकड़ कर अलग कर दिया जायेगा। देश के साथ खिलवाड़ किया जाता है जब कहा जाता है कि अनमेन्ड चौकियां हैं। क्या ११ हजार आदमियों को हमारी सरकार सर्विस नहीं दे सकती? कभी कहते हैं कि स्टेट गवर्नमेंट का भागला है कभी कहते हैं कि हमारे पास कोई ऐसी राशि नहीं आई है। यह जिन्दगी के साथ खिलवाड़ किया जाता है हमारे गरीब आदमी के साथ मैं ने नहीं देखा कि कोई मिनिस्टर सफर कर रहा हो और उस की गाड़ी का एक्सिडेंट हो जाये, मैं ने नहीं देखा कि रेलवे बोर्ड का चेअरमैन सफर कर रहा हो और उस की गाड़ी का एक्सिडेंट

हो जाय, मैं ने नहीं देखा कि कोई जनरल मैनेजर सफर कर रहा हो और उस की गाड़ी का एक्सिसडेंट हो जाये ।

श्री शाहनवाज खाँ : मेरी गाड़ी में आग लग गई थी ।

श्री यशपाल सिंह : गरीब आदमी की जिन्दगी बेकार समझी जाती है, मजदूर की जिन्दगी बेकार समझी जाती है, किसान की जिन्दगी बेकार समझी जाती है । चाहे यू० पी० में एक्सिसडेंट हो चाहे डुमरांव में हो, या चाहे बंगाल में एक्सिसडेंट हो, उसमें कौन मरता है? गरीब आदमी ।

यहाँ विजली गिरे या
उस चमत्क में आंधियां आवें,
बहर सूरत गरीबों का ही
घर बरबाद होता है ।

यहाँ भ्रक्षर अमरीका की मिसाल दी जाती है । उस मुल्क में अगर कोई एक्सिसडेंट में मर जाये तो उस की फैमिली को भत्ता दिया जाता है, पेशन दी जाती है, उस के बच्चों की नौकरियों और एजुकेशन का इन्तजाम किया जाता है, लेकिन हमारे यहाँ यह सब कुछ नहीं हो रहा है ।

श्री शाहनवाज खाँ : यहाँ भी होता है, जरूर होता है ।

श्री यशपाल सिंह : इस लिये जरूरत इस बात की है कि सख्त कदम उठाये जायें और सख्त कदम उठा कर हम यह बतला दें अपने आफिसर्स को कि जिन के नीचे एक्सिस-डेंट्स होंगे वह कभी माफ नहीं किये जायेंगे । सावधानी से हर एक चीज रोकी जा सकती है ।

मुझे एक मिनट में यह जरूर कहना है कि हमारे रेलवे मंत्री इस के लिये जिम्मेदार नहीं । हम सब लोग जिम्मेदार हैं । हम ने देश के अन्दर वह वायुमंडल पैदा नहीं किया जिससे फर्जेशनासी हो सके । देश दो बातों से

आगे बढ़ता है, या तो खोके खुदा हो या हुब्बे बतन पैदा हो । या तो भगवान का डर हो या देश के प्रति प्रेम हो । जहाँ यह दो चीजें पैदा नहीं होतीं वहाँ पर एक मिनिस्टर को, जनरल मैनेजर को, रेलवे बोर्ड के चेअरमैन को ब्लेम करना नामुनासिव बात होगी । बल्कि मैं तो इस मामले में मश्कूर हूँ कि पाप हम सब का है और जिम्मेदारी माननीय स्वर्ण सिंह जी ने अपने ऊपर ले ली । पाप सब ने किया था लेकिन कुफकारा किया था अकेले हजरत ईशु मसीह ने । इस लिये रेलवे मंत्री जी हमारे लिये मसीहा की शक्ल में हैं । हमारे पापों को उन्होंने अपने ऊपर ले लिया । साथ ही साथ रेलवे की भी दिक्कतें हैं, जिन को मैं समझता हूँ । हमारे सरदार कर्नेल सिंह तीन दफे एक्सेंशन लेने के बाद रिटायर हो गये हैं । हमारे नये चेअरमैन आये हैं श्री बैजल । मैं उन की शक्षियत,

Mr. Speaker: Order, order.

श्री यशपाल सिंह : उन की काविलियत से वाकिफ हूँ । मुझे उम्मीद है कि वह रेलवे को ठीक से चलवा सकेंगे ।

अध्यक्ष महोदय : क्या गाड़ी इस तरह से चलनी चाहिये कि कोई आर्डर-आर्डर कहता रहे और उसकी परवाह न की जाये?

श्री प्रकाशबीर शास्त्री (विजनौर) : अध्यक्ष महोदय, पूर्व इस के कि मिनिस्टर साहब अपना वक्तव्य आरम्भ करें, मैं आप से व्यवस्था चाहता हूँ कि जब इस सदन में कोई इस प्रकार की चर्चायें होती हैं और कोई सदस्य उस में भाग लेना चाहे, तो क्या उस के लिये यह अपेक्षित है कि वह बीच में खड़े हो कर कुछ इस प्रकार का बातावरण उत्पन्न करे, जिस से आप का ध्यान उस सदस्य की ओर आकर्षित हो अथवा कुछ और व्यवस्था है उस को चर्चाओं में भाग लेने देने के लिये? इस विषय में मैं आप की व्यवस्था चाहता हूँ ।

अध्यक्ष महोदय : अब आप इस पर व्यवस्था चाहते हैं तो मैं आप से कहता हूँ कि वर्ग र इतला वाक्यात के आप ने खड़े हो कर दखल दे दिया। आप का मतलब यह है कि चूंकि श्री यशपाल सिंह ने दखल दे दिया, इस वास्ते उन को भौका मिल गया और आप को नहीं मिला। जो अपोजीशन की पार्टीज हैं उन के लिये वक्त मुकर्रं है। कम्यूनिस्टों ने भी लिखा था। लेकिन चूंकि वे २१ मिनट ले चुके थे इस लिये मैं ने उन को समय नहीं दिया। जो स्वतन्त्र पार्टी का सदस्य छड़ा हुआ था उस ने तिर्फ़ चार मिनट लिये, इस लिये उन का समय बाकी था। मैं ने दस मिनट श्री यशपाल सिंह को दिये। इस तरह से चौदह मिनट हुए। उन का हक अभी पूरा नहीं हुआ था इस लिये वे अभी एक आध मिनट और ले सकते थे।

मैं ने जो पांच घंटे मुकर्रं किये थे वह विजिनेस एडवाइजरी कमेटी ने किये थे और हाउस ने उस की तस्वीक की थी। इन पांच घंटों में मैं ने, ज्यादा से ज्यादा जितने सदस्यों को बुला सकता था, बुलाया। अगर माननीय सदस्य को नहीं बुलाया जा सका तो उसका मतलब यह नहीं है कि जो ज्यादा वक्त है वह मैं ले रहा हूँ। वह तो मेम्बरों में तकसीम किया गया है। ३० अप्ने ने लिखा था, मैं ने उनको कह दिया कि मैं वक्त नहीं दे सकता। मैं और ज्यादा वक्त कैसे बढ़ा सकता हूँ। स्पीकर को डिस्क्रीशन है कि किसी एक बहन में कितने बुलाये जा सकते हैं और कौन कौन बुलाये जा सकते हैं। अब मुझे अपोजीशन में जो मेम्बर ग्रुप हैं उन को एकोमोडेट करना ज्यादा जरूरी है। मैं एक एक अनआर्टच्च मेम्बर को वक्त नहीं दे सकता। माननीय मदस्य यह भी ख्याल रखें कि वह अकेले एक हैं, और हर एक बहन में उन को हिस्सा नहीं दिया जा सकता। इस लिए उनको बाज वक्त मायूसी भी होगी तो उन को उसे खबर से वरदाशत करना होगा।

Shri Swaran Singh: Mr. Speaker, Sir, in the debate on this important question of accidents on the railways a fairly large number of hon. Members have participated. As many as 18 hon. Members have been good enough to bestow their thought on this question. They have given their assessment of the situation. Most of them have given certain concrete suggestions.

13.52 hrs.

| MR. DEPUTY-SPEAKER in the Chair|

Whenever unfortunate things happen—and accidents are extremely unfortunate—there is this natural tendency to look around and see what are the weak points. Those points are taken up and stressed. It is not unnatural. But still, in assessing the various suggestions or points that have been thrown up, we must always keep in mind that, though some of these may be important or useful or interesting, how they are connected with accidents.

The debate has covered many points. The one favourite theme has been that the administration should be toned up. It is a very unexceptionable suggestion. It should be done. No one can refuse to join issue with regard to a suggestion of that type. But you will agree, Sir, that this expression remains a generality unless concrete directions, in which that toning up is necessary, are suggested.

The administration is responsible for running this complex and vast system. It cannot run efficiently unless the administration is toned up. How to do this is an important matter. It is important from a general point of view though its relation with accidents may not be a definite one or may not be one that can easily be discerned.

When I went through the speeches of hon. Members with a view to find out if there were any concrete points that had been suggested, I found that

they boiled down to two or three. One general point had been raised even in relation to the administrative set-up, namely, that the workload on the railway administration was pretty heavy. I am not at the moment touch upon the other aspect of it, namely, the workload on the individual workers. That is important, but I will say something with regard to that a little later. But this general question has been mentioned namely, that the volume of work it is now shouldered by the railway administration at the zonal level, also at the divisional level—some of the hon. Members had said even at individual station level—was heavy and we should, therefore, have a look at it to find out if any changes were called for. Changes should be, and can be, undertaken, if there is any rational basis behind it, and not merely because we find ourselves in an unfortunate position of accidents. We should resist the temptation of adding to the numbers only to carry that heavy load.

As a matter of fact, it came to me as a surprise that some well-informed hon. Members should also suggest the addition of hands. It is a well-known thing in administrative set-ups that efficiency does not increase merely by adding to numbers and, I would add, at any level. It is a question of organising the work, thinking of ways and means, methods and norms of work, administrative procedures and the like, so that we can improve administration. It will, therefore, not be a very practicable suggestion, when we find ourselves in difficulty, that we might add either at the officers' level or at the workers' level as though that will provide a complete answer. I am sorry to say that this is an approach which is not quite practical.

I agree that, in a commercial or a public utility organisation like the railways, the administration should always keep its mind open, should have elasticity of approach and should benefit by any re-organisation or re-

grouping or by any new procedure of decentralisation or of devolution of authority at various levels, in order to run the system satisfactorily and efficiently. I would like to assure the House that this is a continuous process, and a very careful thought and consideration is being given constantly to find ways and means to streamline procedures and to make the administration vigorous. I think, the railway administration can claim that the quantum of delegation that has taken place is something which is remarkable.

I have had some experience of dealing with administration in the State and in the Central Governments and I can say, on the basis of experience that the volume of delegation at various levels on the Railways is quite considerable. At the General Manager's level, he has got almost complete authority and he also shoulders the responsibility squarely. Even the Divisional Superintendents do act, I venture to say, as chhota managers—that was the expression that was used by a colleague of mine, Shri Mathur. That is the object of extending the divisional system on the railways. When it was found that the overall administrative responsibility was much too heavy for one General Manager, this system of dividing the railways into divisions was introduced in the railways where it did not exist before independence. Historically, it might be recalled that the divisional system existed on certain railways, but not in many railways. One important step that has been taken is the introduction of this system of divisionalisation on all the larger railways, so that sufficiently experienced administrative and technical officers may be entrusted locally with the responsibility of looking after a compact geographical unit and be able to find on the spot solutions to the different problems that might arise from day to day. This system is being progressively extended even to the South Eastern Railway, and most of the railways in the country, except the North-Eastern Railway and the North-

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East Frontier Railway, would before long have been covered by this system of divisional pattern.

14 hrs.

श्री विनूति मिश्र (मोतिहारी) : पहले नार्थ-ईस्टर्न रेलवे में डिवीजनल सिस्टम था, लेकिन उस को डिस्कान्टीन्यू कर दिया गया है।

Shri Swaran Singh: That is a historical matter. When the North-East Frontier Railway and the former North-Eastern Railway used to be part of a bigger railway, there used to be a regional system there, but that railway itself has been given a more autonomous administration by the creation of smaller zones there, which I am sure my hon. friend will agree is an improvement upon the region and not a step in the direction of going back upon that system. The essential requirement is the devolution of authority and entrusting the responsibility to a sufficiently high-powered man, so that he can discharge it in a compact area. As I was saying, there is a history behind it. I do not want to go into all that. But that was recognised, and the smaller zones were created there, which is an improvement upon the regional system.

So far as the administrative set-up and the administrative procedures are concerned, although a vague desire was indicated, and vague expressions of opinions were there, there was no specific or particular point on which I could take any concrete action.

Another point that had been suggested was that we should constantly study the workload in the various zones and see if any of them was outgrown, that is to say, whether the workload has outgrown the organisation that might be existing in any particular zone. On that point, I have often clarified the position, and I would like to reiterate that we have

got no fixed idea of sticking on to the present pattern of zones. That zones were created at a time when based upon the quantum of work and the volume of traffic that existed at that time, it was considered that a certain division of the railway system into zones would be a feasible and a practical proposition. But as the workload is increasing and the intensity of traffic is increasing,—there are various zones which today are carrying much greater burden than before,—we shall not hesitate to undertake further re-organisation; if the Railway Administration feels that reorganisation or splitting of the existing zones, or regrouping, can result in greater efficiency then we shall not hesitate to take advantage of such measures.

I am mentioning all this to point out that these are general matters which are constantly engaging our attention, on this score, therefore, hon. Members need not entertain any serious misgivings.

Then the point has been raised that individual workers are carrying responsibility, sometimes fairly heavy responsibility at decentralised points..

Shri A. P. Sharma: About the zones, the hon. Minister has said that if the Railway Administration feels, then they will re-examine the position. Our desire is that an examination should be undertaken to see how far the work has now increased and the zones have become unwieldy.

Shri Swaran Singh: That is precisely what I was trying to say. We are examining this matter; and if, because of the increase of workload in any particular zone or in any particular area, any regrouping or bifurcation or addition of particular parts is indicated, then we shall not hesitate to act accordingly.

I was touching upon the other subject which had been mentioned by more than one hon. Member, namely the workload on individual employees at various levels. Let us remember

that this is a subject which is of considerable importance to the Railway Administration, and I presume that it is of equal importance to the workers' representatives and organised labour. There have been discussions, consultations, sometimes negotiations, and there have been awards also, and this matter has been carefully gone into from time to time, with a view to find out the reasonable period of actual duty that should be put in by various workers. As I said, there are awards also in this connection. I do not want to cite the actual chapter and verse. That is a fact which must be known to all hon. Members who have kept themselves in touch with all these matters. What I am suggesting is that this is a matter which has been gone into at various levels, at the negotiating stages and even at the adjudication stage, and there have been awards as to the rest period that is necessary, the maximum period of duty that should be put in by various workers, and so on. We are insisting that, in those cases, particularly, where an over-worked employee is charged with the responsibility of operation, it should be ensured that he is not subjected to a greater fatigue than what is indicated in the various awards and the like, indicated not in an arbitrary manner, not from the point of view of finances—because I am not touching upon that aspect at all—but with a view to ensure that the quality of work that he puts in does not get deteriorated; it is necessary that he must have the rest that is essential before he joins duty, and he must leave the work as soon as the prescribed period is over. Recently, therefore, instruction have been issued reiterating the importance of this aspect, and it has been suggested that those employees who are put on operational duty, such as drivers and others should not be put on duty for longer hours at all. Even if it comes to changing the drivers at a place which is not the usual place of change, that should be undertaken, because it is not good that we should go on putting additional burdens on those fatigued, with regard to whom rest is a matter of vital importance.

Shri Hanumanthaiya (Bangalore City): When trains like the Grand Trunk Express run six or seven hours late, is it the same driver, or is the driver changed?

Shri Swaran Singh: The driver is changed at various points. What I am saying is that we are now considering to what extent, as a general rule, they should be changed even at intermediary points which may not be the usual points of change, as otherwise, it would mean longer hours of duty for the particular driver.

Shri Hanumanthaiya: When they come late, do they get extra allowance for over-work?

Shri S. M. Banerjee (Kanpur): For delayed running, they are punished.

Shri Swaran Singh: That is a matter which is engaging our attention, and the hon. Member is quite right in pin-pointing that.

It is true that, if a person works for longer hours, then he has to be paid more, but we should also ensure that the work is so organised that by delaying the train, he does not earn more. We can handle it in two ways, and that is how we intend to handle it. One is to insist that the person should be relieved or changed as soon as he finishes the daily rostered hours, and then the allowances or whatever extra payment is to be made could be linked to the mileage that he does rather than to hours of work that he might put in, so that that is likely to be an incentive for quick movement and punctuality. And this is a point which we are examining.

Shri A. P. Sharma: If he delays the train, he loses mileage because in so many hours he cover less number of miles.

Shri Swaran Singh: These are matters of detail. I can understand the feeling behind the speeches of hon. Members who have said that they should not be overworked. I am therefore submitting that with regard

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to that category of staff who are entrusted with responsibility of an operational type like drivers and others, it is necessary that we should ensure that the procedures and rules are such as to leave no temptation to delay trains. They should be punctual, they should not be fatigued; and for that reason, we are having a second look at the arrangements now existing and we will certainly alter them if the rules are such that adherence to them creates this feeling of either being unpunctual or dilatory.

