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Vaisakha 12, 1884(Saka)

LOK SABHA
DEBATES

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Volume II, 1962/1884 (Saka)

[*April 30 to May 11, 1962/Vaisakha 10 to 21, 1884 (Saka)*]



FIRST SESSION, 1962/1884 (Saka)

(*Vol. II contains Nos. 11 to 20*)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Wednesday, May 2 1962/Vaisakha 12
1884 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

उत्तर प्रदेश में अखबारी कागज का कारखाना

*३३७. श्री भक्त दर्शन : क्या वाणिज्य तथा उद्योग मंत्री २७ मार्च, १९६२ के तारीकत प्रश्न संख्या २३८ के उत्तर के: मम्बान्ध में यह बताने की कृपा करेंगे कि उत्तर प्रदेश में अखबारी कागज का कारखाना स्थापित करने की दिशा में अब तक क्या प्रगति हुई है ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : फर्म ने अभी तक विदेशी सहयोग की गति प्रस्तुत नहीं की है। इसका कारण यह है कि वह अपने विदेशी सहयोगी के परामर्श में गते की ओर का वर्चन माल के रूप में इस्तेमाल कर के अखबारी कागज बनाने की टेक्निकल और आर्थिक सम्भावना का अध्ययन कर रही है।

I shall also read the answer in English.

The firm have not so far submitted the foreign collaboration terms as they are still studying, in consultation with his foreign collaborator, the technical and economic feasibility of manufacture of newsprint from bagasse as raw material.

श्री भक्त दर्शन : मैं यह जानना चाहता हूँ कि कौन सी भारतीय फर्में इस कारखाने को स्थापित करना चाहती हैं और वह कौनसी

1948

विदेशी संस्था है जिस के साथ वे बातचीत चला रही है।

श्री कानूनगो : तीन भारतीय फर्में ने इसका प्रस्ताव रखा है, राहतास इंडस्ट्रीज लिमिटेड, श्री गोपाल मिल्स लिमिटेड और बिडला न्यूलियर लिमिटेड, और ये अमरीकन्स के साथ बातचीत चला रहे हैं।

श्री भक्त दर्शन : क्या माननीय मंत्री जी के ध्यान में यह बात आयी है कि उत्तर प्रदेश के मुर्य मंत्री जी ने इस आशय का एक वक्तव्य दिया था कि बिडलाज की ओर से एक बहुत बड़ा अखबारी कागज का कारखाना गढ़वाल के क्षेत्र में या पर्वतीय इलाकों के क्षेत्र में स्थापित किया जा रहा है ? क्या यह वही कारखाना है जिसके बारे में उन्होंने उल्लेख किया है ?

श्री कानूनगो : यह वही कारखाना है, लेकिन यह मुगदाबाद में होगा गढ़वाल में नहीं।

Unemployment in Goa

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*३३८. { Shri Harish Chandra Mathur:
Shri Rishang Keishing:

Will the Prime Minister be pleased to state:

(a) whether since liberation of Goa, a vast number of Goans have been thrown out of employment;

(b) what is Government's appraisal of the situation and steps proposed to be taken to improve the situation; and

(c) to what extent employment in the mining sector has been stepped up?

The Minister of State in the Ministry of External Affairs (Shrimati

Lakshmi Menon: (a) and (b). The closure of certain Government and semi-Government establishments maintained by the Portuguese administration, led to unemployment of nearly 3000 persons. These included about 2000 Goan soldiers. Some of these persons have since been re-employed. An Employment Bureau has also been opened in Goa. Moreover, steps are being taken for industrial development of Goa, Daman and Diu in order to provide avenues of employment.

(c) There has been no significant change in the employment of labour in the mining industry.

Shri Harish Chandra Mathur: While it is fully appreciated that finalisation of the developmental schemes will take some time, may I know if the hon. Prime Minister is in a position to say that, in the meanwhile, the position regarding employment in this area will not be worse off than what it was under Portuguese rule?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): As the hon. Member will observe, unemployment is largely due to the unemployment of Portuguese soldiers. Out of 3000, 2000 were some kind of soldiers. We can try to find employment for them. But it is not as if they were employed in industry or something else. That is inevitable. We try to find employment; some have already been found.

Shri Harish Chandra Mathur: May I know what interim measures have already been taken in this respect and what is the quantum of employment that has been found in the circumstances?

Shrimati Lakshmi Menon: In many cases, people have been fully employed. For instance, in the case of Naval dockyard, 475 people were unemployed. All of them have been re-employed when the dock-yard was re-organised. So also in the case of other Savings banks and in the Banco Nacional Ultramarino etc.

Wherever these people are found eligible and wherever facilities for resettling of these banks and establishments have been taken, they have been employed.

Shri Hari Vishnu Kamath: Arising out of the answer to part (c) of the question, is it a fact that soon after liberation, there were some difficulties with regard to the export of iron ore from Goa and if so, to what extent have the difficulties been overcome?

Shrimati Lakshmi Menon: All these difficulties were overcome soon after liberation. In fact, even before liberation, there had been a fall in production as a result of the withdrawal of explosives, etc. by the Portuguese Government. But, there has been some difficulty for one month or so. Things are normal and everything is going on as before.

Shri Hari Vishnu Kamath: Iron ore or explosives? I did not quite hear.

Shrimati Lakshmi Menon: Before the liberation, the explosives which were used for blowing up the mining area etc. had been withdrawn by the Portuguese for blowing up the bridges, and, naturally, there has been a fall in production, and some difficulty faced by labour. But all those things have been restored now. Now, everything is normal.

Shri Hem Barua: In view of the fact that there is a disparity between the pay scales that obtained under Portuguese rule in Goa and the pay scales that obtain in our country, may I know how Government have removed the disparity in the pay scales now?

Shrimati Lakshmi Menon: For the moment, I think that nothing will be done and things will continue as they obtained before; but gradually, everything will be brought in line with the conditions in India.

Shri Tyagi: Were there any Goans employed in the Armed Forces of the Portuguese, and if so, have they been given re-employment in our Armed Forces?

Shri Jawaharlal Nehru: It has just been stated that 2000 Goans, not Portuguese but Goans, were in some form or the other in the Armed Forces. They suffered unemployment, to begin with, but they are gradually being taken in various ways.

Shrimati Savitri Nigam: May I know whether Government are intending to chalk out some scheme to give immediate relief to these unemployed people and to provide them some work of a test relief nature?

Shri Jawaharlal Nehru: I do not know about any scheme for relief. Relief has been given considerably, where necessary, but I do not know of any regular scheme. First, we have given relief to people who had actually suffered during the Goa Operation; their houses had been destroyed either by the Portuguese who dynamited the bridges and other things, as a result of which the nearby houses were destroyed, or a few were destroyed by some bombs thrown near an airport or something of that sort by our Forces. They have been given relief.

Shri Hem Barua: May I seek a clarification?

Mr. Speaker: Shri Jaganatha Rao.

Shri Jaganatha Rao: Before the Goa Operation, may I know whether Government had any plan to continue the existing employed after Goa had been taken over?

Shrimati Lakshmi Menon: All those people who were employed in the Goan Administration are screened, and if they are found suitable for the jobs, they are employed.

Shri Indrajit Gupta: May I know whether Government are aware of an inclination on the part of many Goans who have been employed so long outside Goa to come back to Goa to seek employment, and if so, what Government's reaction will be at least in the case of those Goans who are technically qualified for particular jobs?

Shri Jawaharlal Nehru: I do not quite know. There may be such cases.

If they want to come out of Goa they can come, and if they want to go back to Goa, they can do so.

Shrimati Lakshmi Menon: The hon. Member is asking about Goans outside Goa.

Shri Jawaharlal Nehru: Outsiders can go to Goa now. There were certain difficulties in the way of outsiders going. Even then, Goans could always go back to Goa, and it was only non-Goans who were asked to take permits. And permits were not issued for a little time, because it was thought that all kinds of people going there from outside may exploit the situation there. But Goans were always allowed. Now, even that restriction has been removed.

Shri Harish Chandra Mathur: I understand that an employment exchange has also been opened there. May I know the number of persons registered there?

Shrimati Lakshmi Menon: I have no figures with me here.

Mr. Speaker: Next question.

Shri Hem Barua: On a point of order. The reply that was given to my supplementary question confuses us. So, I just wanted a clarification. The pay scales that obtained under the Portuguese rule in Goa were much higher than the pay scales that obtain in our country. I wanted to know whether the pay scales that obtained under Portuguese rule in Goa have been maintained or whether new pay scales have been introduced instead. The reply to my supplementary question was not clear.

Shrimati Lakshmi Menon: That was exactly what I answered.

Mr. Speaker: First, the hon. Member said that he wanted an explanation or a clarification. I did not allow him any opportunity. Then, he stood up and said that there was a point of order. Actually, there was no point of order at all, but the hon. Member got up and had another method to ask the same question which he wanted to ask earlier. That is not fair.

If there is really a point of order, I would allow. But when the hon. Member was asking for an explanation, and he wanted to ask a further supplementary question, if I did not give him that opportunity, then, he should not have asked the same question in another manner through another method.

Shri Hem Barua: When supplementaries are put and we are not satisfied with the replies given, we want further clarification. But when we are denied that opportunity, I think a point of order arises. Here the reply given by her was not of the standard we expected. The point is whether a Minister can give an evasive reply like that.

Mr. Speaker: It is quite a different thing which he is now saying. He did not put it on these terms, that is, whether a Minister can give an evasive reply. Again, that is also to be decided by the presiding officer. Does the Minister want to give any reply now?

Shri Jawaharlal Nehru: I submit that the answer given was clear enough, that normally the old high scales of pay have been continued, but with the intention of gradually bringing them down to the normal Indian scales.

Administrative set up of Goa, etc.

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Shri Rameshwar Tantia:
 Shri D. C. Sharma:
 Shri Harish Chandra
 Mathur:
 Shri Basappa:
 Shri Vidya Charan Shukla:
 Dr. L. M. Singhvi:
 Shri Bishan Chander Seth:

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Will the Prime Minister be pleased to state:

- (a) whether the proposed new set up for Goa, Daman, Diu, Dadra and Nagar Haveli has since been finalized;
- (b) if so, the details thereof; and
- (c) the steps taken to develop closer contacts between the administration and the people there?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) and (b). Goa, Daman and Diu comprise one Union Territory. Dadra and Nagar Haveli comprise another Union Territory. Both these territories are administered by the President through Administrators. The present Administrator of Goa, Daman and Diu is the Military Governor, who will be replaced by a Lt. Governor shortly after the Portuguese detainees have left Goa. The Lt. Governor will have a Chief Secretary and other appropriate staff.

(c) Group Panchayats and Varishta Panchayats are already functioning in Dadra and Nagar Haveli. The President has also nominated a Member to represent this Union Territory in the Lok Sabha. In regard to Goa, Daman and Diu, the Administration are taking steps to prepare electoral rolls so as to hold elections for the Panchayats in that Union Territory. There will be two Members to be nominated by the President to represent Goa, Daman and Diu in the Lok Sabha.

Shri Rameshwar Tantia: May I know whether the attention of Government has been drawn to some press statements to the effect that the Goanese people are complaining against the present set-up of officials?

Shrimati Lakshmi Menon: We have received memoranda, complaints and statements by various Goan people from Bombay and from Goa itself.

Shri Basappa: May I know whether the opinion of the Goan people has been ascertained as to the future set-up? If so, by what method?

Shrimati Lakshmi Menon: We are trying to prepare electoral rolls; there will be elections. By that time, we will know what the Goans think about this matter.

Shri Sham Nath: Is it a fact that there were some serious and specific complaints against the bureaucratic arrogance of senior officials in their dealings with the people there?

Shrimati Lakshmi Menon: We have never heard such complaints.

Shri Basappa: May I know whether any more officers of the Governments of Mysore or Maharashtra are still there?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): There is one matter I should like to point out to the House. There are elements in Goa who are pro-Portuguese. When the Portuguese were there, they profited by their rule there. They have complained about everything that has happened. I do not think they are very many. Also, a number of things have happened which have been somewhat upsetting, obviously with all this changeover. Many people do not quite know what the future will be. We have assured them about this matter. Most of the complaints are wholly unjustified. Some of them are justified to some extent. We look into them.

Shri D. C. Sharma: When the new set-up is decided upon, will Goa, Daman and Diu have a Territorial Council like Himachal Pradesh or a Municipal Corporation like Delhi?

Shri Jawaharlal Nehru: We have promised a large measure of autonomy. Details have not been worked out.

Shri Harish Chandra Mathur: May I know whether the hon. Prime Minister or, failing that, the Home Minister, has any programme to visit these places in the near future to see things for himself?

Shri Jawaharlal Nehru: Does he mean Members of Parliament?

Shri Hari Vishnu Kamath: No. The Prime Minister. आप खुद कब जाएंगे?

Shri Jawaharlal Nehru: Certainly I shall go to Goa, but I am not quite sure when. Not very soon.

श्री रघुनाथ सिंह : दादरा और नगर हवेली में जो शासन व्यवस्था इस समय है और गोआ, दमन और दीव में जो शासन व्यवस्था होगी, वे दोनों एक ही प्रकार की हो जायेंगी या वे अलग अलग रहेंगी?

श्री जवाहरलाल नेहरू : अभी तो अलग अलग हैं दोनों की। एक का तो इरेजाम हो गया है। अब उसको उखाड़ना शायद ठीक नहीं होगा। लेकिन मुस्किन है बाद में कुछ और इरेजाम किया जाए।

Shri Hem Barua: May I know whether the introduction of civil administration in Goa is specifically linked up with the withdrawal of Portuguese detenus in Goa; if so, whether that withdrawal of Portuguese detenus has started by now?

Shri Jawaharlal Nehru: The withdrawal of the Portuguese detenus is likely to begin very soon, might begin even today, I am not sure. The only thing that was linked up with it was the presence of some portions of the Indian Army to look after these detenus. That will not be necessary. They will be withdrawn. Maybe, a very small number might be left there as they are left in other places, but I do not think the civil administration is very much affected. Of course, the civil administration is undergoing a change all the time.

Mr. Speaker: Next question.

Shri Nath Pai: May I ask a question?

Mr. Speaker: I am extremely sorry now.

चार्टर्ड अकाउन्टेंटों की परीक्षा

*३४०. **श्री विभूति मिश्र :** क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चार्टर्ड अकाउन्टेंटों की परीक्षा में बठने के लिए आवश्यक है कि वह एक लम्बे अर्सें तक चार्टर्ड अकाउन्टेंटों की किसी फर्म में काम करे;

(ख) क्या यह भी सच है कि इस अवधि में सम्बन्धित व्यक्तियों को कोई वेतन नहीं दिया जाता है;

(ग) क्या यह सच है कि उनको प्रतिदिन फर्मों में काफी काम करना पड़ा है ; और

(घ) यदि हां, तो सरकार इस सम्बन्ध में क्या कार्यवाही कर रही है ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : (क) जी, हां ।

(ख) जी, हां । लेखा परीक्षा कलर्कों के अलावा, जो कि चार्टर्ड अकाउन्टेंटों की फर्मों के कर्मचारी होते हैं, अन्य प्रशिक्षणार्थियों को सामान्यतः प्रशिक्षण कानून में कोई वेतन नहीं मिलता है ।

Shri Tyagi: Could you ask him to read it in Hindi? It is not Hindi. I do not know what is लेखा परीक्षा. After all Hindi must be understandable.

Shri Kanungo: I am sorry my pronunciation is not correct.

Mr. Speaker: The hon. Member should appreciate that if a question is asked in Hindi and if the answer is not given in Hindi, objection is raised; and the Members do try to the best of their ability, so far as they can speak that Hindi. He is trying to answer that.

Shri Tyagi: No, Sir. What I am objecting to is the language.

Mr. Speaker: Otherwise, we should allow him to answer in English.

Shri Tyagi: I take objection to the type of Hindi that the Government of India is perpetuating.

डा० गोविन्द दास : मैं आपसे कहना चाहता हूँ कि जो हिन्दी अभी मिनिस्टर साहब बोल रहे थे वह विल्कुल ठीक हिन्दी है और अगर त्यारी जी उसको नहीं समझते हैं तो यह उनकी गलती है । इस तरह जो टेक्नीकल शब्द हैं वे धीरे धीरे ही लोगों की समझ में आयेंगे ।

अध्यक्ष महोदय : अब जो हम नहीं समझते हैं, उसे भी कोशिश करेंगे समझने की माननीय मंजी जो बाकी उत्तर हैं, वह दे दें ।

श्री कानूनगो : (ग) जी हां, यदि वे गम्भीरता में प्रशिक्षण लें ।

(घ) चूंकि उम्मीदवारी के रूप में काम करने वाले कलर्कों तथा अन्य व्यक्तियों के प्रशिक्षण सम्बन्धी मामलों को व्यवस्था चार्टर्ड अकाउन्टेंटों से सम्बन्धित नियमों द्वारा की जाती है, इसलिए इस में सरकार द्वारा कोई कारंवाई करने का प्रश्न नहीं उठता ।

I shall also read the answer in English.

(a) Yes, Sir.

(b) Yes, except audit clerks who are employees of the firms of Chartered Accountants, other trainees do not ordinarily receive any salary during the period of their training.

(c) Yes, if they take their training seriously.

(d) Since these matters relating to the training of articled clerks and others are governed by the Chartered Accountants Regulations, the question of Government taking any steps does not arise.

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि क्या सरकार इस प्रकार की कोई अवधि निश्चित कर देगी कि इन्हें दिनों तक किसी कर्म में रह चुके हैं ; बाद वह परीक्षा में बैठ सकेंगे ?

श्री कानूनगो : यह कानून में है कि जो आर्टिकल्ड कलर्क होता है उसको चार साल के बाद इमानहान देने को इजाजत मिलती है और जो दूसरे कलर्क होते हैं उनको आठ साल के बाद इजाजत मिलती है ।

श्री विभूति मिश्र : इतने दिनों तक काम करने के बाद भी उन बेचारों को कुछ वेतन नहीं मिलता है । क्या सरकार कोई ऐसा नियम करेगी कि इन्हाँ खर्च उनको जीवन निर्वाह के लिए दिया जाता करे ?

श्री कानूनगो : कलर्कों को हमेशा तत्त्वावधि मिलती है लेकिन जो आर्टिकल्ड कलर्क होते हैं दुनियाँ में उनको कहीं वेतन नहीं मिलता है बल्कि उनको ही कुछ देना होता है ।

श्री ग्रचल सिंह : क्या मंत्री महोदय को मालूम है कि जो उम्मीदवार काम करते हैं उन को कुछ दिया नहीं जाता है बल्कि उन से कई हजार रुपये लिये जाते हैं ताकि उन को ट्रेनिंग दी जाये ?

श्री कानूनगो : इस का जवाब मैं ने दे दिया है ।

Shri A. N. Vidyalankar: Does the Government propose to start its own classes for instruction?

Shri Kanungo: No; the training, all the world over, is job training. And, that is also adopted in our country for a long time. It all depends upon the amount of work which an articled clerk does over the course of years. The Institute of Chartered Accountants has recently provided a training scheme on theory. But the practical work has got to be done in office and on audit.

Shri K. R. Gupta: Is it a fact that most of the trainees have to pay a lump sum to the firms and that too in a not legal way?

Shri Kanungo: That is what I said. They have to pay a premium depending upon the firm they join.

Shri C. R. Pattabhi Raman: Is it a fact that it is a statutory body with rules and regulations?

Shri Kanungo: It has been answered. The Institute of Chartered Accountants is formed by a statute of Parliament.

श्री विभूति मिश्र : माननीय मंत्री जी ने कहा कि दुनियां में ऐसा नहीं होता है। दुनियां की हालत भिन्न है और हिन्दुस्तान की हालत भिन्न है। यहां पर गरीबी है। जो लोग काम करते हैं उन के लिये कुछ तो जीविका का इन्तजाम सरकार को करना चाहिये? उन से काम करवाते हैं लेकिन कुछ देते नहीं हैं।

प्रध्यक्ष महोदय : आप तो बहस करने लगे ।

Report on Central Government Servants' Strikes

***341. Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to state:

(a) whether Shri R. L. Mehta's report on the Central Government Servants' strike in 1960 has been fully considered by Government;

(b) If so, their reactions; and

(c) steps taken to avoid the recurrence of strikes in future?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) The report has not yet been submitted to Government.

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

Shri S. M. Banerjee: This particular officer, Shri R. L. Mehta was appointed for this purpose some time in 1960. I want to know when his report is likely to be submitted.

Shri Hathi: It is not possible to give a definite date; it may take some time more.

Shri S. M. Banerjee: I want to know whether Government have taken any final decision regarding the appointment or the formation of Whitley Council or the negotiating machinery which is to be set up by the industries also.

The Minister of Planning and Labour and Employment (Shri Nanda): This does not arise out of this question. But I may give this answer. This is under active consideration at the moment.

Shri Indrajit Gupta: With particular reference to part (c) of this question, may I know whether it is a fact that the various employing

ministries of Government have refused to accept this Code of Discipline or are rather asking for some modifications?

Shri Nanda: This does not arise out of the question.

Mr. Speaker: That is quite different.

Shri Indrajit Gupta: It is relevant because it is asked, what steps are being taken.....

Mr. Speaker: It is rather remotely relevant and not directly.

Shri Nambiar: May I know whether the Government departments, especially the railways, do not want to come in any way near the Code of Discipline or of any arrangement like the Whitley Council?

Shri Nanda: It is again in the same line. But this was answered only the other day about the railways.

डा० गोविन्द दास : इस सवाल के भाग (सी) में कहा गया है कि आगे इस तरह के स्ट्राइक न हों इस सम्बन्ध में गवर्नर्मेंट क्या सोच रही है। क्या सरकार यह बात जानती है कि जिन मजदूर संघों ने इस स्ट्राइक में भाग लिया था खास कर जबलपुर, खरिया गन केरेज फैक्ट्री और सी० श्र० डी० में उन को मान्यता देने के बाद, उन के साथ बहुत अच्छा बताव करने के बाद, फिर से वही कार्रवाइयां शुरू हो गई हैं? ऐसी हालत में क्या सरकार सोच रही है कि उन की मान्यता को बापस ले लिया जाये?

अध्यक्ष महोदय : आप को सवाल छाटा करना चाहिये।

डा० गोविन्द दास : मैं बजूहात बतला रहा था।

अध्यक्ष महोदय : सवालों के साथ बजूहात बतलाने की जरूरत नहीं है।

डा० गोविन्द दास : मैं जानना चाहता हूं कि चूंकि ऐसे मजदूर संघों को मान्यता देने के बाद, जिन्होंने स्ट्राइक में भाग लिया

था, उन को कार्रवाइयां फिर से शुरू हो गई हैं, क्या सरकार उन की मान्यता रद्द करने का विचार कर रही है?

श्री नन्दा: जहां तक कोड आफ डिसिप्लिन का सम्बन्ध है, उस के नियम हैं गवर्नर्मेंट एम्प्लायीज के बारे में। उन को मान्यता दी गई है। वह अगर कुछ ऐसा करेंगे जिस के कारण उन की मान्यता खोच ली जानी चाहिये, तो इस सवाल के बारे में सोचा जा सकता है। आज वह बात हमारे सामने नहीं है।

श्री त्यागी: Temporarily.

श्री नाथ पाई: What is temporary; the recognition is permanent?

श्री S. M. Banerjee: In reply to a previous supplementary the hon. Minister stated that the formation of the Whitley Council was under consideration. I want to know whether before taking any final decision the federations of the Central Government employees will be consulted and if so, when?

श्री नन्दा: Very full consultation had been arranged earlier. If there is any new issue it can be brought up again for consultation.

Cable Factory in West Bengal

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*३१२. { **श्री वसुदेव नाईर:**
 { **श्री वारिल:**
 { **श्री यालमांडा रेडी:**

Will the Minister of Commerce and Industry be pleased to state:

(a) whether any agreement has been signed for collaboration for setting up of a Cable Factory in West Bengal with any East German firm by Messrs Aluminium Cables and Conductors (Private) Ltd. Calcutta; and

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

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Yes, Sir.

(b) As regards details of the agreement, these are in the nature of a contract between two parties and it is not, therefore, considered appropriate that the Government should make them public.

Shri Vasudevan Nair: By what time this project will begin functioning?

Shri Kanungo: They are now doing the preliminary work. I suppose that in the course of about eighteen months they may go into production.

Shrimati Renu Chakravarty: What is the capacity of this factory and what is the capital which the East German Government is going to invest?

Shri Kanungo: The capacity will be 300 miles of cables per annum and the capital investment will be of the order of Rs. 13 lakhs.

Shri A. C. Guha: The hon. Minister stated that as this is a contract between two parties it is not desirable to disclose the agreement in the House. Previously I think this question was raised in the Sabha. It involves a question of our foreign exchange also. The House is entitled to know the broad outlines of the agreement and the rate of royalty and also whether the East German firm's contribution will exceed 49 per cent or not?

Shri Kanungo: The broad outlines of foreign collaboration, if asked for, will be given, but not the individual contracts.

Shri Sham Lal Saraf: May I know if the raw materials that would be utilised for the manufacture of cables in this factory will be available within the country and if so to what extent?

Shri Kanungo: Yes, largely.

Shri Tyagi: On a point of order, Sir. I submit it is for the Chair to decide as to the extent this House can ask for information. In matters pertaining to public sector there is a lot of investment and therefore, I seek your

guidance on this matter. Wherever there are any such agreements with foreigners, where foreign exchange and other things are involved is the House entitled to seek information or not?

Mr. Speaker: It would be difficult to lay down hard and fast rules in general terms. Probably occasions might arise where we might require some information but generally the scope is very limited. As the question arises in a particular case, I will be prepared to go as far as I can but no general rule can be laid down that it would be disclosed or revealed or explained in whole or in part. That would arise as the question arises and I will give my decisions at that time.

Shri A. C. Guha: In this particular question, we are entitled to know the rate of royalty.

Mr. Speaker: He has asked a question and it has been replied to.

Shri D. N. Tiwary: May I know if any proposal is made for foreign collaboration by an Indian firm and whether that proposal is scrutinised by the Government and by the Planning Commission?

Shri Kanungo: Yes, Sir.

Mr. Speaker: When the hon. Members put questions they pay their attention only to the Minister who is to answer the question. Others cannot hear them and myself also, I have the same disability. They should look towards the Chair when putting the questions.

Shri S. C. Samanta: May I know...

Mr. Speaker: I would request the hon. Members again to address me and put the question. Otherwise it is not possible to follow what is said.

Shri S. C. Samanta: May I know whether this factory will manufacture the same quality of cables that are being manufactured at Rupnarpur and if not what sort of cables will be manufactured?

Shri Kanungo: These will be based on aluminium wires.

Shri Indrajit Gupta: May I know the names of the directors of Messrs. Aluminium Cables Ltd.

Shri Kanungo: I have not got the information with me.

State Trading Corporation

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*343. { **Shri Bhagwat Jha Azad:**
 { **Shri E. Madhusudan Rao:**

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the State Trading Corporation has decided to open its branches abroad;

(b) if so, at what places; and

(c) how the work of the Corporation would be coordinated with the agencies of the Commerce and Industry Ministry and Indian Foreign Service Export Promotion Councils which are engaged in the same type of works?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). Yes, Sir. The State Trading Corporation has decided to have its own arrangements to represent its interests in some of the European countries.

So far two cities have been selected and more are under consideration.

The functions of these offices will be to promote export trade of India especially where STC itself is participating in such international trade.

The relations between the Indian Trade Commissions and the STC offices will be of very close coordination of the activities with reference to promotion of foreign trade.

Shri Bhagwat Jha Azad: Since there will be close collaboration with the State Trading Corporation and the agencies mentioned in part (c) of the question, may I know what were the difficulties of the State Trading Corporation which led them to have their separate agency instead of dealing with the agencies of the Ministry

of Commerce and Industry and the Indian Foreign Service Export Promotion Councils?

Shri Manubhai Shah: The export trade councils in the embassies are concerned with various commodities whereas the State Trading Corporation, under the charter approved by this hon. House, has to do intensive salesmanship. Therefore, representatives of the State Trading Corporation alone can really enter into long-term arrangements and sell large quantities.

Shri Bhagwat Jha Azad: Are we to understand that the Government is encouraging each and every separate item to have its own agency outside and not with the STC?

Shri Manubhai Shah: It is not each and every item. The State Trading Corporation is one of the major instruments for promoting foreign trade of this country. We are seeking to expand the activities of the STC if necessary even by having some more Corporations for specialised trades. Therefore, it is but natural that we should give the maximum freedom to the STC to have its agency.

Shrimati Renu Chakravarty: What has been the volume of trade as well as the increase in the value or amount between the trade in 1960-61 and 1961-62 by the State Trading Corporation?

Shri Manubhai Shah: It has gone up by about Rs. 25 crores last year.

Shri Hem Barua: May I know whether it is a fact that the Mudaliar Committee have recommended the replacement of the present system of ad hoc measures by a long-term export policy and, if so, whether the responsibility entrusted to the State Trading Corporation is a step towards the implementation of such a policy?

Shri Manubhai Shah: Yes, Sir. The Mudaliar Committee did recommend that the State Trading Corporation should be there, and it is our intention to go beyond even those recommendations to make State trading as

a principal instrument for the promotion of export trade.

Shri Sham Lal Saraf: May I know whether, since the formation of the State Trading Corporation, we have been able to maintain our connection with traditional markets, or, whether there are now some non-traditional items in our foreign trade which the STC has taken up and, if so, with what result?

Shri Manubhai Shah: The main purpose or the objective in the short run will be to promote non-traditional items in countries where our non-traditional goods are not going.

Survey of Unemployment in Kerala

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*344. { **Shri A. K. Gopalan:**
 { **Shri P. Kunhan:**

Will the Minister of Labour and Employment be pleased to state:

(a) whether any survey of unemployment in Kerala has been made in recent times; and

(b) if so, what are the findings of the survey?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) No survey was conducted by the Government of India. However Kerala Government conducted a sample survey on unemployment in the State in January-February, 1962.

(b) The report has not yet been finalised.

Shri A. K. Gopalan: What was the employment in the coir industry at the beginning of the second Five Year Plan and now, at the beginning of the third Five Year Plan?

Shri Hathi: Unemployment in Kerala....

Shri A. K. Gopalan: I am referring to coir.

Shri Hathi: I have not got that figure.

Shri Vasudevan Nair: May I know whether the Government is aware of

the fact that there is widespread and large-scale unemployment in the coir industry to the tune of nearly 30,000 workers—formerly, about 50,000 were employed and now it is only about 15,000—and, if so, may I know the steps, if any, that are taken by the Government to give relief to these unemployed?

Shri Hathi: The Government is aware of that fact. But, as the Government have now conducted a sample survey, we are awaiting the final data—the latest figures—from the Kerala Government.

Shri P. Kunhan: What is the total number of educated persons registered during the second Five Year Plan and the total number of persons employed permanently?

Shri Hathi: The number of persons registered with the employment exchanges, on the live register, as in March, 1962, is 1,40,881.

Shri P. Kunhan: The second part of my question has not been answered.

Shri Hathi: About the number of people employed, I have got the figures up to September, 1961. It is 2.09 lakhs in the public sector and 1.61 lakhs in the private sector. .

Shri A. K. Gopalan: The Kerala Government has got a scheme for mechanising coir industry. When this mechanisation starts, may I know how many workers will be thrown out of employment?

Shri Hathi: As I said we have not got the latest figures; so, I cannot give it.

Shri Maniyangadan: May I know whether recently the National Institute of Applied Economic Research made a techno-economic survey of Kerala and in order to give employment to a large number of unemployed, suggested starting certain industries and some other measures? May I know whether Government is taking any steps to implement those recommendations?

The Minister of Planning and Labour and Employment (Shri Nanda): Such a survey has been carried out for a number of States and the conclusions are that the investments in every State have to be very much larger than what have been already visualised for the third Plan. Therefore, it depends on whatever is feasible.

Shri K. N. Pande: May I know whether the Central Ministry also has got some agency to make such types of surveys or whether it has to depend upon the reports of the States?

Shri Nanda: Surveys have been conducted regarding employment and unemployment also through the central agencies. The employment market information gives us data about increase of employment both in the public sector and in the private sector almost from quarter to quarter.

Shri A. K. Gopalan: As I said before, the new scheme will throw at least some workers out of employment. May I know whether there is any scheme to absorb them in any industry?

Shri Nanda: Certainly. The question of those who will be thrown out of employment for one reason or other will receive due consideration.

'Land Locked' States

***346. Shri Raghunath Singh:** Will the Prime Minister be pleased to state whether the Indian proposal to safeguard the rights of land-locked States like Afghanistan moved in the United Nations Economic and Social Council is getting support from other nations?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): The Indian delegation to the current session of the Economic and Social Council has moved an amendment to the Draft Declaration for Economic Cooperation put forward by the Soviet Delegation. The amendment is as under:

"In accordance with the fundamental principle of the freedom of the high seas, every State without a sea-coast (land-locked) should, in conformity with the provisions of the 1958 Convention on the High Seas, enjoy free access to the sea, and should, by mutual agreement with coastal States, receive freedom of transit on a reciprocal basis and equal treatment in ports".

No information is yet available regarding the support which may be forthcoming to this amendment from other members of the Council.

Shri Raghunath Singh: May I know if Afghanistan has complained that Pakistan has imposed restrictions on the transit of overseas export and export? May I know what is the stand of India in that matter?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): It is true that Afghanistan has complained. Generally the Indian stand is friendly and favourable towards Afghanistan. But it is not a matter for India to decide this question.

Shri Raghunath Singh: In the UN, Afghanistan has complained.

Shri Jawaharlal Nehru: This particular amendment moved by the Indian Delegation itself would go a long way, if it is accepted, to meet Afghanistan's complaint.

Dr. L. M. Singhvi: Are we to understand that the Government is advocating the concept of a corridor for land-locked States, i.e. that a corridor should be made available to land-locked States in order to give them access to high seas? If so, what would be the policy regarding Nepal?

Mr. Speaker: It is a different question.

Shri Krishnapal Singh: I also wanted to put the same question.

Mr. Speaker: I have disallowed that question; that cannot be put again.

Death of Workers in Explosion in Gua

***347. Shrimati Renu Chakravarty:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any enquiry has been held into the accident and death of five women and two male workers preparing gunpowder for explosion work under Messrs. N. M. Khan, contractor of Indian Iron and Steel Company, Gua; and

(b) if so, the result of the findings?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri P. S. Naskar): (a) and (b). A magisterial enquiry has been held. The report has not been received yet.

Shrimati Renu Chakravarty: May I know why the Chief Inspector of Mines and the other officials have not carried out an enquiry into this?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): An enquiry has been held by the Inspector of Explosives over and above the magisterial enquiry.

Shrimati Renu Chakravarty: It is several months now since these deaths have taken place. I would like to know whether any enquiry is going to be made into all the accidents taking place in this area where the safety rules are not being implemented?

Shri Mehr Chand Khanna: Both the factory and the magazine were inspected in September 1960. Everything was found to be in order then. Unfortunately, the explosion took place early in January, 1962. Since then a magisterial enquiry has been held. The Inspector of Explosives has also looked into the matter. A complaint was lodged with the police. The owner and *munshi* have also been arrested, and, I believe, they are on bail. I am hoping that the report will be with us very soon.

Shri S. M. Banerjee: May I know whether the Labour Department

officials also conducted any enquiry into the working of this particular mine where such accidents are the order of the day?

Shri Mehr Chand Khanna: I do not know anything about the Labour Department, but my Inspector of Explosives has looked into the matter fully and has made certain recommendations too.

Shri Jaipal Singh: May I know whether any compensation or interim relief has been given to the dependants?

Shri Mehr Chand Khanna: I could not answer that at all; I am very sorry.

Shri S. M. Banerjee: Sir, such a question should have been answered by the Labour Ministry also. Here is a question about explosives. Merely that portion of the question relating to explosives is being answered by the Ministry of Works, Housing and Supply. The main question concerns the Labour Ministry. I would request you, Sir, to ask the hon. Labour Minister, who is here, to answer this question and say if he has any information.

Shri Mehr Chand Khanna: I would refer the hon. questioner to the question itself. The question has been fully answered.

Shri S. M. Banerjee: What about the compensation? The accident took place in January, 1962.

Shri Mehr Chand Khanna: I will have that matter looked into. I have no idea about it at present.

Shri Nambiar: He should have collected that information.

Mr. Speaker: Order, order. He says that he will have that matter looked into.

Shri S. M. Banerjee: This shows, Sir, how lightly the Question Hour is being treated.

Shrimati Renu Chakravarty: Sir, these adivasis live in very very

remote areas. That is why this question is so very important, because none of the labour laws or safety rules is observed there.

Mr. Speaker: We do appreciate the importance of that. But he has said that a magisterial enquiry is being carried on. About compensation also he has said that he will have it looked into.

Shri Jaipal Singh: The question is very obvious. Information regarding compensation or interim relief was bound to be asked, and the hon. Minister should have anticipated that.

Shri Mehr Chand Khanna: This is an omnibus question, where if some information was required from the Labour Ministry I would have looked into it. The question relates to an unfortunate explosion (*Interruption*). There was an unfortunate explosion. This factory and the magazine were both inspected by the Inspector of Explosives, Calcutta, only a few months before the unfortunate accident took place. After that every possible action has been taken. The police has taken up the case. The persons concerned have been arrested and, I believe, they are on bail. We are looking into the matter. I assure the House, about this question of giving any compensation, I will refer it to my colleague in the Labour Ministry.

Wage Board for Working Journalists

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*348. { **Shri Indrajit Gupta:**
 { **Shri Bhagwat Jha Azad:**

Will the Minister of Labour and Employment be pleased to state:

(a) when the decisions of the first Wage Board for Working Journalists are due to expire;

(b) whether the pay scales fixed three years ago have become inadequate to meet the journalists' present requirements; and

(c) Government's reaction to the

demand for appointment of a second Wage Board?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) to (c). Presumably the hon. Member refers to the recommendations of the Working Journalists Wage Committee. Government order fixing wage rates in terms of the recommendations of that Committee was issued on the 29th May, 1959. Under the Working Journalists (Fixation of Rates of Wages) Act, 1958, another Wage Board can be appointed only after the expiry of three years from that date. The demand for the appointment of a second Wage Board is being examined.

Shri Indrajit Gupta: According to what the hon. Minister just now stated, the previous award will expire on the 29th of this month itself. I would, therefore, like to know whether the question of appointing the second Wage Board is under active consideration and whether we can expect an early decision?

Shri Hathi: Yes, Sir. The question is under active consideration.

Shri S. M. Banerjee: May I know whether the Ministry had any discussion with the representatives of the working journalists; if so, whether they have also given their idea about the appointment of a Wage Board or Wage Committee?

Shri Hathi: I had discussions with them and, of course, they suggested that a second wage board should be appointed.

Shri Bhagwat Jha Azad: Is it a fact that after the decision of the wage board there is a pronounced boom in the industry which is not reflected in the structure of the wage? If so, what actions are being taken by the Government to correct this imbalance?

The Minister of Planning and Labour and Employment (Shri Nanda): These factors will be taken into consideration while taking a decision about the setting up a wage board.

श्री भक्त दर्शन : क्या यह सत्य है कि प्रथम वेज बोर्ड की जो शर्तें थीं उन का भी पूरी तरह से पालन नहीं किया गया ? इस लिये क्या गवर्नरेंट विचार कर रही है कि दूसरे वेज बोर्ड की स्थापना करने से पहले उन का कठोरता से पालन किया जाये ?

Shri Hathi: No. In the beginning there were some complaints about non-implementation, but since then we have not received any complaint.

Shri Ansar Harvani: Is the Government aware that big newspaper owners have devised various methods to evade the recommendations of the wage board? Does the Government propose to bring forward some measures so that they might protect the working journalists?

Shri Hathi: As I said in the beginning, we received some complaints earlier. Of late there has been no complaint.

Mr. Speaker: Next question.

Shri P. R. Chakraverti: May I suggest that Question Nos. 349 and 370 may be taken together, as they relate to the same subject?

Mr. Speaker: All right, if the hon. Minister has no objection.

Dandakaranya Scheme

*349. **Shri P. R. Chakraverti:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the progress so far achieved in developing an integrated scheme of rehabilitation in Dandakaranya;

(b) the extent of the area already reclaimed and made ready for accommodating displaced persons and the additional area that is proposed to be further reclaimed;

(c) the targets that have been determined for rehabilitating displaced persons from East Bengal in Dandakaranya by the end of the current year;

(d) whether there has been any demand from States other than West Bengal, Madhya Pradesh and Orissa to make this area available for rehabilitation of their own people; and

(e) if so, whether Government propose to comply with such demands and under what conditions?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri P. S. Naskar): (a) The progress has been satisfactory.

(b) Nearly 53,000 acres have been fully reclaimed till 28th February, 1962. It is hoped to reclaim another about 40,000 acres during the next working season.

(c) Another about 3,000 families in addition to 4,400 which have already arrived in Dandakaranya.

(d) and (e). The State Governments of Assam, Kerala and Punjab have made the suggestion for the settlement of families from those States in Dandakaranya. For the present, settlement in Dandakaranya is open only to those families who were in Camps in West Bengal.

Rehabilitation of East Bengal D.Ps. in Dandakaranya

*370. **Shri P. R. Chakraverti:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any attempt has been made to account for the slow movement of the displaced persons from East Bengal to Dandakaranya despite the facilities afforded by the Dandakaranya Project for their rehabilitation;

(b) if the answer to Part (a) above be in the affirmative, whether Government will give their findings; and

(c) whether Government propose to set up a non-official Committee to study the problem of rehabilitation of the displaced persons from East Bengal in all its phases?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri P. S. Nasker): (a) and (b). The movement of displaced persons from camps in West Bengal to Dandakaranya has been constantly under review over the last two or three years. According to the Government of West Bengal the two main reasons for the movement having been slow and indeed disappointing until recently were the misleading propaganda by interested parties against their going to Dandakaranya and the aversion of the displaced persons themselves to settle in areas at some distance from West Bengal. Another major reason was that a large number of the families who had remained in camps in West Bengal for many years, had taken to small avocations from which they were in receipt of steady income and they were anxious to settle down within West Bengal in these avocations rather than to start a new life in Dandakaranya as agriculturists.

(c) No.

Shri P. R. Chakraverti: Is it a fact that the initial reluctance of the displaced persons to go to Dandakaranya is now diminishing and, if so, why?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): The reluctance is diminishing and the reason is our achievements in Dandakaranya.

Shri P. R. Chakraverti: In consideration of this increasing enthusiasm of displaced persons to go to Dandakaranya, will Government defer taking any decision with respect to the representations received from States other than Madhya Pradesh, Bengal and Orissa?

Shri Mehr Chand Khanna: That question has already been answered. One thing I will make very clear in this House, and it is this. We are spending huge sums of money on the reclamation of land in Dandakaranya. Our expenditure up to date comes to round about Rs. 12 crores. We cannot allow lands which have been reclaimed to go back into jungles. If my friends from West Bengal come to

Dandakaranya, they are welcome. But a time may come when we may have to take into consideration the demands from other States if the refugees will not go there.

Shri D. C. Sharma: May I know how many persons from East Bengal are still to be shifted to Dandakaranya and by what time the process will be complete?

Shri Mehr Chand Khanna: All the camps have been closed. First we gave them 60 days notice, extended to 90 days, extended to 150 days and then it came to nearly a year. My idea is to show as much consideration and sympathy to these unfortunate people as it is possible. So, it is not for me to say how many would like to go there, but according to the Government of West Bengal about 3,000 refugees might go there during this season.

Shri Jagannatha Rao: May I know if the Government of Orissa have given about 38,000 acres of land in a Malkangiri zone of Koraput District and if this land has been reclaimed by the DDA?

Shri Mehr Chand Khanna: It is very near to my hon. friend's constituency. We are going to open up this area very soon.

Shrimati Renu Chakravarty: He has not answered the question. 38,000 acres of land has been given by Orissa. How much of it has been reclaimed?

Shri Mehr Chand Khanna: There are three zones. One is near Koraput. It is called Umarkote. That is in Orissa. That we have already opened up and have reclaimed the land there. Then we have gone to Parelkote. That is in Madhya Pradesh. I am again going to Orissa. Malkangiri is the third zone which we propose to open up during the monsoon.

Shri Jaipal Singh: I have asked the question again and again whenever Dandakaranya has been on the Floor. May I try to elicit more definite information from the hon.

Minister as to whether, in the interest of emotional integration of displaced Adivasis from that area, after East Bengal refugees have had their fill and Government fixes a deadline after which whatever is left over will be given to the displaced Adivasis of that area apart from the 25 per cent that he says has been earmarked?

Shri Mehr Chand Khanna: We are giving 25 per cent of the reclaimed land to Adivasis. Their interests are being fully protected. We are opening up roads for them.

Shri Jaipal Singh: 100 per cent has been taken and 25 per cent is being given!

Shri Mehr Chand Khanna: May I further add that all the discussed tanks are also being excavated? Now as to the question as to what its complexion is going to be after the scheme becomes from a refugee scheme to a sort of a national scheme, it is very difficult for me to say because no decision can be taken by the Government of India without taking into consideration the demands of the State Governments concerned, that is, Orissa and Madhya Pradesh.

Shri Surendranath Dwivedy: Before taking into consideration the question of bringing in non-camp refugees or others from other States would the Government consider the necessity of permitting the population in some over-populated areas in the States of Madhya Pradesh and Orissa?

Shri Mehr Chand Khanna: There is a 10 per cent quota for non-campers from West Bengal. That is the present position. When that situation no longer arises, that is, the rehabilitation of displaced persons in that area, the interests of all the State Governments shall be taken into consideration. But one thing I might add for the information of the House and that is that every penny for the development of this area is being given by the Government of India and nothing is being subscribed to by the Government of either Madhya

Pradesh or Orissa except for giving me those lands.

Shrimati Renu Chakravarty: What is the total amount of land which has been harrowed, hoed and actually made ready for cultivation? Have all the refugees who have been living in the transit camps now been moved to take possession of the lands, if not, how many still remain in the camps?

Shri Mehr Chand Khanna: The total area which has been fully reclaimed is about 53,000 acres as has been stated in the reply to the question. The total area which has been tree-felled is about 60,000 acres—I am speaking from memory. I am going to circulate a detailed report on Dandakaranya to the House in a day or two. As regards the number of displaced persons who are there, barring a few hundred who arrived late and who may be in camps, the rest have all been taken either to the village sites or to the lands.

Shri Jaganatha Rao: May I know if the DDA has any scheme for industrialisation of this area?

Shri Mehr Chand Khanna: Yes, Sir, we have already set up a couple of industries. The RIC is looking into the matter. They have got a large amount of funds at their disposal and if anything can be done to industrialise this area, every possible effort shall be made.

Seminar on Planning

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*351. / **Shri Oza:**

 \ **Shri Shree Narayan Das:**

Will the Minister of Planning be pleased to state:

(a) whether Government are aware of the proceedings of the Seminar on Planning held from 1st April, 1962 onwards at Delhi Institute of Economic Growth; and

(b) whether Government propose to reorient its Third Five Year Plan in the light of the discussions?

The Minister of Planning and Labour and Employment (Shri Nanda): (a) Yes.

(b) No.

Shri Oza: May I know whether this seminar has appointed a sub-committee to go into the question of defining the minimum living standards and the time during which they are to be achieved?

Shri Nanda: Yes, Sir.

Shri Oza: May I know whether the decisions of this sub-committee will be binding to the Government because members of the Government are also represented on this committee?

Shri Nanda: No, Sir.

Shri Thirumala Rao: With regard to the hon. Minister's reply to part (b) of the question, may I know whether in the opinion of Government nothing useful has come out of this seminar to make them alter their opinion about planning?

Shri Nanda: No, Sir, that is not so, because the Seminar has appointed a committee. The committee's report is to come within a few months. When it comes certainly it will be looked into and we can up our mind as to what to do about it.

