

Tuesday, April 9, 1963/
Chaitra 19, 1885 (Saka)

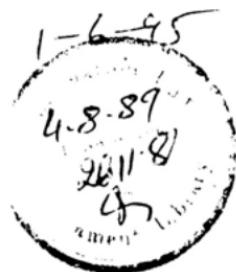
LOK SABHA
DEBATES

1619

Third Series

Volume XVI, 1963/1885 (Saka)

[March 29 to April 11, 1963/ Chaitra 8 to 21, 1885 (Saka)]



FOURTH SESSION 1963/1884-85 (Saka)

(Vol. XVI contains Nos. 31 to 40)

LOK SABHA SECRETARIAT
NEW DELHI

C O N T E N T S

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

LOK SABHA DEBATES

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LOK SABHA

Tuesday, April 9, 1963/Chaitra 19, 1885
(Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Road Transport from West Bengal to Assam

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*780. { Shri P. C. Borooh:
Shri Subodh Hansda:
Shri Bibhuti Mishra:
Shri Kajrolkar:

Will the Minister of Transport and Communications be pleased to state:

(a) when the fleet of trucks organised by the Assam Road Transport Organisation will ply for Road Transport from West Bengal to Assam; and

(b) the terms and conditions on which the permission has been granted?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) It is presumed that the members are referring to the special road transport organisation set up by the Government of India for the movement of essential supplies to Assam and North Bengal. The vehicles of this organisation started operation in the West Bengal-Assam area on the 24th November, 1962.

(b) The service was started as an emergency measure and no specific

145 (Ai) LSD—

terms and conditions have been laid down for its operation.

Shri P. C. Borooh: May I know whether it is a fact that the freight offered is not economical to the Organisation and not economical to the consignees also when the river route is disturbed and, if so, what steps Government propose to take in the matter?

Shri Raj Bahadur: The freight offered is economical to the Organisation. Also, it has been found favourable in the interests of the consignees or consignors.

Shri P. C. Borooh: May I know whether it is a fact that the role of the Transport Ministry is that of a reserve to be used in the event the river route to Assam is disturbed? May I also know whether the trucks are lying idle at Siliguri or plying in the roads in Jaipaiguri district only?

Shri Raj Bahadur: The hon. member will appreciate that this Organisation was set up with a view to provide an alternative means of communication to the railways, which is the only and the single line communication to Assam, to meet any eventualities whenever they occurred. Therefore, it cannot be said that it is only for odd occasions. It has not yet stabilised itself. We propose to stabilise it and run it on as sound commercial lines as possible.

Shri P. C. Borooh: May I know whether the trucks are lying idle?

Shri Raj Bahadur: I cannot say that because we have been acquiring the trucks as they are being built. The figures with me show that in the

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first month we put on this route only 7 vehicles. In the second month, January, we put on the road 20 vehicles, which means that the number is progressing.

Shri Liladhar Kotoki: May I know whether the strength was proposed to be at least 100 and it was proposed to be completed by the end of March? If so, has that strength been achieved?

Shri Raj Bahadur: No, it was not intended to be completed by the end of March. We have already acquired 50 trucks. In the course of the ensuing year we propose to acquire another 50 trucks, depending on the exigencies of the traffic.

श्री विभूति मिश्र : सरकार ने आसाम को बंगाल से लिक करने के लिए सीधे बंगाल से आसाम तक मिलीगुड़ी होकर एक रुट बनाया है और एक आसाम से बिहार होकर मिलीगुड़ी तक रुट बनाया है। मैं यह जानना चाहता हूँ कि इन दोनों रुटों पर वित्तने द्वारा और सामान दोने की वस्ते रखी गई हैं।

श्री राज बहादुर : यह प्रश्न दूसरा है।

श्री विभूति मिश्र : यह इसी से सम्बन्धित है। सरकार ने दो रुटों बनाए हैं : एक विहार होकर बंगाल से आसाम जाने का और दूसरा सीधा बंगाल से आसाम जाने का। मैं यह जानना चाहता हूँ कि इन दोनों रुटों पर काम प्रबन्ध किया गया है।