This point has been urged during this debate—it was also urged during the last debate. As an academic point, it may be a good one to urge. But no hon. Member has attempted to analyse it to indicate whether any of these accidents is due to any of these factors. Therefore, it is my intention to get these accidents analysed from this angle as to whether any of these accidents over a period is due to the fatigue element and the like. I am all in favour of ensuring good working conditions. That we should treat as a subject of importance even separately by itself. But its relation to accidents is at the moment based more on sentiment than on any critical analysis of the circumstances in which these accidents have taken place. It is my intention to issue a special questionnaire over a period and we will present some sort of analysis at some future time which may afford some guide to hon. Members in judging whether any of these accidents is due to this factor. This sort of general feeling, important by itself for other considerations, may not be necessarily important in connection with accidents. Therefore, I will get a special examination of this type done to find out if there is any relationship between the fatigue element and accidents. It is not with a view to put forward only a debating point.

Take, for instance, accidents at level-crossings and the like. I can-

not understand how an over-worked driver or any employee comes in. So far as the gatesmen and pointsmen are concerned, they work on a fixed hour basis. There is shift at the tick of the hour. As soon as his duty is over, another man comes in. I cannot understand how the gatesman or pointsman can commit a mistake due to overwork, because his duty ends at a fixed hour. Who are the operational staff concerned with accidents? Railway accidents are either derailments or collisions between trains or collisions at level crossings, and the like. The operational staff running with the trains might be delayed, sometimes more, sometimes less, depending upon factors sometimes beyond their control. But there is a large contingent of these people working on a fixed hour basis. So there is no question of their being either fatigued or over-worked. Let us not try to read danger where it does not exist.

Another important factor has been mentioned, namely, maintenance—maintenance of track and maintenance of rolling stock. I am a little amazed to find that some hon. Members, who cannot shake off their lurking sympathy for a regime that is no longer there, try to import considerations which do not obtain. They tried to show that the railway system we inherited at the time of independence was something very superb and that we have greatly deteriorated and have not done much. I am sorry to say that, if there is any such feeling, it is based on facts which are totally unsustainable. Historically, let us remember that, at the time we got our independence, our railway system was extremely mutilated by partition and by other factors. Part of our country was even left without a rail link—Assam. From Calcutta, from Siliguri, we had to go through Pakistan.

Then renewal of track and of all other assets could not but suffer within this period. Let us remember that there was the second world war, at which time railway lines had actually

been dismantled in certain parts and taken to other places. There were places where they never thought of renewing sleepers or tracks.

So, it is a hangover of the pre-independence period. I think the railways have pulled up very considerably and remarkably both in the matter of building of new track and in the maintenance of tracks and locomotives.

Shri M. L. Dwivedi (Hamirpur): Leaving the backward areas as they are.

Shri Swaran Singh: I agree, there is a great deal of truth in this. Developmental work of the railways, that is, expansion of railway for developmental traffic, has been very little. It is a little harsh, but it is a fact that our railway planning, railway expansion, and railway capacity are all linked with our overall planning. It is not a matter of construction of railway lines in isolation; it is part of bigger plan and anything that does not fall within that plan has to wait.

Shri M. L. Dwivedi: This is the Third Plan. But every time backward areas are neglected.

Mr. Deputy-Speaker: It has nothing to do with railway accidents. Let the hon. Minister finish his speech.

Shri Swaran Singh: As Railway Minister, I will be happy if I were able to provide railways for these new regions, but situated as we are, we must be content that this is a period of preparation and a period of undergoing hardships when priorities have to be laid and we have to act according to those priorities.

With the backlog of worn-out rails, overage engines and the like, the railways have during this period, consistently and progressively liquidated the backlog. The important thing is the liquidation of the backlog and making up the deficiencies which, I think, is

not always clearly understood. It is asked: why not scrap all the overage engines and import new ones? The hon. Member opposite who spoke last with great eloquence asked: why not scrap all these and purchase new engines. We can, if we have the resources, resources not only from the point of view of the railways but resources of the country. Let us remember that today the railways are making all their coaches, all their wagons and all their steam engines, and they are embarking upon a programme of making their own diesel locomotives and electric locomotives.

Shri U. M. Trivedi (Mandsaur): Are we making all steam engines?

Shri Swaran Singh: We are making now all steam engines. We are not importing.

Shri U. M. Trivedi: All WP engines we have started making?

Shri Swaran Singh: We are not now importing any of the steam engines, both metre gauge and board gauge. We are making these ourselves. And as the House is no doubt aware, our programme of making electric locomotives and diesel locomotives is also going ahead very rapidly. We have got our programme of making rails. Therefore, our country could not have expanded, this railway system could not have expanded, and our industrial potential could not have been strengthened if we did not develop these manufacturing capacities. At the time of independence, we were importing even small electric gadgets, even fittings in the bathrooms of the coaches. That was a state of affairs under which we could not have done anything. So, when we view our performance, let us not take a gloomy view and always talk of a period when the total quantum of our effort was very small. Now that we are expanding rapidly and we have created a base for further expansion, it should be a matter of joy and pride to every one, and we should not

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unnecessarily draw a gloomy picture. There may be failings, there may be shortcomings. Let us try to rectify them, correct them, but there is no use taking an alarmist view of the performance of the railways.

श्री श्वरान् सिंह (हिंदूलौर):

यह दृश्याम भी आप पर लगाया गया है कि रेलवे पुरानी है, उन को भी बदलना चाहिये।

Shri Swaran Singh: I have already attempted to say that there is a definite programme of track renewals. For instance, even in the Budget for 1962-63, we have got a programme of effecting renewals of rails and sleepers for 1,800 miles, and there is a provision of about Rs. 43 crores for this, and it will be readily appreciated that it is not an insignificant mileage or an insignificant amount.

Shri S. M. Banerjee: What is your opinion about other sleepers, concrete sleepers.

Shri Swaran Singh: Yes. I am coming to that.

Shri U. M. Trivedi: This track renewal you will carry out on the broad gauge or metre gauge?

Shri Swaran Singh: Both on the broad gauge and the metre gauge.

Shri U. M. Trivedi: Not on the oldest line in India between Ajmer and Khandwa where you are now running a train at a speed of 20 miles.

Shri Swaran Singh: I will look into that, because that is a specific matter, at any rate not connected with accidents. Has there been any accident on that line? I hope not.

Shri U. M. Trivedi: That line has never an accident, but you do not want to spend any money on it because people do not shout there.

Shri Swaran Singh: Shri Banerjee raised a point that we should examine the possibility of introducing reinforced concrete sleepers. That is a suggestion which has already been picked up, and the Railway Board have already appointed a very senior and bright engineer as Officer on Special Duty, and he has been entrusted with the task not of examination, but of producing a project report, so that we can embark upon manufacturing and production of concrete sleepers. That is the latest development in the world, and it is claimed that these sleepers are good though they may not be as good as wooden sleepers. As some hon. Members stated, it takes a hundred years for a forest to grow, and there are limits. We cannot wait for a hundred years for our wooden sleepers. Therefore, the choice is between cast iron sleepers, steel sleepers or these reinforced concrete ones. The other advantage in this is that with a pad of rubber, proper insulation can also be provided which can be the basis for introducing these track circuiting electrical equipments of the signalling variety. So, that is a matter which is already engaging our attention.

One important matter still remains, and that is about the unmanned and manned level-crossings. The figures have been given. The present position is that of the total number of level-crossings, 12,000 have proper gates and they are manned; 19,000 are unmanned. Many hon. Members who have participated do recognise that there can be only a phased programme of introducing regular gates at crossings which today are unmanned. We have been reviewing this position from time to time, and each railway has been asked to examine the position with regard to various level-crossings. If at any level-crossing

there has been increase of road traffic or increase of traffic on the rails, then that is taken up for being manned. As a result of this analysis, it is found that on the various railways, as many as 1,178 level-crossings are such which should be manned. It is our intention to provide regular gates and to man these, and we are getting in touch with the State Governments because they are also road-users, they collect passenger taxes and road taxes and the like, and that is an amenity which is available to road-users; and we will try to evolve a suitable financial formula, so that we can go ahead with this work. It will be appreciated that it is neither necessary, nor perhaps feasible, that level-crossings at odd places in the villages and the like, where there is not even much of traffic, should be provided with regular gates. Even with regard to those places which are unmanned, some of the suggestions which have been made here are important. For instance, Dr. Rao suggested that there should be proper signals provided by road authorities in the local or regional language, there may be even a series of road signs put up asking them to stop. That is an important matter, and it should be pursued, but it should be appreciated that most of these will have to be in premises which are outside the jurisdiction of the railways. We will certainly take this up with the State authorities, and also with the Transport Ministry with regard to national highways. Whatever the financial adjustments, they will be settled, and I do not anticipate any great difficulty in finding a formula which might be mutually acceptable.

As some hon. Members pointed out, it is oversimplification to say that it means providing just one man. If there is a proper gate and traffic is considerable, then there shall have to be at least three men. The capital cost of putting up a gate at a level-crossing, whether it is the barrier type or the old rolling type, is about Rs. 10,000 to Rs. 12,000 initially, and the recurring expenditure is about

Rs. 4,000 a year. I am mentioning this only as a pointer to the order of expenditure that is involved, but with regard to those level-crossings where justification does exist, efforts will be made to provide these after arriving at suitable arrangements, financial and the like, with the State Governments.

Shrimati Renuka Ray: What about the track circuiting system and automatic route relays for safety?

Shri Swaran Singh: So far as the other suggestions for providing undulations or bends or bumps at places where there are no gates are concerned, they are attractive, and we are trying to pursue them.

Shri Yashpal Singh: Something about ballast may also be said.

Shri Swaran Singh I know that my hon. friend's constituency is interested in providing ballast. We are taking steps in this direction.

Shri U. M. Trivedi: Sir, it is time for non-official business.

Mr. Deputy-Speaker: The non-official business has to be taken up at 2-30.

Shri Swaran Singh: Sir, I will finish within a few minutes.

Reference has been made to certain committees. I would like to mention that the recommendations made by what is known as the Shah Nawaz Committee have been almost entirely accepted. There was the Basu Committee which was referred to by some hon. Members. This was about training. The recommendations of that committee also were accepted.

One hon. Member, I think it was Shri Dinen Bhattacharya, said something about fencing. And another Member complained that some fencing had been removed. It may have been removed, but it has not been removed by the Railways. I think most of it

[Shri Swaran Singh.]

has been removed by others who removed either the wire.....

Shri U. M. Trivedi: May I give the information to the hon. Minister? It was removed by the Government, and by the Railways, and the entire thing has been utilised for the purpose of rolling iron, during the war.

Shri Swaran Singh: During the war.

Shri Bade: After the war also.

Shri Swaran Singh: That only supports what I said, about the difficult period through which we have had to pass. As regards the general question of fencing, it is an unfortunate thing, but it is a fact that at a number of places where it had been provided the wire has been cut and removed, and even the supports have been removed. And I am sorry to admit, but it is a fact, that even at places where walls have been put up, even those have been demolished, parts of it, and unauthorised entrances have been made. But still, at places where there is electrification, and the particular place that was pointed out by Shri Dinen Bhattacharya, we will examine it. And if in the surrounding areas there is a lot of population, and that is a place which is very much frequented, and there is also electrification, if there is a justification for providing fencing, we will certainly provide the fencing also.

These were some of the points that were urged by the hon. Members. I have no intention to repeat what I said on the earlier occasion. I want to assure the House that I take a very serious view of this. Some hon. Members have expressed sympathy with me. I am grateful to them. This is a matter which cannot be solved by sentiment. It is easy, and perhaps very easy, to shirk responsibility. But it requires some determination and some effort to continue to discharge the responsibility and to

find answers for the various ills rather than to shirk the responsibility and to throw up one's hands.

So far as track circuit is concerned, I have said something about it in my opening speech.

Dr. M. S. Aney (Nagpur): How is it easy to shirk responsibility in a matter of this kind?

Shri Swaran Singh: Shirk responsibility is this way: some hon. Member suggested that I should resign. It is easy to resign.

Mr. Deputy-Speaker: The discussion is over. We will now take up the non-official business.

—
14.35 hrs.

COMMITTEE ON PRIVATE MEMBERS BILLS AND RESOLUTIONS

FIFTH REPORT

Shri Hem Raj (Kangra): Si, I beg to move.....

श्री प्रकाशबोर शास्त्री (बिजनोर) :
श्रीमान् धान ए वाइट आफ आर्डर । मैं
प्राइवेट मैम्बर्ज विल्ज एंड रेजोल्यूशन मम्बन्धी
कमेटी की रिपोर्ट के बारे में

Mr. Deputy-Speaker: Let the motion be first moved.

Shri Hem Raj: I beg to move:

"That this House agrees with the Fifth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th August, 1962."

Mr. Deputy-Speaker: Motion moved.

"That this House agrees with the Fifth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th August, 1962."

श्री प्रकाशवीर शास्त्री: उपाध्यक्ष महोदय, मैं निवेदन करना चाहता हूँ कि प्राइवेट मेम्बर्ज विल्ज एंड रेजोल्यूशन सम्बन्धी कमेटी की रिपोर्ट इस सदन के सामने प्रस्तुत की जाती है और उस को अन्तिम स्वीकृति यह सदन देता है। मेरा विशेषक, दि कांस्टीट्यूशन (अमेंडमेंट) विल, १९६२ इस कमेटी के सामने याद था। इस विशेषक का उद्देश्य केवल मात्र इतना ही है कि चूंकि राज्यों में पृथकतावादी मनोवृत्ति बढ़ रही है और देश के खंडित होने की भावना को धीरे धीरे प्रोत्साहन मिल रहा है, इत्तियाएँ ऐसी व्यवस्था की जाये कि यह देश एक बना रह सके और उस की एकता को किसी भी समय किसी प्रकार का संकट उत्पन्न न हो। लेकिन जब इस कमेटी के सामने यह विल गया, तो इस ने इस को इन्ट्रोड्यूस करने की अनुमति नहीं दी। मैं निवेदन करना चाहता हूँ कि इस सदन की परम्परा यह रही है कि इन्ट्रोडक्शन स्टेज पर किसी विल का विरोध नहीं किया जाता है। यह बात और है कि गवर्नमेंट उस विल को स्वीकार न करे और उस से सहमत न हो। इस समय मैं इस सदन में अनुमति चाहता हूँ कि मुझ को यह विशेषक प्रस्तुत करने की अनुमति दी जाये।

Mr. Deputy-Speaker: Has Shri Hem Raj anything to say on this?

Shri Hem Raj: Sir, the Constitution (Amendment) Bill which my hon. friend Shri Prakash Vir Shastri has brought says that "India, that is Bharat, shall be one consolidated unit exercising absolute and undivided sovereignty with full and unhindered powers of Government, in all branches of administration." In a way he wants that there should be a unitary form of Government.

Now, the present Constitution was passed only fifteen years back, and that Constitution is being run very efficiently. And consequently, if this amending Bill which Shri Prakash Vir Shastri has brought forward is

put before the House, then this will be changing the whole Constitution itself.

The previous Private Members' Bills and Resolutions Committee has laid down certain principles in this regard, and one of those principles was that "the Constitution should be considered as a sacred document—document which should not be lightly interfered with".

Now, this experiment is going on for the last more than fourteen years, and it has been going on very successfully. Therefore, if at this stage such an amendment is put forward, it will change the whole Constitution, and this would be against the spirit of the Constitution.

Secondly, as regards these Bills to amend the Constitution, if the Government due to some expediency considers that certain amendment is necessary, only in that case the Constitution should be amended....

Shri Vidya Charan Shukla (Mahasamund): Several of them have come from private Members.

Shri Hem Raj: If such Constitution Amendment Bills are permitted, then several Bills like this will be brought forward.

An Hon. Member: There are other Constitution Amendment Bills.

Shri Hem Raj: At present there are certain Constitution Amendment Bills but they do not change the basis of the Constitution. But here, by his Bill Shri Prakash Vir Shastri wants to change the very basis of 'h' Constitution. I therefore oppose the proposal.

Shri Vidya Charan Shukla rose—

Mr. Deputy-Speaker: I will make the position clear. Under Rule 294 the functions of the Committee shall be:

"(a) to examine every Bill seeking to amend the Constitution

[Mr Deputy Speaker].

notice of which has been given by a private member, before a motion for leave to introduce the Bill is included in the list of business."

The instructions to the Committee are:

"The Constitution should be considered as a sacred document—a document which should not be lightly interfered with and it should be amended only when it is found absolutely necessary to do so. Such amendments may generally be brought forward when it is found that the interpretation of the various articles and provisions of the Constitution has not been in accordance with the intention behind such provisions and cases of lacunae or glaring inconsistencies have come to light."

This amendment, which Shri Prakash Vir Shastri has brought forward, is not of this type. This is what clause 2 of his Bill says:

'For Articles 1, 2, 3 and 4 of the Constitution, the following shall be substituted, namely:—

"India, that is Bharat, shall be one consolidated unit exercising absolute and undivided sovereignty with full and unhindered powers of Government, in all branches of administration."