Shri Morarka: What are the main modifications, if any, suggested by the Seminar in our Third Five Year Plan?

Shri Nanda: As I indicated, they thought there was not enough material available with them to suggest any change. So they have appointed a committee which will go into this question.

Prices of Jute

*353. { **Shri Yallamanda Reddy:**
Shri Indrajit Gupta:
Shri Dinen Bhattacharya:
Dr. Saradish Roy:
Shri Sarkar Murmu:
Shri Karjee:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal with the Government to fix minimum prices for jute;

(b) if so, from when; and

(c) if not, the reasons therefor?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). No, Sir. But all care is being exercised to ensure reasonable prices to the growers.

(c) the objective of assuring a fair economic price for jute to the growers is sought to be achieved through buffer stock operations conducted by the Jute Buffer Stock Association.

Shri Indrajit Gupta: Since the sowing season is now well under way, has the Government any intention of making any official announcement about the minimum price which can be expected by the growers, so that there may be no diversion of the jute acreage?

Shri Manubhai Shah: As the hon. Member knows, the ruling prices are quite conducive to a larger crop in the future.

Shri Surendranath Dwivedy: Is it not a fact that in spite of the buffer stock scheme, the growers have not got even reasonable prices?

Shri Manubhai Shah: That is not so in the last season.

Shri Mohammad Tahir: May I know whether it is a fact that the Central Jute Committee at its meeting unanimously decided that minimum prices for jute be fixed and, if so, why Government has not taken any action on that?

Shri Manubhai Shah: This matter has been debated several times. What I want to assure the House is that all steps are being taken to see that not only reasonable prices but rather higher prices are being given to the growers, so that we get more and more bumper crops. The House will appreciate that the ruling price is between Rs. 30 to Rs. 32.

Shri P. R. Patel: In view of the fact that an assurance was given in the Third Plan to fix remunerative minimum prices at the time of sowing, may I know whether Government are thinking of fixing remunerative prices?

Shri Manubhai Shah: Without naming a particular price, as long as the ruling price is what is more than remunerative in the opinion of Government, I would suggest to the hon. Member that there is no reason for fixing a minimum price.

Shri Rameshwar Tantia: May I know whether Government is aware of the bumper crop of jute and mesta and, if so, whether they will allow the jute mills to work for longer hours, so as to produce more jute for which there is demand from abroad?

Shri Manubhai Shah: I am glad the hon. Member has raised this point. We have already issued instructions to the IJMA to allow spindles to work to full capacity to cover the 12½ per cent looms which had so far been sealed.

Shri H. P. Chatterjee: Is the hon. Minister aware that the cultivators in West Bengal have been hard hit because they did not get the parity price of jute in relation to paddy—'parity price' means that it will be at least three times?

Shri Manubhai Shah: There is no question of parity. Those lands which are fit for jute growing are getting a better return now than at any time in the past. And the proof of it is that last year's crop was about 6.2 million bales.

Shrimati Renu Chakravarty: In view of the fact that in 1960 the prices were ruling very high there was a big crop in 1961. May I know whether it is the policy of the Government in a planned economy to put forward the minimum price for the cultivator—not the price at Calcutta but minimum price for the cultivator in the field—and whether that price

for the cultivator in the field—and whether that price will not be announced at the time of the sowing season in order to keep the acreage and the production at a steady stable level?

Shri Manubhai Shah: We are on common ground. The aim of the hon. Member is the same which we are trying to secure through the buffer stock agency. And I can assure the House that if this agency does not work well, Government will not hesitate to build buffer stocks of their own.

Shri Indrajit Gupta: Has the hon. Minister's attention been drawn to the fact that the Chairman of the last Indian Central Jute Committee's annual meeting has stated that since July last the prices of raw jute have been below, what may be considered, a reasonable level?

Shri Manubhai Shah: That is not so. The present price, by all accounts, is very fair and conducive to larger and larger crops.

Shri Dasaratha Deb: May I know whether Government has received any representation from the cultivators of West Bengal, Tripura and Assam to fix minimum price for jute at Rs. 40 and, if so, what are the reactions of the Government?

Shri Manubhai Shah: Currently we have received no representation. But, in the past it is true that when prices were slumping, we continued to receive so many representations. The very fact that prices today are reasonable has ensured them a fair return.

Shri H. P. Chatterjee: Is the Minister aware that the T. C. Krishna-machari Report has definitely recommended that the rock bottom prices of all commodities should be fixed?

Shri Manubhai Shah: I am not contesting so many reports that have gone into this matter. As a matter of fact, the Government fully believe and it is written in the Third Plan Chapter on Prices that reasonable prices to the grower should be en-

sured by stock-piling, buffer stocks and various other devices in the hands of the Government to see that the growers get a fair return.

WRITTEN ANSWERS TO QUESTIONS

Small Scale Industries in Under-developed Regions

***345. Shri Vidya Charan Shukla:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have decided to grant special concessions and privileges to small scale industrial units in under-developed regions;

(b) what are these special concessions and privileges;

(c) the basis on which the eligibility of the areas to be called backward for this purpose would be determined; and

(d) whether any list of such backward areas has been made?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) With a view to promoting the dispersal of small scale industries to hitherto undeveloped and underdeveloped areas, the Small Scale Industries Board set up a Committee to examine the question of industrialisation of rural areas and industrially under-developed areas through small and medium scale industries. The recommendations of the Committee are now under the consideration of Government.

(b) to (d). These particulars are in the report of the Committee copies of which have been placed in the Library of Parliament.

Khadi Clothes

***350. Shri E. Madhusudan Rao:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have reduced the rebate on the Khadi Woollen clothes and Khadi Silk from 19 n.P. to 10 n.P. with effect from 1st April, 1962;

(b) if so, the reasons therefor;

(c) whether Government have received any representation on the same; and

(d) the action taken thereon?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) The Khadi and Village Industries Commission has reduced the rebate on Silken and Woollen Khadi from 19 n.P. to 10 n.P. with effect from 1st April, 1962.

(b) Unlike Cotton Khadi, Woollen and Silken Khadi are luxury items which are usually purchased by the economically well placed section of the community, who can afford to purchase them without the incentive of the rebate. It was, therefore, felt that the rebate on these items of Khadi should be gradually reduced.

(c) Yes, Sir.

(d) Since the decision of the Khadi and Village Industries Commission to reduce the rebate on Silken and Woollen Khadi was a step in the right direction, no action has been taken by the Government on the representation against this reduction.

Extension of Kerala Agrarian Relations Act to Mahe

***352. Shri A. V. Raghavan:** Will the Prime Minister be pleased to state:

(a) whether any representation was received to extend the Kerala Agrarian Relations Act to the former French territory in Mahe; and

(b) what action the Government of India is taking to carry out agrarian reforms in Mahe as envisaged by the Planning Commission

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) In pursuance of the recommendations of the Planning Commission, the Malabar Tenancy Act, 1929 was extended to Mahe in 1958. As the Malabar Tenancy Act has since been repealed in Kerala and replaced by the Kerala Agrarian Relations Act, the Government of India are taking steps to extend the Kerala Agrarian Relations Act to Mahe.

Industrial Estates at Nangal Dam

*354. **Shri Daljit Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that an industrial estate was proposed to be set up at Nangal Dam where the construction of Dams is about to be completed; and

(b) if so, what steps are being taken for its finalisation?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). The Government have approved of a proposal for the establishment of an industrial estate with 50 units at the Nangal Dam during 1964-65. The selection of site and acquisition of land would be made during 1963.

Oil Mills in U.P.

*355. **Shri S. N. Chaturvedi:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that production of oil in mills in Uttar Pradesh has fallen and certain units have either closed or are partially working since the introduction of Forward Trading in mustard oil seeds;

(b) whether this led to steep fluctuations in prices; and

(c) if so, what Government propose to do about it?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Forward Trading in mustard seed commenced at Agra, Uttar Pradesh in

December 1957 and in Kanpur in July 1959. From statistics available with Government, the quantity of mustard seed crushed in Uttar Pradesh has risen from 432,000 tons in 1957-58 to 600,000 tons in 1959-60. Government are not aware of any closure of oil mills in Uttar Pradesh.

(b) No, Sir.

(c) Does not arise.

Import of Santonine Drug

*356. **Shri Sham Lal Saraf:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are issuing Import Licences for the import of Santonine Drug from foreign countries;

(b) whether Government are aware that there is a Government owned factory at Baramullah in Kashmir manufacturing this drug;

(c) whether this has also been brought to the notice of Government that the drug manufactured in this factory which is of standard quality is not being sold at the moment and there is a stock of its produce piling up over a year and half because of unrestricted imports; and

(d) whether Government would revise their import policy in this behalf so as to enable this factory to sell its products in a smooth sailing manner?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (d). A statement is placed on the Table of the House.

STATEMENT

Government are not issuing import licences for the import of Santonine as this item has already been included in banned list for import. Government are aware that there is a Government owned factory in Kashmir and that they have accumulated stocks. But the accumulation is not due to unrestricted imports.

The question of revision of import policy in regard to this item does not arise as it is already on the banned list.

Vigilance over the Air Space on India-China Border

*357. { Shri Hari Vishnu Kamath:
Shri D. N. Tiwary:
Shri A. S. Saigal:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Chinese Government have suggested a plan for maintaining vigilance over the airspace on the India-China border;

(b) if so, the details of the Chinese proposal; and

(c) the reaction of Government thereto?

* The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) No, Sir. The Chinese Government have not proposed any plan for joint vigilance over the air space on the India-China border. In their note dated 20th March 1962 having denied responsibility for some recent intrusions into Indian air space by Chinese aircraft, they claimed that aircraft of the United States of America and Formosa were engaging in flights over the Sino-Indian and Sino-Burmese borders, and expressed the hope that China, India and Burma would maintain a common vigilance.

(b) and (c). Copies of the Chinese note dated 20th March, 1962 and the Government of India's reply thereto dated 23rd April 1962, which are relevant in this connection, are placed on the table of the House. [See Appendix I, annexure No. 56].

State Trading Corporation in Kerala

*358. { Shri Maniyangadan:
Shri A. K. Gopalan:
Shri P. Kunhan:
Shri Warior:
Shri Vasudevan Nair:
Shri M. K. Kumaran:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Government of Kerala had moved the Union Government for establishing a State Trading Corporation for cash crop in the State; and

(b) if so, what is the reaction of the Union Government to the proposal?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The proposal has been kept in abeyance by the State Government in consultation with the Government of India.

Building of Defence Secretariat

*359. Shri Sham Nath: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government are aware that the Defence Ministry has formulated a proposal to put up a Defence Secretariat as a counterpart of Parliament House; and

(b) whether it is also a fact that the Institutions of Architects and of Town Planners have protested against this proposal.

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) and (b). Government have decided to construct an office building on a plot behind the South Block. For the sake of symmetry, this building will be circular and similar to the Parliament House in external appearance. The Defence Headquarters is proposed to be accommodated in it. The Institute of Town Planners, India have urged reconsideration of the proposal

mainly on the ground that no building similar to or higher than the Parliament House should be constructed near the Central Vista. The proposed building will not be higher than the Parliament House, nor will it have a Central dome. Government have accepted the plan of the building that has been prepared by the Central Public Works Department.

Coir Fibre Yarn

*360. **Shri Morarka:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are considering to give incentives to the producers of Coir fibre and yarn in joining Co-operatives;

(b) if so, what decision has been taken in the matter; and

(c) the nature of incentives proposed to be given?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Government are already giving incentives to producers of coir fibre and yarn for joining Co-operatives.

(b) and (c). The following incentives are given for joining these Co-operatives:

(i) Central Government contributes 75% of the share capital of coir co-operative societies as a two year loan at 2½% rate of interest, the balance being found by the State Government and/or the members of the Society.

(ii) 50% of the loans for working capital requirements of the societies is met by the Central Government and 50% by the State Government. The amount is to be recovered within 10 years with interest at 2½%.

(iii) Central Government also meets 50% of the salary of a full-time paid Secretary for each coir co-operative society for a period of 3 years, the balance being met by the State Government.

Cotton Spinning Mill in Alwar

*361. **Shri K. R. Gupta:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any license has been given for a cotton spinning mill in Alwar (Rajasthan);

(b) if so, what is the number of spindles allocated and the name of the company or firm to which permission has been given;

(c) when the work of erection of the mills is going to be started and expected to be completed; and

(d) what shall be the capacity of the total labour employment of the Mill?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) 12,000 spindles to Shri Beharilal Beni Prasad.

(c) Licence No. I[23](1)236/62/Tex (B) dated 4-4-1962 has been issued and the mill is expected to go into production within a period of 18 months from this date.

(d) Approximately 600 workers.

Dam on Mahanadi

*362. **Shri Surendranath Dwivedy:**
Shri Jena:

Will the Minister of Planning be pleased to state:

(a) whether a member of the Planning Commission visited Orissa recently;

(b) whether he had discussions with State Government particularly about the construction of a dam at Tikknerpara on Mahanadi;

(c) whether he has submitted any report about the project; and

(d) whether there is any possibility of the construction of the dam being started before the completion of the Third Five Year Plan?

The Minister of Planning and Labour and Employment (Shri Nanda):
(a) Yes, on 30th and 31st March, and 1st April, 1962.

(b) Yes.

(c) No.

(d) The project is still under investigation and a view regarding its construction can be taken only when the project report is received.

Situation in Nagaland

{ Shri Hem Barua:

*365. { Shri Prakash Vir Shastri:
Shri P. C. Borooh:

Will the **Prime Minister** be pleased to state:

(a) the latest law and order situation in the Naga Hills, and whether it is a fact that the Naga hostiles have of late concentrated their attention on the border areas; and

(b) if so, the number of incidents committed in these areas during 1961-62 and whether adequate steps are taken to protect these areas from depredations?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) The intensification of the operations against the hostile Nagas has led them to break into small groups. The senior rebel leaders seem to have lost effective control over the rebels whose movements are becoming increasingly unco-ordinated. Reports of some of these small groups finding their way into border areas under pressure from the Security Forces have been received in the recent weeks.

(b) The number of incidents in the border areas of Nagaland during the year 1961-62 is estimated to be about 72. Most of these incidents were of very minor nature.

Government have taken adequate steps for the protection of the border areas. Security Forces have been located in these areas for the maintenance of law and order. Adequate powers have been delegated to the civil authorities and the members of the Armed Forces to deal with subversive activities.

Indian Forces in Congo

*364. **Shri Inder J. Malhotra:** Will the **Prime Minister** be pleased to state:

(a) whether the United Nations have communicated any date to the Government of India upto which the Indian force will be required in Congo; and

(b) whether any approach has been made by the United Nations to increase the strength of men required for U.N. work in Congo?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) No, Sir.

(b) No, Sir.

Utilisation of Human Labour In Villages

*365. **Shri S. Swamy:** Will the **Minister of Planning** be pleased to state:

(a) whether any scheme has been adopted to utilise the idle human labour in villages;

(b) if so, what is the nature of such scheme;

(c) what steps Commission has proposed to mobilise that force for productive purposes;

(d) how much amount has been set apart for such purposes; and

(e) how many agencies are now working to utilise that labour and what are they?

The Minister of Planning and Labour & Employment (Shri Nanda):
 (a) to (e). A statement is laid on the Table of the House.

With a view to providing employment to those workers in the rural areas who remain unemployed and under-employed during slack agricultural season, specially in the areas with heavy pressure of population and high incidence of unemployment, a scheme called 'Pilot Projects for Utilising Rural Manpower' was initiated towards the end of 1960. Under the first series, 34 pilot projects were taken up in different States. Each project was allotted a sum of Rs. 2 lakhs and the schemes taken up included such labour-intensive works as land reclamation, soil conservation, minor irrigation, roads, etc. Detailed recommendations on pilot projects for utilising rural manpower were included in section IV of Chapter X on "Employment and Manpower" of the final report of the Third Five Year Plan (page 163). A larger programme consisting of 195 projects has been started since February, 1962 in the various States under the second series. The allotments made for the first 34 projects were treated as outright grant from the Centre. It has now been decided that the projects under the first series will be entitled to a further allotment of Rs. 1 lakh each during 1962-63 and the projects undertaken under the second series will be allotted Rs. 2 lakhs each, 50 per cent of which will be grant from the Centre and 50 per cent loan. The schemes included under the pilot projects are being executed by the Block Development agency assisted by the Panchayats.

Nepa Mills

*366. **Shri Mahesh Dutta Misra:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a notice has been given to the Ministry by Shri Kitkul Ustad, Vice-President of the Workers' Union and also a share-holder to the effect that he will go on fast on the 20th April, 1962 if an Inquiry Committee to investigate into the affairs of the Nepa Mills, Nepanagar, Madhya Pradesh is not appointed; and

(b) if so, what action has been taken by Government or by the management?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). A statement is placed on the Table of the House.

STATEMENT

Shri Kitkul Ustad, Vice President of the Employees Union, Nepa Mills gave notice to the Nepa Mills authorities on the 3rd April 1962 announcing his intention to go on fast on the 20th April 1962 if a high level Inquiry Committee to investigate the affairs of Nepa Mills is not appointed. The management considered this not justified and Shri Kitkul Ustad accordingly went on fast on the 20th April, 1962. At the intervention of the Chief Minister of Madhya Pradesh Shri Kitkul Ustad gave up the fast on the morning of the 25th April, 1962.

The Nepa Mills authorities are examining the notice given by Shri Kitkul Ustad and action will be taken where necessary.

Export Promotion

*367. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have assessed the actual contribution made so far by the various export promotion bodies to the export trade;

(b) if so, the result thereof; and

(c) whether Government feel the need of reorientation thereof?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). An assessment is being made of the work done by these bodies and appropriate action is being taken for their re-orientation.

Accident at Kolar Fields

*368. **Shri Indrajit Gupta:** Will the Minister of Labour and Employment be pleased to state:

(a) whether a rock-burst occurred at the Champion Reef Mine, Kolar Gold Fields on 24th March, 1962, resulting in death of 4 workers; and

(b) whether an enquiry has been held into the accident and, if so, the findings thereof?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Yes.

(b) The enquiry is still in progress.

Accident in Indian Iron and Steel Co. Gua

*369. **Shrimati Renu Chakravarty:** Will the Minister of Labour and Employment be pleased to state:

(a) what is the finding of the Chief Inspector of Mines on the accident and death of four blasters of Indian Iron and Steel Co., Gua on 26th June, 1961; and

(b) whether there was any infringement of Mines Rules?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a). A 35-feet deep hole in a quarry was being loaded with liquid oxygen cartridges when the third cartridge got stuck about 15 feet below the collar of the hole. While it was being dislodged, the cartridge exploded prematurely killing three persons instantaneously and seriously injuring two others. One of them succumbed to his injuries after

two hours. No one could be held responsible for this accident which has been classified as a case of 'Misadventure'.

(b) No.

Lustrous Wool

*371. **Shri Sham Lal Saraf:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the demand for lustrous wools is increasing day by day for our shawl and carpet industries mainly; and

(b) what steps have been taken to make supplies of the requisite qualities of lustrous wool available for the said industries?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The Special Export Promotion Scheme for Woollen Goods, Carpets etc. provides for the import of raw wool against export of woollen textiles, garments, carpets etc. and it is open to the manufacturer-exporter of finer varieties of carpets to import special quality lustrous wool against his entitlements.

Hindustan Housing Factory Ltd.

*372. **Shri Hari Vishnu Kamath:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the date on which the Hindustan Housing Factory Ltd., New Delhi was established;

(b) the name or names and description which it bore before its metamorphosis into the present name and form; and

(c) the date on which it first went into production; and

(d) what exactly the products are that are being manufactured by the factory at present?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) 27th January, 1953.

(b) From 1950 to 1953 it was called the Government Housing Factory.

(c) The Hindustan Housing Factory Limited went into production in the year 1953-54.

(d) A statement is laid on the Table of the House. [See Appendix I, annexure No. 57].

Export of Tiles

*373. **Shri Maniyangadan:** Will the Minister of Commerce and Industry be pleased to state:

(a) the countries to which tiles are exported from Feroke and Calicut in Kerala and the quantity exported to each such country during the last three years;

(b) whether any restrictions have been imposed in the export of tiles by any of these countries;

(c) what steps are being taken to step up export of tiles; and

(d) whether the high shipping freight has adversely affected export of tiles to Malaya?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a). Tiles are primarily exported to Ceylon, Singapore, Malaya, Tanganyika, Maldives and Muscat. The exact quantity and value of the tiles exported from Feroke and Calicut is not available.

(b) Some restrictions have been imposed on the import of tiles from Ceylon.

(c) and (d). Shipping freight has been reduced and the question of granting railway freight rebates is under consideration.

Woollen Spinning Section

*374. **Shri Harish Chandra Mathur:**

Will the Minister of Commerce and Industry be pleased to state:

(a) how many licences have been granted for the establishment of units in the woollen spinning section during the last two years;

(b) the names of the parties and places for which these have been granted; and

(c) the names of the parties and places for which applications have been rejected?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a). No licence has been granted for fresh capacity in the woollen yarn spinning sector.

(b) Does not arise.

(c) All applications from practically every State excepting a small expansion in the Jammu and Kashmir State-owned woollen mills.

Wage Boards For Plantation Industry

*375. **Shri A. K. Gopalan:**
Shri P. Kunhan:

Will the Minister of Labour and Employment be pleased to state:

(a) whether the Plantation Wage Board have submitted their reports; and

(b) if so, whether Government have taken any decision on the reports?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) The Wage Boards for tea and Rubber Plantations have so far made recommendations for grant of interim wage increase only.

(b) The recommendations for interim wage increase in rubber estates and in tea estates of South India have been accepted by Government. The Tea Wage Board has been advised to hear the parties again in regard its recommendations for grant of interim wage increase in Assam and West Bengal, as early as possible.

Newspaper Circulation Figures

*376. **Shri A. V. Raghavan:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of newspapers proved to have given palpably false statistics about their circulation in the year 1960;

(b) whether Government will cause their names to be published;

(c) what action Government have taken against them for misusing the newsprint; and

(d) the amount of foreign exchange involved as a result of the misuse of newsprint?

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi): (a) In the case of 61 newspapers, discrepancies of a major nature were noticed in respect of circulation figures given by them for the year 1960.

(b) Their names are being given by the Registrar of Newspapers in his Report for the year 1962 which is due to appear shortly.

(c) The results of the investigations undertaken by the Press Registrar were brought to the notice of the Ministry of Commerce and Industry for reducing the newsprint quota according to the verified circulation and for such other action as considered appropriate by them.

(d) Rs. 11 lakhs.

Censorship of Films

*377. **Shri Hem Barua:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that different Criteria are applied in the matter of censorship of Indian pictures and foreign pictures; and

(b) if so, what are the reasons for the same?

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi): (a) No, Sir.

(b) Does not arise.

Jute Buffer Stock Association

*378. { **Shri Indrajit Gupta:**
Shri Surendranath Dwivedy:
Shrimati Renu Chakravarty:
Shri P. C. Borooh:
Shri P. G. Sen:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 227 on the 27th March, 1962 and state:

(a) whether the Jute Buffer Stock Association has commenced its operations;

(b) the quantity of raw jute purchased up-to-date;

(c) the purchase price of Assam Bottoms;

(d) how much jute is likely to be purchased before the next coming season;

(e) whether this agency has set up or intends to set up its buying centres directly in the villages and to purchase jute directly from peasants; and

(f) if so, how much of its present purchases have been bought directly from peasants and how much from middlemen selling at Calcutta?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) 2,50,000 maunds of low grade mesta have been purchased.

(c) Assam bottom variety has not been purchased on this occasion.

(d) Another 2,50,000 maunds will be purchased shortly. Thereafter further purchases will continue depending upon jute supply position, price trend and similar factors.

(e) and (f). Purchases are made by mills in the membership of the Buffer Stock Association. Many of these mills have purchasing organisations in the jute growing districts and have bought jute there. The proportion of jute bought upcountry and in Calcutta is not known.

Unemployment in India

*379. { Shri Hari Vishnu Kamath:
Shri P. R. Chakraverti:

Will the Minister of Labour and Employment be pleased to state:

(a) whether statistics, accurate or approximate, are available with regard to the volume of unemployment and underemployment, separately in India as on (i) 1-4-1961 and on (ii) 1-4-1962; and

(b) the possibilities and prospects of alleviation in the near future?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Rough estimates of (i) unemployment and underemployment are mentioned at page 156 of the Third Five Year Plan document.

(ii) No.

(b) Implementation of the Third Plan programmes with larger outlays from year to year is expected to alleviate the employment situation.

Exporters

452. Shri D. R. Chavan: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 71 on the 20th November, 1961 and state:

(a) the nature of cases in which the Exporters are not eligible for incentives; and

(b) whether all exporters other than those referred to in para (a) above are eligible for incentives under the Export Promotion Scheme for Engineering goods?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Exporters who are not manufacturer, are not eligible for incentives in the

case of the following items: Stainless steel products; Non-Ferrous products; Woollen goods, including textiles, yarns and hosiery; Books; Aggarbatties; papers and allied products excluding goods exported in paper containers; Vanaspati; Coir products and Coir yarn; and also certain items of engineering goods excluding those specified in the Engineering goods Special Export Promotion Scheme.

(b) Merchant-exporters of engineering goods mentioned in the list are eligible for import entitlement [See Appendix I, annexure No. 59]. Import licences against the import entitlement are, however, issued to the manufacturers nominated by the merchant-exporters.

Exports

453. Shri D. R. Chavan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are aware that large number of businessmen do not come forward for exports as the exports are not profitable and the Government's incentives not attractive; and

(b) if so, what steps Government propose to take to induce the exporters to shift their activities towards exports in view of the great need of foreign exchange in the country?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). It is true that over a range of commodities, the profit margins in the domestic market are higher than in the export market; and in consequence exports suffer. Government have already provided certain incentives in the matter of import of raw materials, components, consumable stores and machinery for replacement; reduction in railway freights; rebate of excise duties; drawback of

import duties; supply of certain indigenous materials at concessional prices etc. Reduction in the export duty on tea; and income tax rebate on earnings from exports are the further steps recently taken by the Government to encourage exports.

Sikh Pilgrims to Punja Sahib

454. *Shri E. Madhusudan Rao:*
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) the total number of Sikh pilgrims who have gone to Pakistan to visit Punja Sahib during Baisakhi festival; and

(b) whether necessary facilities were provided to them by the Government of Pakistan for the purpose?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). The necessary information is being collected and as soon as it becomes available, it will be placed on the Table of the House.

Allotment of Spindles to Mysore

455. Shri Siddiah: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of new spindles allotted to Mysore State for the Third Five Year Plan period;

(b) whether licences have been issued for all the spindles;

(c) if so, how many;

(d) which are the parties who had applied for licences;

(e) the names of parties who have been granted licences;

(f) the places where the spinning units will be located; and

(g) whether any spindlage has been removed for public sector spinning mill?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) 1,00,000 spindles.

(b) No, Sir. No licences have so far been issued.

(c) Does not arise.

(d) A large number of applications have been received.

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

(g) The Government of India are not aware of any earmarking of spindles by the Mysore Government for any public sector spinning mill.

Industrial Estates in Mysore

456. Shri Siddiah: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of rural Industrial Estates sanctioned to be set up in Mysore during the Third Five Year Plan;

(b) the places in which they were started in the year 1961-62 so far; and

(c) the names of the places where they will be started in the year 1962-63?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (c). The information is being collected and will be laid on the Table of the House.

Sericulture Industry in Mysore

457. Shri Siddiah: Will the Minister of Commerce and Industry be pleased to state:

(a) what is the allotment of funds made by the Centre for each of the schemes for the development of sericulture industry in Mysore State during the years 1960-61 and 1961-62;

(b) what is the amount utilised by the State under each of the schemes in these years;

(c) whether the allotment has been fully utilised; and

(d) if not, the reasons therefor?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). According to the procedure effective from 1958-59 onwards, outlays for State Governments' schemes are fixed industrywise and not schemewise. The following table shows the outlay and the amount utilised during 1960-61 and 1961-62 for the development of sericulture industry in Mysore State:

Year	Outlay	Amount utilised
(Rs. in lakhs)		
1960-61	21.00	18.65 (Actual)
1961-62	23.30	19.75 (anticipated)

(c) No, Sir.

(d) Delay in construction of buildings, acquisition of land and issue of administrative sanctions at State level.

All India Sericulture Institute Building in Mysore

458. Shri Siddiah: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the site has been selected for the construction of a building to accommodate the All India Sericulture Training Institute, Mysore; and

(b) if so, when the construction will be taken up?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) No proposal for the construction of a building for the All India Sericultural Training Institute, Mysore, is under consideration at present.

(b) Does not arise.

Development of Sericulture Industry in Mysore

459. Shri Siddiah: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government is aware that there is scope and necessity for

developing the sericulture farms in Chamarajanagar, Horalahalli and Mugur in Mysore District, Mysore State;

(b) if so, whether the Central Government have given financial help to develop them; and

(c) whether any recommendation has been received from the State Government in this behalf?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Yes, Sir.

(b) and (c). Yes, Sir. Central assistance was given for development of the two farms at Chamarajanagar and Horalahalli. The State Government has not so far approached for the farm at Mugur.

Export of Handloom Fabrics

460. Shri Sivasankaran: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity and value of handloom fabrics exported yearly since 1959 upto January, 1962, showing the countries to which exports were made;

(b) what steps, if any, Government have taken through trade representatives abroad to popularise handloom fabrics; and

(c) what kind of handloom fabrics are in greater demand in foreign countries?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the Lok Sabha.

(a) Quantities and value of handloom fabrics exported yearly from 1959 to 1961 are given below:—

Year	Quantity (in million yds)	Value (in million Rs.)
1959	35.57	65.91
1960	28.86	50.70
1961	28.8	48.56

The exports were mainly to the U.S.A., Ceylon, Malaya, Nigeria, Singapore, Aden and a few countries in Africa.

(b) Government have instructed their Consuls and Trade Representatives abroad to popularise handloom fabrics by organising fashion shows, opening of show rooms, and assessing consumer tastes and keeping the Indian exporters informed of the market trends.

(c) The variety known as 'Bleeding Madras' fabrics is popular in the U.S.A., handloom lungies and sarongs are in demand in Ceylon, Burma and Singapore; Madras handkerchiefs are in demand in Nigeria.

Liquid Gold

461. Shri S. N. Chaturvedi: Will the Minister of Commerce and Industry be pleased to state whether Government propose to introduce quality marketing for liquid gold being manufactured in this country to prevent sale of spurious stuff in the market?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): There is no such proposal so far.

आदिवासियों के जीवन पर आवारित फ़िल्म

462. श्रीमती केतर कुमारी : क्या सूचना और प्रसारण मंत्री यह बताएँ की कृपा करेंगे कि :

(क) क्या आदिवासियों के सामाजिक एवं परिवारिक जीवन को लेकर फ़िल्मज डिवोजन ने अभी तक कोई डाक्युमेंट्री बनायी हैं ; और

(ख) क्या इसमें से किसी फ़िल्म में बस्तर के आदिवासियों का जीवन चित्रित किया गया है ?

सूचना और प्रसारण मंत्री (डा० बी० गोपाल रेही) : (क) फ़िल्मज डिवोजन ने ऐसी चार फ़िल्में तैयार की हैं।

(ख) इन में से "आदिवासी" फ़िल्म में बस्तर के आदिवासियों का जीवन भी चित्रित किया गया है।

आकाशवाणी का भोपाल के द्वारा

463. श्रीमती देसर कुमारी : क्या सूचना और प्रसारण मंत्री यह बताएँ की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के भोपाल आकाशवाणी केन्द्र में मध्य प्रदेश के विभिन्न आदिवासी धोत्रों के लांक-गीत प्रमारित नहीं किये जाएँ हैं ; और

(ख) यदि हाँ, तो इस के क्या कारण हैं ?

सूचना और प्रसारण मंत्री (डा० बी० गोपाल रेही) : (क) मध्य प्रदेश के विभिन्न आदिवासी धोत्रों के लांक-गीत आकाशवाणी, भोपाल में प्रमारित किये जा रहे हैं।

(ख) प्रदेश नहीं उठता।

अन्तर्राष्ट्रीय फ़िल्म समारोह

464. श्रीमती मिरीमाता : क्या सूचना और प्रसारण मंत्री यह बताएँ की कृपा करेंगे कि :

(क) गत वर्ष में आयोजित अन्तर्राष्ट्रीय समारोह में कितनी फ़िल्मों को आंशिक और कितनी फ़िल्मों को पूर्णतया सेन्मर किया गया ;

(ख) उक्त समारोह के लिये कितनी फ़िल्मों को अर्बांकृत किया गया ;

(ग) अर्बांकृत फ़िल्मों में व्या कोई ऐसी भी फ़िल्म थी जिसे किसी अन्य अन्तर्राष्ट्रीय फ़िल्म समारोह में पुरस्कार प्राप्त हो चुका है ; और

(घ) क्या यह सच है कि उक्त अन्तर्राष्ट्रीय समारोह में प्रदर्शित फ़िल्मों के स्तर से असंतुष्ट हो कर विदेशी फ़िल्म निर्माताओं

और वितरकों ने अपना असंतोष प्रकट किया है?

सूचना और प्रसारण मंत्री (डा० शौ० शोपाल रेड्डी) : (क) भारत के दूसरे अन्तर्राष्ट्रीय फ़िल्म समारोह में जो विदेशी फ़िल्में आई उन्हें सेसर नहीं किया गया।

(ख) समारोह के लिये किसी भी फ़िल्म को अस्वीकृत नहीं किया गया।

(ग) प्रश्न नहीं उठता।

(घ) जो, नहीं।

फ़िल्म सेसर बोड

४६५. श्रीमती मिनीमाता : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि क्या सरकार ने फ़िल्म सेसर बोड को और अधिक व्यापक बनाने का फसला किया है?

सूचना और प्रसारण मंत्री (डा० शौ० शोपाल रेड्डी) : जो, नहीं।

Paper Mill at Panipat

४६६. श्री D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the latest position with regard to the setting up of a paper mill at Panipat (Punjab) in collaboration with an American firm; and

(b) the details thereof?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). The foreign collaborations terms submitted by the Indian firm are under consideration of Government. They have also been asked to submit through Central Government a loan application to the Export-Import Bank of U.S.A. to cover the cost of imported part of plant and machinery from the U.S.A.

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Export Scheme of Pakistan

४६७. श्री Raghunath Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government of India have studied the export credits guarantee scheme of Pakistan which has been introduced to step up Pakistan export; and

(b) if so, whether Indian export will be affected in foreign market?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The exports from India are unlikely to be affected by the Export Credits Guarantee Scheme of Pakistan as the Indian exporters can also avail of similar facilities provided by the Export Risks Insurance Corporation of India.

Prices of House Building Materials

४६८. श्री Shree Narayan Das:
श्री Nath Pal:

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

(a) whether it has been found that prices of house building materials have been steadily rising and the same are growing scarcer in the country;

(b) if so, what steps have so far been taken or, are proposed to be taken to meet the situation;

(c) whether any study in this respect has been made; and

(d) if so, whether a statement would be laid on the Table showing trends of prices of important materials during the last five years?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) Prices of building materials have risen to a certain extent and some of them are in short supply.

(b) and (d). The position in respect of four of the important building materials viz., bricks, cement, steel and timber is indicated below:

(i) **Bricks:** Control on the prices of bricks exists in Punjab, U.P. and Delhi. Other States have also been advised to impose similar controls.

Temporary shortages of bricks may occur at times due to non-availability of coal for burning bricks. Steps are already being taken by Government to speed up the supply of coal to various parts of the country.

(ii) **Cement.** The distribution and price of cement are being regulated since 1956 under the Cement Control Order. The price of cement has throughout been more or less steady; only recently on account of increased cost of production etc, the price has been revised from Rs. 81 per ton to Rs. 94 per ton (unpacked). Due to the rapid industrial development of the country, the present demand for cement has outstripped indigenous production and as such there is shortage of cement in some parts of the country. However, to meet this shortage, every attempt is being made to increase production by expanding the existing capacity and by establishing new units.

(iii) **Steel:** Since 1957 the controlled prices of re-inforcing bars and rods, joists and G.C. Sheets—Steel materials which are used for house building—have remained more or less stationary. Reinforcing bars and rods and joists are now available easily. Due to the easy supply position, the system of quota certificates and allocation has been withdrawn in respect of these categories.

Galvanised corrugated sheets, however, continue to be scarce and their distribution is still controlled.

(iv) **Timber:** Timber is becoming scarce and expensive. There is no control over the price or distribution of timber. In view of the increasing demands for timber in the country (for constructional as well as other purposes) extensive plantation of trees, supplementing the normal planting programmes, is being undertaken by the Forest Departments of States and Union Territories. With a view to conserving supplies of teak-wood and other primary species of timber, the State Governments have been urged to utilise the secondary species of timber ('soft woods') after proper seasoning and preservation treatment. Financial assistance is made available by the Government of India to States for setting up plants for seasoning and preservation treatment of secondary species of timber.

(c) No organised study has been undertaken so far.

Holi Mela

469. Shri Shree Narayan Das: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the Government of India were in any way associated with the Holi Mela organised by the Lok Kala Manch at Parade Ground, Delhi, in the month of March last; and

(b) if so, the nature of such participation?

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi):
(a) and (b). Government participation was limited to:

(i) distribution of unpriced publicity literature on Plan and National Integration.

(ii) setting up of a book-stall for the display and sale of Government publications and

(iii) holding of film shows, music concert and drama performances.

Accommodation for Class IV Employees

470. Shri D. C. Sharma: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of Class IV servants of the Central Government with a service of more than 3 years who are still residing in Jhuggis and Jhonpris in Delhi and New Delhi; and

(b) the steps taken or proposed to be taken to provide them with suitable accommodation?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) This information is not available.

(b) If an application is received from any Class IV employee living in a Jhuggee-Jhonpri, the case will be considered on merits.

मिठाई बनाने वालों को चीनी का संभरण

श्री म० ला० द्विवेदी :
४७१. श्री स० च० सामन्त :

क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार ने भारतीय मिठाई निर्माताओं की इस प्रार्थना पर विचार किया है कि उन्हे सस्तो दरों पर चीनी की जाया करे ताकि वे भारतीय मिठाइयां लाभ-प्रद ढंग से निर्यात करने में समर्थ हो सकें ;

(ख) यदि हां, तो सरकार ने इस काम के लिये कितना अनुदान देना स्वीकार किया है या स्वीकार करने की सिफारिश की है ; और

(ग) अनुदान के पश्चात् मिठाई निर्माताओं को चीनी के लिये किस दर पर दाम देने पड़ेंगे और बाजार भाव से बेदरे कितनी कम होंगी ?

बाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) :

(क) जी, हां ।

(ख) और (ग). इस मामले पर इस समय खाद्य तथा परिकरण उद्योगों की विकास परिषद् से बातचीत की जा रही है और इस बारे में शीघ्र हो एक घोषणा की जायेगी ।

Central Board of Film Censors

472. Shri Raghunath Singh: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the Central Board of Film Censors which censors 83 Hindi films, has a panel consisting of less than 25 members proficient in the Hindi language; and

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

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi):

(a) The Central Board of Film Censors is a policy making body and does not itself censor films. Films are actually censored by committees constituted from members of Advisory Panels. The reference is probably to Hindi films censored at Bombay. Out of 28 members of the Advisory Panel at Bombay, as many as 15 are proficient in the Hindi language.

(b) Does not arise.

Ashoka Hotels Ltd.

473. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri M. L. Dwivedi:

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

(a) whether a Library has been opened in the Ashoka Hotels Ltd. in

New Delhi for the use of the boarders;

(b) if so, when;

(c) what sort of books are kept in the Library; and

(d) how many of them are complimentary?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) No, Sir.

(b) to (d). Do not arise.

Laos

474. Shri Shree Narayan Das: Will the Prime Minister be pleased to state:

(a) whether the Conference of fourteen countries on Laos in which India was also participating has been able to evolve any formula for the peaceful settlement of the Laos problem;

(b) if so, what; and

(c) if not, whether any progress has been made in that direction?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru):

(a) to (c). The Geneva Conference on Laos has discussed the Laos question and has arrived at certain tentative agreements on various issues. No final conclusion, however, can be reached without the participation in the Conference of a new Laotian Government of national unity. This has not been possible as the negotiations for the formation of such a Government are still in progress. Pending the formation of such a Government the Conference has still not concluded.

Rural Industrial Projects

475. { Shri Shree Narayan Das:
Shri Subodh Hansda:
Shri S. C. Samanta:

Will the Minister of Planning be pleased to state:

(a) whether any economic survey teams have been constituted to tour the country with a view to select locations for rural industrial projects to be set up during the Third Five Year Plan;

(b) if so, the number and the nature of such teams formed so far; and

(c) whether any time-limit has been set for submission of their reports?

The Minister for Planning and Labour and Employment (Shri Nanda):

(a) No, Sir.

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

उत्तर प्रदेश के पिछड़े हुए क्षेत्रों का विकास

476. श्री भवत दश्मन : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ वर्षों से उत्तर प्रदेश के पिछड़े हुए क्षेत्रों के विकास के लिये एक विशेष योजना चल रही है ; और

(ख) यदि हां, तो क्या उस योजना के अन्तर्गत अब तक हुई प्रगति और दोन्हां द्वारा दी गई सहायता पर प्रकाश डालने वाला एक विवरण सभा-पटल पर रखा जायेगा ?

योजना तथा धर्म और रोजगार मंत्री (श्री नन्दा) : (क) जी हां।

(ख) सूचना राज्य सरकार से मंगाई जा रही है।

Price Control of Cotton

477. { Shri Rameshwar Tantia:
Shri Shree Narayan Das:
Shrimati Malmoona Sultan:
Shri Chandak:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether cotton-growers of Vidarbha have submitted a memorandum mainly against the price con-

trol of cotton;

(b) if so, whether they have demanded the appointment of a cotton commission also;

(c) if so, the main points put forward in the memorandum; and

(d) the reaction of Government thereto?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). Yes, Sir. It has been urged in the memorandum that:

(i) the ceilings on the prices of Indian cotton should be removed;

(ii) the existing floor prices should be allowed to remain; and

(iii) a cotton commission should be appointed in order to promote production of cotton in the country.

(d) The decisions of Government on the matter will be announced soon.

भूमिधरों पर कर

४७८. श्री विभूति मिश्र : क्या योजना मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या सरकार ने विभिन्न प्रदेशों के अन्दर भूमि को अधिकतम सीमा के कानून को लागू करने के पश्चात् भूमिधरों पर कर लगाने की आज्ञा दी है;

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

(ग) किन-किन राज्यों में जमीन पर कर लगाया गया है ?

योजना तथा अम और रोजगार मंत्री (श्री नन्दा): (क) से (ग). भूमि सुधार के सम्बन्ध में भारत सरकार विचार तीसरी योजना के १४वें अध्याय में दिये गये हैं। ये सामान्य वित्त की सिफारिशें हैं जिन्हें प्रत्येक राज्य सरकार को अपनी स्थानीय आवश्यक-

ताओं तथा स्थानीय दशाओं के अनुरूप अपनाना और कियान्वित करना है। भूमि राज्य का विषय है, अतः भूमि कर लगाने के बारे में राज्य सरकारों को कोई आदेश देने का प्रश्न नहीं उठता। बिहार राज्य विधायकों की संयुक्त प्रवर समिति को सिफारिशों के आवार पर बिहार भूमि सुधार (अधिकतम भूमि निर्धारण) अधिनियम के अन्तर्गत भूमि कर लगाने की व्यवस्था कर दी गई है।

Public Sector Projects

479. **Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to state:

(a) whether a final decision has since been taken to bring all the public sector projects under Central labour legislation to bring uniformity and industrial harmony;

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

(c) whether State Governments have agreed to this;

(d) if not, the names of those who have not agreed; and

(e) the reasons given for the same?

The Deputy Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) and (b). No. It is intended to discuss this matter with the State Labour Minister as soon as possible.

(c) Some of the State Governments have agreed.

(d) Assam, Bihar, Madhya Pradesh, Mysore, Orissa and West Bengal.

(e) Industrial relations have a direct bearing on the law and order problems and the State Administrations with their intimate knowledge of local conditions consider themselves better equipped to regulate employee-employer relationships in the undertakings; the Central pub-

lic sector undertakings would create a large number of subsidiary industries in the surrounding neighbourhood in respect of which the State Governments would be the "appropriate" Governments; and Government jurisdiction in industrial relations has hitherto been determined industry-wise and not according to ownership or contribution towards share capital.

African Common Market

480. Shri Raghunath Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are aware of the fact that the Economic Council of the Casablanca countries has decided to establish an African Common Market and to abolish all customs barriers between member countries; and

(b) if so, its effect on Indian Trade with member countries?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) As the text of the Agreement is not yet available, it is not feasible to assess its impact on India's trade with the members of the Market. Our imports from and exports to the Market constituted 1.7 and 2.4% respectively of our total imports and exports during 1961.

Indian Doctor Practising in England without the knowledge of English Language

481. Shri Raghunath Singh: Will the Prime Minister be pleased to state whether it is a fact that 'Times of London' has refused to print the letter from Indian House which has pointed out that no one could be a doctor in India without the knowledge of English as "Times" had alleged that an Indian doctor is practising in London with no knowledge of English?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Yes. The report was originally published in the 'Times' on

the 29th January, 1962 saying that an Indian doctor in charge of the casualty department of a provincial hospital was unable to speak a word of English and had to use a nurse as an interpreter. Our Mission in London wrote a letter to the Editor of the 'Times' pointing out that this report was wholly incomprehensible as the medical education in India was entirely and solely in the English language.

2. The 'Times' did not publish this letter, but in reply marked 'private' said that the comments in the article were made after most careful investigation.

3. Our Acting High Commissioner in London had taken up the matter with the British Minister of Health, and suggested that his Ministry could arrange to have the publication corrected after checking the report, as the matter was of importance to us in view of the number of Indian doctors employed in the hospitals in the United Kingdom. Our High Commissioner understands informally that the British Ministry of Health have, after investigation, come to the same conclusion as the Indian High Commission, and have taken necessary steps to remove the wrong impression created by the 'Times' report.

हैदराबाद हाउस को खरीदना

482. श्री भगत दर्शन : क्या निर्माण, आवास और संभरण में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली स्थित हैदराबाद हाउस को खरीदने के बारे में कुछ समय से विचार किया जा रहा है ; और

(ख) यदि हां, तो इस बारे में क्या निश्चय किया गया है ?

निर्माण, आवास और संभरण मंत्री (श्री मेहर चन्द लग्ना) : (क) हां ।

(ख) इस विषय में अभी तक आन्ध्र प्रदेश की सरकार के साथ बातचीत चल रही है ?

Khadi and Village Industries in Kerala

483. Shri P. Kunhan: Will the Minister of Commerce and Industry be pleased to state:

(a) the amount of money sanctioned for the development of Khadi and Village Industries in Kerala during the Second Five Year Plan;

(b) how much of it has been utilised; and

(c) what is the record of physical achievements?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Rs. 83.28 lakhs as grant and Rs. 105.53 lakhs as loans were disbursed for the development of khadi and village industries in Kerala during the Second Five Year Plan period.

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

Trade Marks

484. Shri P. C. Boroohah: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the International Chambers of Commerce have asked Indian businessmen to detail the extent of infringement of Trade Marks and the legal provision against such malpractices in this country with a view to decide the constitution of an international working party to devise measures to eradicate the evil;

(b) if so, whether Government are looking to the collection of the correct information as required by the International Chambers; and

(c) if so, what steps are being taken by Government?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):

(a) The Government of India have no information whether any such

steps have taken by the International Chambers of Commerce.