प्रध्यक्ष महोदय : इस सवाल का जवाब इस वक्त मिनिस्टर माहव के पास नहीं है।

श्री राज बहादुर : अगर आप इजाजत दें तो मैं जवाब दे सकता हूँ। मुझे इस में कोई ऐतराज नहीं है।

सवाल यह है कि हम को कलकत्ता से आसाम तक भाल ले जाना है। बहुत सा माल ऐसा भी है जो मिलीगुड़ी से यह ट्रक रेलवे से लेते हैं और आगे ले जाते हैं। अब हम कोशिश करते हैं कि जहां से माल हम को मिल जाता है,

वहां से ही ले जाते हैं और लम्बे रुट से नहीं ले जाते हैं।

Shri Basumatari: May I know whether it is a fact that the trucks plying to Assam by that route are stopped at Jagignope for want of a bridge over Brahmaputra and they are not able to proceed further? If so, what steps are Government taking to remove this bottleneck, especially at the time of the emergency?

Shri Raj Bahadur: At Jogigopa, whenever occasion or need arises, whenever it is necessary, we try to strengthen the arrangement for ferrying and that we do by asking the Joint steamer companies or other river services to place their trucks at our disposal.

Shri Hem Barua: May I know if it is a fact that private commercial undertakings are also allowed to ply their fleet simultaneously with this organisation and if so, may I know whether the Government have ascertained the extent of competition that this organisation might have to face?

Shri Raj Bahadur: We think and our experience is that there is enough traffic for the existing private operators and for the new organisation. There should be no apprehension on that score. Even if there was any apprehension, we have to appreciate the fact that we propose to stabilise this organisation with a view to ensure that in any odd moment of emergency or of any other eventuality taking place, there is a line of communication alternative to the railways to stand in good stead for our requirements.

Consumers Co-operative Societies

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*781. *Shri Shree Narayan Das:
Shri Inder J. Malhotra:*

Will the Minister of Community Development and Co-operation be pleased to state:

(a) the present position with regard to the setting up of Consumers Co-operative Societies in various parts of the country under the new scheme recently adopted by Government;

(b) the nature of participation of the Central Government in the scheme; and

(c) the extent to which the scheme has proved popular?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri B. S. Murthy): (a) Seventy two wholesale/central co-operative stores and 848 primary stores/branches have been organised under the new scheme upto 25-3-1963.

(b) A statement is laid on the table of the House.

STATEMENT

The entire amount of financial assistance as per pattern indicated below will be borne by the centre to enable the state governments to implement the scheme.

	<i>Wholesale stores</i>	<i>Maximum scale</i>
(i) Share capital contribution.	Rs. 1 lakh on a matching basis with the subscribed shares capital.	
(ii) Clean credit accommodation.	Rs. 2 lakhs.	
(iii) Loans and grants for godowns and purchase of trucks and equipment.	Rs. 1 lakh (25 percent subsidy and 75 loan).	
(iv) Subsidy for managerial expenses and rent.	Rs. 1,000* spread over a period 3 to 5 years.	

Primary Stores.

(i) Share capital	Rs. 2,500 on matching basis.
(ii) Subsidy for managerial expenses and rent.	Rs. 2,000 spread over a period of 3 to 5 years.

The cost of a whole time Joint Registrar and his nucleus staff for each state will also be borne by the central government.

(c) The response from the public is quite encouraging.

I must beg your pardon. In the statement laid, instead of Rs. 10,000 in item (iv), Rs. 1000 is typed. It is a

typographical mistake. I pray it may be corrected.

Shri Tyagi: It should be Rs. 10,000.

Shri Shree Narayan Das: May I know whether the hon. Deputy Minister is in a position to give any figure state-wise for these co-operatives?

Shri B. S. Murthy: Yes, Sir.