In short, he wants to substitute the federal character of the Constitution by a unitary character. And all the subsequent clauses in the Bill are in consonance with that. That is why the Committee thought that this was going to the root of the matter, that it was a fundamental question, that it was not a question of interpretation of any particular clause or any such thing. And this is what they have said in their report:

"The Constitution (Amendment) Bill by Shri Prakash Vir

Shastri sought to change the Federal character of the Constitution into Unitary. After hearing the views of the Member-in-charge" that is Shri Prakash Vir Shastri, "and the representatives of the Ministry of Law and considering all aspects of the matter, the Committee were of opinion that the Bill will not be allowed to be introduced."

That is the report of the Committee. And that report is before the House. However, I leave it to the House.

If the House agrees to the introduction of the Bill, I have no objection. I have stated the facts. It is for the House to consider the matter. I think no further discussion is necessary on this point.

Shri U. M. Trivedi (Mandsaur): I want to raise a point of order on this point. The whole question is this. In rule 294, the functions of Committee are given. They are:—

"(a) to examine every Bill seeking to amend the Constitution notice of which has been given by a private member, before motion for leave to introduce the Bill is included in the list of business;"

This is the only thing left in the hands of the Committee. Can the Committee travel beyond this function? It is for the House to reject the Bill and not for the Committee. The introduction may be opposed in the House; but it cannot be objected to by the Committee.

Mr. Deputy-Speaker: That is why I am leaving it to the House. There is no point of order.

Shri Vidya Charan Shukla: The Bill is not being introduced now; it is only the Report of the Committee that is being taken for consideration.

Shri Bade (Khargone): My point of order is that we do not know what the Bill is.

Mr. Deputy-Speaker: I told the House that it is going to the fundamental root of the Constitution. He wants a Unitary Constitution in the place of the Federal Constitution. I read also the particular clause in question.

Shri Prakash Vir Shastri: I want the unity of India.

Mr. Deputy-Speaker: This is clause 2 of his Bill:

"2. For Articles 1, 2, 3 and 4 of the Constitution, the following shall be substituted, namely:—

'India, that is Bharat, shall be one consolidated unit exercising absolute and undivided sovereignty with full and unhindered powers of Government, in all branches of administration.'"

That means, all State Legislatures will be abolished; all State Ministries will be abolished and it will be one Unitary Constitution. The subsequent clauses are also in consonance with this. And, the Committee considered that this was going to the root of the matter and that it was not a fit Bill to be introduced in the House.

However, I leave it to the House; and if the House gives him permission I have no objection.

I will put the question to the House.

Shri Sonavane (Pandharpur): What is the resolution before the House on which we are asked to give an opinion? That we should know.

Mr. Deputy-Speaker: I will put it like this:

And, add at the end—

"subject to this amendment that the Constitution (Amendment) Bill by Shri Prakash Vir Shastri be allowed to be introduced."

Shri Vidya Charan Shukla: This is not before the House. At present, the House is considering whether the Report of the Committee on Private Members' Bills and Resolutions should be accepted or not. After we have disposed of this matter, then we may consider....

Mr. Deputy-Speaker: We are considering the motion for the adoption of the Report of the Committee on Private Members' Bills and Resolutions. Shri Prakash Vir Shastri has raised the point that his Bill also should be included. Now, I am putting it to the House whether the House wants that Bill to be included or not. (Interruptions).

Shri Vidya Charan Shukla: We cannot consider the Bill.

Mr. Deputy-Speaker: We are not considering the Bill. It has only to be introduced. The question is whether the House wants the Bill to be introduced or not.

Shri S. M. Banerjee (Kanpur): The Bill is not there.

Shri Vidya Charan Shukla: It should be first considered and accepted or rejected.

Mr. Deputy-Speaker: If it is accepted then the Bill will also be included in the report of the Committee. If the House does not accept it, I will next put the report of the Committee to the vote.

Shri Vidya Charan Shukla: If he has put forward an amendment, we can consider it.

Shri U. M. Trivedi: Sir, you have been kind enough to read some passages from his Bill. He says, he should be allowed to make the motion even if leave be not given. This Bill has not been published in the Government Gazette. If the Bill were published in the Gazette we would be able to know what it is. We can have a discussion on it, whether it should be allowed to be introduced or not. This question may be considered by the House after the Bill has been published in the Gazette.

Mr. Deputy-Speaker: It cannot be published in the Gazette before it is introduced in the House. It is a Private Member's Bill. The House has to give permission to introduce the Bill. I will put the question before the House.

Dr. M. S. Aney (Nagpur): The House can never consider the matter unless the Member who drafted the Bill has asked for leave to introduce it. Unless that motion is there, it cannot be taken up.

Mr. Deputy-Speaker: It is the Report of the Committee on Private Members' Bills and Resolutions that is before the House for adoption. And, Shri Prakash Vir Shastri says that his Bill was not properly considered by the Committee; and he wants that his Bill also should be included as one of the 'Bills to be Introduced'.

Shri S. M. Banerjee: Let him move his amendment.

Mr. Deputy-Speaker: I am putting this amendment to the House. The House may or may not accept it. The question is:

Add at the end—

"subject to this amendment that the Constitution (Amendment) Bill by Shri Prakash Vir Shastri be allowed to be introduced."

Those in favour will please say 'Aye'.

Some Hon. Members: 'Aye'.

Mr. Deputy-Speaker: Those against will please say 'No'.

Several Hon. Members: 'No'.

Mr. Deputy-Speaker: The 'Noes' have it.

Shri Prakash Vir Shastri: The 'Ayes' have it.

Mr. Deputy-Speaker: Those who are in favour will please rise in their seats.

Shri U. M. Trivedi: We want division, Sir.

Mr. Deputy-Speaker: Not necessary. I find there are 21 for the motion.

Now, those who are against the motion will please rise in their seats.

I find there are 41 against the motion.

The motion is lost.

The motion was negatived.

Mr. Deputy-Speaker: Now, I will put the original motion to vote.

The question is:

"That this House agrees with the Fifth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th August, 1962."

The motion was adopted.

Shri Sonavane: On a point of information, Sir, when the automatic system of voting is there, why is it not being used?

Mr. Deputy-Speaker: Division can be taken either way. It is the discretion of the Chair.

14.50 hrs.

CONSTITUTION (AMENDMENT) BILL*

(Amendment of Articles 100 and 189)
by Shri M. L. Dwivedi

श्री म० ल० द्विवेदी (हमीरपुर):
उपाध्यक्ष महोदय, मैं प्रस्ताव करना हूँ कि
भारत के संविधान में आगे संशोधन करने
वाले विल को पेश करने की अनुमति दी
जाये।

*Published in the Gazette of India Extraordinary Part II-Section 2, dated the 17th August, 1962.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

Those in favour will please rise in their seats.

I see there are 31 Members in favour of the motion.

Those against will please rise in their seats.

I see none. The motion is adopted.

The motion was adopted.

श्री म० ला० द्विवेदी : मैं बिल को इंट्रोड्यूस करता हूँ।

Mr. Deputy-Speaker: Shri Shree Narayan Das, absent. Pandit K. C. Sharma.

14.51 hrs.

CONSTITUTION (AMENDMENT) BILL*

(Amendment of Articles 124 and 217) by Shri K. C. Sharma

Shri K. C. Sharma (Sardhana): Sir, I beg to move for leave to introduce a Bill further to amend the Constitution of India.

Mr. Deputy-Speaker: The question is....

Dr. M. S. Aney (Nagpur): Sir, what is the article that is amended? They do not mention even this.

Mr. Deputy-Speaker: The Bills have been circulated.

Dr. M. S. Aney: Whether they are circulated or not is a different matter. It is necessary for the hon. Speaker to see that the motion put to the House is properly explained to the House. If you do not mention the provision of Constitution which is sought to be amended, then it means

it is not a proper motion before the House

Mr. Deputy-Speaker: We cannot depart from the accepted procedure.

Bills have been circulated to the hon. Member. The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

The motion was adopted.

Shri K. C. Sharma: Sir, I beg to introduce the Bill.

Mr. Deputy-Speaker: Shri Tika Ram Paliwal, absent. Sir, we take up the other Bill.

14.52 hrs.

UNTOUCHABILITY (OFFENCES) AMENDMENT BILL

(Amendment of sections 3 and 4) by Shri S. M. Siddiah

Mr. Deputy-Speaker: The House will now take up further consideration of the following motion moved by Shri S. M. Siddiah on the 22nd June, 1962:—

"That the Bill to amend the Untouchability (Offences) Act, 1955 be circulated for the purpose of eliciting opinion thereon by the 31st December, 1962."

Is Shri Paresh Nath Karylal here? No. Anybody wanting to speak? Shri S. M. Banerjee:

श्री स० मो० बनर्जी (कानपुर) : उपाध्यक्ष महोदय, यह बिल छत्तीसगढ़ को स्थापने के लिये लाया गया है। इस में कहा गया है कि जो आज भी हरिजनों पर या कुछ अन्य जातियों पर मंदिरों में जाने पर या किसी दरिया में नहाने पर कैद लगो हुई है उस को दूर किया जाय। मैं समझता हूँ कि आज के जमाने में जब कि हम सिक्यूरिट्य को मानते हैं और चाहते हैं कि जाति पांत न हो तो ऐसे बिल की जरूरत है।

[श्री स० मो० बनर्जी]

मैं यह मानता हूं कि सिफ़ किसी बिल के पास करने से छूत्थात दूर नहीं हो सकती। मैं ने छोटा नागपुर में खुद देखा है कि जो ट्राइबल लोग हैं उन से छूत्थात बरती जाती है और कोई उन के हाथ का खाना नहीं खाता और ऐसा ही मैं ने उत्तर प्रदेश के गांवों में भी देखा है। यह जरूर कह दिया गया है कि कानून से छूत्थात दूर कर दो गई है लेकिन आज भी वहां हरिजनों के मन्दिरों में जाने पर पाबन्दी है। जहां तक मेरा रूपाल है हमारे मुसलमान भाई किसी के मस्जिद में जाने पर रुकावट नहीं लगाते और न गुरुदरारों में ही कोई रुकावट है। लेकिन मन्दिरों में हरिजनों के जाने पर रोक है गों कि कह दिया गया है कि उन में हरिजन जा सकते हैं। अन्नपूर्णा जी और विश्वनाथ जी के मन्दिरों को मैं ने खुद देखा है। पहले बनारस के अन्नपूर्णा जी मन्दिर के अन्दर हम लोग जा सकते थे और मूर्ति के पास तक जा सकते थे लेकिन जब से कहा गया है कि हरिजन भी मन्दिर में जा सकते हैं वहां एक श्रीवार बना दी गई है और अब दूर से ही दर्शन किया जा सकता है। तो मेरे दिमाग में यह बात नहीं आती कि एक तरफ तो हम कहने हैं कि हरिजन भाइयों को ऊपर उठाया जाय और दूसरी तरफ हम इस तरह का भेदभाव रखते हैं। हमारे माननीय मित्र जिन्होंने इस बिल को लाने की दिमित की है उन्होंने इस के स्टेटमेंट आफ आवैजैक्ट्स एंड रिजन्स में कहा है :

"Section 3 of the Untouchability (Offences) Act, 1955, restricts the religious right of a member of the Scheduled Castes belonging to a particular religion or religious denomination or section of the religious denomination from entering and offering worship in any place of public worship which is open to a member of a different religion or religious denomination or sector of a religious

denomination. Section 4 similarly restricts his social rights to the use of river, well, road, dharm-sala and places of public entertainment. He should have equal religious rights with any Hindu, and equal social rights with any member of the general public and it is necessary and expedient to remove those restrictions."

हमारे संविधान में साफ शब्दों में कहा गया है कि नौकरी के मामले में या धर्म के मामले में सब के साथ इन्साफ किया जायेगा और हर एक को अस्तित्यार है कि अपने धर्म को माने और मन्दिरों में जा सके। मेरे रूपाल में यह सही नहीं है कि समाज के इतने बड़े ग्रंथ को, जिन का आज समाज में शायद बहुमत है, इस तरह अलग रखें। मैं समझता हूं कि ऐसा करना गलत होगा। मैं इस सिलसिले में सदन का ध्यान इकबाल के एक शेर की तरफ आकर्षित करना चाहता हूं जो कि उन्होंने उस बक्त लिखा था जब कि वह नेशनलिस्ट थे। उन से पूछा गया कि आप खुद को मानते हैं या नहीं, तो उन्होंने जबाब दिया था :

खुदा के बन्दे तो हैं हजारों बनों में फिरते हैं मारे मारे।

मैं उस का बन्दा बनूंगा, जिस को खुदा के बन्दों से प्यार होगा।

तो मैं समझता हूं कि हम लोगों में इसी तरह की भावना होनी चाहिये कि जो लोग समाज के कल्याण के लिये काम करते हैं और समाज के स्तर को ऊचा उठाने हैं उन से हम प्यार का बर्ताव करें। आज भावना यह है कि अगर वह दरिया में नहा लेंगे तो दरिया अशुद्ध हो जायेगा। मैं समझता हूं कि यह सही परम्परा नहीं है। एक जमाना था जब कि शूद्र के कान में वेद का मन्त्र पढ़ा जाता था तो उस के कान में शीशा गरम कर के डाल दिया जाता था और उस के कान को जिन्दगी भर के लिये खराब कर दिया जाता था। लेकिन आज जब हम

राष्ट्रीय एकता लाना चाहते हैं तो हम को भेद भाव को दूर करना चाहिये । देश में जिन लोगों का स्तर नीचा है उस को ऊपर लाने की हम को कोशिश करनी चाहिये मैं समझता हूँ कि इस बिल को पास करने में कोई दिक्षित नहीं होनी चाहिये । जिन माननीय सदस्य ने इस बिल का प्रस्तुत करने की हिम्मत की है वह धारा किसी बजह से सदन में मौजूद नहीं है ।

कुछ माननीय सदस्य : मौजूद हैं ।

श्री ख० मो० बनजी : जो लोग कि हरिजन या शिष्युलङ्क कास्ट कहलाते हैं उन को हमें अपने बराबर लाना चाहिये और जो अपने को ब्राह्मण या ठाकुर कहते हैं उन को इस बिल का स्वागत करना चाहिये । उन को इस का समर्थन करना चाहिये । मैं समझता हूँ कि इस से समाज का कल्याण होगा । अगर हम देश में एकता की भावना लाना चाहते हैं तो हम को ध्यानूत दूर करनी चाहिये ।

जिन नदियों की धारा हर चीज को पवित्र करती है उन में अब हरिजनों को नहाने नहीं दिया जाता । अगर हम देश को मजबूत बनाना चाहते हैं तो हम की इन भावनाओं को दूर करना चाहिये और अपने हरिजन भाइयों को ऊपर उठाने में मदद देना चाहिये । इस के लिये हम को अपनी भावना बदलनी होगी । सिफं कानून से या संविधान में संशोधन करने से यह काम नहीं हो सकता । हम को समाज के इस अंग को जो समाज के कल्याण का काम करता है वराबरी का दरजा देना चाहिये । हो सकता है कि हमारी समाज की इमारत के मंत्रिमंडल के सदस्य चमकती हुई ईंटें हों लेकिन हमारे हरिजन भाई इस इमारत की बुनियाद की ईंटें हैं, ये हमारे काम करने वाले भाई हैं, जो कि समाज के नीचे स्तर पर हैं और जिन के बूते पर समाज लड़ा दृष्टा है । ये जाहिर नहीं होते और इन की हम शक्ति नहीं देखते ।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ । और चाहता हूँ कि मंत्रिणी महोदया कम से कम इस भावना को देखते हुए इस को मन्त्रूर करें ।

15 hrs.

Shri Vidyā Charan Shukla (Mahasamund): I support this measure with my whole heart. Even after our law has made untouchability a criminal and cognizable offence, I am sorry to say that it is not being properly implemented in our country. We have from time to time been asking various questions about this, and the Home Ministry which is in charge of this matter at the Centre has been giving us very slipshod replies, particularly about the cases that have been registered in the States under this Act. We are only told about the challans that are registered but we have not been told, in spite of our repeated efforts, how much or how many of these challans have resulted into convictions of those people who had been challaned for violation of this Act. I personally suspect that 90 per cent of the challans that are put up by the police for violation of this Act fail in the courts because they are not properly presented. No care is taken by the police properly to make up a case. As a matter of fact, in spite of the Constitutional provisions and the Untouchability Act, of ours, the conditions in the country are at such a level that the implementation of these provisions has been found very difficult.

It is not only the duty of the Central and the State Governments but also the duty of the legislators who come and represent the people in this august House and in the various legislative assemblies to devote a part of their time to see that this evil of untouchability is removed from our society. But I am afraid that most of us who talk big words here or say all kinds of things against untouchability here do not observe it in practice.

[Shri Vidya Charan Shukla.]

Again, there is a small minority among the untouchables who have shown, directly or indirectly, at times, that they are not also too anxious that this kind of thing should go, because certain vested interests have been created. I am very happy that that is only a very small minority. But some do feel that this difference should continue for sometime just to see that their leadership may continue. But this kind of element among the untouchables is happily going down. I am sure that we will all get together to fight this evil of untouchability.

The Parliamentary Secretary to the Minister of Mines and Fuel (Shri Thimmaiah): There is no such element. It is wrong.