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

Tibetan Refugees in Mysore

485. Shri Basappa: Will the Prime Minister be pleased to state:

(a) whether the Tibetan Refugee Camp maintained at Perigapatna in Mysore State is going on well; and

(b) whether Dalai Lama who visited this Camp recently has given any suggestions for improvement?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) Yes, Sir.

(b) No, Sir, no particular suggestions were made by him. The Dalai Lama was on the whole pleased with the camp.

O. and M. Division

486. Shri Basappa: Will the Prime Minister be pleased to state:

(a) whether the activities of Organisation & Methods Division in the Secretariat will be extended; and

(b) whether there is sufficient training for the personnel of Organisation & methods Division?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) The O & M programme has recently been reoriented to cover the entire field of administrative analysis designed to improve procedures, relationships among constituent elements, skills for management and programming, communication and organisational competence, conditions of work and other aspects of the machinery of Government including the development of civil servants.

(b) The O & M Division conducts periodical courses of training in work-study techniques designed primarily for the benefit of officers and

staff engaged on O & M work, both in the Division and in the Departmental O & M Cells. Full use is also made of the facilities of training abroad of personnel employed on O & M work under the various training schemes, e.g., the Point-Four Programme, the T.C.M. and the Colombo Plan.

Imports and Exports

487. Shri Ramanathan Chettiar:
Will the Minister of Commerce and
Industry be pleased to state:

(a) whether the overall import and export position has shown any improvement during the financial years ending 31st March, 1961 and 1962;

(b) whether tea and jute manufactured goods had marked any improvement during the above period; and

(c) if so, to what extent?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 59].

Land Reforms in Goa

488. Shri M. R. Krishna: Will the Prime Minister be pleased to state:

(a) whether Government have constituted a Commission to enquire into the structure of land reforms in Goa; and

(b) If so, who are the members of the Commission, if already appointed, and what interests do they represent?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). The Goa Administration are preparing a factual report on the land tenure system, the tax structure and the land laws prevailing in Goa. It is expected that this report will be available shortly.

The Government will consider the question of measures to be taken in these matters, including appointment of a Commission, if necessary, on receipt of the report.

Indian Traders in Tibet

489. **Shrimati Maimoona Sultan:**
Will the Prime Minister be pleased
to state:

(a) whether a number of Indian traders have come to India recently after having wound up their business in Tibet;

(b) if so, how many; and

(c) how many Indian traders still remain in Tibet?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). As far as Government are aware five Indian firms have wound up their business in Tibet and returned to India in recent months.

(c) There are 45 Indian traders including those who returned after having earlier wound up business in Tibet. However of this number only 22 are at present allowed to carry on business by the Chinese authorities.

Study of Expansion of Indian Exports by U.N. Council

490. { Shrimati Maimoona Sultan:
 { Shri Shree Narayan Das:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that India's permanent representative at the U.N. urged the World Bank at a meeting of the U.N. Economic and Social Council recently to undertake a study of international trade in the specific context of long-term expansion of exports of developing countries; and

(b) if so, with what response?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). Yes. This suggestion was made on the 6th of April, 1962. No information is yet available about the response of other members of the Council.

Tea Industry

491. Shri P. C. Borooh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the attention of Government has been drawn to the latest Food and Agriculture Organisation report published in the beginning of April to the effect that "present trends in production and trade of tea are likely to upset the delicate balance of the world market with serious repercussions on prices"; and

(b) if so, what steps Government propose to take to save the tea industry from the crisis as pointed out by the Food and Agriculture Organisation?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) Judging from the present trends in production and consumption, particularly the latter in the producing countries—production in 1961 increased by about 7 per cent whereas exports showed a rise of about 8 per cent compared with the previous year—Government do not consider that the present outlook can be termed as bad. However, to offset the possibility envisaged in the Report, the Tea Promotion campaigns are being intensified for increasing the consumption in foreign markets.

Textile Industry

**492. { Shri Surendranath Dwivedy:
Shri P. C. Borooh:**

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the cotton textile industry has exceeded the limit in spending the foreign exchange;

(b) how much foreign exchange has been spent by the cotton textile industry over and above the foreign exchange it has earned during the five years ended 1961; and

(c) if the answer to (a) be in affirmative, what steps Government propose to take to limit the use of foreign exchange by the cotton textile industry?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) No, Sir.

(b) The results of a comparison of the foreign exchange earnings and expenditure of the cotton textile industry would depend on the assumptions made. A study can be found in the Reserve Bank of India's Bulletin for March 1962.

(c) The Plan provides for increased output of raw cotton, textile machinery and other items required by the cotton textile industry, with a view to reducing import requirements and promoting exports.

Indian Cultivator Kidnapped by Pakistanis in West Bengal

493. Shri Mohammad Elias: Will the Prime Minister be pleased to state:

(a) whether it is a fact that 3 Pakistanis entered into Indian territory at the village of Chotahadapara of Jalpaiguri and kidnapped an Indian peasant who was cultivating land there on the 7th April, 1962; and

(b) if so, what steps have been taken by the Government?

The Prime Minister and Minister of External Affairs and Minister of

Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). On April 6, 1962 three Pakistani nationals entered Indian territory at village Chotabada-para, P. S. Kotwali, district Jalpaiguri and forcibly kidnapped an Indian peasant who was cultivating his land. A telegraphic protest was lodged by the Government of West Bengal with the Government of East Pakistan on the 11th April, 1962, requesting immediate enquiry and release of the Indian national and his safe return to India. The reply from the Government of East Pakistan is still awaited.

Export Incentives for Tea

494. Shri P. C. Borooh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that in view of the past experience that with increase in production the prices invariably steep down, the Indian Tea Planters, Association at their annual meeting in the beginning of April, 1962 demands export incentives;

(b) if so, what specific demands were made by the Association; and

(c) the decision taken thereon?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). Past experience does not bear out that invariably prices fall with increase in production. Various factors connected with the world supply and demand position besides production in a country influence the level of prices. The Chairman of the Indian Tea Planters' Association, in his address at the Annual General Meeting of the Association on the 7th April, 1962, demanded certain export incentives, viz:—

- (i) The Industry should be assisted to bring down the cost of production by the abolition of the export duty and grant of drawback of Central Excise Duty on teas exported;
- (ii) important tea producing countries should be induced to join in an International Tea Agreement with India;
- (iii) effective steps should be taken to promote internal consumption so that at least 50% of the industry's output may have a stable market; and
- (iv) an intensive drive should be launched for the export promotion of tea;
- (c) (i) The Finance Bill 1962, provides for a reduction of Export Duty from 44 n.p. to 25 n.p. per kg. as well as a drawback of excise duty on all teas exported to the extent of 15 n.p. per kg accompanied by a slight increase in the excise duty from 5 to 10 n.p. per kg. These measures should improve the competitive ability of Indian teas in world markets;
- (ii) In the context of severe competition;
- (iii) from other countries and rising internal consumption, Government consider that emphasis should be on increasing production to achieve higher exports rather than restricting production by the revival of International Tea Agreement; and
- (iv) Tea Promotion Campaigns of the Tea Board are being intensified in foreign markets.

तिव्वती शरणार्थी

४८५. { श्री पु. ला० बाबूपाल :
श्री मुहम्मद इलियास :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि भारत में आये तिव्वतीर्थी को वसाने पर कितना रुपया खर्च किया गया है ?

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री तथा अनु शक्ति मंत्री (श्री जवाहरलाल नेहरू) : तिव्वती शरणार्थीरों को फिर से वसाने पर, ३१ जुलाई, १९६१ तक कुल ६८,७२,३०६ रुपये खर्च हुए थे । उसके बाद की अवधि से लिये आंकड़े इन्हें किये जा रहे हैं शीर यथा समय सदन को मेज पर रख दिये जाएंगे ।

Rayon Pulp

496. Shri Anjanappa: Will the Minister of Commerce and Industry be pleased to state:

(a) whether India is self-sufficient in regard to production of Rayon Pulp; and

(b) if not, how much Rayon Pulp is imported into India?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) No, Sir.

(b) The following imports were made during the last three years.

Year	Quantity		Value
	Tons	Rs.	
1959-60 . .	42,000	425 lakhs	
1960-61 . .	48,000	492 lakhs	
1961-62 . .	65,000	660 lakhs	

Nuclear Power Station at Tarapore

497. Shri Morarka: Will the Prime Minister be pleased to state:

(a) what is the estimated cost of the 300,000 KW nuclear power station at Tarapore in Maharashtra which Government has decided to set up; and

(b) what is the progress made so far?

The Prime Minister and Minister of External Affairs and Minister of

Atomic Energy (Shri Jawaharlal Nehru): (a) Information regarding the cost of the project car, only be furnished when the decision regarding the selection of the tender is taken.

(b) The evaluation of the tenders received for the construction of the atomic power station has been completed and a decision on the choice of the tender will be taken very soon. Meanwhile, preparatory work such as construction of the access road, temporary and permanent water supply arrangements, supply of construction power, planning of the township etc. is under way.

Loans and Grants to East and West Pakistan D.Ps.

498. Shri Sezhiyan: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total amounts of (i) grants and (ii) loans granted by the Central Government upto the 31st March, 1962 to the displaced persons from East and West Pakistan;

(b) the total amount of loans recovered upto the 31st March, 1962; and

(c) the amounts written off and the grounds for the same?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a).

	(Rs. in crores)		
	East	West	Total
Loans	80.34	63.76	144.10
Grants	84.23	94.61	178.84
Total	164.57	158.37	322.94

Rs. 38.75 crores upto the 31st March, 1961 as under:

	Amount Recovered	% of recovery	
		Rs. crores	
East	. .	2.06	2.56
West	. .	36.69	57.55

Information upto the 31st March, 1962, is not yet available.

(c) Rs. 69.64 lakhs so far. The amounts have been written off on the following grounds:—

- (i) General remission sanctioned for the non-claimant small loanees.
- (ii) Inability of the State Governments to make recoveries from the displaced persons who have since died or whose whereabouts could not be traced or who had no resources to repay the loans.

Bon Hooghly Colony, Baranagar

499. Shrimati Renu Chakravarty: Will the Minister of Works, Housing and Supply be pleased to state:

- (a) how many of the tenements of Bon Hooghly Colony, Baranagar, 24 Parganas have been completed;
- (b) when did the scheme start;
- (c) how many have been tenanted;
- (d) whether it is a fact that the level of the land has been raised in such a manner that surrounding colonies will be submerged due to inadequate drainage arrangements; and
- (e) what is the proposed rent and how it has been calculated?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) The construction of all the 784 tenements of the Bon Hooghly Scheme has almost been completed. The other items of work such as construction of sewerage and sewage disposal plant metalling and processing of roads and construction of water reservoir are still in progress.

(b) The work has started in May 1957.

(c) None.

(d) The level of the land has been raised so that it does not get submerged during the monsoon. Drainage arrangements for the scheme area as well as the adjoining area have already been approved.

(e) The rent to be charged from the tenants has not yet been fixed.

Coir Industry

500. { Shri M. K. Kumaran:
Shri Vasudevan Nair:
Shri Warior:

Will the Minister of Commerce and Industry be pleased to state:

- (a) whether a meeting to discuss the problems of coir Industry was held recently in Delhi; and
- (b) if so, what subjects were discussed and conclusions reached at the meeting?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). A meeting of an informal character was recently held in Delhi to discuss the problems confronting the coir industry. The subjects discussed were inter-alia, promotion of exports of coir products, development of industry on co-operative lines, acceleration in mechanization and research programmes.

Export of Indian Tea to Persian Gulf

501. Shri P. C. Borooah: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that exports of Indian Tea to the Persian Gulf declined during the first two months of the current year;

(b) if so, to what extent exports declined as compared to export figures for the corresponding period in 1961; and

(c) what were the main reasons for the decline?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) No, Sir.

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

Export of Indian Tea to U.S.S.R.

502. Shri P. C. Borooah: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that exports of Indian Tea to the U.S.S.R. declined during the first two months of the current year;

(b) if so, how the figures relating to this period compare with those for the corresponding period in 1961; and

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) 29 million lbs. during January and February 1962 as against 4.1 million lbs. during the corresponding period in 1961.

(c) the decline is probably due to the heavy exports during the year 1961.

Air Dropping of Food in NEFA

503. Shri Rishang Keishing: Will the Prime Minister be pleased to state:

(a) the quantities of food stuffs air-dropped in NEFA in 1961;

(b) the annual deficit of food stuffs in that area; and

(c) the permanent measures undertaken to overcome this deficiency?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) 3217.32 tons.

(b) The present annual deficit of food-stuffs is estimated to be approximately 4,000 tons.

(c) The deficit is planned to be met substantially by the end of the Third Five Year Plan period by,

- (i) extension of permanent cultivation,
- (ii) improved irrigation facilities,
- (iii) introduction of better farming techniques,
- (iv) use of better seeds, improved agricultural tools and bullock-power,

(v) upgrading of cattle, and

(vi) increased production of subsidiary food.

With the object of improving agricultural production and livestock, agricultural and animal husbandry schemes worth Rs. 2.55 lakh were sanctioned during 1961-62. With the implementation of these schemes, 469 acres of forest land was reclaimed for permanent cultivation; 2,500 maunds of potato, maize and other seeds of improved varieties and 2,300 improved implements were distributed for agricultural programmes during 1961; 17,000 fruit grafts and 500 grape seedlings were purchased from Sikkim and Almorah and distributed. Livestock was supplied to the people on return basis. Government cattle, pig and poultry farms were opened in selected places and Sindhi bulls from Jabalpur Government Farm and National Dairy, Karnal, were imported for upgrading the local stock.

Text Books in NEFA

504. Shri Rishang Keishing: Will the Prime Minister be pleased to state:

(a) whether text books have been written in tribal dialects in NEFA;

(b) if so, names of the tribes and the standard or class upto which tribal text books are used; and

(c) in what way Government tries to develop the tribal dialects more rapidly?

The Prime Minister and Minister of External Affairs and Ministry of Atomic Energy (Shri Jawaharlal Nehru): (a) Yes.

(b) Text books in tribal languages are in use in classes A, B and L

The tribal languages, Division-wise in which text books have been pre-

pared are as follows:

Kameng Frontier Division

Tawang Monpa, Dirang Monpa and Bangni

Subansiri Frontier Division

Bangni and Apatani

Siang Frontier Division

Adi and Gallong

Lohit Frontier Division

Idu, Digaru and Singpho

Tirap Frontier Division

Singpho, Wanchoo, Tangsa and Nocte.

(c) A separate Philological Department has been functioning for several years with the object of studying and development tribal languages. Language Officers have been appointed for the preparation of text books and supplementary reading material. Officials serving in the Agency are encouraged to study the language of the area to which they are posted. Students are encouraged to write articles in their mother tongue.

Public Sector Industries

505. Shri Yalamanda Reddy: Will the Minister of Commerce and Industry be pleased to state:

(a) the amount allotted for industries under public sector in the Second Plan period in each State; and

(b) how much has been spent in each State in that period?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Nityanand Kanungo): (a) and (b). A statement giving the requisite information is given below:

STATEMENT

Name of State	Outlay (Rs. in lakhs)	Estimated expenditure (Rs. in lakhs)			
			1	2	3
Andhra Pradesh	277.72	167			
Assam	133.00	160			

	1	2	3
Bihar	158.88	213	
Bombay	115.10	95	
Kerala	102.33	148	
Madhya Pradesh	129.99	25	
Madras	76.00	114	
Mysore	359.00	132	
Orissa	47.50	35	
Punjab	189.03	55	
Rajasthan	35.15	15	
Uttar Pradesh	345.85	324	
West Bengal	173.60	231	
Jammu & Kashmir	120.15	115	

Educated Unemployed in Gujarat

506. Shri P. R. Patel: Will the Minister of Labour and Employment be pleased to state:

(a) the number of persons registered with employment exchanges in Gujarat and who are not yet employed;

(b) how many of them are matriculates and how many of them are degree or diploma holders; and

(c) how many of the persons registered with Employment Exchanges have not been employed within six months of their registration?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) and (b). Available information is given below:

Category	No. of applications on Line Register as on 31-3-62
(1)	(2)
Matriculates (including inter-mediates)	20,606
Graduates*	1,593
Others	43,353
TOTAL	65,552

*Information regarding diploma holders is not available.

(c) 29,800.

Local Development Works in Kerala

507. Shri P. Kunhan: Will the Minister of Planning be pleased to state:

(a) whether the Government of Kerala have requested the Government of India to continue the scheme of grants to local development works for some more years; and

(b) if so, what is the decision of the Government of India on this request?

The Minister of Planning and Labour and Employment (Shri Nanda): (a) No specific request was received for continuance of the programme during the 3rd Five Year Plan.

(b) However, the programme has been included in the 3rd Five Year Plan, and is being continued.

Persons Registered in Employment Exchanges in Punjab

508. Shri Daljit Singh: Will the Minister of Labour and Employment be pleased to state:

(a) the number of persons registered during the year 1961-62 in the various employment exchanges in Punjab; and .

(b) the number of such persons in all the categories who were provided with jobs?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) 2,35,047.

(b) 43,559.

Monazite

509. Shri N. Sreekantan Nair: Will the Prime Minister be pleased to state:

(a) how much Monazite is now being utilised every year by Indian Rare Earths Ltd;

(b) whether Monazite is being utilised regularly by any other industry or firm in India;

(c) whether any quantity of the same is expected, and if so, how much per annum;

(d) what is the total quantity of Monazite which can normally be produced in India, if and when, there is a ready market for it; and

(e) the present market price of one ton of Monazite in foreign countries?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) 1361 metric tons of monazite were processed by Indian Rare Earths Limited in 1960-61 and 1797 metric tons in 1961-62.

Consumption of monazite is likely to be 3000 metric tons in the current year.

(b) No.

(c) No.

(d) It is possible to produce approximately 4000 tons of monazite per annum with the existing capacity of the plants. But if a demand arises for more, there should be no difficulty in increasing production further by enlarging the plants.

(e) Monazite is not quoted in the world market and no official quotations are available. Prices depend generally on availability, urgency of demand, the quality of the mineral and the prevailing market. Prices vary from £31 per long ton f.o.b. in the case of Malaya to \$90 per long ton c.i.f. Yokohama for monazite from Korea for isolated purchases of small quantities.

Export of Ilmenite

510. Shri N. Sreekantan Nair: Will the Prime Minister be pleased to state:

(a) the total quantity of Ilmenite that has been exported from the

Koilthottam Harbour, during the current shipping season beginning with November 1961 and ending with 15th April, 1962;

(b) what was the corresponding figure exported during the previous shipping seasons; and

(c) whether there has been a considerable fall in export, and if so, what are the reasons for this fall?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) Approximately 1,01,500 long tons.

(b) Approximately 1,43,000 long tons.

(c) Yes, the main reasons for the fall in exports are:

- (i) the high price of Indian ilmenite,
- (ii) the emergence of new sources of supply of ilmenite at competitive prices, and
- (iii) the changes in the manufacturing process introduced by some of the major producers of pigments.

Unemployed in Rajasthan

511. Dr. L. M. Singhvi: Will the Minister of Labour and Employment be pleased to state:

(a) the number of persons (graduates and non-graduates) registered during the year 1961-62 in the various Employment Exchanges in Rajasthan; and

(b) the number of persons who were provided with employment during the above-mentioned period?

The Minister of Labour in the Ministry of Labour and Employment

(Shri Hathi): (a) and (b). The information is given below:

Category	Registrations effected during 1961-62	Places effected during 1961-62
(1)	(2)	
Graduates . . .	4,518	1,282
Matriculates (including intermediates)	48,091	10,747
Below Matriculation standard (including illiterates) . . .	70,392	7,179
TOTAL . . .	1,23,001	19,208

Unauthorised Power-looms

512. Shri Natarajan: Will the Minister of Commerce and Industry be pleased to state:

(a) how many unauthorised power-looms were in existence in India during 1961-62 and how many have been regularised by registering the same State-wise;

(b) how many unauthorised looms were in Kerala during this period;

(c) under the scheme 'introduction of power-looms in the handloom sector' how many looms were allotted to the various States and how many have been installed up to the end of 1961 State-wise;

(d) whether any change of policy to discourage the introduction of more power-looms in the handloom sector has been adopted;

(e) whether any enquiry was conducted before deciding this change of policy;

(f) whether Government of Kerala requested to continue the scheme during the Third Five Year Plan period;

(g) what was the nature of power-looms allotted to Kerala and how many have been installed; and

(h) whether the balance will be allowed to be installed during the Third Plan period?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (h). A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 60].

Rehabilitation of Refugees in M.P.

513. Shri J. P. Jyotishi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of refugees and their families rehabilitated in Madhya Pradesh so far;

(b) how many of them have been shifted to permanent houses and how many are still putting up in temporary huts in the camps;

(c) whether Government give any priority in granting loans to such refugees who are very poor under the Low-income Housing Scheme; and

(d) how much loan has been granted to them so far?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) to (d). A sum of about Rs. 584.23 lakhs as loan and another Rs. 9.81 crores has been given as compensation to displaced persons from West Pakistan settled in Madhya Pradesh. The Rehabilitation work in the Western Zone has practically come to an end and no fresh proposals for any loans or for the construction of houses are being entertained.

(c) Loans under the Low-income Housing Scheme are granted by the State Governments. The displaced persons are now a normal part of the local population and as such there can be no question of giving them any preference or priority.

Industrial Estates

514. Shri J. P. Jyotishi: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Industrial Estates and their locality established in the Madhya Pradesh so far;

(b) what are the industries started therein;

(c) the investment and the target of production; and

(d) the production of the different estates so far?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Seven Industrial Estates at Indore, Gwalior, Bhopal, Sagar, Jabalpur, Burhanpur and Raipur have been established so far.

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

Industrial Estate at Agra

515. Shri S. N. Chaturvedi: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Industrial Estate at Agra has developed and progressed satisfactorily; and

(b) if not, the reasons therefor and the action Government have taken or propose to take to remove the impediments?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Yes, Sir.

(b) Difficulties relating to provision of power and water supply are being got over.

Unemployed in J. & K.

516. { Shri Abdul Ghani Goni: Bakshi Abdul Rashid:

Will the Minister of Labour and Employment be pleased to state:

(a) the number of persons (matriculates and non-matriculates) registered during the year 1961-62 in the various employment exchanges in Jammu and Kashmir State; and

(b) the number of such persons in both the categories who were provided with employment assistance during the same period?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) and (b). The information is given below:

Category	No. of registrations effected during 1961-62	No. of place-ments during 1961-62
(1)	(2)	(3)
Matriculates and above	3,451	424
Below Matriculation standard (including illiterates) . . .	7,380	567
Total . . .	10,831	1,081

Setting up of a Sheet Glass Plant in Kerala

517. Shri P. Kunhan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Central Government have received any scheme from the Kerala Government for setting up of a Sheet Glass Plant in Kerala during the Third Plan period;

(b) if so, details thereof; and

(c) the action taken thereon?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) No, Sir.

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

Slum Clearance in Kerala

518. Shri P. Kunhan: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total financial assistance given to Kerala Government by Centre for slum clearance in the State during the years 1960-61 and 1961-62;

(b) whether the amount sanctioned has been fully utilised; and

(c) the amount allocated for slum clearance during the Third Five Year Plan?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) and (b). A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 61].

(c) A sum of Rs. 30 lakhs has been allocated as Central assistance to the Kerala State for the implementation of the Slum Clearance Scheme during the Third Five Year Plan. In accordance with the pattern of financing prescribed for the Scheme, the State Government are required to contribute another Rs. 10 lakhs for the Scheme from their own resources.

Ambar Charkha Training Courses

519. Shri P. Kunhan: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Ambar Charkha training courses conducted during the Second Five Year Plan period in Kerala State;

(b) the total number of trainees who took part; and

(c) the total expenditure incurred?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). The information regarding number of Ambar Charkha training courses conducted during the Second Five Year Plan period in Kerala is not available. 14,695 spinners were trained during that period.

(c) Rs. 11,88,454/-.

द्वितीय पंचवर्षीय योजना में जम्मू और काश्मीर राज्य को दो गई सहायता

५२०. श्री राम सेवक यादव : क्या योजना मंत्री यह बताने की कृपा करेंगे कि द्वितीय पंचवर्षीय योजना के अन्तर्गत काश्मीर राज्य को विभिन्न मदों में अलग-अलग केंद्र की ओर से कितनी सहायता दी गई?

योजना तथा अम और रोजगार मंत्री (श्री नन्दा) : सूचना एकत्र की जा रही है।

Export of Hides and Skins

521. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that there has been a sharp decline in foreign off-take in hides and skins during 1961;

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken to increase the export in hides and skins?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) There has been a decline in the earnings from export of raw hides and skins.

(b) and (c). The export of raw hides is completely banned. Quantitative restrictions on the export of raw skins were imposed in 1960. These measures were adopted in order to meet the requirements of our tanning industry and to promote exports of finished and semi-finished products as against raw hides and skins.

Labour Welfare Centres in Andhra Pradesh

522. Shri E. Madhusudan Rao: Will the Minister of Labour and Employment be pleased to state:

(a) the number of labour welfare centres working in Andhra Pradesh at present;

(b) the names of the places; and

(c) the grant given, if any, by Government to each of them?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) to (c). As the subject matter concerns the State Government, the required information is not available.

राजस्थान में शरणार्थियों के लिये भूमि

५२३. श्री प० ला० बाल्पाल : क्या निर्माण आवास और संभरण नंत्रों यह बनाने

की हुया करेंगे कि :

(क) क्या यह मत है कि राजस्थान के जिला अलवर और भरतपुर दो पुरुषार्थियों का जो भूमि काल है जिनमें दो गई हैं उसका मूल्य कम करने के लिये अन्द्रीय सरकार के पुनर्वास विभाग के पास अभ्यावेदन भेजा गया था ; और

(ख) यदि हां, तो जिनका गंगानगर में पैमंडी लोगों को भूमि दी गई जिसे इरिजन भी है, उनको दो गई भूमि का मूल्य कम नहीं करने का बया कारण है ?

निर्माण आवास और संभरण मंत्री (श्री महर चन्द लन्ना) : (क) जो, हां ।

(ख) निर्दिष्टाय वृष्टि भूमि जिनको दी जाती है उसको कीमत ८५० रुपये प्रतिमान पाइड के दर में, विस्थापित व्यक्ति (प्रतिकर और पुनर्वास) नियम, १९५५ में की गई व्यवस्था के अनुमार बमूल का जाती है । इस कीमत को घटाने का प्रश्न ही नहीं उठता ।

12 hrs.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE**NEED TO RECONSTITUTE THE CALCUTTA DOCK LABOUR BOARD**

Shri Indrajit Gupta (Cacutta South-West): Under Rule 197, I beg to call the attention of the Minister of Labour and Employment to the following matter of urgent public importance and I request that he may make a statement thereon:—

The need to reconstitute the Calcutta Dock Labour Board in view of the cancellation of registration of two out of the three trade unions.

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): The Calcutta Dock Labour Board is a tripartite statutory body set up under clause 4 of the

[Shri Hathi]

Calcutta Dock Workers (Regulation of Employment) Scheme, 1956. The Board consists of 15 members and includes an equal number of members representing:

- (a) the Central Government.
- (b) the dock workers, and
- (c) the employers of dock workers and shipping companies.

Under the Scheme, persons representing the dock workers and the employers are to be appointed after consulting such Associations of persons as appear to the Central Government to be representative of such workers and such employers.

The Board was last reconstituted on the 2nd June 1960. The term of office of a non-official member of the Board is for a period of three years and the Board will be due for re-constitution in June, 1963.

There are 5 labour seats on the Board, which have been distributed among the following labour Unions on the basis of their verified membership amongst the dock labour covered by the Scheme:—

National Union of dock labour 2 seats;

Dock Mazdoor Union, 2 seats;

Calcutta Dockers' Union, 1 seat.

The registration of the Dock Mazdoor Union was cancelled by the Registrar of Trade Unions on the 4th January 1962 for non-submission of annual returns. The Union made an application under Article 226 of the Constitution in the Calcutta High Court and has obtained an interim order directing the Registrar of Trade Unions not to communicate and/or publish in the Gazette his order of cancellation of the registration of the Union till the disposal of the application by the Court. The Union has also filed appeal in the High Court against the order of cancellation of registration. Thus the registration of the Union does not yet stand cancelled and the matter is sub-judice.

The Calcutta Dockers' Union was served with a show-cause notice by the Registrar of Trade Unions as to why registration of the Union should not be cancelled for failure to submit annual returns. The Union filed an application under Article 226 of the Constitution in the Calcutta High Court, praying for an issue of a rule on the Registrar restraining him from taking any action with regard to cancellation of the Union's registration. The application has been rejected by the Court, on the ground that the cause of action has not yet arisen. No orders have been issued so far regarding cancellation of the Union's registration by the Registrar.

I may state in this connection, that the Scheme does not debar representation on the Board of a non-registered Union.

Shri Indrajit Gupta: Am I to take it that these unions which are considered representative of workmen for purposes of representation on the Dock Labour Board may also include unions whose registration *prima facie* is subject to cancellation because they do not even submit annual returns?

Shri Hathi: Registration has not yet been cancelled in both the cases.

Shri Indrajit Gupta: Am I to take it that if the registrations are finally cancelled, the Government will consider giving this representation to other registered unions?

Shri Hathi: That would be considered when the registrations are cancelled.

REQUISITIONING OF RAW COTTON IN GUJARAT

Shri Yajnik (Ahmedabad): Under rule 197, I beg to call the attention of the Minister of Commerce and Industry to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The attachment of large quantities of high grade cotton in

why requisitioning is still being continued.

Government have examined the question of revising the prices of raw cotton for the 1962-63 season's crop onwards. The requisitioning which is, therefore, still being undertaken in various parts of the country can only be on the basis of existing prices as the revised ceilings are to be applied only to the crop of season 1962-63 and onwards.

I wish also to inform the House that Government has now decided to raise the ceiling prices for the basic quality Mugllai Jarilla 25/32" staple length by Rs. 35 per quintal or Rs. 125 per candy according to the old description of weight units. The floor prices which were raised last year by Rs. 105 per candy remain unchanged. Corresponding to the rise in ceilings for the basic quality, there will be corresponding rises for other varieties of cotton. Government hope that as a result of this decision growers will be able to raise a much higher crop of cotton in the assurance of a larger return per unit. We also want the yields per acre to increase appreciably by application of fertilisers, use of better seeds and utilising better farming techniques. Government will try to provide the full requirements of fertilisers for the cotton crop.

The announcement of the rise in ceiling prices is being made before the sowing season so as to encourage growers to increase the acreage and to ensure that the benefit of higher prices as may be justified by the size of the crop and other factors will, in fact, go to the grower when he markets the crop. Today, that is not the condition.

I would also add that if, in fact, as we all hope, the cotton crop is really large, Government will also arrange to build a buffer stock and not let cotton prices be unduly depressed because of the large size of the crop. Thus, in all respects, I would appeal to the growers to do their best for substantially increasing the yield and the crop both in quantity and quality.

Gujarat by the Textile Commissioner for sale at the present ceiling prices".

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): As the House is aware, a system of price control on raw cotton has been in existence for the last many years and as usual at the commencement of the 1961-62 cotton season, floor and ceiling prices were announced by the Government for different varieties of cotton grown in the country. Although the original expectation of the 1961-62 crop was fairly good, the crop proved to be much smaller, due to adverse weather conditions.

According to the present estimates only about 43 lakhs of bales are available from this season's crop.

In order to ensure that raw cotton is available to the textile mills at prices which are within the ceilings, various control measures have been adopted by the Textile Commissioner under the instructions of the Government of India. Quotas have been allotted to mills with reference to their past consumption. Raw cotton has also been requisitioned on request from mills which are unable to obtain their requirements. Whenever cotton is thus requisitioned, prices have been paid at the ceiling prices fixed by the Government.

Requisitioning of cotton is not confined to any one region. In fact, the Textile Commissioner has been requisitioning cotton from all the cotton growing States including Rajasthan, Punjab, Gujarat, Madhya Pradesh and Maharashtra. The total quantity which was requisitioned up to the last week of March was only 15,437 bales out of a crop of 4.3 million bales, of which only 4,700 bales were from Gujarat. Compared to the total crop of 43 lakhs of bales, it is only a very small fraction that is thus requisitioned. The rest of the cotton is sold in the normal manner to the mills.

In a period of acute shortage, control measures cannot be given up without affecting prices. That is the reason

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Government will do their best in every respect to give their assistance to the growers and to ensure the growers a fair and reasonable price.

The textile industry and the cotton trade have been representing that they have, in fact, been paying high prices for cotton for some time. Under the revised ceiling prices, coming into force for the crop of season 1962-63 onwards, Government are clearly of the view that the conditions for the manufacture of cloth will continue to be as heretofore. The House is aware that the textile industry after discussions with Government has introduced a price stamping and price control scheme. Government is appreciative of the co-operation extended by the textile industry in maintaining this structure in close consultation and approval of Government from time to time. Government is confident that industry and trade will continue to show the same awareness and keep the prices down in the interest of the consumer in line with the existing arrangements.

Government see no reason in the revised ceiling prices of cotton for the ex-mill cloth prices to go up at all any higher than at present on this account. I am counting on the co-operation of the textile industry and cotton trade to ensure this. The retailers' margins will continue as hitherto.

Shri Yajnik: In view of the steep rise in the prices of cotton cloth in spite of the stamping of prices since 1959, would Government consider the desirability of giving the new increase in ceiling prices for the cotton stock that has already been commandeered or frozen or attached, because the cotton growers have incurred very serious loss in getting less cotton during the last season due to various reasons?

Shri Manubhai Shah: No. As a matter of fact, if the hon. Member's suggestion is adopted, the entire bene-

fit will go to the middlemen and not to the growers.

RE: RIOTS IN DACCA AND RAJSHAHI IN EAST PAKISTAN

Mr. Speaker: I have got notice of another calling attention motion from Shrimati Renu Chakravarti, Shri S. M. Banerjee, Shri Nath Pai, Shri P. C. Borooh, Shri D. C. Sharma and Shri Bibhuti Mishra regarding the 'alarming news about riots in Dacca and Rajshahi in East Pakistan resulting in the killing of 14 persons and widespread arson and looting'. Has the hon. Prime Minister any information about this?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Perhaps I might mention it in the course of my reply to the debate on the Address.

Mr. Speaker: All right.

12.12 hrs.

**PAPERS LAID ON THE TABLE
INDIA-CHINA CORRESPONDENCE**

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): On behalf of Shri Jawaharlal Nehru, I beg to lay on the Table a copy each of the following papers:—

- (i) Government of India's protest dated the 24th March, 1962 regarding violation of air space over Bhutan by Chinese;
- (ii) Chinese note dated the 7th March, 1962 regarding violation of air space by Chinese aircraft over Sherathang, Sikkim;
- (iii) Government of India's reply dated the 4th April, 1962 rejecting the Chinese note of the 7th March, 1962;
- (iv) Chinese note dated the 14th March, 1962 alleging violation of their air space and air-dropping of supplies on Chinese camp;

- (v) Government of India's reply thereto (dated the 17th April, 1962);
- (vi) Government of India's protest dated the 18th April, 1962 regarding violation of territory by Chinese near Longju in January, 1962;
- (vii) Chinese protest dated the 20th March, 1962, alleging violation of their air space by Indian aircraft;
- (viii) Government of India's reply dated the 19th April, 1962 rejecting the Chinese note above;
- (ix) Chinese note dated the 20th March, 1962 regarding violation of Indian air space by the Chinese aircraft;
- (x) Government of India's reply dated the 23rd April, 1962;
- (xi) Chinese note dated the 22nd March, 1962 regarding India-China boundary question;

[Placed in Library. See No. LT-59/62].

- (xii) Government of India's reply dated the 30th April, 1962.

NOTIFICATION UNDER ESSENTIAL COMMODITIES ACT

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): I beg to lay on the Table a copy of the Woollen Textiles (Production and Distribution Control) (Amendment) Order, 1962 published in Notification No. S.O. 1052, dated the 7th April, 1962, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-60/62].

NOTIFICATIONS UNDER CENTRAL SILK BOARD ACT AND COFFEE ACT, ANNUAL REPORT OF HINDUSTAN INSECTICIDES AND REVIEW OF ITS WORKING

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): I beg to lay on the Table a copy each of the following papers:—

- (i) The Central Silk Board (Amendment) Rules, 1962 published in Notification No. G.S.R. 472, dated the 14th April, 1962, under sub-section (3) of section 13 of the Central Silk Board Act, 1948. [Placed in Library. See No. LT-61/62].
- (ii) The Coffee (Amendment) Rules, 1962 published in Notification No. G.S.R. 498, dated the 19th April, 1962, under sub-section (3) of section 48 of the Coffee Act, 1942. [Placed in Library. See No. LT-65/62].
- (iii) (a) Annual Report of the Hindustan Insecticides Ltd., New Delhi, for the year 1960-61 along with the Audited Accounts and the comments of the Comptroller and Auditor-General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.
- (b) Review by the Government on the working of the above Company.

[Placed in Library. See No. LT-63/62].

NOTIFICATION UNDER MINIMUM WAGES ACT

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): I beg to lay on the Table a copy of Notification No. S.O. 280, dated the 27th January, 1962 making certain amendment to S.O. No. 2838, dated the 16th November, 1960, under section 30A of the Minimum Wages Act, 1948. [Placed in Library See No. LT-64/62].

NOTIFICATIONS UNDER DISPLACED PERSONS (COMPENSATION AND REHABILITATION) ACT

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri P. S. Na skar): I beg to lay on the Table a copy each of the following Notifications making certain further amendments to the Displaced Persons (Compensation and Rehabilitation)

[Shri P. S. Naskar]

Rules, 1955, under sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act. 1954:—

- (i) G.S.R. No. 1454, dated the 9th December, 1961.
- (ii) G.S.R. No. 1480, dated the 16th December, 1961.
- (iii) G.S.R. No. 1538, dated the 30th December, 1961.
- (iv) G.S.R. No. 96, dated the 20th January, 1962.

Wages Act, 1948. [Placed in Library. See No. LT-64/62].

PARLIAMENTARY COMMITTEES—SUMMARY OF WORK

Secretary: Sir, I lay on the Table a copy of the *Parliamentary Committees—Summary of Work* pertaining to the period 1st June 1961 to 31st March 1962.

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12.13 hrs.

**BUSINESS ADVISORY COMMITTEE
FIRST REPORT**

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move:

"That this House agrees with the First Report of the Business Advisory Committee presented to the House on the 1st May 1962".

Mr. Speaker: The question is:

"That this House agrees with the First Report of the Business Advisory Committee presented to the House on the 1st May 1962".

The motion was adopted.

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12.14 hrs.

**MOTION ON ADDRESS BY THE
PRESIDENT—contd.**

Mr. Speaker: The House will now proceed with further consideration of the following motion moved by Shri Harish Chandra Mathur and seconded by Shri Bhagwat Jha Azad on the 26th April 1962, namely:—

"That an Address be presented to the President in the following terms:—

"That the Members of Lok Sabha assembled in this session are deeply grateful to the President for the Address which he has been pleased to deliver to both the Houses of Parliament assembled together on the 18th April 1962".

and amendments moved thereon.

The debate was concluded yesterday. I will now request the hon. Prime Minister to reply.

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Mr. Speaker, Sir, on many occasions we have considered such motions of thanks to the President for the Addresses which he has been pleased to deliver to the joint sessions of both Houses of Parliament. This present occasion has a special significance and a certain element of sadness about it, because this is the last Address that the President has delivered to this Parliament. Many hon. Members have drawn attention to it, and I should also like to add a sentence or two in tribute and homage to our President for his high dignity and simplicity and his keeping up of the traditions of his high office and of our Constitution during the 12 or 13 years that he has presided over this nation. It is no small matter for any one, however able he might be, to discharge the functions of the President of India. People may think that he is a constitutional President which, of course, he is. Nevertheless, it is a matter of great importance how even a constitutional head of a State discharges his functions. It adds to the dignity of the nation, or takes away from it. In India where we have been during the last 13 years or more than that passing through this big period of change, it is all the more important what kind of President we had, and it was our extreme good fortune that we could have a President who combined in himself the

virtues not only of a good President, but of a good leader of the nation and a leader in the fight for independence. So, this Motion of Thanks that we send him is not a formal affair, but something more than that.

I regret, Sir, that I was not present here during the greater part of the debate on this Motion. I have, however, sought to find out what hon. Members said by the copious notes which my colleagues took, and by reading some of the speeches which have been reported. Many things have been said in the course of the debate by Members either on this side or the other side, many criticisms have been made, with which, I might as well say frankly, I am in certain sympathy. I am not here to defend everything that Government has done, or everything that has happened in India, although undoubtedly the responsibility for everything is the Government's, but while I recognise that—many of the criticisms, many of the errors that we might have committed or not coming up to the mark that we have laid down ourselves—I do submit that if one judges of what has happened in India and what is happening, it is not good enough to repeat old charges of corruption and this and that, to make a list of failures on the part of Government or the administration, but also to have a look at the success of the administration, of the Government. Only then can you have a balanced view.

It is well known, and every one realises here and elsewhere, that the tasks in India are stupendous, colossal in their extent, and the real difficulty is not so much in the extent of India, in the vastness of our population, which is there of course, but in the fact that we are trying to jump over a few centuries in our country. As it is, as has been often said, we represent today almost every century in India from primitive times in some parts of India, primitive people—and I use the word "primitive" in no bad sense, but the fact is that they are using primitive methods of produc-

tion etc.,—to the most modern methods. We are fairly advanced in atomic energy, which is the latest exhibition of the modern age. So, we represent all these centuries and we are trying to pull ourselves up and bring hundreds of millions of people to what might be called the modern age, at the same time not pulling them out of their own roots of thinking, because I think that is important. Because India has been in the past, and, I believe, in spite of her numerous failings, still continues to be, in some ways, rather unique, rather special, having something of her own, an individuality. I would not have that individuality go in search even of some material advantage, although I am all for the material advantages. And, I do not think we can go far without achieving a certain material standard of life. So, material advantages are important. But, at the same time, what I call the uniqueness and individuality of India, her way of thinking, if I may say so, her general philosophy of life, are also important; and it would be a great pity if we were uprooted from those in the search merely for material advantage. In fact, we want both to continue. And, the great problem of today is to find a synthesis between what India has been and what India hopes to be. I hope we shall achieve success in finding that synthesis. But, no man can say; and only subsequent history will tell you of our success.

Broadly speaking, therefore, today, we have, keeping in view these old roots of India, to modernise India, modernise her way of thinking, her way of production, her way of doing things, just as in agriculture. The first thing that strikes me and the first question I ask of an agriculturist when I meet him is, "What is the kind of plough you use?", because that is the test: it suggests in what century he lives. So, this question of the modernisation of a people, rooted in the ancient past, every century of the past, of a people whose numbers go up to 440 millions, is a tremendous question. It is not a question of some

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statistical analysis. Of course, statistics help us. It is a question of the human being changing; and how do we change the human being?

There are complaints made here, and, I can make many such complaints myself, in regard to the elections of people still functioning in the narrowest grooves of caste, and sometimes on feudal lines, sometimes on caste lines, sometimes on other narrowing lines and grooves which make one sad because they represent a mentality, a mentality, I should like to say, not confined to the so-called unprivileged people but to the most privileged people in this country, a mentality which has no business to be flaunted in this age.

People talk about the privileged and unprivileged and unemployed. There are two kinds of unemployed always; the unemployed who cannot get work and the other who need not work because they are too privileged. But both kind of unemployed are bad for the country, because both are a burden to the country. They produce nothing; only they consume.

So, we have to change all this. We are still in a semi-feudal age in parts, in bits; and we have to change the millions of our people in their thinking and their actions. In fact, normally speaking, political groups and parties are formed having some kind of ideal of change. Some do not want any change. But, even so, it is the methods that differ. Methods may differ, and may differ from time to time. Anyhow, the ideals must be there.

Now, so far as our ideals are concerned, broadly speaking, our Five Year Plans give them. We may not live up to them; we may not be able to solve all our problems because of the defect of the human material we have. Of course, we have our own failings: that may be. But we must be clear about those ideals: where we are going to. Most of the criticisms made here may be justified from some

point of view but they must be measured up to the problem we have to face. What are the ways of doing it?

We stand for a socialist order of society. There are many *criticisms*. What have we done in regard to socialism? How are we advancing towards it? We see disparities of income all over the place and they are growing. All these criticisms are justified, I say, to a large extent. And yet, even though they are justified what exactly is the way to deal with that situation? I do not know what idea of socialism people have. But socialism in my view is not a spreading out of poverty so that everybody should be poor; it is not a dispersal of poverty. There can be no socialism with wide-spread poverty, lack of production and primitive methods of production. Yet most people seem to think that socialism means somehow equalisation at the lowest level. That is not my idea of socialism. Socialism involves higher grades of production, more production, and more wealth being produced and equitable distribution. There can be no equitable distribution when there is nothing or next to nothing to distribute but only poverty to distribute. That fact has to be remembered. Therefore, production is of the essence of socialism as in any other ism because nobody, whatever be his ism wants to base it on poverty except perhaps some people in India. But normally nobody wants to base his ideals, his objectives and his policy on the fact that a country is poor and is going to remain poor. Therefore, you must base it on production, production of wealth *plus* equal distribution. That is why our Constitution itself says that there should be no monopolies and no concentration of wealth. That is all right. But when you produce wealth to some extent there is an inevitable tendency for wealth to be concentrated. The more competent man, that is to say, in our present stage of society—maybe in another stage it may not be necessary—inevitably makes more money. A hardworker, a competent peasant

will make more of his land than an incompetent or a less working peasant. An abler person is in a position to earn more and he grows. If you blame him for being competent, for being more hardworking, then you put a premium on lack of work, on being stupid. That is not right. Surely, you must encourage hard worker, an abler person, the man with the ideas and all that. But you must not allow him to profit so much by that as to become harmful to society. The whole thing depends on what kind of society you build up. Acquisitive society which is more or less the society we have is a bad ideal. It does not mean that a person should not have incentives; of course, he should have incentives. It does not mean that you make everybody equal; people are not equal. But you can give opportunities to all, equal opportunities to all and make a society in which they have equal opportunities and the acquisitive element is less and less. However, I do not wish to take the time of the House in general disquisitions of this kind. I merely pointed this out that I would have liked this. But I am grateful to the hon. Members for the criticisms because criticisms are good for us, for any Government. Certainly there is always a tendency for us to see the good side of things, for our officers to report the good side of things and not the bad side. It is, necessary, therefore for criticism to be made, and a Government which cannot profit by criticism or is deaf to criticism has lost the main-springs of action. I am not in the slightest complaining of criticism, but I would submit that criticism should first of all be related to the thing done and not to the thing not done only. Then you get a balanced picture and it should be related to the task in hand. Only then you can judge what has been done and what has not been done and what the deficiencies are; not the kind of criticism as, for instance, when frequently everybody gets up and says—it is so easy to make—"Oh, there is corruption; everything is done." I do say that India is one of the least corrupt countries in the world—in administration.

I say that with some knowledge of other countries as well as of India. I do not pretend to say that there is no corruption. There is plenty of corruption in India, though I do think that always in a poor country corruption in the lowest scales is always greater. In Europe it is an ordinary thing for the milkman to come and leave a bottle of milk in front of the door and walk away. Anybody might come and walk away with it, but nobody walks away with the milk because it is so cheap. Not that Europeans are more honest or incorrupt, but it is not worth-while walking away with a bottle of milk. It is so cheap. Here in front of every house, if a bottle of milk is left, it is possible that some bottles may disappear, so that in a poverty-stricken country there is a greater tendency in the lower ranks for petty acts of that kind.

In the richer countries you will see that public theft is on a larger scale and a vaster scale and the rich people do it. May be in the poor countries too that may happen, but, by and large, I do think that while there is petty theft, larceny or petty corruption, which is undesirable and should be put an end to undoubtedly, broadly speaking, our administration is one of the least corrupt of the administrations of the world.

An Hon. Member: Question.