	<i>Wholesale</i>	<i>Primary</i>
Andhra	4	20
Assam	3	61
Bihar	2	80
Gujarat	7	59
Jammu and Kashmir	2	9
Kerala	2	25
Madhya Pradesh	3	55
Madras	10	70
Maharashtra	14	50
Mysore	6	93
Orissa	2	2
Punjab	3	We have not got figures for primary stores
Rajasthan	4	75
U. P.	5	123
West Bengal	3	62
Tripura	1	We have not got at present the figures for primary stores
Delhi	1	34
Manipur		We have not got any figures

Shri Shree Narayan Das: May I know what is the nature of the participation that the various States have expressed so far?

Shri B. S. Murthy: It is a Central scheme. We have already laid down certain principles which the State Governments have to take up and work them up.

श्री तुलसीदास जाधव : जो कन्यूमज्जस्टोर्ज खोले जा रहे हैं, चूंकि उनको प्रैवर्ट श्रोनर्ज के माय काप्पीटीशन करना है, इस लिए क्या उनकी महायता देने की गवर्नरमट की कोई योजना है, ताकि उनको नुकसान न हो?

*The figure Rs. 1,000/- was subsequently corrected by the Deputy Minister to read "Rs. 10,000/-". —Ed.

Shri B. S. Murthy: All these things have been taken into consideration. I think the working of the consumer co-operatives will not land anybody in loss.

Shri S. N. Chaturvedi: May I know whether the existing consumer co-operatives are yielding profits?

Shri B. S. Murthy: It is our desire and hope.

Shrimati Savitri Nigam: May I know whether the distribution of scarcity goods and imported scarcity goods have also been entrusted to these co-operatives and whether the supply of various items direct from the mills has also been arranged?

Shri B. S. Murthy: The main feature of these consumer co-operatives is that the goods required by the common man are made available in the stores, wholesale as well as primary stores.

Dr. P. S. Deshmukh: Is there any arrangement by which it will be possible to see that all these stores are properly fed with the goods they require on as low a price as possible and what is that organisation?

Shri B. S. Murthy: All arrangements are being made to see that the supply channels are always kept.

Dr. P. S. Deshmukh: I wanted to know the organisation, if any. Or is it only Government officers and the Secretary who is going to do that?

Shri B. S. Murthy: The hon. Member knows many things about these supply channels and the Central organisation. The whole thing is now being entrusted to the State Governments.

Mr. Speaker: Now, he has the right to question and not to answer. Therefore, he wants to know it.

Shri B. S. Murthy: In all humility, I am answering him.

Shri Warior: May I know whether these co-operatives are actually new ones or they are conversion of the old ones, and if they are new ones, their special nature as compared to the old ones?

Shri B. S. Murthy: There are certain old ones, but most of them are new.

Shri Balkrishnan: In the report of the Ministry of Community Development and Co-operation, for the year 1962-63 it has been stated that the majority of the stores were not functioning properly. So, I want to know whether Government have made any enquiry as to why the majority of the stores were not functioning well.

Shri B. S. Murthy: An enquiry was made, and steps were taken to rectify wherever there were any defects in the societies, and they are being revitalised.

Shri Balkrishnan: What was the reason for their defective functioning?

Shri B. S. Murthy: The hon. Member knows that the societies are worked by men, and if we do not get good material in the men, naturally, the societies cannot function well.

Ships for Movement of Coal

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*782. { Shri P. C. Borooh:
Shri Raghunath Singh:
Shri P. R. Chakraverti:
Shri Subodh Hansda:
Shri Surendra Pal Singh:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Singh Committee has recommended for the movement of coal to acquire 12 more vessels which can ply in a draft not exceeding 22 feet and rejected the idea of acquiring liberty ships which require a draft of 27 feet; and

(b) if so, the details thereof?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Committee has recommended that twelve specially designed shallow draft vessels of about 10,800 DWT each and a service speed of 12.5 knots should be acquired since existing coastal ships including Liberty ships cannot carry coal to their full capacity owing to shallow draft.

(b) A copy of the report is laid on the Table of the House [Placed in Library, See No. LT-1087/63].

Shri P. C. Boroohah: What action has been taken on the recommendations of the committee?