Shri Vidya Charan Shukla: The conditions in the villages are very pathetic. We who have spent a lot of time during the last general elections in the villages had a tremendous amount of evidence to show that the provisions of the Untouchability (Offences) Act have not yet percolated down to the village level. The people, the Government officers and the politicians themselves refrain from even explaining these things to the villagers.

I would like to support this Bill wholeheartedly and commend it for the acceptance of the House.

**श्री विद्या चारण (बांसी) : उपायक
महोदय, जो बिल सदन के सामने है,....**

Mr. Deputy-Speaker: I find that he has already spoken. Shri Sham Lal Saraf.

Shri Sham Lal Saraf (Jammu and Kashmir): Sir, speaking about this Bill which has been moved by Shri Siddiah, I should like to say that as far as untouchability is concerned it is certainly a curse and not only we here but those outside the House, our leaders, our spiritual leaders, have always held it and deemed it as a

curse. There is no doubt about it. But, unfortunately, nobody, in the past or even in the immediate past, had the courage to stand up against it. Fortunately for us, the great leader we had in our country, along with the emancipation of the country in the political sphere, also did a lot socially. Therefore, as far as the removal of untouchability is concerned, I must say that this stigma must go. It may be that there are a few pockets here and there, but on the whole, as far as the country is concerned, the country has listened to the need for its removal, to the need for the removal of this social stigma which should not remain anywhere in any part of the country.

I must say one or two things about this. I would especially tell my hon. friends who may belong to such communities as are even now called Harijans or some of us who sometimes try to outherod Herod by speaking out things in favour of such friends who belong to the Harijan community that they try to become their partners and friends; in other words, that is not friendship. That is far from friendship.

Now, we must feel that this is absolutely a human question; absolutely a social question. I think there should be none in this world, more particularly in our country, who would speak in favour of untouchability. But what happens? The services and what not are drawn into this question of untouchability. So, it leaves a bad result on the efforts and thinking and even upon the working of those people whether Harijans or non-Harijans, whether Hindus or non-Hindus, who are always out to espouse the cause of Harijans and especially to remove bag and baggage this stigma of untouchability from the country.

From some of the speeches that I have heard, I would respectfully submit that I find we restrain our speeches. Just now, an hon. friend of mine was speaking. Though he

belongs to such and such a caste, he tried to become a greater and more vigorous enthusiast that any of those who are working in the field for bringing social reform in the country, in order to—I would say—exploit it politically. Actually, it is a question which is human and social. I personally feel it is a spiritual and moral responsibility. Even though I may belong to the so-called high caste, I must see that all my efforts are out to work towards and help in removing untouchability and bringing up such sections of the community as are behind, on par with all other communities in the country. Therefore, keeping that in view, I would submit to all those friends who are in favour of the removal of untouchability that they should try to bring up such sections of the community to higher levels and almost on a par with the rest of the country. We must forget such things as would again result in divisions within divisions, and come out openly and work on a plan that one day all of us will live at one stage, at one place and at par with every other person.

I think that there can be no two opinions about the removal of untouchability. But to think that because of the passing of a law we may make it obligatory upon those sections of the people that they must enter this temple and that temple is wrong. I would say that would be a negative attitude. That approach will not at all help the purpose of the Bill and it will not at all help the purpose of the Bill and it will not at all be helpful and conducive to the purpose that is in view and that is in the mind of the hon. Member who has brought forward this Bill before the House. Therefore, my submission is that this Bill may be withdrawn. I would request my hon. friend to withdraw the Bill. Of course, we all of us offer our helping hand to him and thus, let us see that, with all our joint effort, the purpose that has induced and moved my hon. friend to bring forward this Bill is achieved

and that the evil of untouchability is removed. Therefore, my submission would be, without bringing laws like this, without creating an atmosphere of negativity, let us positively see that these grievances are removed in no time. I would respectfully submit to my hon. friend who has moved this Bill to withdraw it and say positively what should be done and then whole country will be with him.

Shri Yallamanda Reddy (Markapur): Sir, I wholeheartedly support this Bill moved by my hon. friend. We know that untouchability is a thing which everybody must oppose, but in practice even the fringe of the problem has not been touched so far. This Act has been passed in 1955, but its implementation is not so encouraging as anybody thinks. If we see the report of the Commissioner for Scheduled Castes and Scheduled Tribes it is somewhat unhappy.

The cases which were registered and cases where prosecution or conviction was made have been decreasing year by year. The number of cases registered was 693 in 1956, 492 in 1957, 550 in 1958 and 481 in 1959. The number of convictions was 80 in 1955, 149 in 1956, 87 in 1957, 127 in 1958 and 105 in 1959. That means the percentage of convictions is gradually decreasing. It was 76.9 per cent in 1955 and 36.3 per cent, 42.1 per cent and 40.9 per cent during the subsequent years respectively. Therefore, this report reveals a gradual decrease in the number of cases registered and in the number of convictions.

The Commissioner has also suggested that this Act is not being implemented well. He has said:

"In view of the limitations of the Untouchability (Offences) Act, 1955, as pointed out in the previous reports, it was suggested that all the State Governments and the Union Territory Administrations should examine the desirability of enacting legislation on the pattern already adopted by Government of Madras..." etc.

[Shri Yallamunda Reddy.]

So, though this Act was passed in 1955, no State Government has taken it seriously and tried to implement it. Though there is this Act, prohibiting all these things, in so many places of the country, people openly practise these things. These things are being brought to the notice of the Government time and again. But they simply offer lip-sympathy and never care to prosecute those culprits who do all these things. We can find from this very report how untouchability is being practised. Today after 15 years of independence, Harijans are not allowed to take water even from public wells. If there is a marriage procession belonging to the scheduled castes, the caste people raid the procession and beat them up. When these things are brought to the notice of Government, the State Government take it very lightly and they never look to the cause of the untouchables.

I want this Act to be amended radically. Of course, the amendments given by my hon. friend—though I support it—is not so important, because it relates to a particular thing. But in the same section, there are other matters which must be amended, so that this Act may give some help to the Harijans.

In the Act, the following words appear:

"Other persons professing the same religion or belonging to the same religious denomination or any section thereof".

These words are sought to be deleted by this amending Bill, because section 3 of the Act says,

"Whoever on ground of untouchability prevents any persons...." etc.

Therefore, if a particular person is being prevented to take water or to live in a choultry on the ground of untouchability, the preventor must be punished. The amendment given by my hon. friend is quite commendable and I support it, but I request that this whole Act should be radically changed, so that at least some relief

may be given under this Act to the scheduled castes.

There is no use indulging in tall talks that we have passed a big Act in 1955 giving all protection to Harijans, while it is not being implemented in practice. These things are happening because of the callous negligence of State Governments and those persons who are at the helm of affairs. So, we must see that the Act is amended in such a way that the culprits do not get away after committing the offence.

As Shri Saraf says, there is not only this Act, but we have to do so many things. Unless the position of the untouchables is improved socially and economically, simply passing Acts will not improve their real position. So, while supporting this Bill, I request the Government to look into other matters also which would help these untouchables.

Shri Sonavane (Pandharpur): Sir, I rise to support the Bill before the House. The Bill is very simple and straightforward. It seeks to remove a small disability that is likely to be put on the scheduled castes who do not belong to a particular section or denomination and who want to have access to any temple belonging to that section or denomination of the same religion. What happens is this. There is a temple belonging to a certain denomination or section of a religious community. They prevent persons who are untouchables from other sections on the plea that they do not belong to their section or denomination and not because they are untouchables. That is what they say. That is the plea or defence taken by those persons who prevent entry into their own temples to an untouchable. They do not say that they prevent him because he is an untouchable, but they take the plea or cloak that he does not belong to their section or community.

Such a case did happen in my constituency six years ago. There was a temple and when the Act was passed,

some local leaders 'who were Harijans' wanted to have entry into that Jain temple and have darshan of the idol. Coming to know of this, the Jain management or authorities of the temple locked the temple and went away. Then the local Scheduled Castes leaders approached the Collector in the matter. He found that the temple was locked. He then took powers into his hands, broke open the lock and entered the temple. The Jains, rich as they are, took recourse to the court of law and put up the defence that they did not prevent the persons, who were seeking entry into the temple, from entering the temple on the ground of untouchability but that they did so on the ground that they did not belong to the Jain Community and that the temple was for the Jains, a denomination of the Hindu religion. That was the defence that they had put up and it succeeded. My hon. friend, Shri Siddiah, seeks to remove that lacuna, that clause or that particular defence that is there in the original Act.

In the subsequent clauses, there is mention of entry into hotels, entry into saloons, drawing water and all those things. If a hotel, a saloon or a well belongs to a particular section or a denomination of a particular section of a religion, then a plea might be taken that it belongs to them and others cannot use it. In actual practice the 'untouchables' would be denied the right to use them or access to them.

Therefore, Sir, I earnestly feel that this amendment is essential. As you know, untouchability is prevalent among the Hindu community only. It might have percolated to the Sikh community later on, but originally it was prevalent among the Hindus only. Shri Siddiah, the sponsor of this Bill, says that for the Scheduled Castes who belong to the Hindu faith this provision should be made in the original Act so that all the trouble

would be saved and no defence, as I mentioned earlier, would be allowed to be put up in the courts on that score.

Then, Sir, there are some State Governments who have implemented this Act and enforced it in a little rigorous way though not in a hundred per cent satisfactory way. I would like to mention particularly the States of Maharashtra, Punjab and Madras. The other States have not taken this Act so seriously, even though Uttar Pradesh and one other State have passed some Acts in the nature of declaration of rights and those are the permissive Acts. I would, therefore, appeal to all the States to take it into their hearts and see that these weaker sections of the society are not allowed to have any handicap and they are given free access to all temples, hotels, saloons, wells etc.

I would also appeal to all the communities, particularly the Hindus, to change their minds. Even though in the big cities and towns there is a little change to be found, but the stony hearts, particularly of those in the rural areas, are really stony.

Shri Sham Lal Saraf: Changing fast.

Shri Sonavane: That is the trend. That slow trend you would not like if you were an untouchable. Even that change is taking place at a snail's speed. Unfortunately, you are a non-Scheduled Caste and, therefore, you would not appreciate that. It is easy to be said than felt.

Shri Sham Lal Saraf: I may tell my hon. friend that I have lived with Scheduled Castes for a number of years.

Shri Sonavane: Living is different from feeling. I have felt it and experienced it. The hon. Member might have had only a sight-seeing of it. Let him not play with the real feelings. The real suffering is there. I agree that in the cities and towns untouchability is going away. But the stony

[Shri Sonavane.]

hearts in the rural areas have got to be changed. Let wisdom dawn upon them, and let the ghost of untouchability disappear from this country.

श्री १० लाठो बाल्पाल (गंगानगर) : उपाध्यक्ष महोदय, अस्पृश्यता अपराध एकट के अन्दर संशोधन करने के लिये जो विधेयक आया है मैं उस का हृदय से स्वागत करने के लिये खड़ा हुआ हूँ। इस कानून में संशोधन करने के सम्बन्ध में कहा गया है कि मन्दिरों में प्रवेश करने के लिये कड़े नियम बनाये जायें। मैं इस से सहमत हूँ, लेकिन इस के साथ साथ मैं राजस्थान के जिस एरिया से आता हूँ वह में मन्दिरों की जो बात है वह तो है ही, जो सरकारी और गैर-सरकारी जलाशय हैं, कुएं, कुट और तालाब हैं, उन के अन्दर प्रवेश करने के सम्बन्ध में अगर कानून को कड़ा बनाया जाये तो मुझे और भी ज्यादा खुशी होगी। यह मैं समझता हूँ कि केवल कानून के बल पर ही किसी आदमी को ऊंचा उठाया जाये तो यह कोई बड़ी अच्छी बात नहीं है। अगर कानून से हम को कुर्सी पर बिठा सकते हैं, लेकिन कानून के जरिये आप हम को किसी के हृदय में बिठा दें, तो वह नहीं हो सकता। कानून से आप हम को मन्दिरों में प्रवेश करा सकते हैं, लेकिन किसी के दिल में प्रवेश नहीं करा सकते। कानून से आप कुंओं से पानी दिला सकते हैं लेकिन किसी की सहानुभूति नहीं दिला सकते। जब यह बात आती है तो फिर कैसे किया जाये तो कहते हैं कि हृदय परिवर्तन किया जाये। जहां तक हृदय के परिवर्तन की बात है, उस से मैं सहमत नहीं हूँ। हृदय परिवर्तन तो उन में होता है जिन के पास हृदय होता है। आज मैं देखता हूँ कि हिन्दू समाज के हृदय पत्थर के हो चुके हैं। हमारे देश को आजाद हुए करीब १५ वर्ष हो चुके हैं। लेकिन आज भी हम जब गांवों में जा कर देखते हैं तो पाते हैं कि हरिजनों को स्वेच्छा से और स्वतन्त्रता से कुओं से पानी नहीं पीने दिया जाता, कुओं से उन को पानी नहीं लेने दिया जाता।

बल्कि कोई कोई तालाब तो ऐसे हैं जो प्राकृतिक रूप से बने हैं, वहां से भी उन को पानी नहीं लेने दिया जाता। यह बिल्कुल सही बात है। जरा भी गलती इस में नहीं है। मैं चाहता हूँ कि पूरे राजस्थान में कोई ५० कुएं भी ऐसे बतला दे जो कि सरकार के पैसे से बनवाये गये हैं और उन में हरिजनों को पानी पीने का अधिकार हो। आज वहां पर उन को वहां पर पानी लेने का अधिकार नहीं है। आज भी हिन्दू समाज में हरिजनों के प्रति ईर्ष्या और द्वेष है। उदाहरण के तौर पर मैं बतलाऊं कि ४ जुलाई का वाक्या है, चूरू डिस्ट्रिक्ट बट के कंबेंज गांव में छ: महीनों के लिये हरिजनों का पानी बन्द किया गया। पानी ही बन्द नहीं किया गया बल्कि उन के साथ मार पीट की गई। पेड़ों से बांध कर उन को पीटा गया, उन का थन और जे वर छीन लिया गया और खाना बदोश कर के गांव से बाहर निकाल दिया गया। जब हम ने सरकार के सामने अपील की तो वहां पुलिस गई और पुलिस के कोर्स से उन को पानी दिलाया। लेकिन गांव वालों की इतनी हिम्मत हो गई कि पुलिस के सामने भी लाठियां और डंडे ले कर आये और पत्थरों की वर्षा की। लाठियां उन के सामने चलाई। दुर्भाग्य से हुआ क्या कि दो निरपराध आदमी उस में मारे गये। जो पीछे से तार हिलाने वाले और आपस में लड़ाने वाले आदमी थे उन को कुछ नहीं हुआ। आज भी गांवों के अन्दर जब यह हालत है कि वह पुलिस का सामना कर सकते हैं, पुलिस के सामने छापाछत को हटने का मुकाबला कर सकते हैं, तो जब त कोई कड़ा कानून नहीं बनेगा तब तक कुछ नहीं हो सकता।

मैं प्रार्थना करता हूँ कि राजस्थान के अन्दर कम से कम, मन्दिर भले ही आप हम लोगों के लिये न खोलें, लेकिन जलाशय खोल दें और हम को पानी दिला दें तो हम पानी को भी परमेश्वर कर के मान लेंगे

क्षेयोंकि पानी तो मनुष्य के जीवन के लिये अनिवार्य होता है । जब मनुष्य को स्वतन्त्रता से पानी जैसी वस्तु भी नहीं मिलती तो मैं समझता हूँ कि इस से बढ़ कर दुर्मारिय की बात हमारे लिये कोई नहीं हो सकती । मैं कहना चाहता हूँ कि हरिजनों की सामाजिक अवस्था या उस के स्टैण्डर्ड को मुख्याने के लिये पहले उन की अधिक अवस्था को मुख्यारा जाये, तो मैं समझता हूँ कि छुप्राचूत मिटाने में काफी सहायता मिल सकती है ।

मेरे बहुत से साथी अभी बोलना चाहते हैं इसलिये अधिक न कह कर मैं आप का आभारी हूँ कि आप ने मुझे बोलने का समय दिया और आशा करता हूँ कि जो कुछ मैंने कहा है उस पर सरकार व्यान से गौर करेगी ।

श्री गौरी शंकर (फतेहपुर) : उपाध्यक्ष महोदय, यह जो संशोधन सदन के सामने आया है मैं उस का स्वागत करता हूँ । इस के पहले जो एक या उस में छुप्राचूत को काग-निजेविल आकेस करार दिया गया था, मगर कागनिजेविल आकेस होते हुए भी उस कानून के वह क्लारेज बिल्कुल रिडेंडेंट रहे और उन का जो प्रयोग ऐसे आफेसेज के लिये होना चाहिये था वह कभी नहीं हुआ । इसलिये मैं समझता हूँ कि १कसी कानून के बनाने मात्र से यह छूतछात का मसला हल नहीं हो सकता । मैंने देखा है कि जो इस प्रकार के कानून बनाये जाते हैं उन पर अमल नहीं होता । देहातों में यह चीज ज्यादा है और वहां पर अछूतों के साथ दुर्व्यवहार किया जाता है । इस की वजह यह है कि देहातों में कुछ लोग ऐसे रहते हैं जो हरिजनों पर हावी हैं, ये खुली क्लास के लोग हैं और उन के मुकाबले में अछूतों को साहस नहीं होता कि वे अपनी रिपोर्ट लिखायें और मुकदमा दायर कर के शहादत और सबूत ला पावें ।