Shri Jawaharlal Nehru: Maybe the hon. Member who questions this may have greater knowledge of the world than I have. I have some knowledge of it and I have studied this particular problem and others who have studied it have also said so. But this comparison is not much good. For instance, the richest country in the world—I do not wish to name the countries—is the United States. Now, in public administration, I do not think the United States occupies a high position from that point of view. It may be very good in achieving things, but from the point of view of integrity of public administration, it is not supposed to be exceedingly high. Of

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course, that does not mean that most people are like that, but there are cases occurring there; in spite of the high grade of life that they have, still even there they have this.

But I do submit it is no good comparing countries with India, considering the vastness of the work we do; because since Independence, I suppose public administration is—I do not know how much, but I should say—hundred times bigger than it was before Independence. It is vast, and all kinds of people have been thrown into it—good people, indifferent people, bad people—and undoubtedly many of them misbehave. All that is admitted, but let us have—again to use the word—a balanced picture, balanced in India and balanced with other countries. I say if you take a picture like that, all this talk, continuous talk of corruption is not justified. Indeed, it actually adds to that corruption, because it creates an atmosphere in which people think, "Everybody is doing it; why should not I do it?" It does not purify the atmosphere.

Other criticisms are made, which may be good themselves, but in the way only a certain number of criticisms are piled up, they give a very foolish picture, a very wrong picture, of India as it is today, because India today is a working country. It is a flourishing country; it is a country which has stood all kinds of dangers. It is a country, almost the sole country, in Asia, which has stood out against the various failings, inner and outer, that have afflicted the countries of Asia. It is no small thing. I should like hon. Members to remember it; and, it is a thing that is recognised all over the world—the fact that India is progressing, progressing not merely because of plants, factories, this and that, but progressing in some inner sense. It is crossing the centuries and crossing them fairly fast and the probability is, if one grave

danger does not overwhelm us and the world—that danger is world war—we will succeed fairly rapidly. When we talk about countries, "fairly rapidly" does not mean in a year or so, but I do think the next ten years or even less will bring achievements to our country in a large measure; not full achievement, but it is a continuous process.

I just made one exception. I said, unless world war comes, because if unhappily world war descends upon us, we will not be partners, I hope and believe, in any war, but that does not matter much. If war comes, it will destroy the world. I am not quite sure if we, who are addicted to peace—we talk about peace so much and believe we are very peaceful—attach enough importance to this matter, because the fact of the matter is, we have not experienced war and its horrors. We have experienced something worse than war; that is true. After partition, our experience was infinitely worse than any war—killing of innocent people—but we have not that experience of war. It may be that some people, some active, energetic, acquisitive people, may think of war as a time for profits and therefore, not so undesirable after all. But the new type of war that may come, the nuclear war, will not leave much room for profits or profiteers. I think although we are inclined peacefully, we do not think so much actively of it. There is some active thought given to it in European countries, because they realise what the effect of war would be. They will be destroyed, some of them completely and utterly. Therefore, there is active feeling about it.

At the present moment, there is a conference on disarmament functioning in Geneva, which, I think, is considering the most important thing in the world today, because disarmament is the only way to put an end to this fear of war. Everybody recognises it

and I am quite sure that sometime or other disarmament will come, unless by mischance the whole thing breaks up and we drift to war. In Geneva, there is also a small committee, a part of this conference, dealing with this question of banning of nuclear tests. It surprises one that in regard to such a vital matter, on which the differences are not so great after all, yet the differences prevent agreement. Perhaps the House knows that the neutral countries represented in the disarmament conference—I do not like the word "neutral", but I use it for the sake of simplicity and facility—India is one of them and a number of other countries—I do not remember what the others are for the moment—some European countries like Sweden, some African countries, some Asian countries—have made a proposal to the conference about this test bans and, fortunately, both the main protagonists, the Soviet Union and the United States of America, have said that it is worthy of consideration. They have not agreed to it, but they have not rejected it. That itself is a great gain.

Now, while this is happening and a search is being made for some way to put an end to this horror of nuclear tests and piling up of armaments, we have again the beginning of further nuclear tests. I should like to read out to you what this 'nuclear test' means. This is a letter from a very eminent professor and a Nobel Prize winner—Professor Pauling, who is Professor of Chemistry at the California Institute of Technology. He has sent this letter to the *New York Times*, which has published it. It says:

"Prof. Pouling mentioned 'two principal reasons for objecting' to the present atmospheric test series. One, this act would 'decrease the chance of success of the 17-nation disarmament conference and would hence increase war danger through increasing the probability of a devastating nuclear war. The other is that the tests themselves would do damage to human beings not yet born'."

We associate damage with some frightful thing happening before our eyes, a house falling and all that. The kind of damage that nuclear tests do, apart from in actual war where of course there will be cities destroyed, is this radio-activity which damages millions of human beings not yet born. Here it says:

"According to a 'rough estimate' by him, the total toll of the current atmospheric tests in terms of 'genetic damage' will be 'about 3 million' deaths. He added: 'I have estimated that the recent Soviet atmospheric tests will, if the human race survives, reap a toll approaching 20,000,000 grossly defective children and embryonic and neo-natal deaths. President Kennedy's statement assures us that the number of children sacrificed to the proposed American tests would not be so great. But should we not be concerned about polluting the atmosphere with additional radio-activity materials in such a way as to cause even a few tens of thousands or hundreds of thousands of defective children and of embryonic and neo-natal deaths'."

I do not know enough to say whether this will happen or not. But here is a man who is a very eminent scientist, a Nobel Prize winner and a specialist in the subject. Even if there is a chance of this happening, it is a terrible chance. And, this is when tests are undertaken. If there is war, you can multiply that by any figure you like because the whole surface of the earth will be affected by it.

Therefore, it has become of the most vital importance that disarmament should take place, and the first part of disarmament is for these tests to stop because they are actually doing injury, and the biggest injury they do is to make disarmament itself more difficult of achievement. Of course, everyone knows that anything that comes in the way of disarmament is fear, is apprehension, that the other

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party may go ahead and if these tests continue, this fear and apprehension will grow.

Hon. Members may perhaps know—it was mentioned in the press—that I received a message from Mr. Bertrand Russel (now Lord Russel) some days ago, suggesting that we should do something here, not only to protest against these tests but, to some extent, to try to prevent them. He suggested that we should send a ship to Christmas Island where the tests are likely to take place as our very presence will deter the country concerned from continuing these tests. And, please remember, it has been quite clearly stated that if the United States Government carries on these tests, there is no doubt at all that the Soviet Union will also carry them. So, we will have a double dose of them in various parts of the world, and each will be an incentive to the other to do more. I cannot understand, I do not understand the military significance of them. It is said that they increase the military power of a country, new weapons are forged and new methods of using old weapons. Anyhow, Mr. Bertrand Russel suggested that I should send a ship to the Christmas Island. I am a great admirer of Mr. Bertrand Russel ever since my boyhood; I might say that when his books came out, they affected me very much and many people of my generation. I admire particularly his crusading zeal in this matter. But the more I thought of his suggestion, the less I understood how I could send a ship to Christmas Island. It is obvious I could not send officially one of our warships. Mr Bertrand Russel himself realises that. He suggested as an alternative that we may send a tramp or some other ship with some people in it. I have not yet been able to understand how I can do it. Who will be the tramp crew? Will they be volunteers? Who will engage them or send them? So, I find myself unable to act up to this suggestion, even

though I entirely agree with the urge that he has.

I have appealed previously here in this House, and I would appeal again to the great powers—the United States of America and the Soviet Union—to desist from nuclear tests, even if we are not certain of the saying of a man of high knowledge like Professor Pauling that it is a crime against humanity, it is a crime against the survival of human race. So, I do submit that even though we are dealing with our national problems this matter is more important than any national problem, because it will come in the way of every national problem, national growth, national advancement etc.

Coming to some other problems which are national and international I come to our difficulties in our borders which was referred to by some hon. Members. I believe there is an amendment too, saying that the President has said nothing about our border problems. Hon. Members will remember that only a month ago the President delivered another address to a joint session of Parliament when he spoke about these border problems. The fact that he did not refer to that again in this address a month later did not mean that he did not attach, or the Government did not attach, any importance to that; only, he did not wish to repeat what he had said recently.

Our border problems are in the main two; Pakistan and China, both of them. So far as Pakistan is concerned, we have almost learnt to live with it and the problem in the hope that some time or other it will solve itself because we have not seen at any time any effort to solve it on the part of Pakistan. To us it almost appears that they wish to keep it alive for such reasons as they might have. Even now when I speak here the matter is being considered—the question of Kashmir has been raised by

Pakistan in the Security Council and is going to be discussed in the next few days again. I am not going to talk about Kashmir here because it is not fitting that we should discuss it here just when the Security Council is discussing it. But few international problems can be based on such lack of truth as Pakistan's case is in regard to Kashmir right from the beginning. It is true that, even as Hitler said, go on repeating an untruth or a lie repeatedly and it will produce some effect on people. It may produce some effect. I do not pretend that we are terribly virtuous, but we do avoid telling patent lies and we do avoid shouting at the top of our voice all the time because we consider it rather indecent. It is a little difficult for us to catch up with Pakistan in this kind of behaviour because fundamentally we think that in the long run that behaviour does not do much good and it is so. India's patience and India's more courteous behaviour has produced an effect in other countries.

At the present moment apart from Kashmir we have had further communal troubles in East Pakistan and in West Bengal. I do not wish to say much about them. Many hon. Members have wanted to know what has happened in Dacca and Rajshahi. I could give a few facts as to how many people are supposed to have been killed—cannot be positive; we do not know—how many houses have been burnt and all that. But unfortunately all this business only incites communal passions on this side or that. In Malda this happened. It was grossly exaggerated, as I said, by the Pakistan authorities. There is a reaction to that. Communal passions were excited in Rajshahi and Dacca and some people were killed or stabbed and many houses were burnt.

Shrimati Renu Chakravarty (Barrackpore): Has our High Commissioner gone to Rajshahi?

Shri Jawaharlal Nehru: No. Our High Commissioner has gone to Dacca. He is in Dacca now. He has not gone to Rajshahi.

It is easy to blame each other for these things but not profitable and it does not produce the atmosphere which we would like to produce. We cannot deal with these matters by shooting too much or by cursing each other. But it is unfortunate that the whole policy of Pakistan appears to be to keep this tension up, and in a sense we play into its hands if we help in keeping up this tension. It is a very frustrating experience, not today but for the last fourteen years. We had hoped when partition took place that two neighbouring countries with so much in common—in fact not so much in common, we are of the same blood, same bone and blood and flesh—would be friendly to each other, would help each other and co-operate with each other. Instead of that, we have had to face the enmity of Pakistan throughout. All over the world their chief activity, of their diplomats, appears to be to run down India. We cannot compete with that and go about running down Pakistan, because we do not think that that is right. And in their own country too, instead of talking as we do about our Five Year Plans, about economic progress and about other matters, the main topic that is raised there is fear and hatred of India. How a country can progress basing its policy on fear and hatred, I do not know.

Then there is China. Well, I must frankly say that there has been no improvement in the situation in our border. I think it would be correct to say that since October last there has been no material change in the border situation. A patrol may come a little this way or that way; that is no material change. This House sometimes learns about our protests to China about what they have done; they do not often get the large number of protests that we have received from China about what we do on the border. The fact is that we also take many steps to strengthen ourselves, to make fresh posts. If you start thinking as the Chinese do—they start on the assumption that the territory in Ladakh, specially in the

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Aksai Chin area, is theirs and has been theirs—well, everything that we do there is an offence to them. But if we start on the basis of thinking of that territory as ours, as it is, then everything that the Chinese do is an offence. It depends on with what presumption you have started.

So far as our case is concerned, it is fairly well, given in the Report of the Officials which hon. Members probably have seen. I am glad that at last this Report has been published in China after a year, and people read it.

We are, of course, chiefly concerned about our own internal condition, but China is at present also afflicted by many things, chiefly by repeated bad harvests. And it is a triple thing, with such a huge population, for harvests to fail. And with a growing population, each year the growth of Chinese population requires an additional—I believe—3 million tons of foodgrains, just for the additional part. Now you can imagine how this goes on piling up every year—three million plus three million, that is six million, then nine million and so on. And unless foodgrains are grown adequately there is continuously a very grave difficulty, an explosive situation. Now, in spite of our strained relations with China nobody wants the Chinese people to starve and not to have enough to eat and thus create these explosive situations. Broadly speaking, we do not want, we dislike exceedingly, a war with China. But, that is not within our control. Therefore, we have to prepare for all contingencies. Many questions are asked here and I find it difficult to answer them, because, the answers I give are really or may be helpful to the other party. It is not my desire to keep an information from the House. In fact, we have given practically everything. But, it has so happened that the information we give in the House has been used against us by the Chinese Government and the Chinese authorities. One has to balance these things. I do believe that relative to the position, we are stronger today than we were and we are

growing stronger to face it. Whatever action we may take we have to have behind that a certain strength. That we have built up.

13 hrs.

I come back, now, to our internal position which is really the question which concerns us most from every point of view, if we have to play an important part in external affairs. Because, we can only do so if we are internally strong. It is because we have been internally stable, internally progressive, internally advancing that our reputation in the world has gone up greatly. It is a good exercise sometimes to compare India during the last dozen years or more with other countries in Asia, any country, our neighbours distant or near, and find out how we have functioned and they have functioned. The mere fact of stability during these years, the mere fact of our working along for our Five Year Plans—we may fail here and there; we may not reach our targets—but the mere fact of doing that is of great importance. It shows a certain running in a particular direction, in a direction of our choice. It may not go fast. Whirlpools and eddies may be left behind.

Take the question of unemployment on which, rightly, hon. Members have laid so much stress. How is employment created? How has it been created in other countries? How at least has unemployment ceased to be in many countries? You will find that unemployment has been met only by technological progress, industrial progress. There is no other way. That is, by the growth of wealth, by the growth of the ways of producing wealth. We come back to the same thing. By technological progress, by modern methods, we can meet it. We may temporarily help the unemployed by some dole. That is a different matter. We may help them by giving—it is really a dole—some old methods of work, something which does not produce wealth, but which helps them.

That is a different matter. That is not a permanent method. The only permanent method is by industrialisation, including big industry, middle and small and village industries. That is the only method, and that method exercised through the latest techniques.

How is that to be done? Some indication has been given in our Third Plan report. You cannot solve these problems which are scores of years old,—hundreds of years—by some magic wand. In India, today, unemployment figures are increased by another factor. Women have come into the field. It is a good thing. They are also unemployed. They did not use to be, because they did not work at all in this way. They worked in other ways. So, you get a higher percentage of unemployment because women are also in the field of employment.

Shri Tyagi (Dehra Dun): That is the worst.

Shri Jawaharlal Nehru: Among the educated, there are large numbers of women who seek employment.

Shri Tyagi: And contest the elections also.

Shri Jawaharlal Nehru: It is a very good thing. What I am venturing to point out is, when you see the figures of unemployment, apart from the growth in population, which is tremendous, of course, you have a tremendous growth in people coming out of the Universities and High Schools and seeking employment. All these people were there unemployed previously, but somehow carrying on in their villages. Now, they are not. They seek employment. It is a change in the social structure that is taking place that is bringing out the question of unemployment more and more to the fore. That is right. It is not something new.

Look at the other aspect of how many additional people have been employed in the last few years, both in the mass and the so-called educated people. I think you will be amazed at it. Take the educated people which is more easy to grasp: how many opportunities of employment an

educated man has—by educated, I mean a person who has gone through the Universities, etc.—compared to what he had before Independence. It is enormous. It runs into millions. But, at the same time, we produce educated people by the ten million. Therefore, there is a gap. It is very difficult to measure all these things. We want to have education free and compulsory for every one, which is essential, apart from everything else, for our industrial advance. I would beg you to consider, with free and compulsory education, we will produce apparent unemployment than ever before, because, every one who has gone through the University will call himself unemployed. So, the problem becomes not only a big one, but an increasing one. In a sense, it is becoming more and more apparent. The people were there before.

The only way we can solve it is by greater industrialisation and by modernisation. There is no other way. The only countries that have solved the problem of unemployment are the countries which are industrially advanced. No other country has solved it, especially with these huge populations. I think we have done rather well in this business of employment. That does not mean that there is no unemployment. There is very heavy unemployment. Within the Third Plan period, the labour force is expected to increase by 17 million. The programmes included in the Third Plan are estimated to provide 14 million additional jobs. Taking the aim of providing work for all the new entrants during the Plan period as the minimum, rural works programme calculated to provide work for 2½ million during the slack agricultural season is being taken up. That is, 16½ million are going to be provided out of a possible 17 million. Of course, all these calculations can never be accurate because of all kinds of subsidiary employment that unemployment gives rise to. It may be that the subsidiary employment actually covers all this unemployment figure. Take the small industries in the Punjab, in Madras and elsewhere. Growth

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of small industries,—which, mind you, do not come into the statistical figures, in the Punjab has been phenomenal. This is the word which, I think, the World Bank used. It is extraordinary. Once you get this machine moving, then, the results are fairly quick. In order to get it moving, you have to put in all your energy and it takes some time.

Shrimati Renu Chakravarty: What about rising prices?

Shri Jawaharlal Nehru: As regards the rise in the cost of living or the rise in prices, I think the prices have risen, but on the whole, it is remarkable how they have not risen, not that they have risen.

Shrimati Renu Chakravarty: From when? Only from August. What about 1959, 1960 and 1961? If you compare the prices only from August to December, then you may say that the prices have remained stable. But compare the figures from 1960, 1959 and 1958, in respect of foodgrains and all those other commodities; then you will see that the rise is there.

Shri Hari Vishnu Kamath (Hoshangabad): Progressive rise.

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): The price level is lower than last year, during the twelve months.

Shrimati Renu Chakravarty: In January? The hon. Deputy Minister is mistaken.

Shri B. R. Bhagat: It is lower than last year.

Shrimati Renu Chakravarty: Between January, 1962 and January, 1961, there is difference in the foodgrain prices.

Shri Indrajit Gupta (Calcutta South-West): I think the Labour Minister said something the other day to some organisation of manufacturers.

Shri Jawaharlal Nehru: I am sorry; I am just trying to find out some figures which I had.

Shrimati Renu Chakravarty: O has to juggle with them. That is the difficulty.

Shri Jawaharlal Nehru: In March, 1961, the general index of wholesale prices was 30 per cent higher than in March, 1956. In March, 1962, it was 3 per cent lower than in March, 1961.

Shrimati Renu Chakravarty: What about foodgrains?

Shri Jawaharlal Nehru: There is no doubt that some prices have risen, but in the last year, the prices had actually gone down a little.

Shrimati Renu Chakravarty: Is that so in regard to foodgrains, or is it in regard to the general consumer index or price index?

Shri Jawaharlal Nehru: That is the general price index.

Shrimati Renu Chakravarty: But kindly see the position in regard to foodgrains.

Shri Jawaharlal Nehru: Thus, broadly, the rise in prices has been arrested, and the price level has been more or less stable for the last three months of 1962, the first year of the Third Plan.

You must remember that the tendency for prices to rise in a developing economy is always there. To check it is a difficult process. In spite of that, it has been checked during the last year, and that is a fairly comforting phenomenon.

Shrimati Renu Chakravarty: In three months, again you will find the prices going up.

Shri S. M. Banerjee (Kanpur): It will be better if we do not develop

for some time; then, the prices will go down.

Shri Jawaharlal Nehru: In fact, the policy of Government is broadly laid down in the Third Five Year Plan. That may, of course, be criticised, improved etc. Government may occasionally do something within that framework, but it is the Plan that should be looked at.

There are one or two small matters that I should like to mention. The first is about the committee on distribution of income and wealth. This was formed, because there has been, I believe, a disparity, and it has grown. That does not mean that the great majority of the people have not improved or advanced materially somewhat; there is no doubt about that in my mind. There are pockets where they have not improved perhaps, or not improved enough. But it is true that the disparities have grown among some wealthy classes and in the majority. It was because of that that we appointed a committee with Professor Mahalanobis as chairman. It was entirely a technical committee of economists.

Among the studies which the committee has undertaken are the following:—(i) Size and composition of the national income and their variation over time; (ii) examination of consumer expenditure data collected by the National Sample Survey; (iii) Data concerning levels of living, including growth of various social services; (iv) sample survey of income-tax assessees over several years; (v) Study of earnings of wage-earners or salaried employees in relation to consumer prices; (vi) certain selected studies relating to concentration of shareholdings and of management control and pattern of finance by controlling organisations; (vii) distribution of landholdings etc. So, it is a complicated subject; it is not so easy. Anyhow, we hope to have, within a fairly reasonable time, their report.

One hon. Member, I understand, Shri Manoharana, a leader of the DMK of Madras, took exception to some circular issued from here, making the learning of Hindi compulsory for Central Government employees in Madras. He seemed to think that this was opposed to some assurance that we had given. He is entirely mistaken. It is essential for Central Government employees who have to serve anywhere in India, or who may have to, to learn various languages. If they have to serve in Madras, we have to insist on their learning—it depends on what they are doing—Tamil. This is not a new thing. It is an old practice. Even in the British times, a person who had to serve in a special province had to learn the language of that province. I am talking about the Central Government employees.

The assurance that we had given was that the knowledge of Hindi will not come in the way of a person being employed, that is, in any examination or any test, the lack of knowledge of Hindi will not prevent him from getting in; but once he has got in, he should pass a test in Hindi. That is a different matter entirely, because he has to serve anywhere in India; and he may have to learn something else, apart from Hindi; he may have to learn Gujarati or Marathi or Bengali; that is a different matter. But we do thing that a certain standard in Hindi is desirable. And this applies to Central Government employees.

Then, he also wanted that the Government of India should interfere in Ceylon in regard to people of Indian descent, who are chiefly Tamilians. I do not quite know how he wants us to interfere.

Shri Manoharan (Madras South): I did not say that the Government of India should interfere into the affairs of Ceylon. I only said that the First

(Shri Manoharan)

Secretary at the High Commission there should be a person conversant with the Tamil language.

Shri Jawaharlal Nehru: I am glad that the hon. Member did not say so. But my point is that hon. Members must know that the conditions in Ceylon have been rather difficult to face for any Government there, and it becomes very difficult for us to bring pressure to bear repeatedly, and it might have even the contrary result. As it is, broadly speaking, many Tamilians there, who run into several hundred thousands, are carrying on their avocations. It is really the merchant class which has had to leave Ceylon, because their visas etc. expired. The estate labourers who are the persons who require our help chiefly are unfortunately in the position of not being either Indian nationals or Ceylon nationals. Our case is that many of them have been born there or anyhow, they have lived there for a large number of years, and they should be considered as Ceylon nationals.

So, in spite of the fact that the Ceylon Government is very friendly to us, and we are friendly to them, I do not think it will be advisable for us to press them, to bring pressure to bear upon them in regard to these matters. Whenever an opportunity occurs, we talk to them about it.

Shri Hem Barua (Gauhati): Will you be discussing this matter, when you visit Ceylon next?

Shri Jawaharlal Nehru: Well, I do not know; I might.

There is one other thing I should like to mention—one hon. Member raises that question frequently. In East Pakistan, there is a mill, the Chittaranjan Cotton Mills. I must say that the way the East Pakistan Government have treated this mill has been most extraordinary. And looking at it from their point of view,

they are running a great profit-making organisation, from which the Government, apart from others, profit, simply because many of the shareholders live in West Bengal, in Calcutta. First of all, they took charge of it on the ground that it was not being run properly. As a matter of fact, it was running very well and making a good deal of profit. Now, it was feared that they would take other steps to deprive all the shareholders in India of their interest in it. This is very unfortunate.

I do not think I need take up the time of the House any more in regard to the many criticisms which have been made. As I have said right at the beginning, many of those matters deserve criticism. For instance, coal and transport and power have given us a lot of trouble. May be it was bad planning. We are trying to remedy that as fast as we can. We cannot easily produce a railway track or increase our power quickly. In fact, most of our troubles are due to the fact that we are progressing faster than our capacity. Power and steel are required more and more. It is a sign of our progress. Anyhow, I am grateful for the criticisms made and we shall profit by them.

Shri H. N. Mukerjee (Calcutta Central): I would make a suggestion in regard to procedure because the Prime Minister, almost necessarily, gave a rather general reply and only towards the latter part of his speech he referred to certain specific matters. But I am afraid he was not very carefully briefed. The fact of the matter is that many Members have made both specific allegations as well as certain formulations which require to be corrected or at least decided in the light of the facts in the possession of Government. Could I suggest that the Minister of Parliamentary Affairs who has now got a more elevated status processes these questions which are implicit in the speeches made

and answers are supplied by Government and laid on the Table of the House? Otherwise, so much material which the country has a right to know something different about is not really finalised. Certain things are said. For instance, one hon. Member said that the Prime Minister went to Bhopal and he was hoodwinked because inaugurated something supposed to be indigenously produced but it was produced in England or Japan or somewhere else. It may be true or it may not be true. I want that you give a direction to the Minister of Parliamentary Affairs to see that these things are answered properly and the information laid on the Table of the House.

Shri Raghunath Singh (Varanasi): These might be taken up during the discussion of Demands for Grants.

Shri Jawaharlal Nehru: I cannot take it upon myself generally, but if any hon. Member sends any question like that, I shall certainly send a reply.

Mr. Speaker: Any particular matters can be pursued further. There are so many forms in which they can be pursued. It can be done very easily by Members if they have specific issues to be raised. Then again, generally the same things would be taken up by Members when we have the general discussion on the General Budget; most of the points would be taken up there also and they would be replied to then. But if answer is required to a specific issue, that might perhaps be addressed in the form of a question or other way and that would be answered.

Shri Jawaharlal Nehru: They may send it to me informally and I shall send a reply.

Shri Mohammad Elias (Howrah): May I ask a question?

Mr. Speaker: No questions now.

Shri Mohammad Elias: I want a

clarification. It will take only one minute.

It is in regard to Bertrand Russel's suggestion to send a ship to Christmas Island to offer satyagraha or something like that. The Prime Minister has not yet decided whether it is possible for us to send a ship like that. I have got a suggestion to make.

Mr. Speaker: He can pass it on to him.

Shri Mohammad Elias: It will not take more than one minute.

Mr. Speaker: Order, order.

Shri Mohammad Elias: If it is not possible to send any ship officially, it can be sent non-officially. He has said that there will be difficulty in finding the way to take the ship to Christmas Island. So I make this suggestion. You know I have got 18 years of my service in the shipping line.... (Interruptions).

Mr. Speaker: Order, order.

Shri Mohammad Elias: I offer my services to take the ship there. (Interruptions).

Mr. Speaker: Order, order. He can communicate his proposal to the hon. Prime Minister.

Have I to put any specific amendment separately to the vote of the House?

Shri Mohammad Elias: The hon. Prime Minister wants to say something about my suggestion.

Mr. Speaker: No, no.

Shrimati Renu Chakravarty: We would like amendments No. 36 and No. 65 to be put separately.

श्री रामसेवक यादव (बारांकी)
प्रध्यक्ष महोदय, एक बहुत महत्वपूर्ण जान-
कारी—

Mr. Speaker: Let him wait.

Shri Surendranath Dwivedy (Kendrapara): We would like to divide on the question of prices. Amendments Nos. 5, 115 and 36 may be taken together.

Shri S. Swamy (Kopal): Amendment No. 56 may be put separately

Shri N. S. Swamy (Kopal): Amendment No. 1 may also be put separately.

Mr. Speaker: I will now put amendment No. 1 to the vote of the House.

Amendment No. 1 was put and negatived.

Mr. Speaker: I will now put amendment No. 65 to the vote of the House.

Amendment No. 56 was put and negatived.

Mr. Speaker: I shall now put amendment No. 65 to the vote of the House.

Amendment No. 65 was put and negatived.

Mr. Speaker: Amendments Nos. 5, 115 and 3* relate to prices. Shall I put them together?

An Hon. Member: They may be put together.

Mr. Speaker: Yes.

Every hon. Member has got a seat allotted. He shall have to stick to that if this process is to be operated. Every Member should occupy the particular seat assigned to him. Otherwise the division results would not be recorded correctly.

As every seat there has been provided a push button set—three press buttons and one push switch—when the gong sounds, this will be a signal for Members to operate their push button set.

Members must press the particular button—Ayes or Noes—as they want and the push switch simultaneously using both their hands and keep them pressed till the gong sounds again after ten seconds.

Old Members may kindly help new Members sitting near them.

Both hands are to be used, one at the switch, the other at the button. One hand should be put on the relevant button that the hon. Member intends to push. Now, all the Members should decide for themselves and be clear in their minds which button they have to press, Ayes or Noes.

श्री रामेश्वरानन्द (करनाल) : अगर इस को हिन्दी में भी बता दिया जाय तो अच्छा रहेगा।

अध्यक्ष महोदय : हिन्दी में भी मैं बताये देता हूँ।

एक “हां” का बटन है और एक “न” का बटन है। जो भी आप को दबाना है उस पर एक हाथ रख लीजिये और दूसरा हाथ स्विच पर रखिये। ज्योंही उधर घंटी बजेगी, उसी बक्त से उन दोनों को दबाना है और छोड़ना उस बक्त है जब दूसरी घंटी बज जायगी।

एक माननीय सदस्य : एव्सेटेशन्स के लिए क्या है?

अध्यक्ष महोदय : मैं इसी ख्याल में कह रहा था कि एव्सेटेशन्स नहीं होंगे। अगर कोई हों तो रख ले बहां।

अब मैं उस मोशन को रखता हूँ।

Normally when a division is desired, the Chair has to put one particular amendment to the vote, but because the House has agreed unanimously that all the three amendments might be put together, there is no harm, and I am putting the three together.

Shri Radhelal Vyas (Ujjain): Even if the House agrees, would it be proper to put three different motions together? It would be against the rules. Even if the House agrees, it cannot be done.

Mr. Speaker: They relate to the same subject, they almost have the same identity in them, therefore it is almost one amendment. It is identical, and when the House decides, there is no harm.

The question is:

(i) That at the end of the motion, the following be added, namely:

"but regret that in the Address neither any anxiety has been expressed regarding the ever increasing prices of essential commodities nor any steps have been suggested to check them." (5).

(ii) That at the end of the motion, the following be added, namely:

"but regret that in the Address there is no mention of the steps Government propose to take to check the rise in prices." (115).

(iii) That at the end of the motion, the following be added, namely:

"but regret that the Address does not contain any reference to the rising prices of the daily neces-

sities of the common people and the necessity of formulating and effectively implementing a comprehensive price policy." (36).

*The Lok Sabha divided:

Mr. Speaker: As it is the first effort, I will certainly allow correction of mistakes if really there is any mistake.

Shri B. N. Mandal: rose—

प्रध्यक्ष महोदय : माननीय सदस्य ने कौन सा बट्टा प्रेस किया था ?

श्री भू० ना० मण्डल (सहरसा) : बल्ब पृष्ठ॒ होने के कारण रेकार्ड नहीं दुम्हा । मैं "हाँ" के लिए हूँ ।

Mr. Speaker: There is no other mistake I suppose. I am rather surprised that the first effort is successful.

Division No 2]

[13.37 hrs

AYES

Bade, Shri
Bagri, Shri
Banerjee, Shri S. M.
Barua, Shri Hem
Barua, Shri R.
Biren Dutta, Shri
Brij Raj Singh, Shri
Chakravarti, Shrimati Renu
Chatterjee, Shri H.P.
Chaudhary, Shri Y. S.
Dasaratha Deb, Shri
Dwivedi, Shri Surendranath
Elias, Shri Mohammad
Gauri Shankar, Shri
Gopalani, Shri A. K.
Gounder, Shri Muthu
Gupta, Shri Indrajit
Gupta, Shri K. R.
Imbichikbava, Shri
Jha, Shri Yogendra

Kamath, Shri Hari Vishnu
Karni Singhji, Shri
Keishing, Shri Rishang
Koya, Shri
Krishnapal Singh, Shri
Kumaran, Shri M. K.
Kunhan, Shri P.
Lahri Singh, Shri
Mahanandla, Shri
Mahida, Shri
Mandal Shri B. N.
Manoharan, Shri
Maurya, Shri
Mehta, Shri J. R.
Mohan Swarup, Shri
Mukerjee, Shri H. N.
Nair, Shri N. Sreekanth
Nair, Shri Vasudevan
Nambiar, Shri

Nath Pai, Shri
Patnayak, Shri K.
Pillai, Shri Natura
Rajaram, Shri
Rameshwaranand, Shri
Reddy, Shri Eswara
Reddy, Shri Narasimha
Reddy, Shri Yallamanda
Sezhiyan, Shri
Siddhanti, Shri Jagdev Singh
Singh, Shri J. B.
Singha, Shri Y. N.
Sivasankaran, Shri
Swamy, Shri S.
Umanath, Shri
Vimla Devi, Shrimati
Vishram Prasad, Shri
Yadav, Shri Ram Sewak
Yajnik, Shri

NOES

Abdul Wahid, Shri T.
Abdul Rashid, Bakshi
Achuthan, Shri
Alageean, Shri
Alva, Shri A. S.
Alva, Shri Joachim
Azad, Shri Bhagwat Jha
Babunath Singh, Shri
Bal Krishna Singh, Shri
Balakrishnan, Shri
Balmiki, Shri
Barupal, Shri P. L.
Basappa, Shri
Basu, Shri G.
Basumatari, Shri
Berwa, Shri
Bhanji Deo, Shri L. N.
Birendra Bahadur Singh, Shri

Bist, Shri J. B. S.
Boroohah, Shri P. C.
Brajeswar Prasad, Shri
Brij Basu Lal, Shri
Brij Raj Singh, Maharajkumar
Chakravarti, Shri P. R.
Chanda, Shrimati Jyotsna
Chandak, Shri
Chandrasekhar, Shrimati
Chandrika, Shri
Chaturvedi, Shri S. N.
Chaudhuri, Shri Sachindra
Chavan, Shri D. R.
Chavda, Shrimati
Chetiar, Shri Ramanathan
Dalit Singh, Shri
Das, Shri B. K.

Dasappa, Shri
Dass, Shri C.
Dey, Shri S. K.
Dhuteshwar Meena, Shri
Dighe, Shri
Dinesh Singh, Shri
Dixit, Shri G. N.
Dube, Shri Mulchand
Dubey, Shri R. G.
Dwivedi, Shri M. L.
Gaekwad, Shri Fatchsinhrao
Ganga Devi, Shrimati
Goni, Shri Abdul Ghani
Gopal Dutt, Shri
Gupta, Shri Shiv Charan
Hanada, Shri Subodh
Harvani, Shri Ansar

*The result of the Division is applicable to each of the three amendments.

Heda, Shri
Iqbal Singh, Shri
Jadhav, Shri M. L.
Jaglivan Ram, Shri
Jumunadevi, Shrimati
Jedha, Shri
Jyotishi, Shri J. P.
Kajrolkar, Shri
Kamble, Shri
Kappen, Shri
Karuthiruman, Shri
Kayal, Shri P. N.
Kedaris, Shri C. M.
Khadilkar, Shri
Khan, Shri Osman Ali
Khan, Shri Shahnaaz
Khanna, Shri Mehr Chand
Kindar Lal, Shri
Kisan Veer, Shri
Kotok, Shri Li. Adhar
Kripa Shankar, Shri
Krishna, Shri M. R.
Lakshminikanthamma, Shrimati
Laskar, Shri N. R.
Mahadeva Prasad, Dr.
Mahab, Shri
Mahishi, Shrimati Sarojini
Maimoona Sultan, Shrimati
Malischami, Shri
Malhotra, Shri Inder J.
Mallick, Shri
Maniyangadan, Shri
Maitri, Shri
Maruthiah, Shri
Masuriya, Din, Shri
Mathur, Shri Harish Chandra
Menrou, Shri Braj Bihari
Mirza, Shri Bakar Ali
Mishra, Shri Bibudhendra
Mishra, Shri Bibhuti
Mishra, Shri M. P.
Mohiuddin, Shri

Morarka, Shri
More, Shri K. L.
More, Shri S. S.
Mukerjee, Shrimati Sharda
Murthy, Shri B. S.
Muthiah, Shri
Naidu, Shri V. G.
Nanda, Shri
Naskar, Shri P. S.
Nehru, Shri Jawaharlal
Niranjan Lal, Shri
Oza, Shri
Pandey, Shri R. S.
Pandey, Shri Vishwa Nath
Pant, Shri K. C.
Parashar, Shri
Patel, Shri Man Singh
Patel, Shri P. R.
Patel, Shri Rajeshwar
Patil, Shri Vasantrao
Patnaik, Shri B. C.
Pattabhi Ramam, Shri C. R.
Raghunath Singh, Shri
Rai Shrimati Sahodrabai
Rai Bahadur, Shri
Ram Sewak, Shri
Ram Subba Singh, Dr.
Ramskrishnan, Shri P. R.
Ramaswamy, Shri S. V.
Ramaswamy, Shri V. K.
Ranjan Singh, Shri
Rane, Shri
Rao, Shri Jaganatha
Rao, Shri Krishnamoorthy
Rao, Shri Muthyal
Rao, Shri Thirumala
Raut, Shri Bhola
Reddiar, Shri
Reddy, Shrimati Yashoda
Roy, Shri Bishwanath
Sadhu Ram, Shri
Saba, Dr. S. K.

Sabu, Shri Rameshwar
Samanta, Shri S. C.
Sanji Rupji, Shri
Satyabhama Devi, Shrimati
Satyanarayana, Shri
Shah, Shri Manabendra
Shah, Shrimati Jayaben
Sham Nath, Shri
Sharma, Shri D. C.
Sharma, Shri K. C.
Shastri, Shri Lal Bahadur
Shinde, Shri
Shree Narayan, Das, Shri
Siyamshah Shri
Shddananjappa, Shai
Sidheshwar Prasad, Shri
Singh, Shri K. K.
Singh, Shri R. P.
Singh, Shri S. P.
Sinha, Shai Satya Narayan
Sinhasan Singh, Shri
Subramanyam, Shri T.
Sumat Prasad, Shri
Swamy, Shri M. P.
Swaram Singh, Shri
Tahir, Shri Mohammad
Thimmaiah, Shri
Thomas, Shri A. M.
Tiwary, Shri D. N.
Tiwary, Shri K. N.
Tula Ram, Shri
Tyagi, Shri
Ulaka, Shri
Upadhyaya, Shri Shiva Dutt
Vishya, Shri M. B.
Verma, Shri K. K.
Vidyalankar, Shri A. N.
Vvas, Shri Radhele
Wadiwa, Shri
Yadava, Shri B. P.
Yusuf, Shri Mohammad

Mr. Speaker: The result is: Ayes 58; Noes 177. The Noes have it, the Ayes have it. The amendments are negated.

The motion was negated.

Shri S. M. Banerjee: Why should they clap on their defeat? Morally they are defeated.

Mr. Speaker: Then I put all the other amendments together.

All the other amendments were put and negated.

Mr. Speaker: The question is:

"That an Address be presented to the President in the following terms:

"That the Members of Lok Sabha assembled in this session are deeply grateful to the President for the Address which he has been pleased to deliver to both the Houses of Parliament assembled together on the 18th April, 1962."

Those in favour will kindly say "Aye".

*Moved with the recommendation of the President.

Some Hon. Members: Aye.

Mr. Speaker: Those against may say "No".

Some Hon. Members: No.

Mr. Speaker: The Ayes have it.

Shri Ram Sewak Yadav: The Noes have it.

Mr. Speaker: I will ask the hon. Members for Noes to rise in their seats. Five. Those for Aye. There is a preponderating majority. So, the Ayes have it, the Ayes have it, the motion is adopted.

The motion was adopted.

13.39 hrs.

*DEMANDS FOR GRANTS--
RAILWAYS

Mr. Speaker: We now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1962-63.

The House will take up Demand No. 1 first. That is normally the

desire. A large number of cut motions to Demand No. 1 have been received. Hon. Members who desire to move their cut motions may send slips to the Table within fifteen minutes, indicating the numbers of their cut motions which they desire to move. I shall treat them as having been moved, if the Members in whose names the cut motions stand are present in the House, and the cut motions are otherwise in order.

One other question has to be decided by the House, namely, the splitting up of the 11 hours allotted for the discussion of the Demands for Grants between the various Demands. From the list before me, I find that the largest number of cut motions is to Demand No. 1 regarding 'Railway Board'. I would suggest, if the House is agreeable, that out of the 11 hours, we may devote 8 hours to Demand No. 1 and 3 hours for the remaining Demands.

The time-limit for speeches will, as usual, be 15 minutes for members including movers of cut motions.

The Minister of Railways (Shri Swaran Singh): Sir, may I clarify a small point before the discussion starts?

I may say, by way of introduction, that in one of the Demands, namely, Demand No. 16—"Open Line Works—Additions"—there has been an unavoidable alteration in regard to distribution of the provision between 'Charged' and 'Voted' without, however, affecting the total provision under the Demand covering 'Charged' and 'Voted' together. The provision for 'Charged' expenditure has been increased by Rs. 10.73 lakhs, with a corresponding reduction in the 'Voted' portion. This is also indicated in the addendum which is being circulated.

The increase in the provision for 'Charged' expenditure, under Demand No. 16, from Rs. 8.50 lakhs to Rs. 19.23

lakhs, i.e., an increase of Rs. 10.73 lakhs, is to cover the payment to be made to a firm in satisfaction of Arbitrators' Award in respect of a supply contract entered into by the Ministry of Works, Housing and Supply, on behalf of the Ministry of Railways. The outcome of the matter under arbitration could not be foreseen earlier. The receipt of the Arbitrators' Award, its acceptance and transmission to the Railway Ministry by the Ministry of Works, Housing and Supply are developments subsequent to the presentation of the Railway Budget in the Parliament on 19th April, 1962. This has necessitated accommodation of the amount of the Award pertaining to the Railways, namely, Rs. 10.73 lakhs, as additional 'charged' expenditure under Demand No. 16, requiring additional provision, since the 'Charged' provision under this Demand made earlier was only Rs. 8.50 lakhs. In order not to increase the total requirements under the Demand as a whole—i.e., 'Charged' and 'Voted' taken together, it is proposed to make a corresponding small reduction of Rs. 10.73 lakhs from the total provision of Rs. 358 crores (approximately) under 'Voted'.

There is one other small matter which I may clarify at this stage. Shri Bade had pointed that there is some confusion with regard to figures and the Hon. Speaker had directed that this should be clarified. I may be permitted to clarify this.

Shri Bade referred to the figures relating to the statement of revenue and expenditure of North-Eastern, North East Frontier and Southern Railways in the White Paper and in the Appendices to the Supplement to the Explanatory Memorandum on the Railway Budget, 1962-63. He said that two sets of figures had been given, and he was not sure which was correct.

It may be explained in this connection that the figures of revenue and expenditure indicated in Appendix

[**Shri Swaran Singh**]

VII of the White Paper were with reference to the earlier Railway estimates of March 1962, that is, on the basis of the existing fares and freights and without taking into account the increase in Dearness Allowance which has only since been sanctioned. These figures have undergone a change, as explained in the Supplement to the Explanatory Memorandum on the Railway Budget for 1962-63. On the earnings side, the effect of adjustments to be made in the freights and fares from 1st July, 1962, has been included in the aforesaid Supplement. On the expenditure side, the changes consequent on the increased Dearness Allowances to lower paid Central Government employees, according to the recent decision of Government, have been shown. It is these revised figures that have been listed in the Appendices to the Supplement to the Explanatory Memorandum. The figures for 1962-63 to be adopted would be the revised figures, consequent on the changes referred to and now shown in the Appendices to the Supplement to the Explanatory Memorandum.

Shri Bade (Khargone): Does the hon. Minister mean to say that the figures given in the Appendices are correct and those in the White Paper are not correct and they should not be taken into account?

Shri Swaran Singh: I think I have explained it quite clearly. The figures given in the White Paper, which it should be recalled was circulated at the time when the March 1962 Budget was presented for 1962-63, could not contain, on the expenditure side, the additional amount that is incurred in paying additional dearness allowance and, on the income side, the addition to the rates and fares was not mentioned there. Therefore, to that extent, the White Paper should be regarded as having been amended in the light of the latest figures given in the various Appendices and in the later Explanatory Memorandum. This is quite clear.

DEMAND No. 1—RAILWAY BOARD

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 81,84,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of 'Railway Board'."

Shrimati Vimla (Eluru): Mr. Speaker, Sir, I have given many cut motions on specific issues to be placed before the House. I come from Andhra Pradesh which is backward in industries and communication facilities.

The population of Andhra Pradesh is 360 lakhs. We have got a coast-line of 600 miles with one major and two minor ports. Ours is a major agricultural production area and we produce paddy, pulses, oilseeds, and tobacco is plenty. We have manganese in Vizag and Srikakulam districts; mica at Gudur, Asbestos at Cudappa, coal in Singareni, iron ore at Jaggayyapeta and Nayudupeta, all at different corners of the State. A geological survey of Rayalaseema would reveal many valuable minerals. The geographical position of the State is such that if it is industrially developed it can play a key role in our nation's economy. But, unfortunately, it has not been done so far.

13.47 hrs.

(**MR. DEPUTY-SPEAKER** in the Chair.)

One of the main reasons for this is lack of communication facilities. Whenever we press for more industries the Union Government says that there are no railways to back the industries. But, when we press for more communication facilities, then, they will say that we have no industries to feed the railway lines. Here, I remember a proverb in our language. That is:—

पिञ्च कुदरतीतेगानि पेल्लि काटु,
पेल्लि आइतेगानि पिञ्च कुदरटु ।

That is, if a madman's madness is to be cured, first of all, he must get married; but, to get married, he must get cured of his madness.

Shri Nambiar (Tiruchirapalli): Well said.

Shrimati Vimla Devi: I am sorry to say that the Government of India treats the Andhra Pradsh State as a mad person. This is how our people feel.

Coming to the issue of more railway lines, our State Government gave a number of lines to be taken up. But the present Budget shows that not even a single line has been taken up this year or will be taken up in the near future.

The Madras-Calcutta line is a most important line in our country. It runs through the richest agricultural lands linking the main sea port; it runs through rich coal and steel belts and connects the biggest sea port, namely, Calcutta. The traffic on this line has reached saturation point.

Similar is the case with the line from Hyderabad to Bezwada. I am glad to find that there is a proposal in the Third Five Year Plan to establish a synthetic drug factory and a Heavy Electrical Goods factory at Hyderabad. The Singareni collieries are going to be extended. A number of private industries are going to be set up in Hyderabad.

The traffic from and to Delhi, Calcutta and Hyderabad has to come to Bezwada and from there it has to go to Madras and back, connecting the ports of Cochin, Vizag and Calcutta.

This region which is fastly developing and which is the centre of communication between the north and the south should receive special attention. Besides doubling the Madras-Bezwada line, the doubling of the Bezwada-Vizag line and the Bezwada-Hyderabad line also becomes essential. The doubling of the Madras-Bezwada line has been taken up half-heartedly and it is being done here and there, piece-

meal. Unless this is hastened and completed, this bottle-neck will create the biggest handicap in the whole region.

A new line has to be constructed from Hyderabad to Ongole, via Nagarjunasagar. Telengana is a food deficit area and this line is very essential for the development of the Telengana area. The only connecting line between Rayalaseema and Sircars—the two main parts of Andhra—is the Bezwada-Guntakal metre gauge line. Only two trains are run at a snail's speed of 28 kilo metres per hour; and it takes sixteen hours to reach Guntakal. All the *dailies* are published at Bezwada and by the time they reach Rayalaseema, the news is one day late. The two main parts of Andhra do not have proper co-ordination in cultural and economic aspects due to lack of proper communication facilities. Therefore, I propose that this line be converted into broad-gauge and faster trains be run.

Another region which needs immediate attention nad assistance is the agency area of Bhadrachalam. The tribal people there live in utter poverty and unhealthy conditions. A railway link between Nidadavolu and Kothagudam will give proper fillip to the development of this area and will also link the coal belt to the Vizag port.