इस में तो कोई शब्दहा नहीं कि यह संशोधन ला कर इस बात की कोशिश की जा रही

है कि कोई कानून बनाया जाये, लेकिन मेरा यह निश्चित मत है कि यह छुप्राचूत का मसला कानून बना कर हल नहीं किया जा सकता है । हम सब लोगों का यह अनुभव है कि शहरों में तो हम इस चीज को समाप्त करने में कामयाब हुए हैं मगर देहात में यह चीज बाकी है । वहां तो जब तक हम लोगों की भावनाओं को नहीं बदलेंगे, जब तक हम उन को यह न समझायेंगे कि यह हमारे भाई हैं और हम को इन के साथ बराबरी का व्यवहार करना चाहिये, तब तक कानून बना कर यह मसला हल नहीं किया जा सकता । मैंने पहले भी यह संकेत किया कि इस मुल्क में दूसरे जुमों को भी कागनिजेविल बनाया गया है, लेकिन अगर आप आंकड़े इकट्ठा करें तो आप को मालूम होगा कि जहां तक अनटच-विलिटी का सवाल है इस के बहुत कम केसेज आ पाये हैं, और इस की वजह वही है जो कि मैंने आप को पहले बतलायी है ।

तो इस में शुबहा नहीं कि अगर यह कहा जाये कि हम ने आजादी पाने के २५ साल बाद इस चीज को समाप्त कर दिया है तो तो यह कहा गलत होगा और यह केवल कहने की ही चीज होगी । मुझे उत्तर प्रदेश का अनुभव है । अभी भी उत्तर प्रदेश में ऐसे बहुत से गांव हैं जहां हरिजनों को कुंओं से पानी भरने की आज्ञा नहीं है । वे मजबूरन तालाब का गन्दा पानी पी कर अपना जीवन निवाह करते हैं । तो सही बात तो यह है कि हमारे मुल्क के इतने बड़े तबके के साथ जो कि इतने बहुमत में हैं, यह सलूक किया जा रहा है । उस का नतीजा यह होता है कि एक विद्रोह सही रहा है ।

अभी मन्दिर प्रवेश का कानून बनाया गया । मैं ने खुद जा कर देखा कि तीर्थों में पहले जिन मन्दिरों में ब्राह्मण, क्षत्रीय आदि जा सकते थे और मूर्तियों का स्पर्श कर सकते थे और पूजन कर सकते थे उन को भी अब वैसा नहीं करने दिया जाता । होता यह है कि कानून

[श्री गौरी शंकर]

बनने के बाद तुरन्त बाद उस से बचने का तरीका निकल आता है और इसलिये कानून से यह चीज दूर नहीं होती है। तो मैं यह संकेत करूँगा कि यह संशोधन मंजूर भी कर लिया जाये और इस को कानून में भी रख दिया जाय लेकिन अगर हम लोगों की भावनाओं को नहीं बदलेंगे तो इस प्रकार के कानूनों से यह मसला हल नहीं हो सकता।

मैंने एक बार सदन के सामने प्रेसी-डेंशिपल एड्रेस पर संशोधन रखते हुए संकेत किया था कि समाज में रहोबदल तभी हो सकती है जब सचाई और ईमानदारी से देहात में प्रचार कर के वहां के लोगों की भावनाओं को बदला जाये और उन को यह समझाया जाये कि हरिजनों के साथ उन को बराबरी की जिन्दगी बसर करनी है और हरिजनों को यह नहीं अनुभव होने देना है कि उन के साथ भेदभाव किया जा रहा है। तभी इस दिशा में कुछ सफलता मिल सकती है।

जो यह संशोधन सदन के सामने आया है कि इस बिल के बारे में जनता की राय जानी जाये मैं उस का स्वागत करता हूँ। इस में कोई शक नहीं कि जो पुराना कानून था वह रिडेंडेंट रहा। आप कोई और कानून बना दें तो ठीक है मगर जैसा कि मैं ने निवेदन किया, जिन चीजों का मैं ने ऊपर जिक्र किया है अगर उन को नहीं किया गया तब तक केवल कानून से कोई फायदा नहीं होगा।

Shri D. C. Sharma (Gurdaspur): I am surprised that fifteen years after our independence a Member of Parliament should bring forward a Bill like this. A friend of mine stated just now that we should try to change the hearts of people and that we should not try to do things by means of legislative measures. So far as the change of heart is concerned, I think we tried it for about a thousand years. But nothing happened till some reformers came upon the scene and tried to put

an end to untouchability. Of course, the abolition of untouchability became a dynamic programme in the hands of Mahatma Gandhi and the Congress. Now the Governments in the various States of India and in the Centre have introduced legislation to abolish untouchability. If we had left the whole thing to the good sense of the people I think we should have been made to wait till the Doomsday and still we would not have been able to abolish untouchability. Therefore, legislative measures are essential to put an end to this kind of social curse from which we have been suffering for many many hundreds of years. As that is the only solution, I think Shri Siddiah has done well in bringing forward this Bill.

But I was surprised at it because things like that do not happen in my State. I am glad that Shri Sonavane has referred to Maharashtra and Punjab. They have done a great deal to remove untouchability. Therefore, I felt surprised when I read this Bill. I do believe that this malady does exist there, this malady on the denominational plane and also on the social plane. It is our bounden duty to put an end to it. So, I congratulate Shri Siddiah for having drawn our pointed attention to it.

Some friends of mine have been talking about temples. We have all kinds of temples. We heard about the *satyagraha* that was staged at Banaras before a great temple where the harijans were not allowed to enter. That is recent history and not past history. A friend over there has referred to some temple in his constituency where the harijans were not allowed to enter. So, I would say that so far as discrimination in the matter of worship is concerned, it should cease to exist, whether it concerns the Hindus, untouchables or touchables. There should be no discrimination in the eyes of God. In the eyes of God we are all equal. We are all equal in the temple of God and it should be open to all.

Then, where are those rivers from where people are not allowed to drink water? I do not know to which rivers reference is made. Are they really rivers? I was thinking that rivers are made by God and they flow everywhere. I was under the impression that anybody could go to a river and drink water from there. But there may be private rivers also in this country of ours.

Shri Inder J. Malhotra (Jammu and Kashmir): There are private rivers in Gurdaspur District.

Shri D. C. Sharma: There are no private rivers in Gurdaspur District but they are there in Jammu and Kashmir State to which my hon. friend referred just now. So, there may be rivers which belong to some private persons. Of course, there are wells which are personal property. There are roads which are personal property. I have seen sign-boards hanging upon some private roads and you cannot go there. There are some *dharamshalas* which belong to one particular denomination. There are places of public entertainment also which belong to some particular persons.

I was submitting that this discrimination in matters of religion and social inequality should disappear. I feel that unless this disappears our Untouchability Abolition Act does not fulfil its objectives fully. I would, therefore, request the hon. Minister not to ask the hon. Mover of this Bill to withdraw this Bill.

Shri Inder J. Malhotra: How does he know that the hon. Minister is going to ask that?

Shri D. C. Sharma: I will request Shri Siddiah not to withdraw the Bill. That is the fate of these Bills. I think, Shri Saraf was perhaps anticipating the verdict of the hon. Minister when he said that Shri Siddiah should withdraw the Bill. I will request the hon. Minister not to ask the hon. Mover of this Bill to withdraw the Bill and I

would also request him to see to it that this kind of social and religious discrimination is abolished. We have abolished discrimination of many kinds but this exists and the time has come when we should put an end to it.

Shri Basumatari (Goalpara): Mr. Deputy-Speaker, Sir, I quite appreciate the feelings expressed by my hon. friend, Shri Siddiah. We have achieved independence and it is 15 years that we have been talking about untouchability. We have tried our level best to remove it but the way in which it should be removed has not been found. Sometimes it is found that there are two public wells, one for the Harijans and the other for the other castes. Though the Government is very serious about it, I do not know why with all this seriousness they have not been able to penetrate to the hearts of the people. Therefore I appeal to this House, and when I say that I mean the leaders of the country, to change their hearts. Unless they change their hearts, this Act cannot do anything. I appeal to the leaders to change their hearts first. Then only it is possible to ask the common people to change their hearts.

We have found that there is some ceremonial eating with the Harijans. There is some *khana* with the leaders. But that does not mean that they have changed their hearts. There also what I find is that in the ceremonial eating the leaders sit on one side and the Harijans sit on the other side. If they eat food sitting together in the same arena, that alone does not remove this feeling of untouchability. Therefore, this proposed amendment that there should not be any bar to any temple or place of worship, and other public places, like wells and tanks, is quite befitting the present situation in the country. I do not know whether the Government will accept it or not.

There is already an Act, that is, the Untouchability Abolition Act. Even though that Act is in existence, we have not been able to remove un-

[Shri Basumatari.]

touchability. So, I want to suggest to the Government that those who follow the principle of untouchability should be given a black mark in their service conduct rolls. Also, at the time of giving any party tickets to politicians at the time of elections, this should be considered.

Mr. Deputy-Speaker: That is a separate matter. That does not concern the Bill.

Shri Basumatari: It is there. Still, I do not find that it is observed by our political leaders.

Mr. Deputy-Speaker: That does not concern this Bill. That has nothing to do with it.

Shri Basumatari: It has reference to this Bill too. Therefore this Bill by which he wants to remove this bar to entering into temples etc. should be accepted. I do not know in what form they will accept it, but before accepting the Bill, at the time of discussion, they should be very clear in their minds about the steps as to how to remove this feeling from the hearts of the people.

Shrimati Sarojini Mahishi (Dharwar North): Mr. Deputy-Speaker, Sir, there cannot be two opinions as regards the removal of untouchability. That must be destroyed root and branch. But about the means by which we are going to achieve the goal, there may be a difference of opinion.

I had an occasion to take a Canadian lady to one of the villages and on the outskirts of the village when she found some small huts being occupied by the so-called untouchables, she asked me whether it was so common in India. I asked her how the conditions were in Canada and she said, "There is untouchability in Canada also but that is on account of the colour bar so to say." She asked, "Is it due to that in India also?" I am not going to explain here everything

in detail but then think, as Dr. Ambedkar explained, the origin of untouchability may be due to the way the Aryan conquerors treated the Dravidians or the Southerners as if they were their slaves. That was the relationship between the conquerors and the conquered. In all places where this relationship between the conqueror and the conquered exists, this practice of keeping the conquered at a distance prevails. Gandhiji once purchased a first-class ticket but he was not permitted to occupy a seat in the first-class compartment. That is how the British people treated him. But the conditions that existed in those days and the relationship of the conqueror and the conquered do not exist any more. It is, therefore, natural that such ideas and practices should no longer prevail in this country.

Gandhiji tried to make an experiment and he made successful experiment to remove this social stigma of untouchability from the surface of India. This stigma of untouchability, like other stigmas that we have got in society, the earlier it is removed the better it is. I may not be wrong in saying that a particular religion or religious denomination, or the so-called interpreters of that particular religion think their religion to be purer by restricting or narrowing it. The narrower a particular religious denomination is the purer it is supposed to be. The more the persons are thrown out of the community the greater the purity, is the idea. Therefore this false notion should be removed. That is the first thing to be achieved. Gandhiji in order to bring unity in the whole country and in order to see that strict equality prevailed among all people born on the surface of the earth, made a huge experiment even against the wishes of the so-called orthodox people. Raja Rammohan Roy, Tilak and other people also had made such a revolution and had conducted such experiments even against the opposition of the orthodox people. After independence we find that it has been put as one of

the provisions in the Constitution. Article 17 of the Indian Constitution says that untouchability and its observance or enforcement of any of the practices in any way is considered as an offence and it shall be dealt with strictly as an offence. When articles 14, 15 and 16 give equal rights to all the citizens, it was not necessary to mention this particular article again. But even then great stress has been put there. Irrespective of caste, creed, sex or place of birth every citizen has been assured equality before law and equal protection of law and there can be access for every citizen to any pond or pool or tank or any public road or anything of that kind. Therefore when this assurance has been given there was no necessity for article 17. But article 17 specially mentions the fact that untouchability and its observance in any form will be considered as an offence. That shows the great emphasis and stress that is laid by the Constitution and our people upon it.

This particular amendment says that for the words "same religion or denomination or any section thereof" the words "Hindus or any section thereof" should be substituted. I feel that it conveys the idea or it implies as if the so-called untouchables are not Hindus. Of course, that may be implied in it, but I think I may quote a particular stanza from the Gita to show that that is not the idea that was given by the Hindu mythologies. We find among the writers of riks also that many of them belonged to the *shudra* community. In the *Chandogya Upanishad* also, we find a beautiful passage where King Janaka has been asked to seek his philosophy from Raikwa, who was called a *shudra*. In the Gita, there is the following sloka:

'Chaturvarnyam mayaa srishtam gunakarmavibhagashaha'. That was how the Lord put it in the Gita which is considered as the most sacred book. He has said there that 'These fourfold divisions of society have been made by me, and these are based upon the

division of labour; they are *gunakarmavibhagashaha*; they are based on the qualities and actions of persons'. So, it was only on account of the qualities and actions that there was such a division, but otherwise, they were entitled to all the rights that the other Hindus were entitled to, and, there cannot be any discrimination against anybody on this score.

The only thing that we need today is a better psychological approach. I might mention one instance in this connection. Once, I was talking to a village lady belonging to the untouchable community, and I tried to persuade her to come and draw water from the common well. The lady and her mother-in-law were both opposed to it. They said 'We have been practising this untouchability since ages, and if we draw water now from the well, we do not know to what hell we shall be sent'. That was the nature of their mental outlook. Therefore, we shall have to change that mental outlook. After I had requested her several times, she finally came there and drew water from the well. Then, I was rather surprised to hear a remark from the old lad. She said 'You, officers and others, come in the jeep and wait here only for a few hours. Do you know whom I had sent? It was not a lady belonging to the untouchable community, but it was a different lady belonging to another community. After all, how much time all, how much time do you think we require to throw dust in your eyes?'. That was how that old lady remarked. I was very sorry to hear that.

Therefore, we require a better psychological approach to remove the particular stigma that is hanging on the mind for ages together. If we want to remove it, we cannot all of a sudden remove it by legislation. What is needed is a better approach and a better understanding on both sides. The so-called untouchables also should understand that they have equal rights and privileges, and they have also got equal responsibilities.

[Shrimati Sarojini Mahishi].

The nearer we go to the southern parts of the country, we find 'inaudibles' also in certain parts of the country, persons whose words also cannot be heard. There are such superstitions, and such practices and blind conventions that are being followed in the country, and we shall take some time to remove those conventions from this country.

I feel that this particular amendment which has been brought forward to the Untouchability (Offences) Act, 1955 has been brought forward at the right time. In order to remove the misunderstanding that may be created on account of the words 'other persons professing the same religion or belonging to the same religious denomination or any section thereof, as such person' these words should be substituted by the words 'Hindus or any class or section thereof'. So, I welcome this particular amendment to the original Act, and I wish that full co-operation will be given by the whole country for the removal of untouchability, and the Act will be strictly enforced in future.

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): I am grateful to the hon. Member for having expressed their concern over the question of untouchability, its abolition and its implementation which according to them and also according to us is not very proper.

Before I come to the points raised by most of the Members—some of them were not very relevant to the amendment that has been brought forward by Shri Siddiah in his Bill—I shall first deal with most of the points raised by Shri Siddiah in his Bill.

Shri Siddiah's object is to secure equal religious rights for Scheduled Castes with any Hindu and equal social rights with any member of the general public. To achieve this, the hon. Member has suggested an amendment to the Untouchability (Offences)

Act, 1955. In this connection, he read out the provisions of section 3 of the existing Act, which states:

"Whoever, on the ground of untouchability, prevents any person—

(a) from entering any place of public worship, which is open to other persons professing the same religion or belonging to the same religious denomination or any section thereof as such person, or

(b) from worshipping or offering prayers or performing any religious service in any place of public worship or bathing in or using the waters of any sacred tank, well, spring or water course, in the same manner and to the same extent as is permissible to other persons professing the same religion or belonging to the same religious denomination or any section thereof, as such person shall be punishable with imprisonment which may extend to six months or with fine which may extend to five hundred rupees or with both."

The purpose of the proposed amendment, according to Shri Siddiah, is to have equal religious rights with any Hindu and equal social rights with any member of the general public. It would have the effect of restricting the scope of the existing Act (which is applicable to non-Hindus also) to Hindus only. The question whether the scope of the Bill should be confined to Hindus only had also come up for consideration earlier. It was pointed out then that article 17 of the Constitution which abolishes untouchability and forbids its practice in any form and provides that the enforcement of any disability arising out of untouchability shall be an offence in accordance with law would have been infringed if any such discrimination was made. If the amendments are

accepted, it will only restrict the scope of the existing Act which will forbid the practice of untouchability in any religion and not merely among the Hindus, and then the Act would not be in full accord with article 17 of the Constitution and is likely to be struck down by the courts on the ground of discrimination.

Shri Siddiah has also pointed out that in this country very few temples belong to the Hindu community as a whole. On the other hand, there are many temples which belong to various religious denominations and some which are meant for a section of a religious denomination to which even non-Scheduled Caste Hindus, if they do not belong to that particular denomination or that particular section of a religious denomination, are not allowed the right of entry.