If I may be permitted to say so, I would suggest that there should be more third class carriages for women passengers. Whenever we get into the men's compartments they ask us to go to the women's compartments because there are special compartments. Unfortunately for a population of 50 per cent, only one or two carriages are provided for women in each train. If half the carriages are provided for women, we will never enter the men's compartments even if they beg us to do so. (Interruptions). Till now I was travelling in the third class.

[Shrimati Vimla Devi]

Two overbridges are to be constructed at Eluru and Thadapalligudam as the railway line divides these towns into two parts and many times people have to wait for 30-45 minutes at the closed gates. We represented the matter so many times to the Government but unfortunately the matter has not been considered. The work on these bridges should be taken up immediately. More wagons should also be supplied.

Besides doubling and taking up new lines an important organisational change that is required is the bifurcation of the Southern Railway and creating a new zone by taking a portion of the Central Railway and a small portion of the South-Eastern Railway. Coming to the existing Railways in my State the bulk goes to the Southern Railway. There are three railway zones in my State. My objection is not to having three parts but to the lack of co-ordination and quick transport channels. We have the port of Vizag on the South-Eastern Railway which goes to link Calcutta. In the south we connect the ports of Madras and Cochin. All traffic that is to be moved to and from these ports are controlled by three railway systems, one with Madras, one with Bombay and one with Calcutta as their headquarters. The present administrative arrangement has proved inefficient to tackle traffic of such magnitude.

It has been admitted by the experts that the Southern Railway with its 6000 miles of railways spreading in the States of Kerala, Madras and Mysore touching as far as Poona has reached its climax in terms of capacity and workload. The normal point of index figure measuring the capacity of railway system has been crossed. The worst sufferer of this present system is Andhra. The claim for bifurcation of Southern Railway has been canvassed by the Chamber of Commerce, the Government and the public of Andhra but so far it has not been agreed to. The operational

inefficiency, the Five Year Plan and the development of industries in Andhra and its neighbouring States demand an early bifurcation of Southern Railway. The only hurdle which stands in the way is the administrative embarrassment of the Railway Ministry. It feels shy of going back from the recent regrouping of railways. Of course it has some difficulties in breaking up the present system: shifting of headquarters and personnel, reorganisation of existing divisions, locating bigger workshops, etc. These are not very great hurdles if the Ministry has a will to form a new zone. I have a suggestion to give in this matter. The Secunderabad, Vijayawada, Guntakal, Hubli and Waltair divisions together can make a new zone, with Secunderabad as the headquarters, workshops at Hubli and Lallaguda and Secunderabad and locomotives at Bitra gunta, Vijayawada, Rajahmundry and Vizag. These places can be developed to serve the purpose.

Sir, I do not want to put this claim on the basis of regional or linguistic considerations. My main considerations are those of finding out quick and efficient channels of transport of goods and avoidance of bottlenecks and transhipment difficulties. I, therefore, strongly plead that narrow considerations of false prestige should not stand in the way of forming of new zone.

In conclusion I submit that the feelings of people of Andhra Pradesh are so bitter that they consider that the Centre is neglecting them in all respects. Industrially we are not being helped in power supply we are made to depend on the neighbouring States. In the matter of railway transport also we are treated badly. It will have serious repercussions and therefore I submit that it is high time that the Railway Ministry rises to the occasion I conclude, thanking you for giving me this opportunity to say a few words.

Shri R. G. Dubey (Bijapur North): Mr. Deputy-Speaker, as you know, in this House as well as the other, voices are raised these days that South is not paid sufficient attention that it deserves, and that it is ignored. While I do not agree with this kind of criticism I do feel that in respect of railways there is a feeling that the southern part of the country needs more attention and I am speaking from my experience with regard to Mysore State. It is more than two decades that we have been agitating for what we call the Hubli-Karwar line. From the map of India you will find that on this coast lies the richest forests that nearly 90 lakhs of acres come under very rich forests on this coast land. Nowhere else have we such rich forests in our country. The pre-condition for the development of this forest wealth is the provision of proper railway facilities. This demand was there even before we attempted carnatak unification and it is nearly 30 years since we have been agitating for this. I know that the Planning Commission has to face many problems, financial problems particularly and also foreign exchange. But how are we going to satisfy the people? When the demand is justified, people must feel that something is being done. Nothing has been done in respect of this line.

The Hubli-Sholapur line is a very important line but very little has been spent for its development. When Shri Lal Bahadur Shastri was the Railway Minister he was kind enough to visit this line and if I were to quote his words roughly he said: I do not know whether the train is moving or not. The same position continues even today. I come from that area where cotton and other things are grown. No attempt has been made to improve this line. For instance, from Bijapur to Bangalore which is the capital, it takes 26 hours a distance of hardly 350 miles.

14 hrs.

There is another important aspect which I would like to place before the

hon. Minister. At Bagalkot there is a cement factory. I am told that the Government of India have given a licence for expanding this factory which, within the course of a year, will double its production. I am told that if this additional production is allowed, the question of transporting the cement from Bagalkot to Hubli and other places will arise. I am also told that the Government of India will be getting a lot of revenue by way of Central excise in this connection. Dr. Tendulkar, who is the Managing Director of this cement factory, told me that he wrote to the hon. Minister and also to the members of the Railway Board about this, namely, the proposal that the Government of India should make a provision of Rs. 2 crores for this line. He is prepared to take up the responsibility for foreign collaboration for developing it into broad gauge. So far as the foreign exchange content is concerned, the Government of India need not bother because he would secure the collaboration of the foreigners. So, the Sholapur-Gadag line could be converted into broad gauge without any strain on the foreign exchange reserves of the Government of India. I would request the Government of India to consider this aspect.

Now, if you take the railway map of India, and find out Hubli-Gadag line and Gadag to Guntakal line, you will realise that it is a big area; so also Hotgi to Poona and Hotgi to Gadag. In this hilly area, except the Hubli-Sholapur line, there is a big gap which has no railway link to cover long distances. So, there is really a case for the Government of India to consider, namely, for having one additional railway line from Kudchi to Bagalkot on to Raichur which is already surveyed.

There is another point which is important. I am told that the Alnaver-Dandeli railway line is now managed by the Government of India but it is not completely under their control. It is a very small section, 30 miles or

[Shri R. G. Dubey]

so, and it is in a very, very bad condition. Actually, Dandeli is a growing township. We have got ferro-manganese plants and paper mills there. It is a first-class industrial town which is developing there. I am told that the Somanis have made representations time without number to the effect that the Railway Board should take up the management of this line. I am told that the Mysore Government is trying to ask for some more money or some more compensation. Pending the final allocation of money, let the Railway Board decide to take up this line and improve it in the larger interests of the State and the country as a whole.

With these words, I resume my seat.

Shri Subodh Hansda (Jhargram): Sir, many things have been said in this House during the course of the general discussion, but I should like to say something about the wagon shortage in the South Eastern Railway. The Government is always saying that there is no wagon shortage, but in the South Eastern Railway I always find that wagon shortage is there. Particularly the merchants of Jhargram sub-division are facing all these difficulties. If an indent is made for a hundred wagons, the wagons are not delivered at all in time it takes more than a month, and if at all they are available, they are not also available according to their demand.

I would like to point out that there is a lot of congestion nowadays. The traffic has greatly increased. The Government of India is trying to combat this overcrowding in all sections of the railways and a number of trains have been introduced. But in the South Eastern Railway no additional trains have been introduced; particularly in the Kharagpur-Tatanagar section, there is not a single additional train introduced. I may suggest that the one train which terminates at Tatanagar, namely, the Tatanagar-Nagpur passenger—could easily be extended up to Kharagpur in which

case the congestion on this section could easily be removed.

Shri Yogendra Jha (Madhubani): Sir, on a point of order. I think there is no quorum in the House.

Shri Nambari: During lunch-time, quorum is not insisted upon.

Mr. Deputy-Speaker: We do not insist upon quorum during the lunch period.

Shri U. M. Trivedi (Mandsaur): The convention is that it should not be questioned during this period. Otherwise, quorum is necessary.

Shri Subodh Hansda: Then, I would like to point out that in the South Eastern Railway, particularly in the section between Kharagpur and Tatanagar and from Kharagpur and Adra, most of the waiting rooms, whether they are first class, second class or third class, always remain dark during night time, except where electricity is provided. Not only that: most of the waiting rooms remain most dirty. I would request the Railway Minister to attend to this section of the South Eastern Railway, particularly, Kharagpur-Tatanagar line, so that all the waiting rooms, whether first class, second class or third class, are properly lighted.

Jhargram is one of the most important stations in my constituency. The station platform is not properly lighted. The first class waiting room there is an old one which has not yet been renovated. The annual revenue that accrues from that station is more than Rs. 1 lakh. I would like the Minister to look into this aspect and see that the waiting room is remodelled and modern sanitary arrangements are introduced therein.

There is one more thing. It is about the level crossing near the Jhargram station. It is causing great hardship to the people. As you know, the mechanical device has not been introduced in all these level crossing gates.

Once the gate is closed, it takes practically hours to get it opened. The road there is the only main road that passes through that line. All the big institutions like the hospitals, courts and post-offices, including even the railway platform, are on the other side of the station. Once the gate is closed, it causes great hardship to the people. I may quote an instance. The hospital is situated on the other side of the line. If a man is injured, he cannot be removed to the hospital within the specified time because of the level crossing gate. Many representations have been made suggesting either the construction of a sub-way over the level crossing or other improvements, but no attention has yet been paid to this aspect. I request the Minister to look into this matter.

I would then like to refer to the catering system. The Government have said in their report that the present system has been very much appreciated by the people. I find that the sale proceeds have also slightly gone up. Though the sale proceeds have gone up, I would like to point out that the quality of food has gone down. The quality of food is not much appreciated. Not only that; the rate charged for the meals is different from one another in the different railways. It is not the same rate that is charged in all the railways. I do not understand why this anomaly is there. I request the Minister to see that for the same kind of meals, the rates charged in all the railways and the railway restaurants are the same.

Lastly, I would like to refer to the question of representation of the backward classes in the services. This aspect has been brought before the House many times, but I have always found that representation of the backward communities in the railway services is rather decreasing. It is not increasing. Though the attempt of the Government is there to see that adequate representation of the Scheduled Castes and Scheduled Tribes should be there

and should increase, I do not understand why there is this lacuna and why this shortfall is not decreasing, instead the shortfall is always increasing.

What I find is that this shortfall is due to some of the officers being against the interests of the Scheduled Caste people. They do not want that the Scheduled Castes and Scheduled Tribes should serve in the railways. I would like to suggest to the Railway Minister one thing. If at all this shortfall is to be filled up, if qualified candidates are to be invited, there should be a member from the Scheduled Castes or Scheduled Tribes in all the Selection Boards. I think that if a member from the Scheduled Castes or Scheduled Tribes is appointed to the Selection Board, then this shortfall can easily be made up. Even in the Railway Public Service Commissions, we do not find any member from the Scheduled Castes or Scheduled Tribes. I would request the hon. Minister to see that in the Railway Service Commission one member from the scheduled caste or scheduled tribe is put, so that the candidates who are appearing for the competitive examinations may not be declared unsuitable for these jobs on unnecessary grounds.

Shri Karni Singhji (Bikaner): Mr. Deputy-Speaker, Sir, the railways are the lifeline of this country and anybody who wishes to speak on this rather important subject must, as we heard from the hon. Prime Minister this morning, take a rather objective view of the whole situation. When we in the opposition wish to make observations on the running of the railways, we must naturally also consider the debit and credit side together, because in a vast expending country like ours, we cannot just look at only one side of the picture. I do feel that whatever might be the problems in front of our country, the railways have done very well and the Ministry of Railways definitely deserve a pat on their back. However, there are a few

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observations on this which I wish to make, which I consider will be constructive.

To those of us who are in Rajasthan, the railways are perhaps one of the largest employers of our unemployed labour. In the place where I come from, I know it for a fact that if it had not been for the railways or the railway workshops, thousands of our labour would have been unemployed today. We would only request the Government that whenever we go in for expansion, we should also take into consideration this labour problem and try to expand in areas where there is no other source of industrialisation, so that the unemployed labour can be absorbed in the same proportion.

Reverting to a couple of specific requests that I wish to make, one of them is to get a town in Rajasthan by the name of Taranagar on the railway map of the country. At the present moment, there are two towns—Nohar and Rajgarh—which are connected by the railways. I would request the Minister to be kind enough to include Taranagar in this network. It is not very difficult, because the railway lines are not more than a few miles away and it is merely a question of connecting this place with those lines. This place is situated in the middle of the desert and it will definitely help to open up this area.

Another suggestion which I wish to make, which is a demand fairly current in the area where I come from, is to increase the frequency of the mail train between Delhi and Bikaner—known as the Bikaner Mail. I have raised this question with the Railway Ministry. Evidently they consider that the stage has not yet been reached to increase the frequency. However, I would humbly submit to the Minister that due to the overcrowding on this particular part of the railways, this question may be considered in the third Plan.

I would like to take this opportunity of thanking and congratulating the

Railway Ministry for having acceded to our request for making the Gan-ganagar—Hindumalkote line into a broad gauge line, which now forms part and parcel of the third Plan. But I would also like to request the Government to consider connecting Bhatinda with Jansar by a broad gauge line, because of the tremendous traffic of fertilisers sent from this area to Sindri, I believe we are the largest suppliers of gypsum to the Sindri factory and this would definitely help in the transhipment problem. If possible, I would submit to the Minister that the Bikaner—Jamsar line may likewise be made into broad gauge.

I would refer briefly to the problem of corruption. I am sorry I have to raise this problem, particularly after what the Prime Minister said this morning. He told us that India was one of those countries which was least corrupt. As a citizen of this country, it definitely made me proud. I hope that he is right, but there is no doubt about one thing, viz., that this disease of corruption is increasing in our country today. The nation is afflicted with the disease, but we do not know how to diagnose or solve the problem. I do not wish to say anything on this matter purely from a critical point of view. I would like, as a citizen of this country, to try to help to find out some way by which we as a nation can solve the problem, so that we can make our country even less corrupt than it is.

Shri Namblar: Start from the top and it will be done.

Shri Karni Singhji: The Prime Minister observed this morning that corruption is more at the lower rung of the ladder. My hon. friend from Jaipur, Shrimati Gayatri Devi, yesterday countered it and said that corruption starts from the top. I am inclined to believe that both are true. The people at the top set the fashion and the people lower down in the ladder due to their low income are often con-

strained to resort to corruption, which they would not have had the courage to do normally. However, that is beside the point.

The point I wish to raise is the problem that an employee or a prospective employee of the railways faces when he wants to get a job in the railways. During the last 10 years that I have had the honour to represent our people in this Parliament, I have been in fairly close contact with the railway unions. I know it for a fact that whenever a man wishes to get a job in the railways, one of the most pressing problems that he has to face is to produce Rs. 100 as bribe, before he can get the job. The Government may very well ask me to find out who those people are. The answer is not so easy, because the man who wants a job badly would rather give Rs. 100 as bribe than face the prospect of not getting a job at all. But I think that it is a matter of great shame for our country and the Railway Ministry in particular that we cannot find some way so that every citizen who applies for a job will get it on his merits, as a matter of right when his turn comes and not by producing a Rs. 100 bribe. I am quite sure that the Ministry of Railways are adequately equipped to be able to find their own officers—the watch and ward or whoever may be the people in the hierarchy—who will find out these corrupt people and try to see that the poor man who comes for a job is given the job as a matter of right because he is a citizen of India.

Our Constitution embodies one of the most important principles, viz., equal opportunities for all, a fact that the Prime Minister was kind enough to stress this morning. On this point, I would only like to say that when it comes to a poor citizen trying to get a job, very often the equal opportunities are forgotten, because in our country today it is the man with the largest pull, a man who may have a couple of Members of Parliament or

Assembly members to pull wires for them, who can get these jobs. That, in my opinion, is a complete negation of the principle of equal opportunities. I would, therefore, request my brother Members in Parliament and in the Assemblies that we should completely refrain from sponsoring people for jobs. Nobody can deny the fact that a Member of Parliament has a tremendous amount of pull. If he pulls a lot of wires, that man will get the job, but at the cost of some other poor man. So, if we are wedded to the principle of equal opportunities, we may as well accept the fact that Government officers, Members of Parliament and those in politics should completely refrain from sponsoring any candidates. Everybody has got equal opportunities to get the jobs. Let the jobs be given on the merits of the individuals concerned.

I will very briefly mention something about regionalism in the railways. I for one, during the last 10 years, have been a very ardent follower of the Prime Minister's belief in secularism and non-regionalism. I want to see my country entirely fused into one union. I want every Indian citizen to feel that he is an Indian and not think in terms of caste or community. For that, it is important that all the people who run our railways—whether they be labour, the officers or the Minister—should look at this problem in terms of one country and not in terms of regions. Today we hear of a Gujarati clique or a Punjabi clique and so on. That I feel is completely detrimental to the expansion of our country or our railways. I am afraid this correction is not in the hands of the Minister. It is in the hands of all the 44 crores of Indian citizens who comprise this vast land. If we make up our mind today that we will look at everybody, no matter from whatever walk of life he may be, as a citizen of this great nation, and look at all persons who come for jobs to us in that same correct perspective, I am pretty certain that we will be able to eliminate this

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regional feeling which is detrimental to the progress of any institution in the country.

I would like to make another request, and that is not only to the Ministry or to the Government but to the labour and to the nation as a whole. Right now our country is expanding. During this period of expansion our country will require hard work from every one of us, the 43 crores of Indian citizens, which may be above the call of duty. I know that everybody is so very conscious of an eight-hour working day. I do not dispute that. It is perfectly correct. But, perhaps, many of us in the country would have the zeal to work for our nation and work above the call of duty, more than the regular eight hours a day. I am quite sure that all great nations in the world have grown up because their citizens felt their call to work above the call of duty. Therefore, I would like to appeal to my brother citizens in the country, that when we want to build up our railways or anything else, let us put our shoulders to the wheel and work above the call of duty. Let us keep away from strikes as far as possible. Sometimes strikes are necessary, I do not deny that. But for the next ten years if we start looking at things from a different point of view, that we leave all those things to our children and let our generation help in building up our country, I am quite sure that we would be leaving a much better and greater nation to our children.

Sir, we have a new Railway Minister now, and I would like to wish him the very best of luck. He has a big task ahead of him. It is not only the problems of railways that you are confronted with today, but every single year we are adding on a population of over a crore comprising the net increase in our population. We are short of railway wagons, railway stores and other things. Next year, this time, you will have 1,10,000 more Indian citizens to carry on your railways. So the task is not small as the

Prime Minister mentioned, and all of us in the Opposition realise your problems very well. Therefore, we would like to wish the new Minister the best of luck, and we only hope that your expansion will keep pace with the great increase in population.

Mr. Deputy-Speaker: Shri M. B. Vaishya—Shri Lahri Singh—Shri Sinhasan Singh.

Shri Sinhasan Singh (Gorakhpur): Mr. Deputy-Speaker, Sir, because the Deputy Minister who is present often refuses to understand Hindi, I am trying to speak in English . . .

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Thank you.

Shri Sinhasan Singh: I am trying to speak in English so that he may follow what I am going to say.

I shall confine myself to three or four points. First of all, I would like to take up the question of the Railway Board. With a heavy heart I have to say that the Railway Board is the top-most administrative body of the biggest concern in the public sector. Formerly there were only four members of the Railway Board including the Financial Member. Now we have five members and five additional members on the Railway Board. That means the strength has been doubled. But I am told to my great surprise that four out of these five members of the Railway Board are those who have crossed their age of superannuation and who have been re-employed. I feel this is doing a great wrong to the nation, to have superannuated men at the top, at whom anybody could raise a finger and say that the men at the top are there not because of their right to be there but because of the kindness of somebody else. That leads to inefficiency among the other officers and workers below him. In that way, you not only strike against the promotion of others, but you really take away the spirit of service from others who would be

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deprived of their right to come up because the men at the top continue through the favour of somebody still higher up, namely the Minister or somebody else in the Government.

Sir, so far as I am concerned, I am very sure on this point, that any superannuated man should be given a government job. You can have a pool of such officers who are so very indispensable and they may be consulted whenever necessary. They may be provided some other avenues, but let there not be any superannuated man at the top who by his continuing in service debars not only promotion to his juniors but also further recruitment. If superannuated men are allowed to continue, further recruitment is stopped, and this adds to unemployment. They could have gone elsewhere, rather than continue in government service. We find that most of the officers high up in government service, on their retirement find jobs in the private sector. There are avenues open to them. Why should they continue in a job which they can very well pass over to their subordinates by which probably efficiency will grow? I sincerely feel that a convention should come up whereby no man at the top of an administrative body should be one who is superannuated. If this convention grows, at least no finger will be raised against the men at the top saying that they are there due to the favour of somebody higher up, and much of the talk of corruption and inefficiency that prevail today will go. I trust the new Minister who has come in will keep a note of this, and a convention will come up whereby no man, howsoever able he may be, is allowed to remain in office after retirement. His services may be had in other ways. He may be taken as an adviser. We have so many advisers in the Government. If this suggestion is accepted, I am sure much of the corruption and inefficiency in the railways that is talked about will be done away with.

Then I would like to draw your attention to the question of provision of saloons. Sir, I have been here for ten years and every year, when these Demands come up, I have been saying about this provision of saloons. We have adopted a socialist order, and in that socialist order we want to have this discrepancy removed. In the railways, we find over-congestion on one side and on the other side we find one single officer getting a eight-wheeled bogie all for himself, nowadays an air-conditioned bogie, at a heavy cost to the nation. If I remember rightly, some amendment has been made in the Minister's Amenity Rules. They have been asked not to take saloons. I sent for the book but I could not get it. I do not know whether the Railway Minister is taking a saloon or not. We have now a new Minister. We all welcome him. When he was Minister in charge of steel and heavy industries, I do not know whether he was using a saloon or not. If he was not, I hope he will refuse to have a saloon now because taking a saloon in the new Ministry is not in any way going to add to this efficiency.

In the olden days when there were only four classes—first class, second class, inter-class and third class—Shri Lal Bahadur Shastri used to travel by the then second class. Once he came to Gorakhpur. I was surprised to find the hon. Minister travelling in second-class and the general managers and other officers following him in saloons.

Shri Bhagwat Jha Azad (Bhagalpur): That is why he had to resign.

Shri Sinhasan Singh: But he was setting up an ideal. I hope the hon. Minister and the two Deputy Ministers will not use saloons. If you count the number of saloons in the country, I am sure it will be in some hundreds if not in thousands. If they are converted into first-class, second-class and even third-class compartments with sleeping accommodation, I am sure you will be able to remove

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a lot of congestion on the railways. Why not have this done, and remove over-crowding and deaths due to sitting on the roofs of railway carriages? This looks very awkward, at least in a socialist society of which we hear so much these days. The time has now come when the saloons should be abolished altogether and no Minister or officer should use them. Let the President have one. The other day the Governor of Uttar Pradesh came to Delhi. I was very happy to learn from the Home Minister himself that he came in first class. Though a saloon is provided for him, he refused to travel by it, but chose to go by first class. He was no less a Governor than any other Governor; he was as much a Governor of a State of India as any other Governor, although he came in first class compartment. A saloon does not add to the dignity or efficiency of a dignitary, except perhaps some discrimination that it makes. Here is a man who says that he is a servant of the nation, but the servant enjoys all the amenities which a master has not. I think the Ministers will follow the example of the Governor of Uttar Pradesh.

The increase in third class passenger fare agitated hon. Members who spoke on the Railway Budget. While replying to the debate, the hon. Minister, like a lawyer, said that everything that was needed could not be had unless we raise the fares. There was criticism and demand from every quarter of the House that at least third class passenger fares should be reduced; but he was not prepared to listen. I do not know what a democracy it is where all the sections of Parliament want a reduction and the Minister is sticking to his gun. He may have his reasons. But I say: look into your wastages. First avoid your wastages and then ask people to pay increased fares.

I was for some time connected with railway labour. Take for example the concrete roads, or concrete plat-

forms. What is the life of a concrete road? Have they fixed any life for it. The normal life of a cement road is about twenty years. But in Banaras a cement approach road was laid to the godown, but in a year it has been reduced to dust and sand. The General Manager who was with me then asked the executive engineer why the bill was passed and whether the contractor had been black-listed. The fact is that the cement road had gone out of use within a year. Similarly we see platforms being rejuvenated and re-cemented every third year or fourth year. The year after it is laid, only sand is there, no cement. These things are going on. It is time therefore we examine whether we are properly utilising the taxpayer's money.

Quarters are built for the railway staff; within a year they begin to leak. I went to some of them and the General Manager, who was also an engineer was with me.

Shri S. V. Ramaswamy: In which place is it?

Shri Sinhasan Singh: At Banaras. I have been to several places. A quarter is completed. The next year it requires repair; or else they fall down.

So we have to see whether the crores and crores of rupees that we are spending are being properly spent or not? If they are not properly spent, we should look into it rather than increasing the fares to meet the expenses. What I am suggesting is this. Let there be avoidance of all forms of wastage. When concrete platforms are constructed, let cement also be used, not sand alone.

We are spending about three or four crores of rupees on passenger amenities. But we do not bother to see whether the amenities we have provided are properly used or not. In third class we have provided fans; but many of these fans are not working. In first class we have provided shower

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baths. But instead of water, you find wood protruding out of them.

Shri Bhagwat Jha Azad: They are meant for show.

Shri Sinhasan Singh: If the amenities are meant for show, I have nothing to say.

All over the platform you find boards displaying the provision of free cleaning service. But no such service goes to the third class compartments; all of them approach only the first class compartment, not even the second class. You ask the people whether they would prefer to have a good waiting room, or provision of more trains so that they may travel quicker. I think the majority would prefer to have more trains, rather than waiting at stations. But what is the position? Since 1946 we have increased the number of officers; we have increased the number of Members of the Board; but the number of trains remain the same. Three years back the Railway Minister announced in this House that it had been decided to have more small distance trains. But I do not think this decision has been implemented. The only thing that has happened is that longer trains have been split into two. There was one express running from Agra to Barauni. Now it is broken into two trains: one from Agra to Lucknow and the other from Lucknow to Barauni. What I suggest is that the money provided for amenities should be diverted for running more trains, so that the congestion and over-crowding in trains may be reduced.

Mr. Deputy-Speaker: The hon. Member must now conclude.

Shri Sinhasan Singh: I would like to say a few words about catering. When departmental catering was introduced on the railways a few years back it was a good show. But it has deteriorated very much. In a

booklet supplied there is mention that it had been decided that no private caterer would have more than four units. But there is a catering firm known as Oriental Catering Service which is serving most parts of Bihar which has been allotted an indefinite number of units. If the four unit law is applicable to all, why should this company alone be allowed to run catering establishments at innumerable stations. They have got a virtual monopoly. So, is probably the case in the South. Government's policy with regard to departmental catering was no-profit no-loss. I think this is not a sound policy.

While introducing the Finance Bill, the hon. Finance Minister stated the other day that the Government concerns have to be paying concerns. We cannot always go on functioning on "No profit; No loss" basis. Being wedded to socialism, a time may come when we may have all the industries in the public sector. So, if those public sector industries are run on "No profit; no loss" basis, there will be no funds left with the Government to meet their other requirements. Therefore, all the public sector undertakings must be made to earn profits.

I will again repeat at the end that while Government change over to departmental catering from private catering they should see to it that the quality of service is also improved.

Shri M. R. Krishna (Peddapalli): Mr. Deputy-Speaker, the railways deserve our congratulations for their good activities in some spheres, even though there are many things which can be said against the railways also. For instance, there is an increase in the amount paid as claims and it is said that every year the railways are losing to the extent of Rs. 3 crores. When the railways are spending in thousands for the Vigilance Department and so on, I do not see any justification for the railways losing such a colossal amount every year.

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Another complaint against the railways is about the medium of instruction which they use for the children of railway employees. Previously, in the Defence Ministry also people were complaining about the medium of instruction to the children of the defence employees, but now they have found a way out. I think the railways can also find a way out to help the children of the railway employees in the matter of the medium of instruction.

Apart from this, there are many other spheres in which the railways have to concentrate their attention and try to bring in good results. When we look at the composition and functioning of the Railway Board from 1904 till today, we find that the Railway Board has assumed a lot of importance and independence also. Shri Sinhasan Singh spoke about the strength of the Railway Board when it started and the present strength. I am not going to criticise the Railway Ministry just because the strength of the Railway Board has increased, but I would certainly like to criticise the Railway Ministry for certain omissions on their part.

The Railway Board having assumed a lot of importance, they have also got the right to spend money as they like. Today our railways are supposed to be the third largest railways in the world and the first in the whole of Asia. It is really a very good thing and we are really proud of it. But I feel that the Railway Board are not spending the money on any rational principle.

When the Chief Ministers' Conference was held in 1961, the representative of the Railway Ministry appears to have stated that the money that the Railway Ministry are going to spend for the development of railways during the Third Plan has already been earmarked. If that statement is really correct, I do not see any reason or necessity for making various kinds of suggestions in the

House, while speaking on the railway budget or on the Third Five Year Plan, as they have already made up their mind as to what should be done during the Third Plan. This statement gives the impression that the Railway Ministry function, independently and generally do not take the views or advice given either by the Chief Ministers of States or the representatives of the various States in this House.

While deciding the question of opening new lines, they have given a fairly big line to Rajasthan. The Railway Ministry were quite justified in granting that line and the reason given was for developing a backward area. When that is the criterion which they adopt for opening new lines, I do not see why the same principle or criterion should not be applied while considering the demands of other States when they are also equally backward.

Of course, the railways have first to meet the requirements of defence. Last year when representations were made to the Railway Ministry they gave the answer that the defence needs of the country have to be made. We have to provide a lot of railways links in the borders and nobody in this country would find fault with the railways for providing railway connections in the borders. But after meeting the requirements of the Defence Ministry, whatever funds are left for beautifying platforms or constructing new lines, that should be spent on the recommendation of a committee consisting of representatives of various State Governments and the Railway Board.

I would go to the extent of asking the Railway Ministry whether they were very fair in spending the money in the first and Second Plan. For instance, in the Central Railways they have spent nearly Rs. 94 crores in the First and Second Plans and in the Third Plan they are supposed to spend Rs. 137 crores. I do not think the

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allocation to the various regions in the Central Railways of this amount is on the basis of any fair judgment or according to the needs of the areas. Therefore, if this committee is appointed, I think it will be able to distribute the money for the development of railways in that region in a fair and satisfactory manner.

The railways have all along been making the plea that they have to provide railway lines to areas which are industrially developed. The hon. Member who preceded me has given a story and stated that an area which does not have industries does not get a new line on the ground that the railway line could be provided only to those areas which have got industries. Similarly, when an undeveloped area asks for industries, they turn round and say that no industry could be established in an area which has no railway lines. So, we do not know which comes first and which comes afterwards.

The Nizam State Railway was supposed to be the largest State-managed railways in India. At the time of its merger with the Indian railways, unfortunately, there was no elected Government in that area, with the result that the Railway Ministry is not sticking up to the promise which it made to the Nizam State Railway at that time. The Nizam State Railway had in view a proposal to open the Ramagundam Nizamabad line. This is a line about which every Member coming from Andhra Pradesh has spoken. I do not want to base my demand or argument on any flimsy ground; I want to know from the Railway Ministry whether there was not a proposal for the Nizam State Railway, before its merger to the Indian Railways, to open up this line and whether this proposal will be honoured by the Indian Railways. On a previous occasion I had taken the liberty of saying that the Government need not be so very careful or sincere about fulfilling the promises made to the Rajas and Maharajas, but they

should stick sincerely and honour the pledges or promises given to the particular railways or areas. The Nizam State Railway, I understand, had kept even some funds for this purpose. The Railway Ministry may now say that the fund was not enough to complete the rail link. But that cannot be a reasonable justification for the railways putting off the construction of this line indefinitely.

I do not want to go into argument and ask the Railway Ministry why a particular line has been given in a particular State but I would really be entitled to know why this line has been neglected and has not been taken up.

About the rise in third class fares etc., many of my hon. friends have voiced their feelings saying that it should not be done. Coming from the poorer class I should not fail to voice my feelings in the same direction. There were various committees which had been created to go into the freights and passenger fares but none of the committees have suggested to the Railways to increase the third class fares. Even if the third class fare is increased some of my friends in the Railway Ministry should see whether the amenities provided for the third class passengers are enough and justify the further increase in the fare.

Now the maximum revenue which the Railway Ministry gets is from the third class passengers. One will not find fault with the Ministry if they get more revenue from third class passengers by increasing the amenities thereby also increasing the number of passengers. That is a thing for which the Railway Ministry would definitely get a lot of credit. Now the Railway Ministry do not like to increase the number of passengers but they would like to impose some more tax on third class passengers.

Shri Nambiar: They increase the number of passengers but do not in-

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crease the number of seats. That is the difficulty.

Shri M. R. Krishna: I do not say that they do not increase the number of passengers. I want that before levying this additional charge on third class passengers they must attract more third class passengers and earn more. That is the way in which a good businessman would like to earn money. There are firms which would create scarcity conditions and thereby overcharge. That should not be the attitude which the Railway Ministry should take. They should provide more facilities and should make railway travel a comfort, and earn.

About the Supreme Court's verdict, I do not want to deal at length with that point because I am sure the present hon. Railway Minister will not try to deprive these communities which are enjoying certain facilities of those facilities. There are some people who feel that there may be an attempt made by some interested persons that because of the Supreme Court's verdict appointments to the existing vacancies which would naturally go to the Scheduled Castes and Scheduled Tribes may now be declared open for everybody thereby making the people of these communities sit in the competitive examinations and thus lose their chances. This may be a genuine fear and I would request the hon. Minister to remove this feeling from the minds of the Scheduled Caste Members of this House.

Finally I would stress the need for a separate zone. That has been said already. I do not want to go beyond the recommendations of the Anti-Corruption Committee. The Anti-Corruption Committee has recommended that there should be twelve zones. I think that there are only eight zones created. The Committee before recommending this must have gone through the whole working of these various zones and must have found the need for having twelve zones. So far the Railway Ministry has said nothing about creating the twelve zones. Now I

think it is time for the Railway Ministry to this proposal and give a separate zone covering a large part of Andhra Pradesh. Now whatever is asked for the South, perhaps the Railway Ministry feel that it is for south of Andhra Pradesh. Similarly, whatever is asked for in the Central Railway for the north goes to north of Andhra Pradesh. This is how this State is neglected. This may be just due to an oversight. I do not have to complain against anybody.

Shri Sinhasan Singh: Where is Andhra, in the north or in the south?

Shri M. R. Krishna: Andhra is in between. I do not have any ill-will or doubt about anybody in the Railway Ministry or the Railway Board, but there may be various other reasons for neglecting Andhra Pradesh. But now a time has come when I hope the hon. Railway Minister will take a very lenient view and try to do justice to this long neglected State.

Mr. Deputy-Speaker: Shri Lahri Singh.

Shri Bade: He will be coming soon; he has gone out for lunch.

Mr. Deputy-Speaker: Shri Bade.

श्री बड़े : उपाध्यक्ष महोदय, रेलवे की जो डिमान्ड प्रस्तुत हुई है उसमें मैं ने देखा है कि जिस क्षेत्र से मैं आया हूँ, जो क्षत्र शड्यूल ट्राइब्ज और शड्यूल कास्ट्स का है और जहां पर आदिवासियों की संस्था ३ लाख की है, जहां की विधान सभा में ५ सीटें आदिवासियों की हैं और ३ जनरल हैं, उस बड़े वेस्ट निमाड़ के क्षेत्र में रेलवे शुरू करने की ओर कोई ध्यान नहीं दिया गया है। खंडवा से दोहद तक और खंडवा से सारगोन और सारगोन से बढ़वानी तक एक बड़ा भारी व्यापारिक क्षेत्र है जोकि काटन और मगकली का, जिसको मराठी में मुँइ मूँग कहते हैं, क्षेत्र है। लेकिन रेलवे मंत्रालय ने वहां की रेलवे का सर्वे करने की भी कूद्ध कोशिश नहीं की है। इसके बारे में वहां से बहुत से डेजीगेशन ग्रीष्म बहुत

से रिप्रेजेटेटिव आये थे । भूतपूर्व मंत्रीजी भी वहां पधारे थे । उन के सामने इस प्रकार का सुझाव रखा गया था, यही नहीं एलेक्ट्रिसिटी का एक नमूना रेलवे का तैयार कर के बताया गया था कि उम में कौपी रेलवे होनी चाहिये । कहां से रेलवे जाना चाहिये । इस का पूरा दिव्यर्थन किया गया था । लेकिन इस बजट में मैं देखता हूं कि उस के सर्वे का प्रपोजल नहीं है । पहली पंचवर्षीय योजना हो गई । उस समय जब कांग्रेस ने चुनाव लड़ा था तो उस ने अपने भेमोरैन्डम में रखा था कि नीमाड़ से रेलवे जायगी और यह कह कर बोट मांगे गये थे । सेकेन्ड पंचवर्षीय योजना में इस के बारे में कहा गया था कि नीमाड़ को प्रायोरिटी मिलेगी । लेकिन उस समय भी नीमाड़ को रेलवे नहीं मिली । तीसरी पंचवर्षीय योजना में भी अभी तक बेस्ट नीमाड़ में रेलवे के निर्माण की बात नहीं आई है । जब मैं इस को देखता हूं तो मुझ को एक किस्सा याद आता है । एक घोड़ा चलता नहीं था । उस के सामने हरी धास की पिंडी बना कर रखती जाती थी तभी वह चलता था । पिंडी सामने रखती जाती थी लेकिन उस घोड़े के मुंह में वह धास या पिंडी नहीं जाती थी । इसी तरह से इस ट्रैक के लिये इस लाइन का पिंडी हमारे आदिवासियों के सामने रखती जाती है और चुनाव के बक्त कांग्रेस से कहा जाता है कि तुम्हारे यहां भी रेलवे हो जायगी, तुम हम को बोट देना । इस तरह से हर एक बार आदिवासियों से कहा गया लेकिन रेलवे का निर्माण नहीं हुआ । यही नहीं, सर्वे का काम भी इस योजना में नहीं है ।

दो बार आदिवासियों ने चुनावों में कांग्रेस को बोट दिये और कांग्रेस वहां चुन कर आ गई । लेकिन तीसरी बार जब आदिवासियों ने देखा कि जो कुछ कांग्रेस से कहा जाता है वह केवल मुगलता है, बच्चों के समझाने जैसा है, बिल्कुल घोलता है, तो परिणाम यह हुआ कि कांग्रेस वहां पर चारों कोने

चित हो गई । न उन का कोई विधान सभा मदस्य चुना गया और न एम० पी० बना आदिवासियों को २६ जनवरी को दिल्ली नाया जाता है । यहां आप उन को नचाते हैं उन का नाच देखा जाता है । उन से कहा जाता है कि इन्दौर से दिल्ली तक जिस तरह की रेल में आप चल रहे हैं उसी तरह की रेलवे का निर्माण आप के यहां भी होगा । लेकिन वहां आज तक रेलवे नहीं बनी है । पूरा का पूरा ट्रैक जो १०० मील पूर्व से पश्चिम तक और १०० मील उत्तर से दक्षिण तक का है, वहां पर रेलवे नहीं है । मझे मेरे नगर से १५२ मील खंडवा पड़ता है और सौ मील इन्दौर पड़ता है । इतने दूर के क्षेत्र में रेलवे का काम नहीं है । मैं मंत्री जी से पूछना चाहता हूं कि नीमाड़ की तरफ उन का ध्यान क्यों नहीं जाता । पहले दोनों भूतपूर्व मंत्री वहां दौरे पर गये थे और उन्होंने ने कहा था कि यहां पर रेलवे आएगी मगर अभी तक वहां रेलवे नहीं पहुंची है । तो मेरी विनती है कि रेलवे मंत्री जी अपने भाषण में इस बारे में कुछ आश्वासन दें जिस से कि मैं नीमाड़ जा कर कह सकूं कि मैं दिल्ली गया था और अभी मंत्री जी ने आप को यह आश्वासन दिया है कि यहां रेलवे आवेदी ।

इसके बाद मैं यह कहना चाहता हूं कि ब्रिटिश गवर्नर्मेंट ने ताप्ती बैली रेलवे निर्माण की थी । इसी प्रकार मेरा कहना है कि नीमाड़ से भी नर्मदा बस्ती है । यहां पर जो रेलवे लाइन बनायी जाय उस को नर्मदा बैली रेलवे कहा जा सकता है और इस के हो जाने से गुजरात और मध्यप्रदेश का अच्छा व्यापार चलेगा और बहुत मुविधा हो जायगी । इसी-लिए मैं ने यह सुझाव रखा है । यदि मंत्री जी इसे स्वीकार कर लें तो अच्छा है क्योंकि यह काटन और प्रांउंड नट प्रोइंग एरिया है और यहां एक स्टेट बैंक की शाखा भी है । इस रेलवे के होने से यह एरिया गुजरात से कनेक्ट हों जायेगा ।

[श्री बड़े]

माननीय उपाध्यक्ष महोदय, डिमांड नम्बर १ में मैं देखता हूँ कि टम्पोरेरी हैंड्स बहुत रखे हुए हैं। पहले पेज पर टम्पोरेरी हैंड्स ४७२ दिए गए हैं, और पेज १७-१८ पर भी १७३ टम्पोरेरी हैंड्स दिखाए गए हैं। मैं ने कुल जोड़ कर देखे हैं ये एक लाख से ऊपर आते हैं। मैं इन्दौर गया था तो मुझे एक व्यक्ति मिला जो कि एक रेलव कर्मचारी था। उसने कहा कि मैं चार साल से टम्पोरेरी हूँ, अभी तक पक्का नहीं हुआ हूँ। इसलिए मैं अक्सर छुट्टी लेकर घर बैठ जाता हूँ। तो टम्पोरेरी होने के कारण उनमें उत्साह नहीं है। ये लोग तीन तीन साल तक टम्पोरेरी रहते हैं और उसके बाद अगर किसी अफसर का भार्ट भट्टी लटार लेकर आ जाता है, तो उसको नौकरी दे दी जाती है और जो टम्पोरेरी है उसको हटा दिया जाता है और दूसरे को परमानेट कर दिया जाता है। मैं ने पहले भी अपने भाषण में कहा था कि इन टम्पोरेरी लोगों को परमानेट क्यों नहीं किया जाता लेकिन मंत्री जी ने अपने भाषण में इस बारे में कुछ नहीं कहा।

मैं ने देखा है कि रेलव में डाइरेक्ट रिकर्टमेंट किया जाता है और इसका परिणाम यह होता है कि जो अनुभवी लोग होते हैं उनके क्लेम्स मारकर दूसरे आदानियों को रख लिया जाता है जिनको काई अनुभव नहीं होता। यह मैं ने इन्दौर और खंडवा में देखा है। इस कारण कर्मचारियों में आपस में देप चलता है और काम बराबर नहीं होता। इसी लिए हमने देखा है कि कई बार गाड़ी आती है और सिंगल नहीं दिया जाता और गाड़ी लेट हो जाती है। तो यह सब कोआपरेशन न होने के कारण होता है। और इस कोआपरेशन की कमी का कारण है कि डाइरेक्ट रिकर्टमेंट करवे: जो अनुभवी लोग हैं उनके क्लेम्स को मार दिया जाता है और उनको असंतोष रहता है।

इसके बाद मैं केटरिंग सिस्टम के बारे में कुछ कहना चाहता हूँ। मैं ने देखा है कि ऊंचे

दरजे वालों के लिए जब चाय आती है तो ठीक चाय आती है लेकिन थड़ क्लास वालों के लिए जो चाय दी जाती है वह गो मूत्र के समान होती है। वह इतनी खराब होती है कि मैं तो उसको नहीं पी सकता। उसके दो आने लिए जाते हैं और दो आने देने के बाद भी चाय का कुछ टेस्ट ही नहीं। और पैसिंजर कहते हैं कि स्टेशन के बाहर दो आने में अच्छी चाय मिलती है। पहले पूरी डेढ़ रुपए सेर थी उसको अब दो रुपए सेर कर दिया गया है जिससे कि लास न हो। चूंकि इस काम को नो प्राफिट नो लास बेसिस पर चलाना है इसलिए आठ आना सेर का दाम बढ़ा दिया गया है। इसी तरह आप सब चीजों में देखेंगे कि किसी में चार आना किसी में आठ आना बढ़ा दिया है और मुसाफिरों को बाजार से ज्यादा दाम देना पड़ता है। तो मेरी विनती है कि जो पहले कांट्रूक्ट का सिस्टम था उसी को जारी कर दिया जाए क्योंकि आपका केटरिंग मुसाफिरों को मंहगा पड़ता है। केटरिंग स्टाफ को पगार देते हैं इसलिए पैसिंजर को सामान मंहगा पड़ता है। मेरा निवेदन है कि रेलवे केटरिंग थड़ क्लास वालों के लिए ठीक नहीं है। फर्स्ट क्लास और सैकिंड क्लास के लिए तो वह ठीक हो सकता है, उनके लिए मुझे कुछ कहना भी नहीं है क्योंकि वह तो ज्यादा पैसा भी दे सकते हैं।

कुछ समय पूर्व रेलव कर्मचारियों ने हड्डाल की थी। उनका विकिटमाइज़शन किया जा रहा है। जिनको वापस लिया जा रहा है उनके बारे में देखा जा रहा है कि उसकी किस पार्टी से सहानुभूति थी। कर्मचारियों को लेने के पूर्व यह देखा जाता है कि इसकी जनसंघ से सहानुभूति थी या कम्युनिस्ट पार्टी से सहानुभूति थी या कांग्रेस से सहानुभूति थी। इस प्रकार से जांच कर लोगों को वापस लिया जाता है। और कुछ दूसरे लोगों को जिनके उसी तरह के केस हैं वापस नहीं लिया गया है। मैं उनके उदाहरण दे सकता हूँ लेकिन इसलिए नहीं देना चाहता कि उनका विकिटमाइज़शन

किया जाएगा । अगर ऐसे लोगों में किसी की जनसंघ या हिन्दू महासभा से सहानुभूति है या उनका कोई रिश्तेदार इन संस्थाओं में है तो उसको नौकरी पर नहीं वापस लिया जाता । मेरी विनती है अगर आप ऐसा विकिटमाइजेशन करेंगे तो उससे द्रेप बढ़ेगा । इससे लोगों की आप में श्रद्धा और प्रेम नहीं बढ़ेगा । इसलिए मेरा निवदन है कि जिन लोगों ने अपने अधिकारों की मांग करने के लिए हड्डाताल की थी उनके हैंसेज़ को सहानुभूति के साथ देखा जाए और उनको फिर से नीकरी पर रखा जाए । बस इतना ही मुझे कहना है ।

श्री द्वा० ना० तिवारी (गोपालगंज) : उपाध्यक्ष महोदय, मैं बजट पर बोलने से पहले मिनिस्टर साहब को एक सजेशन देना चाहता हूँ, वह यह कि इस हाउस में बहुत सी मांग पेश होती हैं और उन पर बोलने वाले और सजेशन देने वाले बहुत से हो जाते हैं और उन सब का जवाब मिनिस्टर साहब नहीं दे सकते । उचित यह होगा कि जो सजेशन्स उनको मिलें या जिसकी शिकायत हो और उस सम्बन्ध में यदि मिनिस्टर साहब जवाब न दे सकें तो रेलवे बोर्ड को यह हिदायत दें कि वह उन का जवाब उन मेम्बरों को भेज दिया करे । अगर उनकी शिकायत गलत होगी तो उनको मालूम हो जाएगा और वह समझ लेंगे और अगर ठीक शिकायत होगी तो उनको मालूम हो जाएगा कि क्या किया गया । ऐसा होने से ज्यादा सैटिसफैक्शन होगा । मैं समझता हूँ कि इसका अच्छा असर पड़ेगा ।

मुझे ऐसा मालूम होता है कि रेलवे बोर्ड कुछ कमन्येसेंसी में काम कर रहा है । कहा गया कि रेलवे बोर्ड के मेम्बरों का नम्बर बढ़ गया है लेकिन नम्बर बढ़ने पर भी ऐसा नहीं मालूम होता कि उनका होल्ड या ग्रिप सारे एडमिनिस्ट्रेशन पर है । मैं अधिक उदाहरण नहीं दूंगा । एक उदाहरण दे रहा हूँ ।

कहा जाता है कि हमारी एफीशेंसी

बड़ी है । इंडियन रेलवे १९६०-६१ के पेज ५१ पर इसका व्यौरा दिया गया है और उसमें सैटिसफैक्शन दिखाया गया है कि हम लोग बहुत तरकी कर रहे हैं । लेकिन मैं तो देखता हूँ कि सन् १९५०-५१ में जहाँ हम लोग थे आज उससे नीचे हैं । सन् १९५०-५१ में ब्राडगेज की स्पीड १७-४ थी और मीटर गेज की १५ किलोमीटर, सन् १९६०-६१ में ब्राडगेज की स्पीड १६-१ किलोमीटर रही और मीटर गेज की १३-७ किलोमीटर । तो यह एफीशेंसी सन् १९५०-५१ से बढ़ी है या घटी है इसका आप अन्दाजा लगा लें ।

एक माननीय सदस्य : स्टेटिक तो नहीं है ।

श्री द्वा० ना० तिवारी : स्टेटिक नहीं है । लेकिन हम देखते हैं कि दस बरस पहले हम जहाँ थे उससे आज पीछे हैं । कहा जाता है कि एफीशेंसी बढ़ रही है लेकिन वेस्टन में उससे उल्टा आता है ।

दूसरी बात कमन्येसेंसी की एक्सीबेंड्स के व्यौरे से मालूम होती है । उसी किताब में यह व्यौरा दिया गया है

Page 59—Passenger fatalities and injuries in train accidents on all Railways. 1950-51: Fatalities 21; percentage, that is per million passengers 0.02. 1960-61: Fatalities 28; percentage, that is per million passengers 0.02.

तो इससे पता चलता है कि इनमें कमी नहीं हुई है कुछ बढ़ोतरी ही हुई है । दस बरस में हम लोग एक कदम भी आगे नहीं बढ़ सके हैं और उसका व्यौरा पढ़ने से मालूम होता है कि आपको सैल्फ सैटिसफैक्शन है कि हम लोग इम्प्रूवमेंट कर रहे हैं ।

"It will be seen from the above table that the number of injured

[श्री द० ना० तिवारी]

per million passengers originating was the lowest in 1960-61."

यह सेटिसफैक्शन है और इसके लिये मैंने कहा कि आप में कम्पलीसेसी आ गई है

Shri Swaran Singh: That is correct, if you compare the number injured in relation to the total number of passengers. You may not like it. It is arithmetic.

Shri D. N. Tiwary: It is arithmetic. The result is here.

Shri Swaran Singh: Because, the number of passengers has increased, therefore, as compared with the total number of passengers, it is correct as regards the percentage injured.

Shri D. N. Tiwary: The percentage is given there. I said about percentage. In 1950-51, it was 0.02. In 1960-61, it is the same 0.02. Where is the decrease?

अगर हम "ए रिव्यू आफ एक्सीडेंट्स ऑन इडियन गवनमेंट रेलवेज १९६०-६१" को देखते हैं तो वही समस्या है। उसमें ऐसा कहा गया है :—

"While the ratio in respect of collisions during 1960-61 has increased as compared to the previous years, the incidence of derailments per million train miles has recorded a significant decline."

जहां उनकी शिकायत की बात है वहां अपनी एक तारीफ की बात जोड़ना वह प्रनिवार्य समझते हैं। यह नहीं मानते कि हां collisions की तादाद प्रेषकाकृत बढ़ गयी है और उस ओर हमें ध्यान देना है। यह मनोवृत्ति उनकी नहीं रहती है। Collisions की तादाद जो बढ़ी है उसका असर न पड़ने पाये अतः एक छूसरी बात सेल्फ सेटिसफैक्शन के लिए

जोड़ दी जाती है। यह तो ऐडमिनिस्ट्रेशन की बात है।

"ट्रूवर्ड्स बैटर ट्रैवल कंडीशन्स" में मैंने एक बात पाई कि जो पूरा करने के लिए स्कीमें १६५८-५६ में रखी गई थी वेपूरी नहीं की गई। मिसाल के लिए मैं आपको बतलाऊं आइटम नं० ११ जो कि फुट ओवरब्रिजेज और सववेज से ताल्लुक रखता है। सन् १६५८-५६ में सोनपुर में फुट ओवरब्रिज के एक्सटेंशन की जो स्कीम थी वह आज तक पूरी नहीं हुई है। इस साल हम देखते हैं कि उसको ड्रोप कर दिया गया है। इस साल के ब्योरे में उनका जिक्र नहीं है।

इसी तरह से १६५९-६० में दिगवाड़ाने पर एक सववे या फुटओवर ब्रिज बनाने की स्कीम थी लेकिन इस साल उसको भी ड्रोप कर दिया गया। वया केवल हम लोगों को प्रलोभन देने के लिए इन चीजों का जिक्र कर दिया जाता है या हम लोगों का मुंह बन्द करने के लिए इनको पहले तो शामिल कर लिया जाता है और फिर धोखे से हटा दिया जाता है। पहले यह स्कीमें रखना और बादमें इनको ड्रोप करना मेरी समझ में तो आता नहीं।

पैसेंजर्स ऐमेनिटीज का जहां तक सवाल है हम देखते हैं कि सेकिंड फाइव इयर प्लान में इस मद में १५ करोड़ रुपया प्रोवाइड किया था। थर्ड प्लान में भी हम देखते हैं कि इस मद में वही १५ करोड़ रुपये ही प्रोवाइड किये गये हैं। ३ करोड़ रुपया हर साल पैसेंजर्स ऐमेनिटीज के बाते रखा जाता है। अब आज जब कि पहले के मुकाबले यात्रियों की संख्या और दैनंदिनों की संख्या बढ़ गई है तब वही ३ करोड़ रुपया प्रति वर्ष यात्रियों की सुविधा के लिये रखना कहां तक उचित है? अब आप स्वयं समझ सकते हैं कि उस हालत में पहले के मुकाबले पर पैसेंजर ऐमेनिटीज बढ़ेंगी या घटेंगी? उचित तो यह था कि सेकेंड प्लान के मुकाबले थर्ड प्लान में आप इस मद में ज्यादा रुपये का प्राविजन रखते।

अगर आपका स्वर्चं नहीं चलता है और उसके लिये आप हम से अधिक किराया लेना चाहते हैं तो बेशक लीजिये लेकिन जिस तरह से आप किराये में वृद्धि करते हैं ऐमेनिटीज में भी बढ़होत्री करिये । अभी कल रात मैं पटना टू दिल्ली ट्रैन में सफर कर रहा था तो मैंने देखा कि सारी ट्रेन में अन्धकार था । दिल्ली एक्सप्रेस में लाइट नहीं थी । गाड़ी दो घंटे लेट थी । जब टूंडला रेलवे स्टेशन प्राया तो पानी नदारद था । ज्लेटफार्म के एक मिरे से दूसरे सिरे तक पानी की तलाश में मैं धूमा लेकिन वहां पर कोई पानी देने वाला नहीं था । जब इस बारे मैंने एक टिकट कलबटर से कहा कि इतने आदमी रेलवेज द्वारा रख जाते हैं लेकिन यहां पानी पिलाने के वास्ते कोई भी आदमी नजर नहीं आता क्या बात है ? तो उसने बतलाया कि वह बड़े बाबू के यहां काम करना होगा । इस पर मैंने कम्प्लेंट बुक तलब की और जब उसे पता लगा कि मैं मेम्बर पार्लियामेंट हूं तो लाचार हो कर उसे कम्प्लेंट बुक मुझे देनी पड़ी और मैंने उसमें अपनी शिकायत दर्ज कर दी । यह इन्तजाम का हाल है । मालूम यह होता है कि रेलवे बोर्ड की रेलवे स्टाफ पर ग्रिप कम होती जाती है और उनका स्टाफ पर पूरा कंट्रोल नहीं है हालांकि स्टाफ की ऐमेनिटीज १४२ परसेंट बड़ा दी गई है । इसमें लिखा है कि १४२ परसेंट स्टाफ की ऐमेनिटीज में वृद्धि हुई है लेकिन मेरा कहना है कि उन पर कंट्रोल भी रहना चाहिए जो कि आज नहीं दिखाई देता है ।

जहां तक किराये में वृद्धि का सवाल है मैं समझता हूं कि किराया बगैर बढ़ाये भी आपका काम चल सकता था । टिकटलैस ट्रैवन बन्द करके और रेलवेज में गुड्स के सिलसिले में जो पिलफेज चलती है उसको बन्द करके बगैर किराये में बढ़होत्री किये रेलवेज अपने स्वर्चों को पूरा कर सकती थी ।

जहां तक पिलफेज का सवाल है हालत यह है कि सोनपुर और पलेजाघाट में भट्टा लगाने के लिए कोई आदमी को यला नहीं खरीदता है । कोयले के बारे में वहां काफी चोरी चलती है । मैं चाहूंगा कि रेलवे प्रशासन उसको रोकने की ओर ध्यान दे ।

नार्थ ईस्टन रेलवे में फस्ट और सेकेंड क्लास की बोगीज के बर्थों पर जो कपड़ा लगा होता है उस में कितने फाड़ लिये गये हैं, बिजली के बल्ब निकाल लिये गये हैं । अब जाहिर है कि देहाती लोग तो बल्ब निकालेंगे नहीं क्योंकि उनके गांवों के घरों में बिजली लगी नहीं है । बल्बों को यही रेलवे स्टाफ वाले निकलवाने हैं और वे उनके घर पहुंचते हैं । उनको बेचा भी जाता है । अगर रेलवेज में इस प्रकार की चोरियों को रोका जाये तो यात्री किराया बढ़ाने की जरूरत ही न पड़ेगी, गुड्स फेयर आप अलबत्ता बढ़ा सकते हैं । बगैर टिकट की यात्रा और चोरियों की रोकथाम करके हम उस वृद्धि से ज्यादा हृपया प्राप्त कर सकेंगे जोकि हम किरायों में बढ़होत्री करके जनता में बमूल करेंगे ।

रेलवे सर्विस कमिशन के बारे में मुझे एक निवेदन करना है । बिहार में मीडियम आफ इंस्ट्रूक्शन हिन्दी कर दिया गया है और वहां के लड़के जब बिहार से बाहर नोकरी की तलाश में कलकत्ता, इलाहबाद या अन्य जगहों पर जाते हैं, जहां कि मीडियम आफ इंस्ट्रूक्शन अंग्रेजी है तो उन स्थानों के लड़कों के मुकाबले में उनका प्रतियोगिता में सफल होना बड़ा मुश्किल होता है । बिहार जैसे विशाल प्रान्त के लिए जहां कि नार्थ ईस्टन रेलवे, ईस्टन और साउथ ईस्टन रेलवे रन करती है, एक रेलवे सर्विस कमिशन का होना बहुत जरूरी है ताकि वहां के लड़के दूसरों के मुकाबले डिस्पेंडवांटेज में न रहें । या यदि दूसरी जगह कम्पीटीशन में जाये तो उनका ऐग्जामिनेशन उनके मीडियम के जरिये हो ताकि वह उसमें सक्सैसफूली कम्पीट

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हर सके। लेकिन बिहार के लड़के ऐसे कम्पी नीशन में भेजे जाते हैं कि जिसमें कि मीडिया आफ कम्पोटिशन अंग्रेजी होता है। उन लड़कों के साथ कैसे कम्पीट कर सकते हैं जिनका कि मोडियम आफ इंस्ट्रुक्शन अंग्रेजी है। मैं सरकार के सामने दो विकल्पमिलना चाहता हूँ। या तो हिन्दी को भी एग्रजारनेशन का मोडियम बना दिया जाये—बिहार वालों को वही विषय और वही सवाल दिये जायें, लेकिन उन को इस बात की इजाजत दे दी जाये कि चाहे वह हिन्दी में लिखे, चाहे अंग्रेजी में। इस तरीके से उन की एक्फिशेन्सी मालूम हो सकती है। यह स्वाभाविक है कि जिन लड़कों ने हिन्दी में परीक्षा पास की है, वे गलत अंग्रेजी लिखेंगे और जिन्होंने अंग्रेजी में शिक्षा पाई है, उन की परफॉर्मेंस बैटर होगी। अगर ऐसा नहीं किया जा सकता है, तो फिर बिहार रेलवेज के लिए एक अलग सर्विस कमीशन बना दिया जाये। अगर बिहार के लड़कों को यह आप्सन दिया जाये कि वे हिन्दी अवधा अंग्रेजी किसी भाषा में लिख सकते हैं, तो उस अवस्था में बिहार के लिए अलग सर्विस कमीशन की जरूरत नहीं पड़ेगी। इस समय जो अवस्था है, उस में बिहार के नौजवानों को बड़ी कठिनाई का सामना करना पड़ रहा है। यदू देखा गया है कि कलकत्ता के रेलवेज सर्विस कमीशन में बिहार के जितने लड़के जाते हैं, उन में से नब्बे परसेंट दूसरों के साथ कम्पीट नहीं कर सकते और जितने स्थान कलकत्ता या बंगाल वालों को मिलते हैं, उतने बिहार वालों को नहीं मिलते। सरकार को ऐसा प्रबन्ध करना चाहिए कि उन लोगों में डिस्ट्रीटिसफ़्क्शन न फैले। कफ़की पढ़े-लिखे लड़के परीक्षा देने जाते हैं, जो कि सब कुछ जानते हैं और योग्य होते हैं, लेकिन अंग्रेजी मीडियम होने के कारण वे दूसरों के साथ कम्पीट नहीं कर पाते, जिस के कारण उन में अम्बलिंग होती है। माननीय मंत्री को इस तरफ ध्यान देना चाहिए।

Mr. Deputy-Speaker: Now, Shri A. N. Vidyalankar.

Shri Bade: May I point out, Sir, that there is no quorum?

Mr. Deputy-Speaker: The bell is being rung—

Now, there is quorum. Shri A. N. Vidyalankar may start his speech.

Shri Nambari: The other side has not moved cut motions; the cut motions have all been moved by us, but the other side is taking all the time.

Shri A. N. Vidyalankar (Hosnarpur): First of all, I take the opportunity of welcoming the present Railway Minister to the Railway Ministry. Sardar Swaran Singh is an able and experienced administrator, and I fully hope that under his administration, many of the difficulties that have been pointed out here will be easily removed, and the administration will make a lot of improvement.

I shall not refer to many of the points raised here by my friends, but I shall refer only to a few points to which I want to draw the pointed attention of the Railway Ministry. First of all, I would submit that there are areas, such as backward areas and hilly areas which have not been properly linked up with the main centres of civilisation. In my own constituency, there are hilly areas which have no connections; no kind of transport exists in those places, and they are practically cut off from the rest of the world. I do not mean to say that immediately railway links and new railways lines should be opened up there. But I do feel that it is time that the whole area is properly surveyed, and the Railway Ministry should have a concrete long-range programme as regards areas that should be taken up first, and proper priorities should be fixed up.

I do feel that when we fix the priorities, many of the backward areas are completely ignored. For example, in my own constituency, there is an area

from Garhshankar to Rupar. There is no rail link between these two places. If the railway line is extended from Garhshankar to Rupar, and then Rupar is connected with Chandigarh, there would be a link from Jullundur to Chandigarh which would be really useful, specially useful for those areas which are called sub-mountainous areas or backward areas. I do not mean to say that immediately this rail link should be opened up, but I do feel that a proper survey should be started, and when the next plan is formulated, these areas should be kept in view.

Another point which requires a lot of attention and consideration at the hands of the Railway Ministry is the Ludhiana-Chandigarh rail link, about which the Punjab Government and the Punjab people have repeatedly approached the Railway Ministry. If Chandigarh is to be properly put on the railway map, this link is very important and very necessary. I feel that the Railway Ministry should reconsider their original decision with regard to this link, and something should be done to bring Chandigarh on the main line.

I would also submit that there should be proper arrangements at the level-crossings. This is a general complaint, and I know of many areas where transport bottle-necks are created, because there are no arrangements at the level crossings, either by way of overbridges or any other means to connect the areas on two sides of the railway line. I know of a particular case, namely the railway line from Rupar to Nangal. When that line was constructed, certain areas were so divided that there were whole villages on one side, and the cultivable fields of the village people on the other side. These areas are so cut up for miles and miles; there is no road for communication between the two sides, there is no overbridge, and no level-crossing, and the people feel great difficulty in this regard.

Shri Nambiar: When the hon. Member was a Minister in the Punjab Cabinet, did he raise the question of having an additional line?

Shri A. N. Vidyalankar: The Punjab Cabinet has got nothing to do with the railways.

Shri Nambiar: Was any request made?

Shri A. N. Vidyalankar: The Punjab Government did refer this matter to the Railway Ministry.

The whole area is so cut up that people feel great difficulty in taking their carts and bullocks to their cultivable fields, and they have to travel a distance of miles in order to have proper communication with their lands. I feel that there would be other similar areas where such conditions have been created. I feel that the Railway Ministry should look into these matters. It was about twelve years ago that the people had made their representations, and they have been repeatedly making representations, but so far they have not received any proper reply; and if at all they receive any reply it is that the matter is under consideration. I do not know for how long the matter will remain under consideration.

Then, there is the question of educational facilities for the children of the railway employees who are posted at small wayside stations. There are thousands of railway employees who are posted at such stations, and they feel a lot of difficulty in getting their children proper education. I think that something should be done in their case. I know that schools cannot be opened everywhere, but I do feel that the Railway Ministry has got a certain responsibility to discharge in this matter and give facilities to these employees who are so poor that they cannot send their children to any hostels in the big cities.

(Shri A. N. Vidyalankar.)

Therefore, something should be done in their case.

There are many other grievances of the railway staff. My hon. friends have referred to many grievances. So I do not want to repeat them. But I do feel that it is very necessary and essential that the railway staff should have confidence in their officers. I do not say that Government can meet all the demands and remove all the difficulties. Perhaps they are doing whatever they possibly can. I accept that. But what is very essential—but this is wanting—is that the railway employees should have confidence that their officers and the Ministry mean business, they feel for them and really and genuinely want to do something to remove their difficulties and grievances. I do feel there should be open-hearted cooperation. That co-operation should not be one-sided, but two-sided. If we ask the railway employees to co-operate with their officers, it is most essential that the officers, particularly heads of sections, should also seek the co-operation of the employees; they should create conditions in which it should be possible for the employees to give their co-operation. The most essential thing is that they should be treated with sympathy. Their difficulties should be properly understood. The employees should feel that the officers are anxious about them, their mind is exercised over their difficulties and they wish to remove those difficulties. If we think in terms of co-operation, that co-operation should be two-sided and mutual confidence must be restored.

There is a lot of talk about inefficiency and corruption. I personally feel that that it is most essential that inefficiency should be removed—inefficiency of all types. Just now my hon. friends were referring to conditions that we daily come across in our railway travel. If Members of Parliament who mostly travel first-class experience these difficulties, you can very well imagine what would be the fate of those second and third class passengers. Generally they are

not attended to. I have experienced that even first class passengers, even MPS, are seldom paid any attention to. Attention does not mean that just before the train starts, some officer should come there and just apologise. Excuses may be many. They will always plead difficulties and say, 'I am sorry. That difficulty will be removed'. Though they are attended to, the difficulties still remain.

Therefore, I feel that there should be efficiency. Today efficiency is lacking. I do not mean to say that only the workers or the staff should be efficient. The officers should also be efficient. There is lot of corruption. If I have to choose between an honest officer and an inefficient officer and an efficient officer but not so much reputed for his honesty, I would choose the officer who is efficient, because it is inefficiency that creates conditions that encourage corruption. Most of the corruption is due to inefficiency. Where an officer is inefficient, he is indifferent to his duties. More corruption prevails there. As I have said, Sardar Swaran Singh is an able and experienced administrator. I do hope that under him the efficiency of our railway staff and the overall efficiency of the administration will improve.

There are also other difficulties pointed out here—difficulties of the passengers as well as of railway staff. I hope they will be properly attended to. I would suggest that we should set targets of efficiency, e.g., within such and such time, such and such thing will be improved, such and such state of inefficiency would be removed etc. Railway trains are not running in time. They should fix a target date and say that after that date no complaint would occur with regard to late running of trains. We all mean business and the Railway Administration should also improve their efficiency, because inefficiency gives a bad name to the whole nation. Even people coming from foreign countries travel on our railways. If this state of affairs continues, they carry very bad impression about our administration.

People always go on complaining. This morning the Prime Minister referred to complaints and criticisms. Sometimes, I agree, criticism creates a kind of demoralisation and discouragement. I do feel it is high time that we improved our administration and removed inefficiency, because much of the criticism of people is based on day-to-day experience.

Shri T. Subramanyam (Bellary): I would like to suggest the taking up of some new railway lines in the south. We are informed that in the matter of production of locomotives, coaches and other accessories, we have attained self-sufficiency. Chittaranjan and Tatas are producing enough locomotives and the ICF in Perambur and HAL in Bangalore are also producing enough coaches. So in the matter of these railway components, we are self-sufficient today.

For some years past, we have been suggesting the taking up of some new railway lines. We have been urging that in view of the reorganised larger Mysore State, the requirements of development do necessitate the taking up of these new lines. We have been urging that the line from Kottur to Harihar should be taken up. Another is the line from Raidurg to Chitaldrug. The survey for the Kottur-Harihar line was about to be ordered. In fact, in the budget speech of the Railway Minister in 1956, there was a specific mention that survey would be undertaken at that time. But it was passed over for other reasons. With regard to the Raidurg-Chitaldrug line, I learnt that the survey was completed previously, but it may probably have to be done again in view of present conditions. Therefore, I suggest that these two lines are necessary. They will link up the new areas merged in Mysore with the old Mysore State and will contribute to further development. There is a lot of iron ore in that area. That also can be moved freely and more speedily to the ports. I would also suggest that the Hubli-Karwar rail-

way line should also be taken up. That is an important line. Karwar has a good harbour, and the Hubli-Karwar line will vastly improve the export of iron ore and also help in the development of that area.

I welcome the taking up of the Hasan-Mangalore line and also the Salem-Bangalore line. I hope the construction of these two lines will be expedited and they will be put to use as early as possible.

With regard to the Salem-Bangalore line, I may say that we have the most precious iron ore in Bellary District that can be taken to Salem, and from Salem we may obtain lignite or upgraded briquettes, so that at both the ends of this line, one in Madras and another in Mysore in Bellary District, we may have two new steel plants. We will get great value out of that, as it will be difficult to get the iron and steel required for local agricultural and other purposes from the north and distribute them in this area. With regard to freight also, it will be more convenient, and this line would be very helpful.

It has been proposed, and sanction has also been accorded, that there will be a new broad gauge line from Guntakkal to Hospet. I hope this will be taken up early and completed. Some amount has been sanctioned in this year's Budget. That will help the lifting of iron ore and improve the development of business and industry there.

Then I suggest having some more trains in that area. After reorganisation of Mysore State or Karnataka, the people of this area have to go to Bangalore for some purpose or other because it is the Capital of the State. As I have already said, for the last five or six years I have been suggesting that a new fast express should be arranged to start from Bijapur to Bangalore via Gadag, Hospet, Bellary and Kuntakkal. That

[Shri T. Subramanyam]

is absolutely necessary. In fact, I took up this matter some years back. I was informed that there were not enough locomotives, not enough coaches, and a train could not be started. Now we are informed that there is absolute self-sufficiency, and so on this ground that should not wait. Already a few hundreds of new trains have been started during the last few years both in the Broad Gauge and Metre Gauge. It is a good thing. Only this train has not been started. I earnestly urge that in view of the great needs and requirements consequent on the reorganisation of the larger Mysore or Karnataka State, a train should start from both ends, Bijapur and Bangalore. There is very great need and there is heavy traffic in that area.

Then I would suggest that an over-bridge should be constructed in Belalur near the Hospet bus stand. The vehicular traffic is so heavy there that there are queues of cars and carts waiting there for a long time. It is an absolute necessity. I suggest it should be expeditiously taken up.

In the rural areas I find that the gates at some of the level crossings are closed in the nights. The gate keepers do not sit there. They merely lock the gates and go away wherever they like, and the villagers are put to very great difficulty. Once I experienced it. The gate-keeper was not there. It is not once, but several times. Therefore, if there is not adequate staff, they should arrange for it because the villagers are put to very great inconvenience. Whole nights they have to suffer, and this can be easily avoided. I suggest that some effective arrangement be made to prevent this sort of inconvenience.

The servicing of trains while in the yards should be more efficient. I find that the lights fail. Then, in the toilet rooms also we find that the water tanks are leaky. We have such experiences. One thing I would strongly urge, and that is that the third class passengers should be at-

tended to with greater attention and care. Their compartments should be checked, swept, and they should be cleaned at every junction, and then the lighting system also should be seen to. Sometimes I have seen them going in darkness. This sort of thing can be easily avoided.

I hope my suggestions will receive consideration.

Shri P. Kunhan (Palghat): I am speaking on the cut motions standing in my name on Demand No. 1, regarding the construction of new lines in Kerala.

During the First and Second Plan periods, the Railway Ministry provided a certain amount for construction of new lines, and out of that only 77 miles have been provided in Kerala State. So, I request the hon. Railway Minister to consider construction of more lines as recommended by the Kerala Government.

If I am correct, for the formulation of the State's Third Plan, the Kerala Ministry constituted a study group consisting of some Members belonging to all political parties. That group recommended to the Government of India the construction of certain new lines in Kerala, but unfortunately it was not accepted by the Railway Ministry as well as the Central Government. I would like to ask the hon. Minister how long it will take to consider this question.

During the last ten years, my State has been neglected in the matter of railway facilities. For instance, an industrial centre like Alleppey, where so many coir industries, and some other small-scale industries are located is not connected with the railway system. A large number of workers are engaged. But the condition of the industries remains as such and there is no scope for further development due to lack of railway facilities. Therefore, I request the hon. Railway Minister to consider this matter, so that it may bring about better conditions and give encouragement to

industry and business.

Another important line that is required is from Olavakkot to Nilambur via Mannarghat. I am mentioning this as a matter of vital importance because the vast majority of the people living in that area are tribals. Places like Attappadi and Mannarghat are suffering very much. Unless we provide some benefit to this backward area, we cannot improve the lot of the backward people. Since our Plans have started, the only new lines that have been added in Kerala are the Ernakulam-Kottayam and Kottayam-Quilon lines.

Another point I would like to bring to the notice of Government is overcrowding in passenger trains, especially in the southern region. A large number of third class passengers are crowding in the platforms and corridors due to lack of accommodation. Even though we are producing more third class coaches according to Government's own figures, the passengers are suffering for want of trains. I would request Government to provide more passenger trains and more third class coaches in order to tackle the problem of overcrowding.

Another point which I want to bring to your notice is the level crossings and over-bridges. There is a level crossing near Parli station in the Alavakkot division. A number of accidents are taking place every day. I do not want to take up the time of the House; but I will only mention one instance, the Parli level crossing.

The Shoranur-Palghat road is very busy from the point of view of road transport. That is also the road that goes further to Coimbatore. There is a lot of goods and passenger traffic there. It must have been the experience of anyone who has travelled on this road that sometimes they have to wait for one hour and more before the gate opens and road transport is allowed to pass. This is not a very happy situation. I request the

Railway Minister to tackle it more seriously.

When anybody demands that a train should stop at a particular station, it is not taken seriously. People sitting in Delhi do not realise the difficulties of the people there. The case I am referring to is a very interesting one, far more interesting than the case of a train not stopping at a station. There is a station named Cheruvathur beyond Cannanore on the way to Mangalore. The Madras—Mangalore Mail, both ways, stops at this station, because it is a watering station. It stops there for 5 minutes for filling the engine with water; but no passengers are allowed to get in or get down. It will be a blessing to the people of the area if the passengers are allowed to get in and get out of the train at this station.

An Hon. Member: Passengers are not water.

Shri U. M. Trivedi: Why is it so?

Shri P. Kunhan: This is a point which I wanted to bring to the notice of the Minister; and I hope the Minister would pay some attention to the Kerala State.

धीमती लक्ष्मी बाई (विकाराबाद) : डिप्टी स्पीकर साहब, मैं रेलवे के बारे में बातें कहना चाहती हूँ।

हमारा आनंद प्रदेश बहुत बड़ा राज्य है, उसमें ३ करोड़ ५० लाख की आबादी है और उसका टोटल एरिया बहुत लम्बा है, और वहाँ बिजनेस बहुत ज्यादा होता है। वह सैल्फ-सफीशेंट स्टेट है। हमारे राज्य में मिनरल्स भी बहुत निकलते हैं लेकिन वैगन्स बाराबर नहीं मिलते जिससे तकलीफ होती है। वहाँ ट्रेन्स भी कम हैं और जितना सामान वहाँ मिलता है उसके लिए काफी वैगन्स नहीं मिलते।

इसके प्रलावा में मिनिस्टर साहब की तबज्जह में यह बात लाना चाहती हूँ कि ग्रोल्ड हैदराबाद स्टेट में १३०० मील से ज्यादा रेलवे

[श्रीमती लक्ष्मीवाई]

लाइन थी। हिन्दुस्तान के और किसी स्टेट में इतनी बड़ी रेलवे लाइन नहीं थी जितनी हैदराबाद स्टेट में थी। लेकिन १४ साल गुजर गये जब आपने उस रेलवे लाइन को ले लिया लेकिन आज तक वह उतनी ही है, एक इंच भी नहीं बढ़ायी गयी। मैं समझती हूँ कि शायद कुछ घट गयी होगी। आंध्र प्रदेश में एक मील भी नई रेलवे लाईन नहीं बढ़ी है।

हैदराबाद आन्ध्र प्रदेश का कैपीटल है। वहां का मौसम अच्छा है, अच्छी जगह है। सब लोग उसको पसन्द करते हैं। वह सेंट्रल प्लेस है। लेकिन अगर हम हैदराबाद से मद्रास, बंगलोर या बम्बई जाना चाहें तो कोई डाइरेक्ट ट्रेन नहीं है। हैदराबाद से मद्रास जाना हो तो कार्जीपेट पर उतर कर जो गाड़ी दिल्ली से मद्रास को जाती है उसको पकड़ना होता है और इस बजह से कार्जीपेट में चार पांच घंटा पढ़े रहना पड़ता है। इसी तरह से मद्रास से हैदराबाद आना हो तो कार्जीपेट में चार पांच घंटा रुका रहा पड़ता है हैदराबाद से बंगलोर जाना हो तो गुट्टकल में जा कर ठहरना पड़ता है और बम्बई से जाने वाली गाड़ी को पकड़ना पड़ता है। हैदराबाद से बम्बई जाना चाहे तो वाडी में रहना होता है और मद्रास से जो ट्रेन बम्बई जाती है उसे पकड़ना होता है। तो हमारे लिए कोई डाइरेक्ट ट्रेन नहीं है जनता नहीं, डिलक्स भी नहीं। मिनिस्टर या रेलवे बोर्ड इस बात को नहीं देखते कि हमें इस बजह से कितनी दिवकत होती है। हमारे लिए वह कुछ सोचते भी नहीं।

हैदराबाद से इतनी बड़ी रेलवे लाइन नहीं। उसको कुछ बढ़ाया नहीं, शायद कुछ घट गयी है। हमारे लिए कोई डाइरेक्ट ट्रेन नहीं है। मतलब जनता, डिलक्स आदि।

आनंदेश्वर मेम्बरान को यह सूनकर ताज्जुब होगा कि कैपीटल जाने के लिए कार्जीपेट से डबल लाइन भी नहीं है, सिंगिल लाइन है और इसलिये अगर कोई गाड़ी आती हो तो रुकना पड़ता है। ऐसा नहीं होना चाहिए। जो बैकवर्ड हिस्से हैं उनकी तरफ ज्यादा तवज्ज्ञ देनी चाहिये जैसे कि बीमार बच्चे की तरफ ज्यादा तवज्ज्ञ दी जाती है। हम पुरानी स्टेट में एक शानदार रेलवे रखते थे लेकिन अब उस तरफ कोई तवज्ज्ञ नहीं दी जाती है। आज कैपीटल बनने के बाद भी वहां के लिए डबल लाइन नहीं और वहां से डाइरेक्ट ट्रेन्स नहीं हैं।

दिल्ली से जब हम हैदराबाद को जाते हैं तो हैदराबाद तक के लिये गाड़ी में स्लीपिंग कोच नहीं होता। नतीजा यह होता है कि ११ बजे रात को कार्जीपेट में उतरना पड़ता है और प्लेटफार्म पर बैठना पड़ता है क्योंकि वहां सोने का इन्तिजाम नहीं है है और सबेरे साढ़े चार बजे जब डिव्वा मद्रास से आता है तो उसमें बैठते हैं। इसलिए हैदराबाद के लिए स्लीपिंग कोच रखना बहुत मुश्किल होगा।

हमारे यहां के सब लोग यही समझते हैं कि इतनी बड़ी लाइन ले ली जिसकी आमदानी आपकी जेव में आती है और हमारे लिए कुछ भी नहीं करते। हमारे लिए कोई डाइरेक्ट ट्रेन्स नहीं है। रेलवे बोर्ड के मेम्बर जो प्लेन से जाते हैं इसलिए उनको इन दिवकतों का पता नहीं है। उनको कार्जीपेट में उत्तर कर देखने से मालूम होगा कि हमको क्या क्या दिवकत होती है।

यहां बहुत से भाई थड़ क्लास के लिए बोल रहे थे। मैं भी उन से सहमत हूँ। कल मैं खुस्सन रेलवे बजट पर बोलने के बास्ते थड़ क्लास के मुसाफिरों की हालत

देखने नई दिल्ली स्टेशन गयी थी । मैं ने देखा कि उन के ठहरने की हालत कम्बों और कुत्तों से भी खराब है । वहां लोगों को ठहरने के लिये जगह नहीं है । आप सोचिए कि इन के जरिए से ही आपको सब से ज्यादा आमदनी होती है । अपर क्लास वालों से जहां आपको १७ करोड़ आमदनी होती है वहां थंड क्लास से आपको १७४ करोड़ यानी आठ गुना से ज्यादा आमदनी होती है । लेकिन आज इतने साल के बाद भी थंड क्लास वालों के लिए मुनासिब इन्तिजाम नहीं किया गया है । यह बहुत बुरी बात है ।

खुसूसन बहिनों के लिए खास इन्तिजाम करने की ज़रूरत है । उन के साथ बच्चे भी होते हैं, पानदान होता है, और क्या क्या सामान होता है और डिब्बा उन के लिए एक ही होता है हमारे भाई अपने साथ सामान नहीं रखते बहिनों के पास ही रखते हैं । उनका डिब्बा आखिरी होता है इसलिए वहां तक पानी वाला नहीं पहुंच पाता और उनको दिवकर होती है । उन के डिब्बे में जो कच्चरा हो जाता है उसको साफ करने के लिए स्वीपर नहीं मिलता । स्टेशन पर उसके पीछे भागों तो वह मिलता है । तो इस तरफ तबज्जह करनी चाहिए । आप लोग क्या करते रहते हैं । इसका इन्तिजाम क्यों नहीं करते । बहिनों की तरफ आपको बहुत तबज्जह देनी चाहिए क्योंकि उन के टिकट से आपको बहुत पैसा मिलता है क्योंकि उन के साथ काफी सवारियां चलती हैं । पहले बहिनों के लिए अलग प्रबन्ध या अब बहिनों और भाई

साथ साथ भी बैठते हैं और वहां बैठने में बड़ी तकसीफ होता है ।

16 hrs.

[SHRI MOOL CHAND DUBE in the Chair]

डाइनिंग कार के द्वारे में मेरा निवेदन है कि पहले की अपेक्षा इसका इतन्जाम अभी काफी खराब रहता है । मैं भमझारी हूं कि मंत्री महोदय या मेरे अन्य माननीय मेम्बरान को भी शायद उसकी मौजूदा व्यवस्था का मही मही अंदाजा न होगा । आप लोगों ने शायद वहां का खाना नहीं खाया होगा । लेकिन मैं ख्यासन् इसको अचानक एग्जामिन कर नेती हूं और मुझे बड़े खेद के साथ कहना पड़ता है कि पहले जो खाने की व्यवस्था होती थी अभी उस से खराब हो गयी है और यहां पर वह कहावत चरितार्थ होती है कि वह बनते बनते बंदर बन गया । पहले जो पानी खच्च होता था तो उस पर एक यहां के मुआफिक ढक्कन होता था लेकिन अब हालत यह है कि पानी बिल्कुल और ढक्कन के बिना सर्व किया जाता है और उस में सब धूल, मिट्टी वगैरह पड़ती है । पहले खाने के थान को किसी कपड़े अथवा नपकीन में ढक कर लाते थे लेकिन अब नगा थान रख दिया जाता है और आप समझ सकते हैं कि कितनी धूल, मिट्टी और अन्य गंदी चीज उस में पड़ती होगी । रेल के साथ साथ यह खाना लिये भागते रहते हैं और चूंकि हैदराबाद का डिब्बा इजन के पास रहता है इस लिये वहां विशेष कर खाने और पानी में धूल, कंकड़, आदि पड़ जाया करते हैं । मैं यहां साफ तौर पर एलान करना चाहती हूं कि खाने की व्यवस्था हमारी रेलवे ज में बहुत ही खराब है ।

[श्रीमती सहस्री बाई]

मैं चाहती हूं कि रेलवे मंत्री महोदय और रेलवे बोर्ड इस ओर ध्यान दें और उस में आवश्यक मुधार तत्काल किया जाय ।

कौरीडोर ट्रेन्स का जहां तक सवाल है, उनकी बुरी हालत है। उस में डिब्बा यतीम की तरह मे होता है जिसको कि कोई देखने वाला नहीं होता। डिब्बे को अंदर से बंद करने के लिए कीली नहीं होती है और डिब्बा अन्दर से बन्द न होने वे कारण बिल्कुन लावाञ्चि रहता है। सुरक्षा की दृष्टि में यह बहुत ही खतरनाक है। बारिया या दूसरा पानी डिब्बे वे: अंदर आ जाता है, धूल बगैरह का तो कहना ही क्या है? वहां एक केयर टेकर होना चाहिये ।

मैं आपको इस बारे में आपबीती मुनाना चाहती हूं। मैं ११ तारीख को हैदराबाद से दा कौरीडोर ट्रेन में आ रही थी। १२ तारीख की मुवह को द बजे वे: करीब बीच में एक आदमी मेरे डिब्बे में कौरीडोर में चुपचाप बैठ गया। रास्ते में बैठा हम से बात करता रहा। दोपहर को हम ने उसे खाना खिलाया। मेरे साथ राज्य सभा वे: एक मेम्बर साहब भी आ रहे थे। देखने में वह कोई नौकर सा लगता था चपड़ासी वे: से कपड़े पहन रखते थे। मेरे पास पानी वे: लिये एक बड़ा लोटा था। मैं उस वे: डार्टर्सी स्टेशन पर आने लिए वे: ने दो बातें कहीं तो वह शर्म कहने लगा कि आप दोनों नकलीक करती हैं मैं अभी आपां लिए पानी लाय देता हूं। मेरे साथ राष्ट्रपति भवन वे: इंजीनियर महोदय जो कि हैदराबाद से वापिस आ रहे थे वह भी जब इटारसी स्टेशन पर सिप्रेट खरीदने वे: लिये जाने लगे तो उस आदमी ने उन से भी यही कहा कि साहब लाइये मैं आप क लिये सिप्रेट का डिब्बा ला दूं। मुझे सिप्रेट

का डिब्बा सस्ता मिलेगा। उन्होंने भी उसे सिप्रेट का एक डिब्बा लाने वे: लिए १० रुपये का नोट दे दिया। वह शर्म मेरा ४० रुपये का लोटा और उन इंजीनियर महोदय का दस रुपये का नोट लेकर इटारसी रेलवे स्टेशन पर उत्तर गया और हुआ यह कि वह शर्म इस तरह से ५०-६० रुपये वे: मूल्य का सामान लेकर चम्पत हो गया और वह वापिस नहीं आया। डसलिये मेरा कहना है कि रेलवे प्रशासन को इस ओर देखना चाहिए और इस तरह की हरकतों की रोकथाम करने के लिए उचित व्यवस्था करनी चाहिए। अब मैं इस के लिए उन पर कोई इलजाम तो नहीं लगाना चाहती हूं लेकिन इतना अवश्य कहांगी कि इन कौरीडोर ट्रेन्स में सुरक्षा का मुनासिब इंतजाम किया जाय। डिब्बे को अंदर से बंद कर सकने वे: लिए कीली ठीक से लगी होनी चाहिये जो कि आज नहीं रहती है। आज डिब्बा अंदर से बंद न हो सकने के कारण बड़ा खतरा होता है और फिक के मारे रात को नींद नहीं आती है। इसलिए डिब्बे में अंदर से बोल्ट अथवा ताला लगाने के लिए इंतजाम होना चाहिए। इसपर अलावा रेलवे की तरफ से यात्रियों की सुरक्षा वे: लिये कोई केयर टेकर होना चाहिये।

दिल्ली से जब हम रेल में बैठते हैं तो देखते हैं कि लाइट, फैन बगैरह वर्किंग आंडर में नहीं है हालांकि होना यह चाहिये कि जहां से ट्रेन स्टार्ट हो वहां पर ही रोशनी, पंखों आदि नल आदि को देख लिया जाय कि वह ठीक है या नहीं और उन में आवश्यक रिपेयर्स कर दी जायें। जब इसके बारे में उनका ध्यान दिलाया जाता है तो कहा जाता है कि मथुरा में ठीक तरह कर देंगे, मथुरा में यह कह कर टाल दिया जाता है कि आगरा में मरम्मत करी जायगी और आगरा पहुंचने पर भूपाल के लिए

टाल दिया जाता है। मतलब यह है कि आवश्यक रिपोर्ट करने में बड़ी ही ढील-ढाल बर्ती जाती है। रेलवे मंत्रालय को इस बारे में जिम्मेदार अधिकारियों को उचित निर्देश देने चाहिए ताकि आज यह जो खराब हालत चलती है वह ठीक हो जाय।

जहां तक रेलवेज में भ्रष्टाचार अथवा करप्तान का संबंध है मुझे दुःख के साथ यह कहना पड़ता है कि रेलवे कर्मचारियों में करप्तान काफी धूसा हुआ है। वैगेंस की सप्लाई के मामले में हालत यह है कि वैगेंस हासिल करने के लिये व्यापारियों को बाकायदा रिश्वत देनी पड़ती है। बगैर रिश्वत दिये उनको वैगेंस नहीं मिलते हैं।

इसके अलावा रेलों द्वारा जो सामान भेजा जाता है उसमें काफी विलफेज होती है। बीच में वैगेंस का ताला खोल कर सामान गायब कर देते हैं। मैं इससे इंकार नहीं करती कि रेलों ने काफी प्रगति की है और कितनी ही नई रेलगाड़ियां चली हैं और रेलवे स्टेशनों आदि का निर्माण भी हुआ है लेकिन इसके साथ ही यह गहरी चिंता का विषय है कि आज रेलवे स्टाफ में ईमानदारी की भावना घट रही है।

कोयले की चोरी तो रेलों में बड़े ही धड़ल्ले से चलती है और हालत यह है कि २० टन कोयला यदि रेल से मंगाया जाय तो पहुंचते पहुंचते वह १८ टन ही रहता है। रास्ते में २ टन कोयला चोरी कर लिया जाता है और इसके लिये रेलवे का स्टाफ जिम्मेदार है। जैसा कि अन्य माननीय सदस्यों ने भी कहा कि स्टेशन मास्टर को वैगेंस की सप्लाई के लिये व्यापारियों से बकायदा पर बैठे अच्छी खासी रकम मिल जाती है। मैं चाहती हूं कि रेलवे प्रशासन और मंडी महोदय इस बारे में गम्भीरतापूर्वक ध्यान दें और इस करप्तान

और रिश्वतखोरी को बन्द करने के लिये तत्काल सक्रिय कदम उठायें।

अब मैं योड़ा सा अपनी कांस्टीट्यूएंसी की बाबत भी अर्ज करना चाहूँगी। हैदराबाद से बम्बई जाने में रास्ते में एक तांडूर रेलवे स्टेशन पड़ता है। वह एक बड़ा व्यापारिक स्थान है और हर साल लाखों रुपये का माल वहां से जाता है। मैं अपनी कांस्टीट्यूएंसी के लोगों की तरफ से रेलवे मंत्री महोदय से अपील करती हूं कि तांडूर रेलवे स्टेशन जोकि एक व्यापारिक जगह है वहां पर एक शैड और ओवररिंज बनाया जाय। मैं चाहती हूं कि इसके लिये हम जो निरन्तर मांग करते रहते हैं उसको अब स्वीकार किया जाय और वहां पर एक शैड बनाया जाय। साथ ही वहां पर ओवररिंज भी बनाना चाहिये ताकि आज जो गेट के पास काफी इकावट रहती है और एक्सीडेंट्स हो जाय करते हैं वह टल सके।

दूसरी चीज मैं यह अर्ज करना चाहती हूं कि विकाराबाद टु बिदर जाने वाली रेल लाइन पर सिरपुर गांव के पास एक हालिंग स्टेशन बनाया जाय। सिरपुर पर स्टैपेज रखनी चाहिये। मंत्री महोदय से आशा है कि वे इसको नोट करेंगे।

इसी तरह से हैदराबाद टु बम्बई लाइन पर दाऊर जोकि तहसील है हैंडबवाटर है वहां पर बम्बई एक्सप्रेस का हाल होना चाहिये।

डाइनिंग कार के बारे में मैं पहले भी अर्ज कर चुकी हूं कि उसकी व्यवस्था बड़ी खराब है। पानी और खाना बगैर ढके सारा खुला लाते हैं और डिब्बे में पांचाने के पास लाकर रखते हैं और फिर वहां से सर्व करते हैं। यह चीज करई ठीक नहीं है....

सभापति महोदय : माननीय सदस्या का समय समाप्त हो गया है। अब वह मपना स्थान प्रणह करें।

शीमती सहस्री बाई : मैं केवल एक विश्व

[श्रीमती लक्ष्मी बाई]

मैं समाप्त करूँगी। मैं तो कभी कभी ही बोलती हूँ।

जो बड़ी बोगी होती है उसमें वैसे तो चार बाथरूम्स् होते हैं। उसमें ४०, ५० या इससे भी अधिक आदमी रहते हैं। लेकिन होता यह है कि उन चार बाथरूम्स् में से दो बाथरूम्स् हमेशा आउट आफ आर्डर रहते हैं। पानी का भी वहां अभाव रहता है और टंकी में पानी नदारद रहता है और आजकल गर्मी के मौसम में इस कारण और भी यात्रियों को दिक्कत महसूस होती है। अब हम एम० पीज० चूंकि हम जनता के प्रतिनिधि होने के नाते उनसे मिलते रहते हैं तो जब वे इसके बारे में हमसे सवाल करते हैं तो उन्हें सन्तोष-जनक उत्तर देना कठिन हो जाता है। उस समय हम लोगों को बड़ी कठिनाई का सामना करना पड़ता है। मेरी प्रायंना है कि मंत्री महोदय इधर घ्यान दें।

हैदराबाद की सब जगह तारीफ होती है कि वह एक बहुत ही अच्छी जगह है। वहां पर इतनी बड़ी रेलवे लाइंस हैं। मेरा निवेदन है कि हैदराबाद में मेंट्रल रेलवेज का जोनल आफिस रक्कवा जाय। मुझे आशा है कि मंत्री महोदय हैदराबाद में जोनल आफिस रक्कवेंगे अन्यथा पीछे बहुत किटकिट रहेगी।

अन्त में मैं आपको बहुत धन्यवाद देती हूँ जोकि आपने मुझे बोलने का अवसर दिया। मुझे आशा है कि मैंने जो चन्द एक सुझाव रखते हैं और मार्गे पेश की हैं उन पर रेलवे मंत्री द्वारा सहानुभूतिपूर्वक विचार किया जायगा।

Mr. Chairman: There are certain selected cut motions to Demand No. 1 which the hon. Members may move subject to their being otherwise admissible:

Failure to reduce the serious disparities in existing salaries of the different categories of employees in Railways

Shri Yallamanda Reddy: Sir, I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (1).