It was also mentioned that this question was taken up by the Commissioner for Scheduled Castes and Scheduled Tribes, who in his report for the year 1956-57 said:

"The Government of India may consider the desirability of amending the Untouchability Offences Act, 1955, on lines of the Bombay Hindu Places of Worship (Entry Authorisation) Act, 1956 and the Uttar Pradesh Temples Entry (Declaration of Right) Act, 1956".

This suggestion on examination show that our law is related to article 17 of the Constitution which abolishes untouchability whereas the Bombay and UP laws relate to article 25(2)(b) of the Constitution.

While our law ensures avoidance of discrimination on the ground of untouchability amongst members of the same religion, the same religious denomination or the same section of a religious denomination in regard to entry into places of public worship open to that religion, that religious denomination or that section of the religious denomination, as the case may be, the U.P. and Bombay laws

go much further and throw open a place of public worship belonging even to a section of a religious denomination to all members of that religion. Shri Siddiah mentioned the 48th Report of the Estimates Committee which made the following recommendations:

"The Committee suggest that the Government of India should undertake a detailed study of the various legislations on untouchability and social disabilities and their comparative usefulness or failures and as a result thereof, they should prepare a comprehensive model Bill on the subject. Alternatively, the Government of India may advise State Governments to incorporate such good features in their relevant Acts as are found in the Bombay Hindu Places of Public Worship (Entry Authorisation) Act, 1956, and the Uttar Pradesh Temple Entry (Declaration of Right) Act, 1956".

16 hrs.

[SHRI MULCHAND DUBE in the Chair]

This was also examined earlier. A study was in fact undertaken and full consideration also given to the views of State Governments while framing the existing Untouchability Offences Act of 1955 which prescribes punishment for the practice of untouchability in any religion, not merely amongst Hindus. For dealing with the disabilities arising therefrom and other matters connected therewith. Since then no fresh legislation on this subject could have been enacted by any State Government as the provision of article 17 read with article 35 (a) (ii) specifically debars the State legislatures from making laws for punishment for those rights which are declared to be offences under Part III of the Constitution.

It may also be noticed that section 3 of the Untouchability Offences Act makes it clear that no person can, on the ground of untouchability, be prevented from entering any place of

[Shrimati Chandrasekhar]

public worship. The section, therefore, is wide enough to penalise all discrimination against untouchability as such. What it does not do is to throw open places of public worship, open to one class of Hindus, to all Hindus generally. However such exclusion is not on the ground of untouchability and as certain Hindus who belong to non-scheduled castes will also be excluded, there can be no practice of untouchability in such cases. It is a matter for examination and decision on broader considerations whether places of worship which are now open to a section of Hindus should be open to all sections of Hindus. However, action is permissible under article 25(2)(b) and in fact, Bombay and U.P. have utilised this provision to enact such legislation. In this the major thing for us to remember is that the Untouchability Offences Act of 1955 does not in itself incorporate any new provision in the law. The Act of 1955 gives a practical shape to article 17 of the Constitution which abolishes untouchability. Therefore, any matter which has no relevance to article 17 cannot come under the ambit of this Act.

Shri Siddiah himself has referred to the recommendation of the Estimates Committee in their 48th Report and says that 'there is some restriction for members of the scheduled castes to enter all temples, whether they are sectional or denominational. They have taken one plea that even though there is discrimination, according to section 3 of this Act the discrimination is not based upon grounds of untouchability.'

Besides, Shri Siddiah pleads for equal rights for scheduled castes with any Hindu and equal social rights with any member of the public. Article 17 is the article on which is based the Untouchability Offences Act, 1955. The emphasis is on rectifying the absence of a right; where all other things are equal, where a non-scheduled caste person could have had access to a

place of worship or a dharmshala etc., such access should be made available to a member of a scheduled caste also. In other words, if a person belonging to a scheduled caste is being prevented from doing something solely because he belongs to the scheduled caste, whoever is preventing him, should be punished. The Act, it is true, does not throw open all Hindu temples to all the sections of the Hindus generally, but that is not on the ground of untouchability.

Thus, while under the 1955 Act, no person can be denied entry into a temple on the ground that he is an untouchable, yet a restriction by which a temple is open only to members of a particular denomination or section, and not to members of other sections would be valid, if such discrimination is not based on the ground of untouchability. It would seem that it is in fact open to Parliament to enact legislation providing that all public temples should be open to Hindus generally and should not be restricted to any particular section thereof. Whether such legislation should be enacted or not is a different question. But such legislation would have nothing to do with the punishment or the prohibition of untouchability as such. It will be a general measure of social reform or welfare and cannot be deemed to be legislation against untouchability.

As pointed out earlier, if it is considered desirable to achieve such a thing, it will have to be done by means of a separate enactment and not by amending the Act of 1955. It is, however, likely that conditions in this regard may vary from State to State and it might perhaps be more appropriate to leave the question of initiating such legislation to the State Governments. We shall also bring this to the notice of State Governments.

In this connection, it may be noticed that section 4 of the Bombay Act which prescribes penalties for those who obstruct sections of Hindus from entering

a place of public worship specially states:

"Nothing in this section shall be taken to relate to offences relating to the practice of untouchability."

Similarly, there is also legislation in other States besides UP and Bombay. There is, for instance, the Madras Temple Entry Authorisation Act of 1947 which is in force in Madras and in certain parts of Andhra Pradesh. I believe there is similar legislation in Kerala also.

Shri Siddiah's doubt about section 4 of the principal Act becomes unfounded, if the Act is properly read. The difficulty arises only if it is misread. This section is also based on untouchability. If anyone is prevented from using the utensils in any hotel or public place or dharmshala or musafirkhana on the ground of untouchability, there is punishment which can be meted out according to the Act of 1955.

There has been a lot of criticism during the discussion this afternoon and also last time concerning the implementation of the Act. A number of Members spoke about the improper implementation of the Act. Widening the scope of the Act would only complicate matters. I would request hon. Members to do their best in seeing to the proper implementation of the Act. In the recent conference of State Ministers, a detailed discussion took place. Recommendations have been made. Probably, it will be premature to think of widening the scope of the Act.

During discussion, a number of points were raised. Shri Basumatari suggested that Government servants who practised untouchability should be blacklisted. We have issued instructions recently that the practice of untouchability by government servants and in government offices would be viewed as misconduct and punished as such.

Regarding prosecutions for the observance of untouchability, mention was made by Shri Vidya Charan Shukla and answer was given very well by Shri Yallamanda Reddy. The Report of the Commissioner for Scheduled Castes and Scheduled Tribes which was laid on the Table gives figures. From 1955 to 1959, there were 2,396 cases registered with the police; 2,072 were challaned and the number convicted was 548, compounded 427 and pending cases 791. If Members will go through the Report, they will get a fair idea of what has been done.

Most of the remarks made by hon. Members pertained to the improper implementation of the Untouchability Offences Act. That has not very much to do with the amendment that has been brought forth by the hon. Member, Shri Siddiah. Besides, mention was also made by Shri Siddiah about some of the restrictions placed in religious places not under the pretext of untouchability but under the law which does not allow them to enter the temples. We will make special enquiries about this in Delhi first, and then extend it to other places, and if there is desirability, we will also take further steps in this regard.

With these words, I would like to request the hon. Member to withdraw the Bill as I do not think there is need to circulate it for public opinion.

Shri Siddiah (Chamarajanagar):
Mr. Chairman, Sir, I really thank the Members who took part in the discussion on the Bill, most of whom have supported it.

The Deputy Minister, while replying to the debate, was pleased to state that the present Act really restricted the religious rights of the scheduled castes, and that they are prevented from entering a temple which is open only to a particular denomination. That is the reason why I wanted an amendment.

According to article 17 of the Constitution, untouchability is abolished

[Shri Siddiah]

and its observance in any form is punishable. Before the Constitution was adopted, an untouchable could be prevented, and it could be said that because he was an untouchable, he was prevented, but now after the coming into force of the Constitution and passing of the Untouchability Offences Act, another ground of escape has been made available to the caste Hindus. Now they can say that a man is prevented not on the ground that he belongs to the untouchable community, but because he does not belong to the denomination to which alone the temple is thrown open. So, instead of helping the removal of untouchability, we have given an additional point to prevent the Harijans from entering some temples. As a rule, temples which are open to Hindus or to different religions are very few and far between, whereas temples which are meant for a particular denomination are very many, and temples which are meant for a section of a denomination are innumerable. The main object of my amendment was to make the Harijans assimilated with the Hindus because they are considered to be Hindus. I do not want them to be considered as social inferiors. It is a question of self-respect and human dignity, but the present Act as interpreted by the hon. Deputy Minister means that they will be considered as social inferiors, and the reason given is that even non-scheduled castes are not allowed to enter a temple if they do not belong to the particular denomination to which the temple is thrown open. That means that the progress or the removal of untouchability is now tied up with the entry to the other caste Hindus who form the major bulk of the Hindu community.

I feel that this untouchability is only an extreme form of caste, and therefore I have begun to feel that unless this caste is removed, untouchability cannot be removed root and branch in this country. Our leaders have been appealing to the country that this caste is a bad thing and that it is ruining national solidarity.

The other day, the President of India, while making a speech on the Independence Day Eve, appealed to the nation to evolve a coherent society which is very necessary for our country. He said:

"Wisdom requires us to be compassionate, to be forgiving, to forbear judgment. Unfortunately, we are more critical of others than of ourselves. We preach from platforms, tolerance and understanding; but do not manifest these qualities in our daily life, in our dealings with others. If we cling to caste hierarchy, if we do not treat human beings with respect and dignity, if we show ourselves lacking in sensibility and human feeling, if we believe that we are pleasing God thereby, we do offence to God and ourselves."

This is a very important pronouncement made by the President. He goes on to say further:—

"We cannot live in the 20th century when we are handicapped by institutions and machinery of our earlier age. This is the source of our national incoherence. If we adhere to the principles and the practice of democracy, we will not compromise with disruptive, reactionary and anti-social forces. The recent elections showed that the system of castes and the feeling for groups, linguistic and communal, had not loosened its hold on the masses. These have impaired the health of our democratic structure."

That goes to show that everybody is realising that caste is a bad thing and it should go. I appeal to the Home Minister to take courage and bring about legislation. Just as there is legislation to remove untouchability, there should be legislation to remove caste and then only this untouchability which is an off-shoot of caste will be removed completely.

The hon. Deputy Minister stated that it is a matter for consideration whether we should enact under Article 25 (2) (b) of the Constitution to provide entry into temples to all Hindus or any section thereof. She has admitted that the U. P. Government and the Bombay Government have done it already. I had pointedly asked what the Government of India has done so far as Delhi and other Union territories are concerned. But, she has now assured us that enquiry will be made and necessary action will be taken on that. It is really important from this point of view, that once the other non-Harijans, the backward classes particularly, are allowed to enter these temples, I think, there will be no difficulty for Harijans to do it afterwards.

As I said, the removal of untouchability is linked with the amelioration of the conditions of the non-Scheduled Castes and Backward Classes and their being allowed to enter the temples and other places. Therefore, I appeal to the Home Minister either to bring in necessary legislation—to see that the Bill is brought as early as possible, under Article 25 (2) (b) of the Constitution—or to extend some of the Acts which are in force in Bombay and U.P. to the Union territories. I also feel that the Central Government should be a model to the State Governments in the matter of amelioration work for the Scheduled Castes. It is no use telling that we have referred the matter to the State Government and that they are taking action. Is it not necessary that the Government of India should be a model to the State Governments in this respect? I hope our Home Minister who is very sympathetic towards Scheduled Castes and Tribes will take some positive action with regard to this.

When this Act was before the Joint Committee, they made a valuable suggestion that in each State there should be a committee to review the implementation of the Act. Except M. P., no other State, I think, has taken that action. It is necessary that

there should be such a committee to review the progress and implementation of this particular Act. It has been admitted that this Act has not been implemented properly for two reasons. Firstly, the police are not taking cognisance of these cases and secondly, even the Harijans on account of their economic conditions are not able to go and lodge complaints against caste Hindus who are usually of richer class. So, I request the Home Minister to issue instructions to State Governments to implement this Act in all earnestness. The hon. Deputy Home Minister had assured that action is being taken about these matters and so I request the House to permit me to withdraw the Bill.

Mr. Chairman: Has the hon. Member leave of the House to withdraw his Bill?

The Bill was, by leave, withdrawn.

16.24 hrs.

HINDU SUCCESSION (AMENDMENT) BILL

(Amendment of Section 30) by Shri Hem Raj

Shri Hem Raj (Kangra): Sir, I beg to move:

"That the Bill further to amend the Hindu Succession Act, 1956 be taken into consideration."

Sir, in this Bill I have suggested an amendment to section 30 of the Hindu Succession Act. It has been necessitated due to special circumstances which obtain in Punjab. Before I proceed to the specific points, I deem it proper to bring to the notice of the House the special differences which exist in Punjab for which reason this Bill has been necessitated. As an eminent lawyer, you, Mr. Chairman, know that there are two schools: the mitakshara and dayabagha. The former recognises both devolution of property by survivorship and by succession. But survivorship applies to joint family and succession to property held in absolute ownership by

[Shri Hem Raj]

the last owner. In dayabagha there is only one sort of devolution and it is succession. Every member in a joint Hindu family under dayabagha holds his interest in a separate share. In the Punjab it is the village community which holds the property in common. In the Punjab, whether they follow the agricultural profession or any other profession, if they were inhabiting the villages, they were also governed by the custom. By and large in the Punjab it was customary law that prevailed and it was neither the Muhammadan law nor the Hindu law. Whether they were Muhammadans or Hindus or Sikhs, everybody was governed not by their personal law but by the customary law of the Punjab.

Section 5 of the Punjab Customary Law Act, 1872, is to the following effect. In questions regarding succession, special property of females, betrothal, marriage, divorce, dower, adoption, guardianship, minority, bastardy, family relations, wills, legacies, gifts, partitions, or any religious usage or institution, the rule of decision shall be any custom applicable to the parties concerned, which is not contrary to justice, equity and good conscience, and has not been by this or by any other enactment altered or abolished and has not been declared to be void by any competent authority.

Sir Rattigan was the first person who codified the customary law in Punjab, and he appropriately remarked that custom in Punjab is the first rule of decision in all questions regarding all these matters which I enumerated above. Consequently, he enunciated four principles of succession.

These principles which he enunciated were these: 'there are four leading canons governing succession to an estate amongst agriculturists: first, that male descendants invariably exclude the widow and all other relations; second, that when the male line of descendants has died out, it is treated as never having existed, the last male who left descendants being

regarded as the propositus; third, that a right of representation exists, whereby descendants in different degrees from a common ancestor succeed to the share which their immediate ancestor, if alive, would succeed to; and fourth, that females other than the widow or mother of the deceased are usually excluded by near male collaterals, an exception being occasionally allowed in favour of daughters or their issue, chiefly amongst tribes that are strictly endogamous.'

These are the four principles on which the whole customary law of the Punjab was based. That law has been interpreted in the high court, as I have said earlier, to the effect that all the castes, whether Muhammadan or Hindu or Sikh, were governed not by their personal law but by the customary law in the Punjab. Thus, there was no joint family so far as Punjab was concerned. It was succession and customary law that governed the whole thing.

There was one more feature under custom. That is, in respect of ancestral property in the hands of an individual there existed some sort of residuary interest in all the descendants of the first owner or body of owners however remote and contingent may be the probability of some among such descendants even having the enjoyment of the property. The owner in possession was not regarded as the sole owner, but when he died, the property by devolution devolved even on the farthest possible agnate. It was an agnatic theory. According to that theory, the property in the village ultimately belongs to the village proprietary body who were descendants from the common ancestors. The owner in possession is not regarded as having the whole sole interest in the property and power to dispose of it so as to defeat the expectation even of the farthest reversioner. So, the theory in Punjab is that the land ultimately belongs to the tribe or the village community and the owner of the property for the time being is not

empowered to alienate it except for a necessary purpose.

Suppose there was a holder of a property and he wanted to alienate that property. His alienation could be challenged not only by the son, but even by the farthest reversioner. The whole village proprietary body of that village had some interest in the land of the owner. This right was subsequently by legislation circumscribed to five degrees. That is to say, supposing there was a owner A. If he alienates some property, that could be challenged not by everybody, but under Act I and Act II of 1920, it could be challenged by anybody upto five degrees, i.e., up to the great-great grandson.

What I want to bring to the notice of this House is that the owner of the property did not become the full owner of the property and if he wanted to alienate the property, his rights were circumscribed and his great-great grandson could challenge it in the direct line. It could also be challenged by any person who was within five degrees from the common ancestor. This was the state of affairs in Punjab.

But when we passed the Hindu Succession Act, we were very chary and we wanted to make the fair sex or the female sex a full owner, whereas she was only a limited owner till then. Not only did we make her full owner, but so far as Punjab was concerned, the rights of the male owner remained the same while the rights of the female owner became unlimited. As I just explained, in Punjab, under the customary law, the male owner is not the full owner so far as ancestral property is concerned. His rights are restricted by descendants up to fifth degree or if there is any common ancestor by collaterals coming in the fifth degree. So, if he succeeds, he succeeds not as a full owner, but his rights are circumscribed by that custom. Under the Hindu Succession Act

which we passed in 1956, we wanted to make a uniform code for inheritance. We also wanted to give equal status both to the males and females. The third thing was that there the Hindu female was made the full owner. The list of heirs has been defined as of four categories and under section 30, a Hindu coparcener has been given the right to will the property. But those rights which we gave under the Hindu Succession Act did not touch the Punjab customary law. The Punjab custom remained as it was.