Failure to recognise the importance of providing a Railway zone to Andhra Pradesh

Shri Yallamanda Reddy: Sir, I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (2).

Failure to allot sufficient number of wagons for coal transportation for industries in the country

Shri Yallamanda Reddy: Sir, I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (3).

Increase in railway freight and fare from 1-7-1962

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (4).

Failure to provide further amenities to third class passengers

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (5).

Failure to move coal expeditiously in the country

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (6).

Failure to reduce over-crowding in trains

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (7).

Increase in railway fares and freights

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (8).

Inadequate transhipment of coal

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (9).

Need to re-constitute the Railway Users Consultative Committee so as to give representation to all the political parties having representatives in State Legislatures.

Shri Vishram Prasad: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (10).

Policy in not fixing maximum salary of high officials at Rs. 1000

Shri Ram Sewak Yadav: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (11).

Insecurity of passengers and their goods in trains

Shri Ram Sewak Yadav: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (12).

Over-crowding in trains

Shri Ram Sewak Yadav: I beg to move:

That the demand under the head Railway Board be reduced to Re. 1. (13).

Failure to reduce the over-crowding in third class compartments.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (14).

Failure to implement the recommendation of the Central Pay Commission regarding decasualisation of casual labour

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (15).

Failure to pay enhanced minimum wages as decided by West Bengal Government to railway casual labour in Kharagpur, S. E. Railway

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (16).

Failure to maintain the locomotives, tracks and bridges in satisfactory condition with sufficient man-power for over-hauling, inspection and to eliminate collisions and accidents.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (17).

Failure to fill up sanctioned posts of Assistant Engineers, P.W.I.s. and other staff in maintenance departments of railways

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (18).

Removal from service of employees under the safeguarding of National Security Rules in Kharagpur, S. E. Railway and in Kanchrapara Workshops, Eastern Railway

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (19).

Large-scale transfers of officials of S. E. Railwaymen's Union.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (20).

Meagre numbers of Class IV staff given promotion and the lack of uniformity or principle in the promotions given.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (21).

Employment of Class IV staff in skilled trade without giving any formal promotion or remuneration.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (22).

Acute shortage of water at Nimpura and Mathurakati railway colony in Kharagpur.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (23).

Appointment of casual labour in Loco and Carriage Sheds at Kharagpur.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (24).

Increase of house rent of old I & II type quarters, electric charges, electric consumption rates, conservancy rates.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (25).

Need to have a new halt between Shyamnagar and Kankinarrah in Eastern Railway.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (26).

Need to have a halt for Baranagar station on the Sealdah main line suburban trains.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (27).

Deleterious effect of trying to reduce the passes and P.T.Os of railwaymen.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (28).

Need for constructing an over-bridge at Belgharia crossing and Sodpur crossing on Eastern Railways.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (29).

Need to connect the Baraset-Basirhat railway directly with Calcutta.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (30).

Need to give more stoppages of suburban trains at Belgharia in Eastern Railway.

Shrimati Renu Chakravarty: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (31).

Over-crowding in all Mail and Express trains.

Shri S. M. Banerjee: I beg to move:

That the demand under the head **Railway Board** be reduced by Rs. 100. (32).

Failure to re-instate all employees who took part in the general strike of July 1980.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (33).

Need to reduce the cost of platform ticket from 10 naye paise to 5 naye paise.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (34).

Need to provide a stoppage of 1 UP and Down express train from Delhi to Howrah and vice versa at Govindpuri (Kanpur).

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (35).

Need to have a few over-bridges on level crossings in Kanpur.

Shri S. M. Banerjee: I beg to move:

That the demand under the head **Railway Board** be reduced by Rs. 100. (36).

Cases of victimisation of railway employees under Security Rules.

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (37).

Working of contract system in railways

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (38).

Need for abolition of contract system in railways

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (39).

Implementation of decasualisation scheme in Railways.

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (40).

Need for promotion of Class IV employees to Class III posts.

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (41).

Need to check growing accidents on all railways.

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (42).

Need to attach one third class bogie to Delhi Kalka Howrah 1 Up and 2 Down train from Kanpur to Delhi and Howrah.

Shri S. M. Banerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (43).

Need to provide watches to guards in Madurai Division.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (50).

Need to increase passes to retired Class IV employees in ex-S.I. Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (51).

Nedd to revert to pre-1947 practice with reference to passes to retired Class IV employees.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (52).

Failure to rectify the cut of Rs. 5 to II fireman in ex-S.I. Railway of Southern Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (53).

Need to bring parity between the old driver C and New driver C in ex-S.I.R. of Southern Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (54).

Need for further milage allowance for running staff in ex-S.I.R.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (55).

Need to increase the conductor guards to the old number 7, between Madras and Waltair with headquarters at Vijayawada.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (56).

Need to reduce the number of unmaned gates in Madurai Division.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (57).

Failure to man the unmanned gate at Anupanadi near Madurai.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (58).

Need to fill up vacancies in keymen and maistries posts in Engineering Department from among gangmen in Madurai Division.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (59).

Need for constructing a new line from Dindigul to Gudalur.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (60).

Need to Introduce an Express train from Tiruchirapalli to Madras, leaving in the Morning.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (61).

Need for an Express train between Madurai and Madras starting in the morning.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (62).

Need for introducing a new Janata Express between Coimbatore and Madras.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (63).

Need for introducing a new Janata Express between Madurai and Madras.

That the Demand under the head Railway Board be reduced by Rs. 100. (64).

Shri Umanath: I beg to move:

Need for introducing free sleeper berths for III Class passengers for distance not exceeding 400 kilometres.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (65).

Failure to replace the rickety diesel coach with a new one between Needamangalam and Mannargudi on the Southern Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (66).

Need to set up vaccum squad in Division centres.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (67).

Immediate need to fill up vacancies in Locoshed in Madurai.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (68).

Inadequate supply of engine spare parts in Madurai Locoshed.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (69).

Need to pay night duty allowance to loco staff in Madurai as in Villupuram.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (70).

Need to reinstate the retrenched Engineering staff in Kalpadi, Southern Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (71).

Demands of the railway guards of Madurai Division in the matter of working hours, T.A. and transfers.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (72).

Failure to consider the demands of a deputation by the railway guards of Madurai Division.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (73).

Need for increasing the promotion avenues to railway guards of Southern Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (74).

Failure to rectify the difference in T.A. between railway guards and running staff in ex-S.I.R. of Southern Railway.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (75).

Need for providing sleeping berths for third class in Janata, holiday special, Express and Mail Trains.

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (76).

Need for facilities for reservation of seats from all stations where Express trains halt, between V.T. and Poona, Cochin Harbour Terminus and Olavakkot and Mangalore and Calicut.

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (77).

Need for removing hardships in the holiday specials.

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (78).

Provision of a train halt at Siria on the Calicut-Managalore line, between Manjeshwar and Uppala

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (79).

Need for giving direct representation to Kerala Railway Users Association on Zonal Committee of Southern Railway as well as on Madurai Divisional Railway Users' Consultative Committee

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (80).

Over-crowding in trains

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (81).

Need to provide one or two direct coaches between Cochin and Delhi

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (82).

Need to open a new line between Ernakulam-Alleppey-Kayamkulam in Kerala State.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (83).

Need to open a new line between Tellicherry and Mysore in Kerala State.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (84).

Need to open a new line between Trichur and Kollengode in Kerala State.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (85).

Need to improve catering services on the Southern Railway and to close refreshment rooms at Katpadi and Villupuram

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (86).

Need for doubling up the line from Cochin Harbour Terminus to Olavakkode in Kerala State.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (87).

Desirability of extending the Quilon-Ernakulam metre gauge line to Ernakulam Town station and to Ernakulam Goods station.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (88).

Need for introducing a rail train from Mangalore to Bombay.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (89).

Need for an additional Janata Express from Madras to Managalore, starting in the morning.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (90).

Increase in the number of accidents

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (91).

Need to construct an over-bridge at Cannankore railway crossing at Kanpuram on the Southern Railway.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (92).

Need for doubling of track from Cannanore to Shoranur.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (93).

Need to introduce regular weekly Mail train from Cochin Harbour Terminus to Bombay.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (94).

Need for attaching one each of the Cochin-Madras bogies of the Cochin Express to Grand Trunk Express, De-Luxe and Janata at Madras.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (95).

Need to commence without delay the works of over-bridges near Ernakulam Town station, Ernakulam South Junction and Shoranur.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (96).

Need to construct a public road on the Eastern side of the railway line between the level crossing near Koratti-Angadi station, alternatively construct over-bridges.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (97).

Need for constructing a new line between Tinnevelly and Cape Comorin via Nagercoil.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (98).

Need for constructing a new broad gauge line linking Neivelli with Salem, in view of the contemplated establishment of a steel plant in Salem.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (99).

Question of bringing the Delhi suburban travel fares to the level of rates in Bombay, Calcutta and Madras, for Season ticket holders.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (100).

Need for laying double track between Madras and Tutocorin.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (101).

Need for laying double track between Madras and Cochin.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (102).

Need for laying double track between Madras and Vijayawada

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (103).

Need for increase of frequency in the running of rail coach between Tiruchirappalli and Karaikkudi.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (104).

Need to give up the contemplated increase in fares and freights as indicated in the Budget speech.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (105).

Need for abolition of air-condition coaches and replacement by third class bogies in all Express and Mail trains.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (108).

Need to construct a railway link between Trichinopoly and Salem on the Southern Railway.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (109).

Need to stop recruitment of casual labourers to work against permanent vacancies.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (110).

Need to introduce a daily Express train between Trichinopoly and Madras Egmore on the Southern Railway.

Shri Umanath: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (111).

Need to fix a ceiling of two thousand rupees on the salaries of officers including the Chairman of Railway Board.

Shri S. Swamy: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (112).

Need to provide a new line linking Kollangod with Trichur and Curuvayur on the Southern Railway.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (119).

Need to construct a new line between Olavakkot and Nilambur in Kerala State.

Shri P. Kunhan: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (120).

Need to construct a new line between Ernakulam and Alleppy in Kerala State.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (121).

Need to provide 2 sleeper coaches instead of one on the Madras-Mangalore Express on the Southern Railway.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (125).

Need to construct over bridges on road crossing near Olavakkot and Parli Railway station on the Southern Railway.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (126).

Need to regularise the stoppage for watering purposes of Mail and Express trains in Cheruvathur station on Southern Railway for the purpose of passengers alighting and entering.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (127).

Provision of covering to the Broad Gauge platform at Ernakulam Junction.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (128).

Need to introduce more through passenger trains from Coimbatore to Cochin Harbour on the Southern Railway.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (129).

Need to introduce sleeper coaches on the Cochin-Mangalore Express train on the Southern Railway.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (130).

Need to provide 2 sleeper coaches instead of one on the Madras-Cochin Express train on the Southern Railway.

Shri P. Kunhan: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (131).

Disparity in the scale of pay of Stenographers

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (140).

Increase in the number of stenographers from 53 to 73

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (141).

Need for revision of the high scale of pay of members and eight directors of the Railway Board.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (142).

Need for reduction in the number of Directors and Deputy Directors

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (143).

Failure to implement the decision regarding the seniority of assistants in Railway Board's office which was notified on 7th November, 1960.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (144).

Indiscriminate grant of extensions of service to top officials of Railway Board.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (145).

Grant of ad hoc promotions in various categories from U. D. Cs. to Section Officers.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (146).

Need for providing proper avenues of promotions to the staff of Railway Board's office as well as on the Zonal Railways.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by 100. (147).

Abnormal increase in ex cadre posts in the Railway Board's office.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (148).

Necessity for the revision of the scales of pay of Inspection staff on Railways.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (149).

Curtailment of the existing privileges of staff by imposing restrictions of travel by certain trains.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (150).

Delay in confirmation of staff in Railway Board's office.

Shri S. M. Banerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (151).

Need for reinstatement in service and cancellation of all punishments imposed on employees who took part in the General Strike of July 1960.

Shri Nambiar: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (152).

Need for review by a Tribunal of all cases of removal from service under rule 149 of the State Railway Establishment Code.

Shri Nambiar: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (156).

Need for compensation for increased cost of living to the pensioners

Shri Nambiar: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (157).

Need for restoration of yearly pass facilities to retired class IV employees who have put in twenty years' service.

Shri Nambiar: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (158).

Need for giving training to unskilled labourers (khalasis) in workshops and locosheds and to promote them as tradesmen and skilled artisans.

Shri Nambiar: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (161).

Withdrawal of the facility of cleaning compartments of trains at Mavli Junction.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (186).

Closing down of water taps at Ratlam station platform Nos. 1 and 2.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (187).

Operational difficulty resulting in down trains from Neemuch made to wait at outer signal for 20 to 30 minutes.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (188).

Closing of bed lights in first class carriages running between Ajmer and Khandwa.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (189).

Need for a cloak room at Godhra

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (190).

Levy of unequal charges on catering contracts at the same station

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (191).

Disparity in expenditure between the various Railway Service Commissions.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (192).

Inadequate supply of wagons

Shri R. Barua: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (193).

Large-scale loss of and damage to goods in transit

Shri R. Barua: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (194).

Inordinate delay in transporting perishable foodstuffs.

Shri R. Barua: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (195).

Failure in eradicating corruption in administration at higher levels

Shri Yallamanda Reddy: I beg to

That the demand under the head Railway Board be reduced by Rs. 100. (196).

Reduction in the speed of trains on the Malva section of Western Railway.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (197).

Need for providing a through train between Ratlam and Jodhpur via Chittorgarh, Malvi Junction and Marwar Junction.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (198).

Need for connection of Haldia Port with Kharagpur

Shrimati Renu Chakravarty: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (199).

Stoppage of payment of city compensatory and House rent allowance according to the Central Pay Commission since October 1961 to about 400 employees of Kanchrapara workshop living in city of Calcutta.

Shrimai Renu Chakravarty: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (200).

Failure to construct a new railway station near Kavutaram village, Krishna district in Andhra Pradesh.

Shri Yallamanda Reddy: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (205).

Failure to extend the Needamangalam-Mannargudi metre gauge line to Madurai via Orthanad, Karambakkudi, Alangudi, Vennavalkodi, Tirumayam, Poonamaravathi, Sugam-punari and Melur.

Shri Umanath: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (207).

Need to provide a train halt at Kodumunda between Pattambi and Palli Puram on the Southern Railway.

Shri Nambiar: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (217).

Need for reduction in pay-scale of high-ranking officers without impairing efficiency.

Shri K. R. Gupta: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (218).

Handling of passengers and goods traffic on Railways.

Shri K. R. Gupta: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (219).

Failure in providing amenities and facilities to the public.

Shri K. R. Gupta: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (220).

Failure to construct new lines in areas where there are very few lines at present.

Shri Vasudevan Nair: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (221).

Failure to provide for the construction of any new line in Kerala States.

Shri Vasudevan Nair: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (222).

Failure to provide for the construction of a new coastal line connecting Ernakulam and Mavelikara in Kerala.

Shri Vasudevan Nair: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (223).

Failure to run enough special trains from Delhi to Madras to meet the rush in the summer season.

Shri Vasudevan Nair: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (224).

Failure in providing through compartments to Cochin and Mangalore in the trains running from Delhi to Madras.

Shri Vasudevan Nair: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (225).

Failure to start weekly Janata trains from Bombay to Cochin.

Shri Vasudevan Nair: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (226).

Need for converting the unmanned gate at the level-crossing within the limits of Varkala Station, Southern Railway, into a manned gate.

Shri M. K. Kumaran: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (227).

Lack of proper arrangements of water supply at Katihar junction, N.E. Railway.

Shri Mohammad Tahir: I beg to move:—

That the demand under the head Railway Board be reduced by Rs. 100. (228).

Need for an over-bridge at the railway crossing at Katihar junction.

Shri Mohammad Tahir: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (229).

Need for construction of a railway line from Purnia junction to Galgalia.

Shri Mohammad Tahir: I beg to move:—

That the demand under the head Railway Board be reduced by Rs. 100. (230).

Need for an over-bridge at the railway crossing at Purnia junction on the National Highway.

Shri Mohammad Tahir: I beg to move:—

That the demand under the head Railway Board be reduced by Rs. 100. (231).

Need for posting the low paid employees in their respective Zones.

Shri Mohammad Tahir: I beg to move:—

That the demand under the head Railway Board be reduced by Rs. 100. (232).

Need for running more express trains on N.E. Railway.

Shri Mohammad Tahir: I beg to move:—

That the demand under the head Railway Board be reduced by Rs. 100. (233).

System of screening employees through Police verification.

Shri Nambiar: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100 (235).

Need for improvement in the working of Railway User's Consultative Committee at all levels.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (236).

Inadequate and inefficient passenger service between Howrah and Madras and between Delhi and Madras.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (237).

Delay in electrification in the suburban section of Sealdah division, Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (238).

Prospects of electrification of the Howrah-Burdwan chord line of Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (239).

Delay in electrifying the suburban train service from Howrah in South-Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (240).

Delay in effecting improvements in Sealdah station and its precincts.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (241).

Need for reduction in the long hours of work of the running staff.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (242).

Continuous strain imposed on low-paid air-conditioned passenger attendants, particularly in Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (243).

Failure to increase revenue from advertisements in Railway stations and precincts.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (244).

Lack of initiative in developing indigenous production of ancillary items essential to electrification schemes.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (245).

Pre-occupation with luxury schemes like the new coalfield Express Eastern Railways before properly tackling the passenger amenities problems.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (246).

Inefficiency in administering the cheap food packets scheme in important stations like Allahabad, Northern Railway.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (247).

Failure of catering arrangements in all but the main trunk routes.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (248).

Desirability of converting three tier into two-tier system in third class sleeping compartments.

Shri H. N. Mukerjee: I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100. (249).

Desirability of having the Eastern Railway's suburban train service terminating east of the river in Calcutta and building a bridge or an underwater tunnel therefor.

Shri H. N. Mukerjee: I beg to move:

That the demand under the head

Railway Board be reduced by Rs. 100. (250).

Need of expediting review of the problem of railway accidents.

Shri H. N. Mukerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (251).

Lack of facilities in Santragachi, South Eastern Railway, for giving railwaymen's children instruction through Hindi and Telugu.

Shri H. N. Mukerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (252).

Need for immediate taking over of privately owned light railways.

Shri H. N. Mukerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (253).

Failure to pay house rent and compensatory city allowance admissible to employees living in Calcutta while working in contiguous places like Kanchrapara, Lillooah etc., Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (254).

Delay in dealing with representations made by ex-railway employees and/or their dependents.

Shri H. N. Mukerjee: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100. (255).

Mr. Chairman: These cut motions are now before the House.

Shri Mohammad Tahir (Kishanganj): What about cut motions 228 to 233?

Mr. Chairman: Nos. 218 to 233 are there.

Shri Mohammad Tahir: Anyway I do not want to move them.

Shri U. M. Trivedi: What about cut motions 263 to 270?

Mr. Chairman: They refer to demands other than Demand No. 1.

Shri Prakash Vir Shastri:

श्री रामसेवक यादव : सभापति महोदय, मैं यह जानना चाहता हूँ कि जो कट-मोशन्स पढ़ी गई हैं, वे डिमांड नम्बर १ पर हैं।

सभापति महोदय : जो हो।

श्री प्रकाशवीर शास्त्री (बिजनौर) : सभापति जी, पाकिस्तान का निर्माण जिस पृष्ठभूमि में हुआ है, उसके पश्चात् देशवासियों को कोई ऐसा अवसर देखने को नहीं मिला, जिसमें यह प्रतीत हो कि पाकिस्तान की ओर से भारत के साथ सौहार्दपूर्ण मंबंध स्थापित किये जा रहे हैं। लेकिन फिर भी बीच में भारत की ओर से कुछ इस प्रकार का वातावरण अवश्य तैयार किया गया, जिस से यह प्रतीत हो कि भारत और पाकिस्तान, जिनमें कटुता बढ़ गई थी, थीरे थीरे एक दूसरे के निकट आने का यन्त्र कर रहे हैं। इसी भावना को लेकर अन्य बातों के साथ साथ पाकिस्तान के साथ सीधा नेत-मंबंध स्थापित करने के मुद्राव पर भी विचार किया जाने लगा। परन्तु इसी बीच काश्मीर के प्रश्न को लेकर या और दूसरे प्रश्नों के कारण, जो वातावरण थीरे थीरे सामन आया, उसको देखते हुये पिछली बार गेलवे बजट के इस मदन में प्रस्तुत किये जाने के समय मैं और बहुत से माननीय मदस्यों ने बहुत ही उम्मीद में उस योजना का विरोध किया था और कहा था कि उसको हमेशा के लिये स्थगित कर दिया जाये। उम्मीद के गेल मंत्री ने इस बारे में गम्भीरता से निर्णय लेने का भी इस मदन को आधारामन दिया था। लेकिन इस मंबंध में जैमी मेरी जानकारी है—और उम्मीद के गेल मंत्री ने इस बीच प्रश्न पूछे गये हैं—उससे पता चलता है ग्रभी तक यह प्रश्न विचाराधीन है। किन्तु पाकिस्तान के साथ हिन्दुस्तान के जो कटु मंबंध चल रहे हैं और पाकिस्तान की ओर से जो विरोधी भावना पग पग पर प्रदर्शित की जाती है, उसको देखते हुये यह आवश्यक हो जाता है कि अब इस प्रश्न को सदा के लिये

[श्री प्रकाशवीर शास्त्री]

समाप्त कर दिया जाये। मैं चाहता हूँ कि रेल मंत्री महोदय इन तथाम अनुदानों की स्वीकृति इस सदन से लेते समय अन्तिम ब घोषणा करेंगे कि पाकिस्तान से रेलवे का सीधा संबंध स्थापित करने की जो बात वर्षों से चल रही है, अब उस को सदा के लिये छोड़ दिया गया है, क्योंकि इसके पीछे जहां देश वासियों की भाव ना है, वहां इस सदन के माननीय मदस्यों की भी वह उग्र भावना है, जिस का समय-समय पर प्रदर्शन होता रहा है।

हमारी सरकार ने बहुत ही स्पष्ट भाषा में इस बात की घोषणा की है कि हम हर एक क्षेत्र में समाजवादी समाज की रचना करना चाहते हैं। समाजवादी समाज से सरकार का अभिप्राय शायद यह है कि जिन का स्तर नीचा है, उनको ऊपर उठाया जाये और जो बहुत ऊपर जा चुके हैं, उनको थोड़ा नीचे किया जाये और मध्यम स्थिति में हमारे समाज की रचना की जाये। परन्तु जहां तक रेल मंत्रालय का संबंध है, उसको देखने से प्रतीत होता है कि शायद रेलवे मंत्रालय को समाजवाद की गंध भी छँ नहीं गई है। अब भी जिनने स्टेशनों का निर्माण हो रहा है, या जिन स्टेशनों पर अतिरिक्त व्यय किया जा रहा है, वे पहले से भी काफी अच्छे थे और उनमें सुधार की कोई विशेष आवश्यकता नहीं थी। एक ओर जहां ऐसे स्टेशनों पर पुनर्निर्माण के नाम पर लाखों रुपयों का अतिरिक्त व्यय किया जा रहा है, वहां दूसरी ओर उन छोटे स्टेशनों की सर्वथा उपेक्षा की जा रही है, जो कि बांच लाइनों पर हैं।

पिछली बार भी रेलवे के बजट पर बोलते हुये मैंने इस बात का संकेत दिया था और आज उसको किर दोहराता हूँ कि छोटी लाइनों पर, इस प्रकार के स्टेशन देखने को मिलेंगे, जहां न तारधर है, न बेटिंग हम हैं और रेलवे मंत्रालय की ओर से यात्रियों को जो सुविधायें मिलनी चाहिये, उनका भी सर्वथा अभाव है। गजरौला से नजीबाबाद एक छोटी-सी बांच लाइन जाती

है। मुझे उसको कोई बार देखने का अवसर नहीं मिला। वहां इस प्रकार के कई ऐसे स्टेशन हैं, जहां तारधर और बेटिंग रूप नहीं हैं। आप आप स्वयं अनुमान लगा सकते हैं कि मई और जून के महीनों में गर्मी में यात्रियों को और खासकर ग्रीटर्सों को, जिनकी गोद में छोटे छोटे बच्चे होते हैं, ट्रेन की प्रतीक्षा करने में कितनी कठिनाई का सामना करना पड़ता है। इसी प्रकार मेरी कठिनाई का सामना करना पड़ता है। इसी प्रकार मेरी कठिनाई का सामना करना पड़ता है। जहां रेलवे मंत्रालय बड़े-बड़े स्टेशनों पर लाखों रुपये व्यय कर रहा है, वहां उसको ऐसे छोटे-छोटे स्टेशनों की ओर भी ध्यान देना चाहिये, जहां एक बेटिंग रूम (प्रतीक्षा गृह) बनाने से यात्रियों को बहुत बड़ी सुविधा मिल सकती है। ऐसा होने से रेलवे भी समाजवादी समाज की रचना के संबंध में कुछ आदर्श उपस्थित कर सकता है।

आजकल जितनी एक्सप्रेस ट्रेनें चलती हैं, उनमें से बहुत सी ऐसी हैं, जो आसानी के माथे बांच लाइनों को अपने सम्पर्क में ले सकती हैं। मैंने कई बार मलाहकार समिति में भी मुआव दिया है और यहां पर भी उसका उल्लेख करना चाहता हूँ कि १६४२ के दूसरे महायुद्ध में पहले जो देहरादून एक्सप्रेस दिल्ली से देहरादून के लिये जाती थी, वह गजरौला, विजनीर और मृजःजमूर नागरण के मार्ग में पास होती था, लेकिन अब उस गाड़ी को भेज, मुजफरपुर और महारानपुर के रास्ते पास किया जाता है और पहले मार्ग के बारे में यह कहा जाता है कि उधर से ले जाने में हमको परिचालन संबंधी कठिनाई अधिक होती, लेकिन देखा गया है कि इधर भी दो स्टेशनों के इंजिन बदले जाते हैं और उधर भी यही अवस्था थी। इसलिये मेरा मुआव है कि या तो मसूरी एक्सप्रेस को जो कि दिल्ली से देहरादून के लिये जाती है, पहले मार्ग पर परिवर्तित कर दिया जाये, अन्यथा यह किया जाये कि चूँकि गढ़वाल एक सीमावर्ती प्रदेश है और सुरक्षा की हड्डिट से भी उसका महत्व धीरे-धीरे बहुत

बहु गया है, इसलिये दिल्ली से कोटड्डार के लिये गजरीला और बिजनीर होते हुये एक सीधी एक्सप्रेस ट्रेन चालू की जाये। जहाँ तक मेरी जानकारी है सरकार के सामने पीछे इस प्रकार का प्रस्ताव आया था और उम पर बहुत हद तक निश्चय ले लिये गये थे, किन्तु नहीं कहा जा सकता कि अन्त में उनको क्यों स्थगित कर दिया गया। इस मुझाव को कार्यान्वित करने से न बंदूल उन लालों करोड़ों व्यक्तियों को लाभ पहुंचाया जा सकेगा, जो कि इस प्रकार की उपेक्षित लाइनों में संबंधित है, बल्कि कई महत्वपूर्ण स्थानों में दिल्ली का सीधा सम्पर्क भी स्थापित हो सकेगा।

अब मैं तीसरी श्रेणी के यात्रियों के सम्बन्ध में कुछ शब्द कहना चाहता हूँ। मैं तो भी अन्य माननीय सदस्यों के स्वर में स्वर मिलाना चाहता हूँ कि सरकार उच्च श्रेणियों के यात्रियों पर अधिक किराये का जो भार डालता चाहती है, अच्छा होता कि नृतीय श्रेणी के यात्रियों को उससे मूँकत कर दिया जाता। लेकिन सरकार की बहुत बड़ी आमदानी का साधन तीसरी श्रेणी के यात्री है। अगर सरकार उनमें अतिरिक्त भाड़ा लेती है और उनके किराये बढ़ा रही है, तो उस के साथ ही उसे उन लोगों को अतिरिक्त सुविधाये भी देने की धोषणा करनी चाहिये। मैंने पहले भी संकेत दिया था कि कई स्टेशनों पर देखा गया है कि तीसरी श्रेणी के यात्री जब रेल-गाड़ी पर यात्रा ले लिये जाते हैं, तो पहले तो वहाँ पर भीड़ बहुत अधिक होती है और बैठने के लिये स्थान नहीं होता है, लेकिन पहले बैठे हुए लोगों में जो दुराप्रही होते हैं, वे कहते हैं कि पीछे चले जाएंगे और इस प्रकार उन लोगों को बहुत ही असुविधा होती है। मैं चाहता हूँ कि जिस प्रकार उच्च श्रेणियों के लिये कंडक्टर गार्ड हैं, उसी प्रकार हर गाड़ी में तीसरी श्रेणी के यात्रियों के लिये भी यात्री-सहायक अवश्य नियुक्त किये जायें।

इस का सबसे बड़ा लाभ यह होगा कि जब ट्रेन चलने वाली होती है और सीधे-सादे तीसरी श्रेणी के यात्री गाड़ी पर चढ़ नहीं पाते हैं कई बार दुर्घटनाये भी हो जाती हैं—तो उस स्थिति में यात्री-सहायक इतना काम तो अवश्य कर सकेंगे कि वे जहाँ जगह देखेंगे, वहाँ पर उन यात्रियों को बिठा देंगे और वे ट्रेन से रह नहीं जायेंगे। अगर सरकार तीसरी श्रेणी के किराये बढ़ाने के साथ साथ उनकी सुविधाये भी बढ़ायेगी, तो मेरा अनुमान है कि रेलवे मंत्रालय बहुत सी आलोचनाओं से बच सकेगा, जो कि विशेष कर तीसरी श्रेणी के सम्बन्ध में की जाती है।

अब मैं ट्रेनों के समय के बारे में अपने विचार प्रकट करना चाहता हूँ। पहले कुछ ऐसी स्थिति बन गई थी कि सारी ट्रेनें ठीक समय पर चलने लगी थीं, लेकिन अब फिर उनमें शिथिलता आती जा रही है। मैं उदाहरण के रूप में एक ही गाड़ी का उल्लेख करना चाहता हूँ। सहारनपुर से मुगलसराय के लिये एक गाड़ी जाती है, जिस का नाम है पासल एक्सप्रेस। यह देखा गया है कि सहारनपुर से रुक्की तक के बीच में जो दो तीन स्टेशन पड़ते हैं, उन दो तीन स्टेशनों पर यह गाड़ी तीन चार घंटे लेट हो जाती है। मुगलसराय तक जाते-जाते वह कितनी लेट हो जाती होंगी, इसका अनुमान आप स्वयं लगा सकते हैं। अगर माननीय मंत्री अपने विभाग से यह रिपोर्ट मार्गे कि पिछले छः महीनों में सहारनपुर से मुगलसराय तक जाने वाली पासल एक्सप्रेस कितने दिन राइट टाइम पर चली, तो मेरा अपना अनुमान है कि उसमें आपको ६० प्रतिशत दिन ऐसे अवश्य मिलेंगे जब कि वह ट्रेन राइट टाइम न हो। इसलिये लोगों ने पारसल गाड़ी का नाम “पारसाल” गाड़ी रख दिया है। वे कहते हैं कि यह गाड़ी इतनी लेट चलती है कि इसके लिये यही

[श्री प्रकाशवीर शास्त्री]

नाम उपयुक्त है। गाड़ियों के लेट चलने की जो शिकायत है और जिसे और भी कई माननीय मदस्यों ने आपके सामने कई बार रखा है, इसको आपको दूर करने का अवश्य प्रयत्न करना चाहिये। जनता को यह देखने का मौका मिले कि गाड़ियां व्यवस्थित ढंग से चल रही हैं।

एक विजेप वात जो मैं इस विभाग के सम्बन्ध में कहना चाहता हूँ वह हिन्दी के बारे में है। पहले यह विभाग लाल बहादुर जी शास्त्री जी हाथों में था। उनके बाद यह विभाग माननीय जगजोवन राम जी के पास आया। इन दोनों माननीय मंत्रियों ने रेल मंत्रालय में और रेलों में सम्बन्धित विभागों में राज भाषा हिन्दी को अधिक में अधिक प्रोत्साहन देने की दिशा में कायं किया। मैं नहीं कह सकता हूँ कि वे अपने इस प्रयास में कहां तक सफल हो पाए। यतन उन्होंने किया, इसको हम स्वीकार करते हैं। उस यतन के अपेक्षित परिणाम निकले हैं, ऐसा मैं नहीं कह सकता हूँ। परन्तु मैं चाहता हूँ कि उनके उन गणिकारी माननीय सरदार स्वर्ण सिंह जी, जिन के हाथों में अब यह विभाग आया है, इस चीज को और भी अधिक प्रगति दें। इसमें तो कम से कम कोई कठिनाई की बात नहीं होनी चाहिये कि रेल के डिव्वों पर जहां यह लिखा रहता है, नादंन रेलवे, वैस्टन रेलवे या कोई और रेलव वहां उसके साथ ही साथ हिन्दी में भी ये नाम लिख दिये जायें, तो कोई आपत्ति नहीं होगी। अंग्रेजी भी वहां लिखी रहेगी और साथ ही साथ हिन्दी भी लिखी रहेगी। इसमें ऐसा प्रतीत होगा कि रेल मंत्रालय इस दिशा में भी सजग है और इस दिशा में भी वह प्रयत्न कर रहा है।

एक और बात इसी सम्बन्ध में मैं कहना चाहता हूँ। आज प्रातःकाल दिल्ली स्टेशन पर उतरने का मुझे अवसर मिला। मैंने वहां यह देखा है कि पंजाब की ओर से

जब एक गाड़ी आई, तो उसका जो रेल का इंजिन था उस पर 'पंजनद' लिखा था। जांसी की रानी, पंजनद या इसी प्रकार के दूसरे नाम रखे जाते हैं, उनको देख कर प्रसन्नता होती है। उसका पंचनद नाम रख करके आपने बिल्कुल ठीक किया है क्योंकि पंजाब का पुराना नाम भी पंजनद है। लेकिन जिस भाई ने यह लिखा है उसको पता नहीं था—शायद वह अंग्रेजी ज्यादा पढ़ा हुआ था—कि उसको गलत ढंग में लिख दिया गया है। "पंच नद" के बजाय वहां पर "पंच नाद" लिख दिया गया है। अब "नद" का अभिप्राय "नदियों" में है लेकिन वहां पर "नाद" लिख दिया गया जिसका अभिप्राय "स्वर" होता है। कोई हिन्दी जानने वाला विदेशों से आएगा और वह इसको पढ़ेगा तो शायद इस तरह की गलती को देख कर हमारा उपहास ही करेगा क्योंकि वह कहेगा कि हमें पता नहीं कि "पंच नाद" का दूसरा ही अर्थ होता है और "पंचनद" का दूसरा। जहां इस दिशा में आप थोड़ी प्रगति कर रहे हैं वहां अग्रणी आप इस तरह की चीजों का भी ध्यान रखें तो ज्यादा अच्छा होगा।

एक अनिम बात में कोयले के अभाव की पूर्ति के सम्बन्ध में कहना चाहता हूँ। पिछली बार जब इस सम्बन्ध में चर्चा चली थी तो संसद के सदस्यों ने पर्याप्त रोप प्रकट किया था। उस समय माननीय स्वर्ण सिंह जी खान विभाग के मंत्री थे। आपने उस समय मदन में कहा था कि कोयला निकल इतना अधिक रहा है कि उसका अभाव नहीं होना चाहिये, लेकिन अगर ढोया नहीं जाता है तो उस स्थिति में अभाव हो सकता है। सौभाग्य से अब रेल विभाग भी आपके हाथों में आगया है जहां पर कोयले की दुलाई का काम होता है। आप उस स्थिति से भी रिचित हैं कि कोयला काकी निकाला पाया है और इस स्थिति से भी परिचित हो

गए होंगे। मेरा विश्वास है कि इस विभाग के आप के हाथों में आने के पश्चात् एक डेढ़ महीने के अन्दर अन्दर ही कोयले का अभाव दूर हो जाएगा और कोयले के अभाव के कारण जो देश में असन्तोष की मात्रा बढ़ गई है, वह मिट जाएगी। इतना कोयला आप देने लग जायेंगे कि मिले, फैक्ट्रियां, कल कारखाने, भट्टे तथा दूसरे छोटे और बड़े जितने उद्योग हैं, उन सब को उनकी आवश्यकताओं के अन्तर्मार कोयला मिलने लगेगा।

श्री राधे साल व्यास (उज्ज्वन) उपाध्यक्ष महोदय, सभी सदस्यगण इस बात मानेंगे कि पिछ्ले कुछ मालों में रेलोंने काफी प्रगति की है।

16·24 hrs.

[MR. SPEAKER in the Chair]

लेकिन फिर भी काफी बातें हैं जिन की ओर आज भी ध्यान दिये जाने की आवश्यकता है।

तीसरे दर्जे के जो यात्री हैं, उनकी मुख्युविधा की ओर विशेष तौर से ध्यान दिया जाना चाहिये। हम बड़े-बड़े जंकशनों पर देखते हैं कि वहां पर सफाई करने वाले तो आ जाते हैं लेकिन सफाई जैसी होनी चाहिये वैसी नहीं होती है। स्लीपर कोच में तो वे कभी-कभी आ जाते हैं और सफाई कर जाते हैं लेकिन आम तौर पर इस ओर ध्यान नहीं दिया जाता है। यह कुछ तो आदमियों की कमी की वजह से हो सकता है और प्रगर आदमियों की कमी की वजह से यह नहीं होता है तो मुझे यह कहने में संकोच नहीं होगा कि इन लोगों से स्टाफ के जो आदमी होते हैं, अपने घरों का काम लेते हैं। कहीं-कहीं पानी बाले हैं और सफाई बाले हैं लेकिन उन से स्टाफ के लोग घर पर भी काम करवाते हैं, यह हमने देखा है और इसका नतीजा

यह होता है कि ये लोग जो इनका असली काम है, नहीं कर पाते हैं। अगर स्टाफ की कमी की वजह से यह चीज़ होती है तो उसको भी दूर किया जाना चाहिये। मैं चाहता हूँ कि इस ओर आपका अवश्य ध्यान जाये ताकि लोगों को शिकायत करने की मीठा न मिले।

ओवर-क्राउंडिंग दिन पर दिन बढ़ता रहा रहा है। अभी मैं गत को प्राया हूँ पठानकोट एक्सप्रेस में। मैंने ग्वालियर में देखा है कि गाड़ी में खूब भीड़ थी और मधी मलाइम भरी हुई थीं। यही हालत मधी स्टेशन पर थी। यह जो दिन पर दिन यात्रियों की संख्या बढ़ती जा रही है, इस ओर भी आपका ध्यान जाना चाहिये और भीड़भाड़ को कम करने का प्रयत्न आपकी ओर से होना चाहिये। यह कुछ तो अधिक गाड़ियां चलाने में हो सकता है और कुछ दूसरे उपाय काम में लाये जा सकते हैं। कहीं-कहीं तो बहुत ज्यादा भीड़ होती है और इस तरह के जो इलाके हैं उनकी ओर आपका विशेष ध्यान जाना चाहिये। मैं यह भी चाहता हूँ कि एक सर्वे आपकी तरफ में करवाया जाना चाहिये और देखा जाना चाहिये कि कहाँ-कहाँ ज्यादा भीड़ है और जहां पर शार्ट डिस्टेंस ट्रेंज अगर कुछ अधिक बढ़ाई जा सकें तो मेरा ख्याल है कि बहुत कुछ भीड़ कम हो सकती है। मिसाल कि जो भी गाड़ियां जाती हैं चाहे वे पैसेंजर हों, एक्सप्रेस हों, मेल ट्रेंज हों, सभी में काफी भीड़ रहती है। देहरादून एक्सप्रेस में बड़ी भीड़ रहती है। जनता एक्सप्रेस में काफी रहती है। स्लीपर कोचिज का यह हाल है कि बम्बई से जो बैठना चाहते हैं वहीं से वे भर जाते हैं और रास्ते में कहीं भी किसी को उनमें जगह नहीं मिलती है। दो दो स्लीपर कोचिज होते हुए भी इंटर-मिडियेट स्टेशन जो हैं वहां के यात्रियों को उनमें स्थान नहीं मिलता है। यहां दिल्ली

[श्री राधेलाल व्यास]

से गाड़ियां रवाना होती हैं, दो दो स्लीपर कोच देहरादून एक्सप्रेस में, जनता एक्सप्रेस में होते हुए भी पूरे भर जाते हैं और बीच के यात्रियों को कोई स्थान नहीं मिलता है। स्लीपर कोच बढ़ाने की भी एक मर्यादा है, और इनको अधिक नहीं बढ़ाया जा सकता है। लेकिन मैं एक सुझाव देना चाहता हूँ। टूटायर स्लीपर कोचिंज जो है उनमें ऊपर ऊपर जो सोने की जगह है उसके साथ ही साथ नीचे का बर्थ भी सीने का कर दिया जाए और जो चार्ज आप ऊपर के लिये लेते हैं वही नीचे के बर्थ के लिये भी लेना शुरू कर दें। यदि आपने ऐसा किया तो मेरा स्वाक्षर है कि बहुत कुछ यात्रियों को सुविधा हो सकती है।

अब जो बिलासपुर एक्सप्रेस है उनमें बारे में मैं कुछ कहना चाहता हूँ। उनमें स्लीपर कोच जरूर जोड़ा जाता है लेकिन वह भोपाल से लगाया जाता है। जब गाड़ी इंदौर से रवाना होती है और उसमें जब स्लीपर कोच लगाया जाता है तो उसे बजाय भोपाल से लगाने क्यों नहीं इंदौर से लगा दिया जाता है? वहाँ में ही वह लगाया जाना चाहिये। इंदौर में जो यात्री बैठने वाले हैं, उज्जैन से जो यात्री बैठने वाले हैं, वे भोपाल कोई बारह बजे रात को पहुँचते हैं और बारह बजे वहाँ पर पहुँच कर फिर स्लीपर कोच में जाना बहुत असुरियाजनक होता है और ना ही यह कोई उपयुक्त चीज मालूम देती है। इस वास्ते बिलासपुर एक्सप्रेस में यह सुधार यदि आप कर दें, तो अच्छा होगा।

मध्य-प्रदेश काफी बड़ी स्टेट है। वहाँ पर मीन्ज आफ कम्पनीजेशन की कमी है। हमारे नए रेल मंत्री जी अंगर रेलवे के भेप को उठा कर देखें तो उन्हें मालूम होंगा कि बड़े-बड़े ब्लाक मध्य-प्रदेश में ऐसे हैं जहाँ मीलों तक रेलवे लाइन नहीं है।

नया मध्य-प्रदेश राज्य बना था तब स्टेट्स रिआर्नाइजेशन कमीशन ने भी इस और इशारा किया था और लिखा था खास तौर पर एक रेलवे लाइन के बारे में जिस का सबै उस वक्त हो गया था और लाइन ग्वालियर उज्जैन रेलवे लाइन थी। यह प्रसन्नता की बात है कि शामन इस रेलवे लाइन को बनाने जा रहा है। लेकिन साथ ही साथ उन्होंने यह भी बताया था कि वहाँ पर और भी आवागमन के साथों की आवश्यकता है। हमारे यहाँ ग्वालियर से तीन मीटर गेज लाइन हैं। एक तो जाती है गिवपुरी को, एक जाती है भिंड को और तीसरी जाती है गिवपुर को। एक ग्वालियर उज्जैन रेलवे लाइन भी है जिसके प्रश्न को मैंने बार-बार इस हाउस में उठाया है। आखिर-कार क्या कांड समय आएगा जब हम इन नेरोगेज लाइनों के बजाय मीटर गेज या ब्रांड गेज लाइनें बनायेंगे। मैं समझता हूँ कि तीसरी योजना में कम से कम एक लाइन की शुरूआत तो कर दी जानी चाहिये थी। लेकिन इसका कोई भी जिक्र नहीं है। मुझे नहीं पता कि रेलवे बोर्ड की पालिसी इस बारे में क्या है। दस बारह माल से हम देख रहे हैं और बराबर इस प्रश्न को उठाते आ रहे हैं लेकिन कुछ भी नहीं ननीजा निकला है। अब सुना है कि आगे जा करके नेरोगेज के बजाय ब्रांड गेज या मीटर गेज लाइनें बनाई जाएंगी। लेकिन कोई स्पष्ट वक्तव्य इस सम्बन्ध में नहीं दिया गया है। मैं नहीं समझता हूँ कि जो लाइनें नुकसान का बायस बन रही हैं वे कभी भी लाभ आपको दे सकेंगी। रेलवे बोर्ड इस स्थिति में भी नहीं है कि इन रेलवे लाइनों को हटा दे क्योंकि ये पुरानी स्टेट्स जब भी तब की हैं, ग्वालियर स्टेट के जमाने की हैं। ग्वालियर स्टेट ने जब ये रेलवे लाइनें संट्रल गवर्नरेंट को दीं तो उसके साथ ही एक करोड़ रुपया भी जो कि फिर्फड़ डिपार्टमेंट रेलों का था, वह दिया और

रेल का जो फंड था वह भी दिया । वह इसे हटा नहीं सकते । उन की जो डिमान्ड है वह यह है कि उस को जारी रखना है । इसलिये आज आप एक आध लाइन तीसरी पंचवर्षीय योजना में परिवर्तन करके बना दें तो अच्छा है । मेरा मुझाव है कि खास तौर से जो ग्वालियर में भिड़ लाइन है उसके बजाय ब्राड गेज लाइन बनाई जाये और उसे दृटावा से जोड़ा जाये । इस से आप का बहुत कुछ बाटनेक कम हो जायेगा । डिस्ट्रेम भी कम हो सकता है और अनाज ने जाने का जो लोड है, जो माल कि आगरे से हो कर जाता है वह कम हो जायेगा । इस में खर्च भी कम आयेगा और माल भेजने में लाने वे जाने में, बड़ी मुश्किल होंगी ।

इसी तरह में उज्जैन से आगरा को हटा कर आगे झालावाड़ रोड या द्यामगढ़ को मिला दिया जाये । इस से भी बहुत लाभ हो सकता है व्यापक पहले यह रेलवे लाइन बहुत नुसानदेह रही है ।

इसी तरह से ग्वालियर-गिवपुर लाइन है, इस को आगे जा कर कि मवाई माधोपुर या कोटा से मिला दिया जाये तो इसमें रेलवे को काफी फायदा होगा । आज लोगों को बहुत तकलीफ होती है । छोटीछोटी लाइनें हैं, जिन में समय बहुत लगता है, खर्च बहुत होता है । उस में भी कमी होंगी ।

उज्जैन से ग्वालियर तक का कमिटमेंट पहले से है । बड़ी प्रसन्नता की बात है कि उज्जैन से गुना तक की जो नई रेलवे लाइन है उस की मंजूरी हो चुकी है और मैं समझता हूँ कि रेलवे बोर्ड उस कि निर्माण कार्य को अपने हाथों में भीष्म लेगा । लेकिन इस कि माथ हीं अब समय आ गया है कि जब वह लाइन कम्प्लीट हो जाये तो उस कि साथ गुना से ले कर ग्वालियर तक दूसरी लाइन की सर्वे पहले से शुरू कर दी जाये और उस की योजना बना ली जाये ताकि पांच साल के बाद उस को हाथ में निया जा सके ।

उस को बताने से एक दूसरा लाभ यह होगा कि जो नेरो गेज लाइन ७२ मील की ग्वालियर से शिवपुर कि बीच में है वह भी हट जायेगी और इस समय जो भी कमी है वह दूर हो जायेगी । नेरो गेज कि बारे में रेलवे बोर्ड विशेषतौर पर ध्यान दे मौर बोडी बहुत शुरूआत इस त्रियों पंचवर्षीय योजना में जहर करे ।

हमारे कुछ माननीय सदस्यों ने रेलवे बोर्ड का ध्यान आर्किपित किया रेलवे क्रासिंग के बारे में । मैं भी देखता हूँ कि रेलवे क्रासिंग की जगहों पर खास तौर से रात में बड़ी तकलीफ होती है । जो गेट होता है वहां पर गेटमैं । नहीं रहता है । मिसाल के तौर पर मैं रुनजा या खाचरील की बात कहता हूँ । रुनजा में काफी गाड़ियां आती हैं, तमाम ट्रक्स पास होती हैं । रात में गाड़ी को अकेले छोड़ कर एक फलांग दूर स्टेशन तक जा कर आदमी को बुलाना पड़ता है तब कहीं जाकर चौकीदार आता है और दरवाजा खोलता है और गाड़ी पास होती है । अगर कोई अकेला कार बाला हो तो उसको उसको अपनी कार अकेले छोड़नी पड़ती है । वह उसको किसी के सुपुं नहीं कर सकता है । ऐसे कई स्थान हैं जहां पर इस तरह से होता है । खाचरील में ऐसा हाल है । इसलिये हमारे यहां जहां काफी ट्रैफिक रहता है गेट के पास ही गेटमैं के रहने की व्यवस्था होनी चाहिये । इससे लोगों को बड़ी तकलीफ होती है और इस तकलीफ का दूर किया जा बहुत जल्दी है । इसमें बोडा खर्च जरूर होगा लेकिन गेटमैं के रहने की व्यवस्था गेट के पास ही होनी चाहिये । कहीं-कहीं हट्स बने होते हैं क्वार्ट्स बने रहते हैं पर गेट पर ताला पड़ा रहता है वहां लोगों को जाना पड़ता है जिससे काफी तकलीफ होती है । इस और ध्यान देने की बहुत जरूरत है ।

[श्री राधेलाल व्यास]

ऐडीशनल ट्रेन्स के बारे में मेरा सुझाव है, मैंने कई दफे कहा भी है, कि खास तार से उज्जैन और नागदा के बीच में एक ट्रेन हाँहीं चाहिये । अध्यक्ष महोदय, आपको आश्चर्य होगा कि आठ घंटों के बीच में उज्जैन और नागदा के बीच में तीन रेलगाड़ियां हैं, लेकिन वाकी सांलह घंटों में वहां पर एक भी गाड़ी नहीं है । महत्वपूर्ण गाड़ियां नागदा में आती हैं, जिनका कनेक्शन बहुत जरूरी है । मैंने कई दफे इस चीज को रखा, इतना ही नहीं, मैंने जो वहां का डिवीजनल आफिम है उसको लिखा वेस्टन रेलवे का सेट्रल आफिम है उसके भी मिफारिश की, रेलवे बोर्ड को लिखा, लेकिन मेरी समझ में नहीं आता कि क्यों रेलवे बोर्ड यहां बैठा-बैठा यह नहीं देखता कि उसकी जरूरत है या नहीं और कागज के आंकड़ों में कंस कर इस तरह की मामूली बातें भी नहीं कर पाता है । वहां ऐश्योरेन्स दिये गये हैं, वहां के जनरल मैनेजर ने इस चीज को कई दफे उठाया है । इतना ही नहीं, इनकामंल कन्सल्टेटिव कमेटी है 'उसके भी कई दफे लिखा, जो वहां पर जोनल यूजसं कन्सल्टेटिव कमेटी है उसमें भी इसको उठाया गया । जनरल मैनेजर का ऐश्योरेन्स यह है कि पहली अक्तुबर में वह इसको चालू कर देंगे । रेलवे बोर्ड को लिखा है । रेलवे बोर्ड के बारे में उन्होंने कहा है :

It is only formal that we write to the Railway Board, and there is no reason why we should not get the approval of the Railway Board."

लेकिन It was turned down here. उसके इतने महीने हो गये । मैं समझता था कि अप्रैल से शुरू होगी, लेकिन वह अभी तक शुरू नहीं हुई । जनरल मैनेजर और डिवीजनल सुपरिन्टेंडेंट का कहना है कि मुझे कोचेज नहीं चाहिये, ऐडीशनल

ट्रेन्स नहीं चाहिये, मुझे एजिन नहीं चाहिये । आई कैन इंट्रोड्यूस इट । लेकिन किर भी बह गाड़ी जारी नहीं हो रही है । मेरी समझ में नहीं आता है कि ऐसा क्यों है । स्वयम् रेलवे उपमंत्री वहां गये थे, उन्होंने भी कहा था कि वहां यह होना चाहिये, लेकिन शायद अभी तक यह बात रेलवे बोर्ड वालों को समझ में नहीं आई है । मेरा नम्रतापूर्वक निवेदन है कि अगर हम कोई ऐसा सुझाव रखते जिसमें कोई वर्च आपको न करना पड़े, उस के लिये अनिरिक्त व्यवस्था न करनी पड़े तो उसमें इतनी देर नहीं लगनी चाहिये । उसके बारे में जल्दी मेरे जल्दी होनी चाहिये । छः महीने तक उसके बट करने की जरूरत नहीं है । मैं समझता हूँ कि अगले महीने में यह चीज हो जायेगी । ऐडीशनल ट्रेन की बहुत जरूरत है । नागदा उज्जैन के बीच में फंटियर मेल के लिये कोई कनेक्शन नहीं है, मुवह जनरल एक्सप्रेस चलती है, उसके लिये कोई कनेक्शन नहीं है, मथुरा लोकल ट्रेन के लिये कोई कनेक्शन नहीं है । जो यात्री बीटर गेज में रतलाम जाना चाहते हैं, उनके लिये कोई सुविधा नहीं है । इतनी सारी चीजें हैं जिनके बारे में कोई ध्यान नहीं दिया जाता है । मुझे आशा है कि जल्दी से जल्दी ऐडीशनल ट्रेन हो जायेगी ।

मेरा पहला सुझाव यह है कि, जो कि मैंने पहले भी दिया था, कि अब समय आ गया है कि बड़ीदा से रतलाम तक जो ट्रेन आती है उसको भोपाल तक एक्सटेंड किया जाये । डिवीजनल सुपरिन्टेंडेंट ने भी उसे बहुत पसन्द किया था । और रात को ६ बजे जो ट्रेन भोपाल से इंदौर तक जाती है उसको इंदौर के बजाय उज्जैन से डाइवर्ट कर दिया जाये नागदा साइड को और उनको बड़ीदा तक एक्स्टेंड किया जाये । ऐसा करने पर पहली दोनों ट्रेनें बन्द हो जायेंगी । उनको सिफ

नागदा और रतनाम के बीच ३४ मील तक उसको इन्द्रोड्यूस करना पड़ेगा। इससे रेलवे की आमदनी भी बहुत बढ़ेगी। लेकिन मेरी समझ में नहीं आता कि यह क्यों नहीं किया जाता। ज्यादा अच्छा यह होगा कि अहमदाबाद भोपाल के बीच कोई ऐडीशनल ट्रेन आप बढ़ाये। जो पहले से मौजूद हैं उनके बजाय अगर आप दूसरी ट्रेन कर दें वाया आनन्द, तो उसमें निश्चित रूप से ज्यादा आमदनी होगी और ज्यादा यात्री उसमें लाभ उठा सकेंगे। इससे वहां के लोगों को भी फायदा होगा।

लेकोड़ा स्टेशन के बारे में मैंने कई दफे जिक्र किया। उज्जैन और फनहाबाद के बीच लगभग १५ या १६ मील की दूरी है। वहां के लोगों की वरावर मांग रही है वहां पर अभी कोई रेग्युलर स्टेशन नहीं है, वह अब भी पर्सन स्टेशन है, वहां वुकिंग आकिम नहीं है। कई दफे मर्वे हुआ कि वहां क्या होना चाहिये। कई माल हो गये उसको। वहां पर स्टेशन बनना चाहिये। कई स्टेशन इस बीच में बन गये हैं, लेकिन लेकोड़ा स्टेशन नहीं बन पाया है।

अध्यक्ष महोदय : मेरा रुप्याल है कि चूंकि आप वहन सी बातें मांगते हैं इस बास्ते कोई पूरी नहीं होती है। अगर दो तीन बातें होतीं तो हो जातीं।

श्री राष्ट्रेलाल व्यास : मैं तो थोड़ी-थोड़ी बातें मांगता हूँ। एक-एक, दो-दो बातें भी मांगता हूँ।

एक माननीय सदस्य : कोई पूरी नहीं हुई है।

श्री राष्ट्रेलाल व्यास : नहीं ऐसी बात नहीं है। कई ऐसी बातें हैं जो पूरी हुई हैं। मैंने कुछ बातें पिछले सालों में रखकी हैं, और मैं कह सकता हूँ कि अधिकौश

पूरी हो गई है। मिंक यही थोड़ी सी बातें हैं....

अध्यक्ष महोदय : आपने जितनी मांगे रखकी हैं, उतनी पूरी हो जाने दीजिये, वाकी अगली दफे देखा जायेगा।

श्री गजराज सिंह (गुडगांव) : अध्यक्ष महोदय, मैं मीटर और ब्राउड गज के मुतालिक कुछ बातें पेश करना चाहता हूँ। मीटर गेज जो पहले बी० बी० ऐड सी० आई० आर० कहलाती थी, सबसे बेहतरीन ट्रेन थी इन्तजाम के लिहाज से। वही रेलवे थी जिसने सबसे पहले हिन्दु-स्तान में हाथों में एंजिन बनाये। आज उस मीटर गेज की अजब हालत है। उसका कुछ हिस्सा बेस्टन रेलवे में और कुछ नादंन रेलवे में हो गया है। लेकिन उसमें कोई कोआर्डिनेशन नहीं होता जिसकी बजह में लोगों को तकलीफ होती है। रेवाड़ी सबसे बड़ा जनशन है। छः साल लाइने वहां से जाती हैं। जो ट्रेन दिल्ली से जायेगी उसके तीन चार हिस्से होंगे। भले ही आप उसमें में डब्बे काट कर बेस्टन रेलवे में मिलाये लेकिन वह गलत है। एक गलत रुप्याल के ऊपर, गलत तरीके पर उसको बेस्टन रेलवे और नादंन रेलवे में बांटा गया है। पंजाब के हिस्से में जो छोटी लाइन चलती है उसको नादंन रेलवे में मिलाया गया और वकाया हिस्से को बेस्टन रेलवे में मिलाया गया है, जो कि आगे चल कर चार पाँच मील के बाद राजस्थान में जाती है। वहां से वह बेस्टन रेलवे हो जाती है। इसमें लोगों को निहायत तकलीफ हो रही है। अगर उस हिस्से को मीटर गेज सेवन में ले लिया जाय, मीटर गेज डिवीजन में ले लें और अजमेर की जो लोको बकंशाप हैं उसको किर उतनी ही अहमियत दें जितनी की देनी चाहिये तो इसमें खद रेलवे को बड़ी भारी सहूलियत होगी। जब छोटी लाइन

बनाने का सवाल उठा उस समय लोकल आदमियों को अप्रेज सरकार एडमिनिस्ट्रेशन के पास नहीं फटकने देती थी, लेकिन वहां आज भी ऐसे आदमी ट्रेन्ड मौजूद हैं जो रेलवे की बहुत ज्यादा तरकी कर सकते हैं। तो मैं अर्ज करूंगा इस चीज के मुतालिक। जब मैं पंजाब स्टेट की तरफ से रेलवे एडवाइजरी कमेटी का मेम्बर था उस बक्त भी यह मामला कई दफा उठाया था और यकीन दिलाया गया था कि इस मामले को सोचा जाएगा क्योंकि यह अजीब तरीके से डिवीजन हो गया है कि एक हिस्सा बैस्टर्न रेलवे में है और एक दूसरी रेलवे में। इसका नतीजा यह होता है कि गुडगांव डिस्ट्रिक्ट हैंडकवाटर है लेकिन दिल्ली से जो गाड़ी रिवाड़ी के लिए जाती है वह गुडगांव में नहीं ठहरती इसलिए कि वह बैस्टर्न रेलवे की गाड़ी है। तो इस तरफ से गलतफहमी हो रही है। मैं अर्ज करूंगा कि यह ठीक होनी चाहिए।

एक चीज २५-३० साल से जेर गौर है और आप चाहें तो इसके लिए रिकार्ड मुलाहिजा फरमा लें। फर्हब नगर में नमक बनता था इसलिए एक रेलवे लाइन डाली गयी थी जो कि एक बांच लाइन थी। यह गड़ी हरसरू में जाती थी। जब नमक बनना कीमती चीज हो गया और समुद्र का नमक आने लगा तो उसके बाद वह रेलवे लाइन तो चलती रही लेकिन उसके बाद यह सोचा गया था कि जश्शमर के इलाके को दादरी से मिला दिया जाए जो बहुत अहम इंडस्ट्रियल सेंटर है। और उसको भिवानी से मिला दिया जाए जो १५-२० मील के फासले पर है। ऐसा करने से बहुत आमदनी हो जाएगी और उस लाइन का जस्टीफिकेशन भी बना रहेगा। लेकिन १५-२० साल से यह चीज कोल्ड स्टोरेज में पड़ी है क्योंकि

वह छोटी लाइन है। उस पर अभी तक गौर नहीं हो पाया। तो मैं अर्ज करूंगा कि उसे देखा जाए। इसके लिए बहुत बड़ा जस्टीफिकेशन है। आपको इल्म होगा कि एक बहुत बड़ी कानफरेंस में इसका जिक्र आया था। उस बक्त आप पंजाब गवर्नरेट के मिनिस्टर थे। जहाजपुर का बहुत बड़ा कैटिल फेयर होता है जिसमें लाखों लाख मवेशी जाते हैं और वह भी इस लाइन के जरिए जा सकते थे और इस बिना पर भी इसका जस्टीफिकेशन हो सकता था। अगर फर्हब नगर से दादरी या भिवानी को कनेक्ट कर दिया जाए तो उत्तर प्रदेश को और विहार को यहां के केटिल बड़ी आमानी से जा सकते हैं इस रेलवे के जरिए। आज उन के ले जाने में बड़ा खर्च करना पड़ता है।

एक बहुत ही मामूली सी चीज है लेकिन उस तरफ गौर नहीं किया जाता। रेलवे एडमिनिस्ट्रेशन को इस तरफ गौर करना चाहिए। आज स्टेशनों के पास तक विजली पहुंच गयी है और मुझे मीटर गेज के बारे में मालूम है कि पानी लाने का वही पुराना तरीका अभी तक चल रहा है। पानी कुंबों से लाया जाता है। मेरा सजेगन है कि रेलवे प्रेमिसेज में जो कुंब हैं उन पर मामूली सा मोटर का इंजिन लगा दिया जाए तो पीने के पानी का और दूसरे कामों के लिए पानी का अच्छी तरह इतिजाम हो सकता है। अभी पानी की कमी की बजह से छोटी लाइन के राजस्थान के स्टेशनों पर वेंटिंग रूम्स में बड़ा गर्दा रहता है। इस चीज को करने के लिए मामूली सा खर्च पड़ेगा और मैं अपने तजरबे की बिना पर कह सकता हूं कि आज जो खर्च पानी लाने पर होता है उससे चौथाई खर्च मीटर लगा कर पानी निकालने में होगा और पानी के बारे में जो तमाम शिकायतें की जाती हैं वे दूर हो जाएंगी।

स्टेशनों के पास से लाइन गयी है । गांवों में विजली है । लेकिन रेलवे स्टेशनों पर वही पुराना तरीका अभी तक चल रहा है ।

एक चीज बहुत पहले भी कही गयी है और मैं समझता हूँ कि आनंदरेलि स्वर्ण सिंह साहब रेलवे मिनिस्टर इस पर गौर करेंगे कि बाज बड़े बड़े शहर हैं जिनकी आवादी चालीस चालीस हजार, पचास पचास हजार, साठ साठ हजार, लाख दो दो लाख तक हैं लेकिन इतिहास के या किसी खास वजह से वे रेलवे स्टेशन से तीन तीन, चार चार और पांच पांच मील के फासले पर हैं । अगर आप पुराने रिकार्ड मुलाहिजा फरमाएंगे तो आपको मालूम होगा कि उनमें कहा गया है कि यह अमल दरामद किया जाए कि इन शहरों में बुकिंग आफिस खोले जाएं और रेलवे की वसंत स्टेशन तक चला करे और उनका किराया रेलवे की रेट्स पर मुकर्रर किया जाए । इसमें लोग तकलीफ से भी बचेंगे और कम्पटीशन भी नहीं होगा । बहुत स्टेशन शहर के नजदीक नहीं हैं । मिसाल के तौर पर आप पंजाब के कैपीटल चंडीगढ़ को ही लीजिए । यह रेलवे स्टेशन से पांच छः मील के फासले पर है । जब आपका रेलवे विभाग एक विजनेस कन्सन है तो आपको चाहिए कि वहां एक बुकिंग आफिस कायम करें और स्टेशन तक के लिए बस का इन्टिजाम करें ।

गुडगांवा रेलवे स्टेशन से तीन साढ़े तीन मील के फासले पर है । तो मैं अब ज़रूर कहूँगा कि इस चीज पर भी गौर किया जाये । यह फैसला पहले एडमिनिस्ट्रेशन के बक्स का हुआ हुआ है । एडमिनिस्ट्रेशन ने इसको एप्रूव किया हुआ है लेकिन इस का इम्प्लीमेंटेशन नहीं हो सका है । इसलिए मैं ने प्रबंध किया कि इस पर गौर किया जाए ।

यहां से गुडगांवा को रेलवे आगे रिवाड़ी को जाती है मीटरगेज । उस पर आठ मील दिल्ली कैट तक ब्राड गेज मौजूद है, और मेरा जहां तक ख्याल है सन् १६३४ का यह प्रोपोजल एप्रूव किया हुआ है कि उसको एक्सटेंड करके गुडगांवा तक किया जाए । बाद में सन् १६४५ में इसका पाजिटिव एप्रूवल हो गया क्योंकि गुडगांव में एम्यूनिशन डिपो है और जो एम्यूनिशन वहां तैयार होता है वह तमाम का तमाम दिल्ली कैट रोड से लाया जाता है जो कि एक निहायत डेंजरस चीज है । आठ मील के फासले में ब्राड गेज पटरी न होने से ऐसा करना पड़ता है । इसमें हमारी सीक्योरिटी का भी सवाल है । किसी को मालूम नहीं होना चाहिए कि कितनी चीज दिल्ली कैट को लायी गयी । रोड से उस सामान को दिल्ली लाना सीक्योरिटी के लिहाज से ठीक नहीं है । चूंकि गुडगांवा में एक आल इंडिया किस्म का एम्यूनिशन डिपो है इस लिए आठ मील की ब्राड गेज लाइन डालना एक ज़रूरी चीज है ।

इसके साथ साथ इस से एक सहूलियत यह भी होती है कि उत्तर प्रदेश से हर साल कम से कम—मैं चेयरमैन डिस्ट्रिक्ट बोर्ड था उस बक्त भेले मेरे इन्टिजाम में थे— तीन चार लाख आदमी मसानी को जहां द्वोणाचार्य जी का भेला लगता है आते हैं, बहुत सारे भाई बिहार से भी आते हैं । इस लाइन के बनने से उनको सहूलियत हो सकती है क्योंकि इस लाइन के हो जाने से वह ब्राडगेज द्वारा सीधे जा सकेंगे । अभी इस आठ मील के लिए उनको दिल्ली उत्तरना पड़ता है और बड़ी तकलीफ उठानी पड़ती है और एक दिन खर्च करना पड़ता है । आजकल भेला चल रहा है आप इस चीज को मुलाहिजा फरमा सकते हैं और देख सकते हैं कि उनको क्या दिक्कतें होती हैं । तो मैं यह अब

[श्री गजराज सिंह]

करुणा कि छोटी चीजें हैं ले केन इनसे बहुत सहूलियत हो सकती है मैं खास तौर पर अर्ज करुणा कि मीटर गेज के बारे में अपर लेवल पर कोई फैसला होना चाहिए कि इसको एक ही जोन में रखा जाए न कि दो तीन जगह बांटा जाए जिस से इतनी दिक्षिका होती है ।

श्री लहरी सिंह (रोहतक) : स्पीकर साहब पंजाब स्टेट की तरफ ऐसा मालूम देता है कि रेलवे डिपार्टमेंट का व्यान ही नहीं है । मुल्क के बटवारे से पहले यह इलाका जो अब बटवारे में हमारे पास आया है सारा का सारा खुश इलाका था । इस में कहत पड़ते थे और इस में रेलवे लाइन का सबाल ही नहीं था । लेकिन तक-सीम के बाद भाखरा डैम की तैयारी की गयी । भाखरा कैनाल इस इलाके में सन् १९५४ से आ गयी है । सात साल से भाखरा नहर चल रही है ६ महीने के लिए और भाखरा डैम ६ महीने में मुक्कम्मल तैयार हो जाएगा । आप अन्दाजा नहीं लगा सकते कि इस इलाके में कितना गल्ला पैदा होगा । लायलपुर और मांटगुमरी को एक जमाने में हिंदुस्तान की येनरी कहा जाता था । वहां बहुत अनाज और कपास पैदा होता था और कारखानों को खुई मिलती थी । लेकिन आज का जो पंजाब स्टेट है वह उस से बढ़ चढ़ कर है । ६ महीने बाद भाखरा डैम के पूरे हो जाने पर वहां का बहुत बड़ा रकवा सैराब होगा और अब आप अन्दाजा लगा नहीं लगा सकते कि वह एरिया कितना गेहूं देश को देगा । आज अमरीका से करोड़ों रुपये का जो गल्ला—सड़ा गेहूं मंगवाया जाता है उस में से ७५ परसेंट झर्लियत भाखरा कैनाल का रकवा पूरा कर देगा । कपास के बारे में यह एजीटेशन है कि उस को स्टोर किया जाये और कारखाने वाले चिल्ला रहे हैं । पहले तो मिन्टगुमरी और लायलपुर से

कपास आती थी । मैं कह सकता हूं कि खाली हिसार संग्रहर पटियाला का इलाका बहुत ज्यादा कपास देश को को देगा ।

सवाल यह है कि अगले साल से वहां पर कपास गेहूं और दूसरा अनाज इतनी तादाद में पैदा होगा कि वह मुल्क की झर्लियत को पूरा कर सकेगा लेकिन वहां पर रेलवे का प्रोग्राम बहुत आहिस्ता से चल रहा है । सात साल से काफ़ी अनाज उस इलाके में पैदा हो रहा है और इस छः महीने के बाद जो अगली फ़सल बोई जायेगी उस में मुतवातर पानी आयेगा क्योंकि छः महीने में भाखरा डैम मुक्कम्मल हो रहा है । मैं पूछता चाहता हूं कि वहां पर रेलवे का इन्तजाम न होने की वजह से किस को नुकसान है । ट्रांस्पोर्ट के ठीक न होने और बक्त पर गेहूं के उठने से किसान को तो बड़ा भारी नुकसान होगा ही लेकिन खाली किसान को भी ही नुकसान नहीं होगा बल्कि देश भर में मब को नुकसान होगा । जहां कहीं वह अनाज जायेगा वह महँगा पड़ेगा । अगर वहां पर रेलवे चल जाय तो बोने वाले किसान को भी फ़ायदा होगा मुल्क के जिन हिस्सों में अनाज जायेगा वहां सस्ते भाव पर बिकेगा और गवर्नरमेंट की बहुत भारी बचत होगी ।

एक फसल उठने के बाद बारिशें शुरू हो जाती हैं और जमींदारों के पास इतना अनाज रखने की सहूलियत भी नहीं होती है जिस की वजह से बहुत सा अनाज खराब भी हो जाता है । ऐसे हालत में जब कि मुल्क अनाज बाहर से मंगाता है और कपास के बारे में बहुत चर्चा हो कि वह कैसे पूरी की जाय और पंजाब स्टेट और भाखरा कैनाल का रकवा उस कमी को पूरा कर सके यह समझ

में नहीं आता है कि रेलवे की पुरानी स्कीम को क्यों नहीं लाया जाता और जितनी जल्दी हो सके, डिस्ट्रेट प्लेसिज में, जहां रेलवे नहीं निकलती, रेलवे क्यों नहीं दी जाती, ताकि जमीदारों, कारखानों और मुल्क के बाकी हिस्सों को बहुत ज्यादा कायदा पहुंचे ।

आज हम देखते हैं कि हर एक आदमी इंडस्ट्रीज के लिये दिल्ली की तरफ भागता है, क्योंकि यहां पर उस के लिये सहूलियतें हैं । यहां से नजदीक सोनीपत में बहुत इंडस्ट्रियल डेवेलपमेंट हुआ । झज्जर का इलाका वड़ी भारी तहसील है । वह सूख पड़ा हुआ था । तीन चार साल से वहां नहरें चली हुई हैं और वहां पर बेशुमार अनाज और कपास पैदा हो रहा है, लेकिन वहां पर न तो इंडस्ट्रियल डेवेलपमेंट हो सकता है और न वहां का अनाज सस्ते भाव पर आ सकता है । सवाल यह है कि दिल्ली के नजदीक क्यों इतनी भीड़ हो और क्यों यहां पर इंडस्ट्रियल डेवेलपमेंट पर खर्च किया जाये । झज्जर का इलाका यहां से तीस चालीस मील के कासले पर है । वह सब-डिविजन है, लेकिन उस को मिलाने का कोई प्रोग्राम नहीं है । मैं मंत्री साहब से अर्ज़ करूँगा कि कम से कम उस इलाके का खास तौर पर ख्याल रखना चाहिए, जहां सूख इलाके में काफ़ी तादाद में पानी आ चुका हो, जहां कपास और गेहूं की पैदावार हो और जो दिल्ली के नजदीक हो और उस को डेवेलप करने के लिए रेलवे की सहूलियत देनी चाहिये । इन सारी बातों का ख्याल रखते हुए पंजाब स्टेट का ज्यादा से ज्यादा ख्याल रखना चाहिये ।

इस के अलावा वहां पर मिन्टगुमरी और लायलपुर के सरसब्ज इलाके को छोड़ कर आये हुए डिस्प्लेस्ड पर्सन्ज बसे हुए हैं ।

उन्होंने बड़े कष्ट सहे और वे बहुत सालों तक दुखी रहे । अगर अब भी उन को रेलवे लाइन न मिली और वे कारखाने न खोल सके, या अपने अनाज को ठीक भाव पर न बेच सके, तो उन के लिए बड़ी मुश्किल होगी । जहां सरकार ने मेहरबानी फ़रमा कर भाखरा कैनाल बनवाई, वहां डिस्प्लेस्ड पर्सन्ज को कायदा पहुंचाने के लिए रेलवे का भी वहां पर इन्तजाम करना चाहिये । वे बड़े विजिनेसमैन हैं । वे इतना व्यापार करते हैं कि उन्होंने ने रोहतक, हिसार को कैटल के लिए बहुत भारी मंडी बना दिया । अनाज के व्यापार में भी वे बड़े पुर्शिंग हैं । वे हमारे उजड़े हुए भाई हैं, जोकि अच्छी नहरों और रेलों वाले अच्छे इलाके को छोड़ कर आये हैं । यह इलाका उन को मिला और गवर्नमेंट की मेहरबानी से सरसब्ज हुआ । रेलवे विभाग को ज्यादा से ज्यादा ध्यान दे कर वहां पर रेलवे देनी चाहिये । इस में मुल्क का भी हर एक लिहाज से कायदा है ।

अब मैं रोहतक-गोहाना लाइन के बारे में कुछ अर्ज करना चाहता हूँ । मंत्री साहब शायद कहेंगे कि रोहतक से गोहाना तक तो लाइन दे दी । मैं बताना चाहता हूँ कि एक करोड़ की लागत की एक कोआपरेटिव शूगर मिल रोहतक में है और एक करोड़ की लागत की एक कोआपरेटिव शूगर मिल पानीपत में है । उन के लिए गश्ता और दूसरी चीजें जाती हैं । उन का बड़ा भारी प्रोग्राम है कि क्रिंशन करने के बाद जो खोई या छिल्का बचता है, उस का गता बनाया जाये । ये दो कोआपरेटिव शूगर मिल हैं और उन के बीच में गोहाना से रोहतक तक लाइन दे दी, लेकिन गोहाना से पानीपत तक का बीस मील का ट्रकड़ा नहीं दिया । उस से पानीपत के कोआपरेटिव शूगर मिल को कोई कायदा नहीं मिला—

[श्री लहरी सिंह]

न तो गन्ने के लिहाज से और गता बनाने के लिए खोई यानी छिल्का ले जाने के लिए ।

इसके अलावा यू० पी० से पंजाब और रोहतक के इलाके में सामान लाने—ले जाने के सिलसिले में एक मुश्किल यह भी है कि अम्बाला से पहले दिल्ली जायेंगे, जो कि सत्तर अस्सी मील का फासला है और पानीपत से दिल्ली मनर या अस्सी मील । रास्ते में गोहाना या रोहतक पड़ेगा, जिसका मतलब यह है कि यू० पी० की चीजों को पंजाब में लाने के लिए १४० मील का फासला तय करना पड़ेगा । इस बजह से गोहाना में बड़ी दिक्कत है । अप्रेज के बक्त बड़ा सोच—समझ कर यह चालीस मील का टुकड़ा दिया गया था, ताकि इतना फासला न तय करना पड़े । लड़ाई के दिनों में यह लाइन हटा दी गई थी और उसके बाद उसको जल्दी से जल्दी पूरा करने का वायदा किया गया था । इसलिए इसको जल्दी से जल्दी पूरा किया जाये । यह एक सरसब्ज इलाका है । इसमें पानीपत शहर बड़ी तरक्की पर है । साथ ही डिस्प्लेस्ड पर्मन्ज की बजह से गोहाना और रोहतक की आबादी बहुत बढ़ गई है और डेवेलपमेंट भी बहुत ज्यादा है । मिनिस्टर साहब इन तमाम हालात से बाकिक हैं । पंजाब गवर्नरमेंट भी इस बारे में बार-बार लिख रही है । मैं हरियाना की टम्ज में कुछ नहीं कहना चाहता हूँ । मैं तो सिफ़ यह कहना चाहता हूँ कि लोग कहते हैं कि आधी लाइन रेस्टोर की गई है और आधी नहीं की गई है । इसलिए मेरी निहायत अदब से दररुवास्त है कि मिनिस्टर साहब भेहरबानी फरमा कर इस पर गौर फरमायें ।

आज चंडीगढ़ का नाम इतना मशहूर हो गया है कि दूर-दूर से लोग उस को देखने के लिये जाते हैं । वह एक बहुत बड़ा शहर

है । इसलिये उस को जल्दी से जल्दी सब लाइन से डायरेक्ट मिलना चाहिए । इस का वायदा किया हुआ है । मैं खास तौर पर पंजाब स्टेट के लिये यह बात नहीं कह रहा हूँ, लेकिन मैं यह अर्ज करना चाहता हूँ कि जब मूल्क की तक्सीम हुई, तो मव में ज्यादा नुकसान पंजाबियों ने बदाश्त किया । वे अपना घर-बार और धन छोड़ कर आए । उनकी बे-इज़जती हुई । आ कर उन्होंने इस खुश इलाके को आजाद किया । अज-सर-नी चंडीगढ़ को दाखलखिलाफ़ा बनाया और बड़ी हिम्मत के साथ उन्होंने सारा काम किया । अगर रेलवे विभाग की तरफ से इस बारे में जल्दी न की गई, तो बड़ा भारी नुकसान होने का अदेशा है । इस बारे में मिनिस्टर साहब के पास बहुत से भेमारेंडम भी आ रहे हैं । इस में सब से ज्यादा अहमियत है बक्त की । अगर इस में दो, तीन साल का बक्त लग जाता है, तो मूल्क को काफ़ी नुकसान हो जायेगा । आज बम्बई, मद्रास और अहमदाबाद के काटन के कारखाने काटन के लिये चिल्ला रहे हैं । आज अमरीका और ईजिप्ट बगैरह से काटन मंगाई जा रही है । गेहूं और काटन के लिये कई सौ करोड़ रुपये खर्च किये जाते हैं । इसलिये जो इलाका ये चीजों मुहैया कर सकता है, जो कि देश में ही है, जहाँ के लोग उजड़ कर आए हैं और जिन्होंने बड़ी तरक्की भी की है, उस पंजाब स्टेट को एक स्पेशल केस बना कर रेलवे डिपार्टमेंट जल्दी से जल्दी कदम उठाए ।

17 hrs.

मेरे कानों में यह आया है, मुझे मालूम नहीं कहाँ तक यह सच है, लेकिन यह कहा जा रहा है कि जब रेलों के टाइम टेबल बनते हैं तो बसों वाले रेल के अफसरों को आ कर के सत्राम कर जाते हैं । चारों तरफ के जो बस वाले हैं वे बिल्ली जाते हैं और टाइम

टेबल बनते वक्त अफसरों को सलाम कर जाते हैं। किस तरह से टाइम टेबल बनाये जाते हैं, यह मैं आपको बतलाना चाहता हूँ। आप देखें कि एक डीजल ट्रेन जो चलती है, जो शटल है, वह शकूरवस्ती से चलाई जाती है। अब आप बताये कि उस ट्रेन में जिन को सफर करना होता है वे कैसे जंगल में जो कि कई मील के फासले पर है, जा सकते हैं और वहां से उस में सवार हो सकते हैं। साथ ही जो लोग जींद, पानीपत या रोहतक से आते हैं, उनको भी वह ट्रेन शकूरवस्ती में डाल देती है। दिल्ली स्टेशन पर वह ट्रेन नहीं आती है। शकूरवस्ती कोई जंकशन नहीं है। क्यों इसको वहीं रोक दिया जाता है, हमारी समझ में तो आता नहीं है। यदि आपने इस डीजल ट्रेन को चलाया है तो दिल्ली तो इसको आप ले जायें। पानीपत, जींद, रोहतक आदि से जो लोग आते हैं, उनको शकूरवस्ती में डाल दिया जाता है। आप रेल के प्रोग्राम को देखें। रोहतक से तथा दिल्ली के चारों ओर से बेचारे बल्कि दिल्ली काम करने के लिये आते हैं। उनको चूंकि यहां रहने के लिये जगह नहीं मिलती है इसलिये वे आस-पास के इलाकों में रहते हैं और काम करने के लिये दिल्ली आ जाते हैं। गरीब आदमी हैं वे बेचारे। सुबह के वक्त वे जल्दी से भागते हैं ताकि दफ्तरों में ठीक समय पर पहुँच सकें। वसों में उनको सोमवार के दिन जगह नहीं मिलती है। अब आपने सुबह के वक्त दो गाड़ियां रोहतक से दी हैं। लेकिन उसके बाद आप आठ-आठ और दस-दस घंटे तक कोई

गाड़ी नहीं देते हैं। इससे जनता को कितनी तकलीफ होती है इसका आप प्रांदाजा लगायें। अब जो शटल आती है वह भी आप शकूरवस्ती में डाल देते हैं। आपको चाहिये कि आप दो, चार और डीजल ट्रेन देवें ताकि लोगों को आराम हो सके। मैं रोहतक की ही बात नहीं करता हूँ बल्कि दिल्ली के चारों तरफ की बात करता हूँ। जो बल्कि आते हैं या जो विजिनेसमैन आते हैं और जिन को जल्दी काम करना होता है, जल्दी वापिस पहुँचना होता है, उनका भी आपको स्थाल करना चाहिये। जितने भी इम्पार्टेंट टाउंड हैं चारों तरफ को उनके लिये ज्यादा से ज्यादा डीजल ट्रेन आपको देनी चाहिये और जो गैप रखा गया है ड्रेज के बीच में वह इतना अधिक नहीं होना चाहिये। अगर आप यह नहीं कर सकते तो कम से कम शकूरवस्ती दाली ट्रेन को जो वहां पर खत्म कर देते हैं, दिल्ली तो लायें। सब लोग चिल्लाते हैं लेकिन कोई ध्यान नहीं दिया जाता है। आप पता नहीं कैसा प्रोग्राम दनाते हैं आपको शायद मालूम नहीं कि लोग क्या-क्या कहते हैं। आप दिल्ली के चारों तरफ के प्रोग्राम को देख लें, मैंन लाइंज को देख लें। आठ-आठ और दस-दस घंटे के बाद आप ट्रेन देते हैं। यह जो गैप है इसको काफी कम किये जाने की जरूरत है और मैं आशा करता हूँ कि आप इस और ध्यान देंगे।

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, May 3, 1962/Vaisakha 13, 1884 (Saka).

[Wednesday, May 2, 1962/Vaisakha 12, 1884 (Saka)]

ORAL ANSWERS TO QUESTIONS		COLUMNS	WRITTEN ANSWERS TO QUESTIONS—contd.		
S.Q. No.	Subject	1947—85	S.Q. No.	Subject	COLUMNS
337	Newsprint Plant in U.P.	1947—48	364	Indian Forces in Congo	1994
338	Unemployment in Goa	1948—53	365	Utilization of human labour in villages	1994—95
339	Administrative set up of Goa, etc.	1953—56	366	Nepa mills	1995—96
340	Chartered Accountants Examination	1956—60	367	Export promotion	1996—97
341	Report on Central Government Servants' strikes	1960—62	368	Accident at Kolar fields	1997
342	Cable factory in West Bengal	1962—65	369	Accident in Indian Iron and Steel Co., Gua	1997—98
343	State Trading Corporation	1965—67	371	Lustrous wool	1998
344	Survey of unemployment in Kerala	1967—69	372	Hindustan Housing Factory Ltd.	1998—99
346	'Land Locked' States	1969—70	373	Export of tiles	1999
347	Death of workers in explosion in Gua	1971—73	374	Woollen Spinning Section	1999—2000
348	Wage Board for Working Journalists	1973—75	375	Wage Boards for Plantation Industry	2000
349	Dandakaranya scheme	1975—76	376	Newspaper circulation figures	2001
350	Rehabilitation of East Bengal D.P.s. in Dandakaranya	1976—80	377	Censorship of films	2001—02
351	Seminar on Planning	1980—81	378	Jute Buffer Stock Association	2002
353	Prices of jute	1981—85	379	Unemployment in India	2003
WRITTEN ANSWERS TO QUESTION		1985—2048	U.S.Q. No.		
S.Q. No.			452	Exporters	2003—04
345	Small Scale Industries in underdeveloped regions	1985	453	Exports	2004—05
350	Khadi clothes	1985—86	454	Sikh pilgrims to Punja Sahib	2005
352	Extension of Kerala Agrarian relations Act to Mahe	1986—87	455	Allotment of spindles to Mysore	2005—06
354	Industrial Estate at Nangal dam	1987	456	Industrial Estates in Mysore	2006
355	Oil mills in U.P.	1987—88	457	Sericulture Industry in Mysore	2006—07
356	Import of Santonine drug	1988—89	458	All India Sericulture Institute building in Mysore	2007
357	Vigilance over the air space on India-China border	1989	459	Development of sericulture industry in Mysore	2007—08
358	State Trading Corporation in Kerala	1990	460	Export of handloom fabrics	2008—09
359	Building of Defence Secretariat	1990—91	461	Liquid gold	2009
360	Coir fibre yarn	1991—92	462	Film on the life of tribal people	2009—10
361	'Cotton spinning' mill in Alwar	1992	463	Bhopal station of A.I.R.	2010
362	Dam on Mahanadi	1992—93	464	International Film Festival	2010—2011
363	Situation in Nagaland	1993—94	465	Film Censor Board	2011
			466	Paper mill at Panipat	2011

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
467	Export Scheme of Pakistan	2012
468	Prices of house building materials	2012-14
469	Holi mela	2014-15
470	Accommodation for Class IV employees	2015
471	Supply of sugar to Confectioners	2015-16
472	Central Board of Film Censors	2016
473	Ashoka Hotels Ltd.	2016-17
474	Laos	2017
475	Rural Industrial Projects	2017-18
476	Development of backward areas in Uttar Pradesh	2018
477	Price Control of cotton	2018-19
478	Levy on land Holders	2019-20
479	Public Sector Projects	2020-21
480	African Common Market	2021
481	Indian Doctor practising in England without the knowledge of English language	2021-22
482	Purchase of Hyderabad House	2022
483	Khadi and Village industries in Kerala	2023
484	Trade marks	2023-24
485	Tibetan refugees in Mysore	2024
486	O & M Division	2024-25
487	Imports and Exports	2025
488	Land Reforms in Goa	2025-26
489	Indian traders in Tibet	2026
490	Study of expansion of Indian Exports by U.N. Council	2026-27
491	Tea industry	2027
492	Textile industry	2027-28
493	Indian cultivator kidnapped by Pakistanis in West Bengal	2028-29
494	Export incentives for tea	2029-30
495	Tibetan refugees	2031
496	Rayon pulp	2031
497	Nuclear power station at Tarapore	2031-32
498	Loans and grants to East and West Pakistan D.Ps.	2032-33
499	Bon Hooghly Colony, Baranagar	2033-34

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
500	Coir industry	2034
501	Export of Indian tea to Persian Gulf	2034
502	Export of Indian tea to U.S.S.R.	2034-35
503	Air dropping of food in NEFA	2035-36
504	Text books in NEFA	2036-37
505	Public Sector Industries	2037-38
506	Educated unemployed in Gujarat	2038
507	Local development works in Kerala	2039
508	Persons registered in Employment Exchanges in Punjab	2039
509	Monazite	2039-40
510	Export of Ilmenite	2040-41
511	Unemployed in Rajasthan	2041-42
512	Unauthorised power-looms	2042-43
513	Rehabilitation of refugees in M. P.	2043
514	Industrial Estates	2043-44
515	Industrial Estate at Agra	2044
516	Unemployed in J. & K.	2044-45
517	Setting up of a Sheet Glass Plant in Kerala	2045
518	Slum clearance in Kerala	2045-46
519	Ambar Charkha Training Courses	2046
520	Assistance given to J. & K. State during Second Plan	2046
521	Export of hides and skins	2047
522	Labour Welfare Centres in Andhra Pradesh	2047
523	Land for refugees in Rajasthan	2047-48

CALLING ATTENTION
TO MATTERS OF UR-
GENT PUBLIC IM-
PORTANCE 2048-54

(i) Shri Indrajit Gupta called the attention of the Minister of Labour and Employment to the need to reconstitute the Calcutta Dock Labour Board in view of the cancellation of registration of the three trade unions.

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi,) made a statement in regard thereto

COLUMNS

CALLING ATTENTION TO
MATTERS OF URGENT
PUBLIC IMPORTANCE—
contd.

(ii) Shri Indulal Yajnik called the attention of the Minister of Commerce and Industry to the requisitioning of large quantities of high grade cotton in Gujarat by the Textile Commissioner for sale at the present ceiling prices.

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah) made a statement in regard thereto

PAPERS LAID ON THE

TABLE 2054—57

(1) A copy each of the following papers :—

(i) Government of India's protest dated the 24th March, 1962, regarding violation of air space over Bhutan by Chinese ;

(ii) Chinese note dated the 7th March, 1962 regarding violation of air space by Chinese aircraft over Sherethang Sikkim ;

(iii) Government of India's reply dated the 4th April, 1962 rejecting the Chinese note of the 7th March, 1962 ;

(iv) Chinese note dated the 14th March, 1962 alleging violation of their air space and air-dropping of supplies on Chinese Camp ;

(v) Government of India's reply thereto (dated the 17th April, 1962) ;

(vi) Government of India's protest dated the 18th April, 1962 regarding violation of territory by Chinese near Longju in January 1962 ;

(vii) Chinese protest dated the 20th March, 1962 alleging violation of their air space by Indian aircraft ;

(viii) Government of India's reply dated the 19th April, 1962 rejecting the Chinese note above ;

COLUMNS

PAPERS LAID ON THE
TABLE—*contd.*

(ix) Chinese note dated the 20th March, 1962 regarding violation of Indian air space by the Chinese aircraft ;

(x) Government of India's reply dated the 23rd April 1962 ;

(xi) Chinese note dated the 22nd March, 1962 regarding India-China boundary question .

(xii) Government of India's reply dated the 30th April, 1962

(2) A copy of the Woollen Textiles (Production and distribution Control) (Amendment) Order, 1962 published in Notification No. S. O. 1052 dated the 7th April, 1962, under sub-section (6) of section 3 of the Essential Commodities Act, 1955 .

(3) A copy each of the following papers :—

(i) The Central Silk Board (Amendment) Rules, 1962 published in Notification No. G. S. R. 472 dated the 14th April, 1962, under sub-section (3) of section 13 of the Central Silk Board Act, 1948 .

(ii) The Coffee (Amendment) 1962 published in Notification No. G. S. R. 498, dated the 19th April, 1962, under sub-section (3) of section 48 of the Coffee Act, 1942 .

(iii) (a) Annual Report of the Hindustan Insecticides Limited, New Delhi, for the year 1960-61 along with the Audited Accounts and the comments of the Comptroller and Auditor-General thereon, under sub-section (1) of section 619A of the Companies Act, 1956 .

(b) Review by the Government on the working of the above Company .

PAPERS LAID ON THE
TABLE—*contd.*

COLUMNS

COLUMNS

(4) A copy of Notification No. S. O. 280 dated the 27th January, 1962 making amendment to S. O. 2838 dated the 16th November, 1960, under section 30A of the Minimum Wages Act, 1948

(5) A copy each of the following Notifications making certain further amendments to the Displaced Persons (Compensation and Rehabilitation) Rules, 1955, under sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act 1954:

- (i) G. S. R. No. 1454 dated the 9th December, 1961
- (ii) G. S. R. No. 1480 dated the 16th December, 1961
- (iii) G. S. R. No. 1538 dated the 30th December 1961
- (iv) G. S. R. No. 96 dated the 20th January, 1962.

PARLIAMENTARY COMMITTEES—SUMMARY OF WORK.....

The "Parliamentary Committees—Summary of Work" pertaining to the period 1st June, 1961 to 31st March, 1962 was laid on the Table

REPORT OF BUSINESS ADVISORY COMMITTEE—ADOPTED .

2057

First Report was adopted.

MOTION OF THANKS
ON THE PRESIDENT'S
ADDRESS

2057—90

The Prime Minister (Shri Jawaharlal Nehru) replied to the debate on the Motion of Thanks on the President's Address and amendments thereto.

On three amendments moved by Sarvashri Ram Sewak Yadav, A. K. Gopalan and S. N. Dwivedy the House divided. Ayes 58 ; Noes 177 and the amendments were accordingly negatived.

All the other amendments were also put and negatived.

The Motion of Thanks, as moved by Shri Harish Chandra Mathur, was adopted.

DEMANDS FOR GRANTS
(RAILWAYS)—1962-63 2090—2220

Discussion on Demands for Grant No. 1 in respect of the Budget (Railways) for 1962-63 commenced. One hundred and eighty-six cut motions were moved. The discussion was not concluded .

AGENDA FOR THURSDAY,
MAY 3, 1962/VAISAKHA
13, 1884 (SAKA).

Further discussion on Demands for Grants (Railways) 1962-63.