श्री रामेश्वरानन्द (करनाल) :
सभापति महोदय, प्रस्तावक महोदय को तो हिन्दी आती है और वे हिन्दी प्रान्त से आते हैं इसलिये उन को अपना भाषण अंग्रेजी में न दे कर हिन्दी में देना चाहिये ।

सभापति महोदय : आडंड, आडंड ।
अब इस के लिये किसी को मजबूर नहीं किया जा सकता है । यह उन की इच्छा पर निर्भर है । क वे चाहें हिन्दी में बोलें अथवा अंग्रेजी में ।

श्री रामेश्वरानन्द : अब यह तो पंजाब से आते हैं और हिन्दी जानते हैं इन को तो हिन्दी में ही बोलना चाहिये । यह कोई मद्रास और बंगाल से थोड़े ही आते हैं जो अंग्रेजी में बोलें ।

सभापति महोदय : इस के लिये इन्हें कोई आदेश नहीं दिया जा सकता है कि वे हिन्दी में ही बोलें । (Interruptions)

श्री रामेश्वरानन्द : आप इतना गरम क्यों होते हैं ? हाउस में बोलने का अधिकार केवल आप को ही नहीं है, हम को भी है ।

Shri Hem Raj: I was just submitting, Sir, that under the Hindu Succession Act that we passed in 1956 we wanted to give more and more to the fair sex. That we did. But ultimately what happened was, so far as Punjab is concerned, the powers of the males remained rather limited

[Shri Hem Raj]

while the powers of the females became unlimited. What we wanted under the Constitution was that there should be a civil code and the males and females should enjoy equal powers.

Under Dayabhaga mode of devolution, in dealing with property the owner could dispose of it in whatever manner he liked. But under the Punjab customary law, just as I submitted earlier, the holder of the property could not alienate it because he was a limited owner. What I want, under the present circumstances, is that a male owner in the Punjab should also have the same rights which are being enjoyed by the female sex. In the Punjab, under the Punjab customary law as it is obtaining today, even after the passing of the Hindu Succession Act, the rights of the agriculturists, the rights of the villagers, who own property by way of land or house, are limited.

I would like to make my point a little more clear. Supposing in the Punjab a widow succeeds to a certain property. What were her rights before? Previously if she wanted to alienate a certain property she could not do it unless there was a necessity for it. Similar was the position of a male proprietor and he could not also alienate a certain property unless there was necessity for it or there was some act of good management. But what has happened now? After the passing of the Hindu Succession Act, the widow has been given full power. She becomes the full owner now. She can sell it, exchange it, gift it away or do whatever she likes. But what is the position of a male member? Supposing he is going to will away a certain property. I take the instance of willing away because willing away of property has been provided for under the Hindu Succession Act. Suppose a person wills away his property; then, that will can be challenged by his collateral in the fifth degree. It can be challenged by his son or his col-

lateral, provided it is ancestral and the collaterals are in the fifth degree. Consequently, this has brought a change. So far as the Punjab Customary Law is concerned, the Hindu Succession Act has brought a change by which the position of the male owner has been degraded while the position of the female owner has been upgraded. The object of my Bill is to bring the position of the male as well as the female on par with each other.

श्री बड़े : क्या माननीय सदस्य पंजाब हाई कोर्ट का १९६१ का रॉलिंग पढ़ कर सुना सकते हैं ?

श्री हेम राज : मेरी भी उस के कुछ हिस्से पढ़ कर सुनाता हूँ ।

I will now say what I propose to do by my amendment. Section 30 of the present Act reads as follows:

"(1) Any Hindu may dispose of by will or other testamentary disposition any property, which is capable of being so disposed of by him, in accordance with the provisions of the Indian Succession Act, 1925 (39 of 1925), or any other law for the time being in force and applicable to Hindus.

Explanation.—The interest of a male Hindu in a Mitakshara coparcenary property or the interest of a member of a tarwad, tavazhi, illom, kutumb, or kavaru shall, notwithstanding anything contained in this Act or in any other law for the time being in force, be deemed to be property capable of being disposed of by him or by her within the meaning of this sub-section.

(2) For the removal of doubts it is hereby declared that nothing contained in sub-section (1) shall affect the right to maintenance of any heir specified in the Schedule....."

Under this section, a coparcener has been given the power to will away

his property. Still, the joint Hindu family is not dismembered. Even if he wills away his property, that property will remain there. So, I submit that under the Punjab Customary Law even this power which has been given under the Hindu Succession Act has been denied to them.

In this connection, I will just quote one ruling which has recently been given, only last year, by the Punjab High Court. It was the case of a Hindu Jat agriculturist. He had no heirs of his. Consequently, he willed his property to a certain person. Then, certain interested persons brought a declaratory suit. Consequently, it was argued that after the passing of the Hindu Succession Act, the Punjab Customary Law did not apply. But, then, the High Court held that it was not so, and, so far as the Punjab Customary Law is concerned, the Hindu Succession Act does not touch it and alienation of it was set aside. Here I will read a few paragraphs of that judgment and case. The heading is:

"Hindu Law—Applicability—Hindus in Punjab are governed by Mitakshara—Agriculturists in Punjab are governed by Customary Law."

"Custom (Punjab)—Ancestral property—Restrictions on power to alienate"

"Hindu Succession Act (1956) sections 4 and 30—Disposal of ancestral property by will—Hindu maleholder governed by Punjab Customary Law—He cannot will away his ancestral property"

I will first read para 14:

"The learned counsel for the respondent sought to contend that section 14 of the Act creates no anomaly for it merely confers full ownership on the females as distinct from absolute ownership. The word "full owner" according to learned counsel was used to

equate females with the male owners, but this contention cannot be accepted because the word "full owner" has been interpreted to mean an absolute owner by their Lordships of the Supreme Court in *Gummalapura Taggina Matada Kotturuswamy vs. Setra Veerayya*, AIR 1959 SC 577.

"Therefore, the anomaly pointed out by the learned counsel for the appellant does exist, but then this may be a case of *casus omissus* and it is not in our province to supply the lacuna.

"The words of the statute are clear so far as the female owners are concerned. As regards male owners, no provision has been made enlarging their estate and the restrictions on the disposal of certain property have continued as such with the only exception as regards coparcenary property as set out in section 30 of the Act. As a matter of fact, Sec. 30 itself envisages the existence of these restrictions for in the operative part it proceeds on the basis that only that property can be disposed of by will by a Hindu, 'which is capable of being so disposed of by him', in accordance with the provisions of the Indian Succession Act or any other law for the time being in force and applicable to Hindus. It is well known that in the Punjab as regards persons governed by the customary law, the notion of coparcenary property is foreign. A clear distinction has always been maintained between Hindus governed by the Mitakshara school of Hindu law and Hindus governed by the customary law of the Punjab."

Again, their Lordships remarked:

"I agree with the counsel that if by virtue of section 14 of the Hindu Succession Act, as has now authoritatively been laid down by the Supreme Court in AIR 1959 SC 577, a female Hindu has been

[Shri Hem Raj]

given a right of absolute ownership over her property, whereas a Hindu male-holder of ancestral immovable property governed by the Punjab custom is still subject to restrictions on his power of disposition, then there does arise an anomaly, the basis or justification of which is not easy to comprehend.

The anomaly becomes more glaring when we find that even the interest of a male Hindu in Mitakshara coparcenary property is also to be deemed to be capable of being disposed of by will. We have, however, to see if the Legislative intent, as is discernible from the language of the statute, is helpful in removing the anomaly, for if it is not so capable, then the remedy does not lie in interpretation but in its amendment by the Legislative branch of the Government, which alone is invested with law-making power."

Then there is another paragraph which says:

"I may at this stage also in passing observe that the proviso to Sec. 6 and the repealing Sec. 31 of the Act also seem to suggest that Parliament while enacting this statute, felt more concerned with enlarging the rights of Hindu women than with abrogating all limitations and restrictions on Hindu males in respect of the disposition of their immovable property. May be that in its anxiety to ameliorate the position of Hindu women, Parliament failed to notice the anomalous consequences which have arisen on account of the provisions of this Act, but then the remedy for this omission lies not with us but elsewhere."

They conclude by saying:

"Before finally parting with the case, however, it is desirable to

draw the attention of Parliament to the anomaly mentioned above so that if our interpretation is right and the anomaly does need removal, the position may be set right."

It is under these circumstances that I have brought forward this amending Bill. In section 30 after the words "testamentary disposition" I want to insert the words "or by transfer inter vivos" and after the words "or any other law" I want to insert the words "or customary law". I also want that in the Explanation after words "in a Mitakshara coparcenary property", the words "or the male proprietor under the customary law of the Punjab" may be inserted. If these amendments of mine under this Bill are accepted, the position of the male as well as of the female under the Hindu Succession Act becomes on par and a male Hindu in the Punjab under the customary law also enjoys the same right.

With these words I commend this Bill of mine for the consideration of this august House.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Hindu Succession Act, 1956, be taken into consideration."

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Mishra): Sir, may I at this stage request for postponement of consideration of this Bill? I quote see the anxiety of the hon. Member, Shri Hem Raj. He seeks to remove the anomalies that have been pointed out by Their Lordships while interpreting section 30.

May I submit in this connection that the hon. Member's amending Bill seeks also to introduce something more? He also wants to introduce in section 30 which deals with testamentary succession the words 'or by transfer inter vivos', which is completely outside the scope of the Hindu

Succession Act itself. It is neither covered by the principles of testamentary succession nor by the principles of intestate succession.

Apart from that, may I say here that the judgment referred to has also been brought to the notice of Government. As a matter of fact, the Punjab Government have appointed a committee of enquiry, which is going into the whole question as to how best the Punjab customary law can be amended not only to cover testamentary disposition of property but also to cover cases of transfer *inter vivos*. And that is already under the consideration of Government, and it will be better if a comprehensive Bill is brought forward, covering both testamentary succession as well as cases of transfer *inter vivos*.

For these reasons, instead of going through a Bill hastily like this, may I request, that since the matter is under the consideration of Government, the further consideration of the Bill may be postponed.

Mr. Chairman: It is the request of the hon. Minister that the further consideration of the Bill be postponed. I suppose the House agrees with it.

Several Hon. Members: Yes.

Shri A. C. Guha (Barasat): What is the reaction of the hon. Mover of the Bill?

Shri Hem Raj: The hon. Deputy Minister has just stated the reasons why he wants a postponement. No doubt, I had put one question here.

Shri Bade: What has the hon. Member got to say regarding transfer *inter vivos*? The hon. Deputy Minister has stated that he is transgressing the limits and going ahead. What has the hon. Member got to say regarding transfer *inter vivos*? Let him explain the position in regard to that.

Shri Hem Raj: So far as my Bill is concerned, according to the version of

the hon. Deputy Minister, such custom may be prevailing in other States also, and he has stated that the Punjab Government have also appointed a committee of enquiry. No doubt, that is true. But I had been putting questions after questions here, when this amending Bill was to be taken up, but there was no response from Government, and, therefore, I thought it proper that I should move my amending Bill for consideration, so that the attention of Government may be pointed towards this amendment of the Hindu Succession Act.

Now, if Government are of the view that after getting the report of the Punjab Government we should discuss this Bill, I have got no objection to the Bill being postponed.

Mr. Chairman: I suppose the postponement is agreed to by the House.

Several hon. Members: Yes.

Mr. Chairman: So, the postponement is agreed to by the House.

16.54 hrs.

CODE OF CIVIL PROCEDURE
 (AMENDMENT) BILL

(Omission of section 87B)
 by Shri M. L. Dwivedi

Shri M. L. Dwivedi (Hamirpur): I beg to move:

"That the Bill further to amend the Code of Civil Procedure, 1908 be taken into consideration."

सभापति महोदय, मैंने जो विधेयक सदन के मम्मुख प्रस्तुत किया है, उसका उद्देश्य स्पष्ट है, न्यायोचित है। माननीय सदस्यों को मालूम है कि हमारे देश में कुछ समय पूर्व बहुत से देशी राज्य थे। ये देशी राज्य हमारे वर्तमान राज्यों में विलीन हो चुके हैं। इन देशी रियासतों के राजा महा राजाओं अथवा भूतपूर्व शासकों को भारत की नागरिकता के बे सब अधिकार प्राप्त हैं जो हम सब को प्राप्त हैं, भारत के साधारण

[श्री म० ला० डिबेदी]

नागरिक को प्राप्त हैं। सरकार ने कुछ समय पूर्व एक ऐसा अधिनियम बनाया था जिसके अनुसार हमारे देश के इन शासकों को वे अधिकार दे दिये गये थे जो इस देश से दूर रहने वाले राजा महाराजाओं या शासकों को प्राप्त हैं, अर्थात् यदि इंग्लैंड की रानी यहां भारत में आये तो उसके विरुद्ध दीवानी का मुकदमा दायर नहीं किया जा सकता है, दीवानी का अभियोग नहीं चलाया जा सकता है। यह सही भी है कि विदेशी शासकों पर हमारे देश में दीवानी के मुकदमे न चलाये जायें। लेकिन जो राजे महाराजे हमारे देश में रहते हैं और जो पहले से रहते चले आ रहे हैं और जिन के शासनाधिकार अब विलीन हो चुके हैं, उनको भी वैसे ही अधिकार प्राप्त हों जैसे विदेशी शासकों को प्राप्त हैं, तो यह बात भी नहीं आती है और मेरा ख्याल है इस सदन के सभी माननीय सदस्यों की समझ में भी नहीं प्राप्ति होगी।

इसलिए इस माननीय सदन के सम्मुख - जो विधेयक मैं ने प्रस्तुत किया है उस में मैं ने यह बताया है कि संविधान में हम ने जो मूलभूत सिद्धान्त निर्धारित किये हैं, उन के अनुसार इस देश में सभी नागरिकों को समान अधिकार मिलना चाहिये। मूलपूर्व शासकों के विरुद्ध दीवानी का अभियोग न चलाने की जो बात सरकार ने स्वीकृत कर रखी थी, मेरे ख्याल में इसलिए कर रखी थी कि कदाचित् सरकार को यह डर था कि इन शासकों के विरुद्ध कुछ लोगों में ईर्ष्या थी और एक प्रकार की विरोधी भावनायें विद्यमान थीं और ऐसा सम्भव था कि इनके विरुद्ध झूठ मूठ के भासले चलाये जा सकते थे। लेकिन अब हमारे देश को स्वतंत्र हुए लगभग पंद्रह वर्ष हो चुके हैं और इस बीच में इन रियासतों को विलीन हुए भी तेरह चौदह वर्ष बीत चुके हैं और वह बात जिसका सरकार को डर था अब नहीं रही है।

हमारे देश में भूतपूर्व शासकों को नागरिकता के सभी अधिकार प्राप्त हैं। वे अच्छा जेब खर्च पाते हैं, उन के जो अधिकार थे वे सुरक्षित हैं और साथ ही साथ उनको यह अधिकार भी प्राप्त है जो हम को प्राप्त है और अन्य नागरिकों को भी प्राप्त है कि वे निर्वाचनों में हमारे समकक्ष चुनाव लड़ सकते हैं। और भी जो अधिकार भारतीय नागरिकों को प्राप्त हैं, वे उन को भी मिले हुए हैं। इन अधिकारों के अतिरिक्त उन को कुछ विशेष सुविधायें भी मिली हुई हैं और हमारी सरकार ने उन से समझौता करते समय उन को कुछ आश्वासन भी दिये थे। मैं उन के विरुद्ध नहीं हूँ। यह अधिकार वास्तव में भारतीय जनता को प्राप्त था कि दीवानी मुकदमा उनके खिलाफ चलाया जा सकता था। लेकिन एक शर्त लगा दी गई

श्री रामेश्वरानन्द : जब आप उन के विरुद्ध हैं, तो इनके क्यों विरुद्ध नहीं हैं?

श्री म० ला० डिबेदी : जो बात मेरे सामने है, उसको मैं आगे लठका और जब आप इस पर अपने विचार रखेंगे, तो मैं उसका समर्थन भी करूँगा। मैं इस से बाहर की बातों का उल्लेख करना नहीं चाहता और उनका उल्लेख करना नहीं चाहता जो आवश्यक नहीं हैं।

इस समय जिस वस्तु की आवश्यकता है वह यह है कि इनके विरुद्ध हम दीवानी अभियोग भी चला सकते हैं, ऐसा अधिकार जनता को मिलना चाहिये। इसका कारण यह है कि राजे महाराजे अब व्यापार भी करते हैं माधारण नागरिकों से लेन देन भी करते हैं। ऐसी स्थिति में साधारण व्यक्ति का रूपया या धन या जायदाद या सम्पत्ति यदि भूतपूर्व शासकों के पास है और वे उसे देना नहीं चाहते तो साधारण नागरिक वंचित है इस अधिकार

से कि उसको प्राप्त करने के लिए वह न्याय प्राप्त कर सके और न्यायालय में जा सके। सरकार ने यह सुविधा अवश्य दी है कि कोई भी नागरिक यदि किसी शासक के विरुद्ध अभियोग चलाना चाहता है तो वह गृह मंत्रालय के पास अपना प्रार्थना पत्र भेजे और जब गृह मंत्रालय इनी स्वीकृति दे दे कि हाँ तुम चला सकते, तो ही ऐसा अभियोग चलाया जा सकता है, अन्यथा नहीं। देखा यह गया है कि गृह मंत्रालय का जो सचिवालय है वह ऐसे विषयों पर अति विलम्ब से विचार करता है और इस में वर्षों लगा देता है और उसकी स्वीकृति नागरिकों को जल्दी नहीं मिल पाती। बहुत से ऐसे केसिस भी हैं कि जहां पर स्वीकृति प्राप्त ही नहीं हुई है। ऐसा भी साम्राज्य होता है कि वे लोग जिन पर अभियोग चलाये जाने की बात चलाई जाती है और स्वीकृति प्राप्त करने का आवेदन किया जाता है, वे गृह मंत्रालय वे सचिवालय को प्रभावित कर लेते हैं, गृह मंत्रालय में प्रभाव ढाल लेते हैं और इस कारण भी, कुछ तो नासमझी के कारण और कुछ गलत-फहमी के कारण या कुछ विशेष सुविधायें प्राप्त होने के कारण गृह मंत्रालय लोगों को स्वीकृति नहीं देता और स्वीकृति न मिलने के कारण जो कठिनाई उन नागरिकों को होती है जिन की सम्पन्न अथवा धन अथवा रुपया फंसा होता है, उसका अनुमान आप लगा सकते हैं। वे किसी प्रकार से भी अपना धन प्राप्त करने की सुविधा प्राप्त नहीं कर सकते हैं। ऐसी कठिनाई जो लोगों के सामने है वह इतनी विशाल है कि उस का अनुमान वह नहीं लगा सकता जो कि सम्पन्न हो। जिस

दरिद्र के पास, गरीब के पास छोटी सी जायदाद हो, थोड़े से रुपयों से काम चलाता हो, उस का रुपया फंस जाता है और न उस का व्याज उस को प्राप्त होता है न उस से कोई काम उस का चल सकता है, न ही वह अपनी जीविका उपार्जन कर सकता है। अन्धेर खाते में उस को अपील पड़ी रहती है। न गृह मंत्रालय से स्वीकृति मिलती है न अपील चल सकती है। कोई ठिकाना नहीं है जहां से वह अपने धन को प्राप्त करने के लिये न्याय मांग सके या न्यायालय के पास जा सके।

ऐसी स्थिति में जो यह विधेयक है वह इस बड़ी गड़वड़ी को, इस अन्याय को जो कि समाज पर किया जा रहा है, मिटाने की चेष्टा कर रहा है। मेरे विधेयक का उद्देश्य यह है कि जो आप के जात्वा दीवानी की द७ (व) धारा है, जिस में कि शासन को यह अधिकार दिया गया है कि उस के विरुद्ध दीवानी की अपील नहीं चलाई जा सकती, उस को निकाल दिया जाये हमारी संहिता से, जिस से कि सभी नागरिक एक ऐसे स्तर पर पहुंच जायें कि वे अपने अधिकार को मांग सकें और न्याय प्राप्त कर सकें। यह ऐसी बातें हैं जिन पर सदन को ध्यान देना चाहिये।

Mr. Chairman: The hon. Member may continue the next day.

17 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Saturday, the August 18, 1962/Sravana 27, 1884 (Saka).

[Friday, August 17, 1962/ Sravana 26, 1884 (Saka)]

ORAL ANSWERS TO QUESTIONS		COLUMNS	WRITTEN ANSWERS TO QUESTIONS—contd.		
S.Q.	Subject	No.	S.Q.	Subject	
354	Location of Power House and coal washeries	2145—86	375	Third Machine Tool Factory in Punjab	2190
355	Prohibition	2148—51	376	Ropeway over Rohtang Pass	2190—91
356	Production of fertilisers	2152—54	377	Revision of lists of S.C. and S.T.	2191
357	Cooperative Society of small mine-owners in Goa	2154—55	378	Rural service for medical graduates	2191—92
358	Search for oil in Jaisal- mer	2155—57	379	Allotment for Nuffield Foundation	2192
359	Payment to Laxmi Bank and Palai Bank deposi- tors	2157—59	380	Lubricating Oil Plant	2192—93
360	Limited I. A. S. Exam- ination	2159—61	381	Pre-examination Coa- ching Centre for S.C. and S.T.	2193—94
361	Mid-day meals in schools	2161—66	382	Three Year Degree Cour- se in U. P. Universi- ties	2194—95
364	Election petition	2166—	383	Movement of coal	2195—96
367	Pipe-line between oil- fields and Assam Refi- nery	2169—72	384	India Office Librar	2196
369	Pak troops on Tripura border	2172—76	385	British Empire and Com- monwealth Games in Delhi	2196—97
370	International Indian Oc- ean Expedition	2176—78	386	Shark Liver Oil factory in Andamans	2197—98
371	Royalty on Mineral in Maha Prades	178—80	387	Ban on creation of new posts	2198—99
372	Soviet engines for In- dian Jet fighters	2181—82	388	Medium of regional languages	2199
S.N.Q.			389	Steel Plants	2199—2200
No.			390	Constitution of Three All-India Services	2200—01
4	Deaths in Orissa due to consumption of milk- powder	2182—86	391	Scrap Committee Report	2201
WRITTEN ANSWERS TO QUESTIONS		2186—2295	392	Air accident near Gauha- to	2201—02
S.Q.			393	National Integration	2202
No.			394	Pilot plants for coal	2202—03
362	Social Welfare Fund	2186—87	395	Tibetan language	2203
363	Violation of Indian Air space by Pakistan	2187	396	Concession to students of backward classes	2203—04
365	Misuse of staff cars in Andamans	2187—88	397	Gas Pipelines	2204
366	All India Sports Coun- cil	2188	398	Industrial and non indus- trial employees	2204—05
368	Direct teaching in affiliating Universities	2188—92	399	Kolar Gold Fields	2205—06
374	Production of cheap tractors	2189	400	New Prize Bonds Sche- me	2206—07
374	Loans to Manipur by Assam Financial Corpo- ration	2189—90	401	Total prohibition in Delhi	2207
			402	Institutions of National importance	2207

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
840	Licences for import of iron and steel	2208
841	Administration of schools run by Military Cantonments	2209
842	Book grants for Scheduled Castes and Scheduled Tribes	2209
843	Fire Insurance Premium	2209-10
844	Introduction of Shariat Law	2210
845	Scholarships to S. T. students in Andhra	2210-11
846	Loans due from displaced persons in Tripura	2211
847	Santal language	2211
848	Mineral Rights	2211-12
849	Border roads in Rajasthan	2212-13
850	Drawbacks and export	2213-14
851	Cases regarding income tax and excise duty	2214
852	Steel production under Third Plan	2215
853	Dhalai floods	2215-16
854	Employees of Tripura Administration	2216
855	Revision of Gazetteers	2216-17
856	Iron ore production	2217-18
857	Foreign aid for stepping up coal production	2218
858	Technical service for industrial constructions	2218-19
859	Houses for scavengers in Kerala	2219
860	Production of iron ore by captive mines	2219-20
861	Pension benefits to industrial workers	2220-21
862	Repair of vehicles by contractors	2221-22
863	Cracker explosion in Delhi	2222
864	Suicides	2222
865	Loans to States	2222-23
866	Exploitation of mineral resources in Madras	2223
867	Suicide in Rourkela Steel plant	2223-24
868	Fixation of Salary of I.C.S. Officers	2224
869	L. I. C. premium through Post Offices	2224-25

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
870	Benefits to ex-servicemen employees in income-tax Department	2225-26
871	P.W.D. workers in Andamans	2226
872	Post-matric Scholarships	2227
873	Suicide by jumping from rooftop of the Central Secretariat building	2227-28
874	Oil exploration in Jammu and Kashmir	2228
875	Rehabilitation Finance Administration loan cases	2228
876	Educational and vocational guidance	2229-31
877	Allowances to Ministers	2231
878	Cra	2231-32
879	Power Transformer Factory in Kerala	2232
880	Rolling Steel Sleepers	2233
881	Goa	2233
882	Allotment of land to Housing Society	2234
883	Work Study Institute	2234-35
884	Creation of 'Dry' belt	2235
885	Heavy industries in Kerala	2235-36
886	Decentralisation of H.S.I.	2236-37
887	Hutti Gold Mines	2237
888	Sale of tea estates by foreigners	2237
889	Heavy Machine Building Plant	2238-39
890	Import of refractories	2239
891	Low off-take in steel plants	2240
892	Accumulation of stocks in steel plants	2240
893	Loans to Hindustan Steel Ltd.	2241
894	Seizure of gold	2241
895	Scheduled Tribes of West Bengal	2242
896	Special Police Establishment	2243
897	Buddha Jayanti Park, New Delhi	2243-44
898	Fire prevention in Delhi	2244
899	Justice for common man	2244-45
900	Kolar Gold Mines	2245

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
901	Anti-Cholera Campaign	2245
902	Oil exploration in South.	2245
903	Neyveli Lignite	2246
904	Study of Hindi	2246-47
905	Lapse of L.I.C. business	2247-48
906	Lime stone from Mussoorie hills	2248-49
907	District Army, Navy and Air Boards	2249
908	Re-Union meet at London	2249
909	Tribal indebtedness	2249-50
910	Engineering College in Orissa	2250
911	Lok Sahayak Sena	2250
912	Legal aid for S.C. and S.T.	2251
913	Import of petroleum products	2251-52
914	Nickel deposits in Manipur	2252
915	Heavy Electrical Equipment Part in Andhra Pradesh	2252-53
916	Oil and gas products	2253-54
917	Assistance to affiliated colleges	2254-55
918	Extension Library Centres	2255
919	Cut in wagon quota of Andhra Pradesh	2255-56
920	Raiding of a Delhi Travel Agent's Office	2256
921	Iron and steel for Orissa	2256-57
922	Theft of historic images in W. Bengal	2257-58
923	Closure of coal mines	2258-59
924	Import needs of steel	2259
925	Asian games at Dymkarta	2259-60
926	Geological Survey of J. & K.	2260
927	Accident in Gauhati Oil Refinery	2260-61
928	Manavi language	2261
929	Engineering colleges in Rajasthan	2261
930	Punjab Temporary Taxation Bill	2262
931	Students getting Third Division	2262-63
932	Life sketches of freedom fighters	2263-66
933	Reforms in General Insurance Business	2265

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
934	Funds for the welfare of Scheduled Castes	2266-67
935	Land of migrated Muslims in Tripura	2267-68
936	Drilling operations in Punjab	2268
937	Entrance fee at Red Fort	2268
938	Judges of Punjab High Court	2268-69
939	Ball and Roller Bearings Project in Orissa	2269
940	Oil refineries in India	2269-70
941	Tribal schools in Kerala	2270
942	Daulatabad Fort	2270-71
943	False University results	2271
944	Rashtriya Panchangs	2271-72
945	Additional Blast Furnace at Bhilai	2272
946	C.L. sheets quota for Punjab	2272-73
947	Coal deposits at Korba	2273
948	Polytechnic for women in Delhi	2273-74
949	I.A.F. planes involved in accidents	2274-75
950	Hindustan-Tibet road	2276
951	Election petitions	2276
952	Kurand Stone Factory	2277
954	Cement production	2277-78
955	Soviet Collaboration for coal industry	2278
956	Directorate of Prosecutions	2278-79
957	Third Division in M.A.	2279
958	Oil exploration in Punjab	2279-80
959	Oil technical institutes	2280
960	Wastage in General Education	2280
961	Non-Assamese in Assam Oil projects.	2281
963	Coke for Madras	2281-82
964	Minerals	2282-83
966	Minerals in Rewa district	2283
967	Collieries in Madhya Pradesh	2283-84
968	Regional Coaching Centres	2284-85
969	Deposits in Banks	2285
970	Central Fuel Research Institute	2285-86
971	Students sent abroad for studies	2286
972	Printing of Sales Tax Forms	2287

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q.	Subject	COLUMNS
No.		
973	D.A. for Canteen Stores Department (India)	2287-88
975	Sea-Hawk plane crash	2288
976	Cracker explosion in Delhi	2288-89
977	Housing of tribals in Rajasthan	2289
978	Sainik School in U.P.	2289-90
979	Oil in Narmada river bed	2290
980	Gun Shell Factory, Co-sipore	2290-91
981	Disposal of Income tax cases	2291
982	Minerals in Rajasthan	2292
983	Grants by University Grants Commission	2292-93
984	Statistics about Third General Elections	2293-95
985	Museums	2295
CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE		2295-96

Shri S.M. Banerjee called the attention of the Minister of Education to the reported assault on the Indian Express Sports Correspondent by Shri Milkha Singh and others on the eve of their departure for Djakarta.

The Minister of Education (Dr. K.L. Shrimali) made a statement in regard thereto.

PAPERS LAID ON THE
TABLE 2296-98

(1) A copy each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960:—

- (a) G.S.R. No. 704 dated the 26th May, 1962.
- (b) G.S.R. No. 706 dated the 26th May, 1962.
- (c) G.S.R. No. 1003 dated the 28th July, 1962.

COLUMN
PAPERS LAID ON THE
TABLE—contd.

- (d) G.S.R. No. 1004 dated the 28th July, 1962.
- (e) G.S.R. No. 1041 dated the 4th August, 1962.
- (2) A copy each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878:—
 - (a) G.S.R. No. 694 dated the 16th May, 1962.
 - (b) G.S.R. No. 707 dated the 26th May, 1962.
 - (c) G.S.R. No. 972 dated the 21st July, 1962.
 - (d) G.S.R. No. 973 dated the 21st July, 1962.
 - (e) G.S.R. No. 1002 dated the 28th July, 1962.
 - (f) G.S.R. No. 1033 dated the 4th August, 1962.
 - (g) G.S.R. No. 1034 dated the 4th August, 1962.
 - (h) G.S.R. No. 1035 dated the 4th August, 1962.
 - (i) G.S.R. No. 1036 dated the 4th August, 1962.
 - (j) G.S.R. No. 1037 dated the 4th August, 1962.
- (3) A copy each of the following Notifications under sub-section (3) of section 28 of the Public Debt Act, 1944:—
 - (a) The Public Debt (Amendment) Rules, 1962 published in Notification No. G.S.R. 756 dated the 9th June, 1962.
 - (b) The Public Debt (Compensation Bonds) Amendment Rules, 1962 published in Notification No. G.S.R. 757 dated the 9th June, 1962.
 - (c) The Public Debt (Annuity Certificates) Amendment Rules, 1962 published in Notification No. G.S.R. 758 dated the 9th June, 1962.
- (4) A copy of the Post Office Savings Certificates (Fourth Amendment) Rules, 1962 published in Notification No. G.S.R. 832 dated the 23rd June, 1962, under sub-section (3) of section 12 of the Government Savings Certificates Act, 1959.

COLUMNS

COLUMNS

MOTION RE: STATEMENT
ON RAILWAY ACCIDENTS—2364

Discussion on the motion re: Statement on Railway accidents moved on the 16th August 1962, continued.

The Minister of Railways (Shri Swaran Singh) replied to the debate; and the discussion was concluded.

REPORT OF COMMITTEE
ON PRIVATE MEMBERS'
BILLS AND RESOLUTIONS
ADOPTED 2364—72

Fifth Report was adopted.

PRIVATE MEMBERS' BILLS
INTRODUCED 2372—74

- (1) The Constitution (Amendment) Bill, 1962 (*Amendment of Articles 100 and 189*) by Shri M.L. Dwivedi
- (2) The Constitution (Amendment) Bill, 1962 (*Amendment of Articles 124 and 211*) by Shri K.C. Sharma

PRIVATE MEMBER'S BILL
WITHDRAWN 2374—2410

Discussion on the motion to circulate the Untouchability (Offences) Amendment Bill, (*Amendment of sections 3 and 4*) for the purpose of eliciting opinion thereon by the 31st December, 1962, moved on the 22nd June, 1962, continued.

PRIVATE MEMBER'S BILL
WITHDRAWN—*contd.*

Shri Siddiah replied to the debate. The Bill was, by leave, withdrawn.

PRIVATE MEMBER'S BILL—
CONSIDERATION PO-
STPONED 2410—2420

Shri Hem Raj moved for consideration of the Hindu Succession (Amendment) Bill, 1962 (*Amendment of section 30*). Consideration of the Bill was postponed.

PRIVATE MEMBER'S BILL
UNDER CONSIDERATION

2422—26

Shri M.L. Dwivedi moved for consideration of the Code of Civil Procedure (Amendment) Bill, 1962 (*Omission of section 87-B*). The discussion was not concluded.

AGENDA FOR SATURDAY,
AUGUST 18, 1962/SRAVANA
27, 1884 (SAKA)

Discussion and voting on Supplementary Demands for Grants (Railways) for 1962-63. Discussion and voting on Supplementary Demands for Grants (General) for 1962-63. Discussion on Motions re Reports of National Industrial Development Corporation.