Shri Raj Bahadur: We are making enquiries, and in fact, we have started discussions with the Garden Reach Workshop, the Hindustan Shipyard Ltd., and with the Mazgaon Docks for the construction of these vessels of the special type with 10,800 DWT and 22 feet draft. We are also exploring the possibilities of placing orders for such vessels in Belgium and Yugoslavia against credit foreign exchange.

Shri P. C. Boroohah: May I know how much coal is proposed to be transported by these vessels, and also the present navigation capacity for the transport of coal?

Shri Raj Bahadur: We have been asked to transport 2 million tons of coal. Many of our coastal vessels are old, and as many as we can build of the new type of vessel that I have just now indicated will supplant them or will replace them.

Shri Vidya Charan Shukla: What are the chances of 2 million tons of coal being transported by ships during the current Plan period?

Shri Raj Bahadur: We have already achieved this target during the last calendar year. We have transported about 2 million tons of coal already; I think it is about 1.936 million tons of coal; I am speaking from memory.

Shri Indrajit Gupta: In view of the unsuitability of Liberty ships, which the hon. Minister has just admitted, due to the draft being too deep, may I know why Government have approved of the acquisition of a number of Liberty ships by the Jayanti Shipping Co. for use on the coastal trade?

Shri Raj Bahadur: We allowed the acquisition of Liberty ships because they involved the minimum amount of foreign exchange payments. And we are acquiring shipping for coastal needs, not only for the Hooghly but for other places. Apart from that, there is no other ship with that particular qualification available at the moment, which requires minimum payment of foreign exchange, and hence, we have to choose them.

Shri Bhagwat Jha Azad: May I know whether the recommendations also establish how far this changeover from the Liberty ships will minimise our cost in terms of foreign exchange as well as in terms of other costs?

Shri Raj Bahadur: If we build all these ships apart from the amount of money that we have to spend in importing the necessary equipment that we are not at present manufacturing, the entire cost will be paid in rupees, and there will be a saving in foreign exchange, and to that extent, the amount that we would have to spend on the ships that we would have to import from abroad would also be a saving.

Mechanisation of Farming

*783. **Shri Maheswar Naik:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any scheme is in hand for progressive mechanization of Indian farming;

(b) if so, the extent of progress achieved in this direction; and

(c) whether any, and if so, in what shape Central aid is available to individual farmers in this regard?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subbag Singh): (a) No specific scheme for progressive mechanization of farming in India is in hand.

(b) Does not arise.

(c) 25 per cent subsidy is available to farmers for inducing them to purchase improved bullock drawn implements and spraying and dusting machines. Loan assistance is available for purchasing pumping sets, tractors and their implements.

Shri Maheswar Naik: Have State Governments taken up any schemes in which they have introduced mechanisation by themselves?

Dr. Ram Subbag Singh: Actually, complete mechanisation has been introduced at the Central Government farm at Suratgarh. There are certain other farms run by some individuals. . . .

Dr. P. S. Deshmukh: The question refers to farms outside Suratgarh.

Dr. Ram Subbag Singh: Outside that, some State Governments are trying to introduce some tractors on their State farms. They also want to manufacture some small tractors. Negotiation is going on.

Shri Maheswar Naik: Have plantation farms been able to shift from traditional types of farming to modern mechanised farming?

Dr. Ram Subbag Singh: Some plantation farms are using the mechanised method. The trend is definitely towards that.

Shri D. N. Tiwary: Since holdings in India are very small and since ceilings have been imposed in various States, from 20 to 30 acres, do Government think that tractors would be useful for farming?

Dr. Ram Subbag Singh: It is a fact that on a small holding large tractors will not be so useful. But there are small tractors as well. The Japanese tractors and the UK Landmaster trac-

tor have a smaller HP. They are very suitable for smaller holdings. We have opened four centres where Japanese farmers are demonstrating their technique very successfully.

श्री यशपाल सिंह : मैं जानना चाहता हूँ कि इस मैकेनाइजेशन से नैचुरल मैन्योरिंग में क्या कोई कमी आई है और यदि हाँ तो उसकी प्रोपर्टी क्या है कितने प्रतिशत 'आई है ?

डा० राम सुभग सिंह : अभी इतना ज्यादा मैकेनाइजेशन नहीं हुआ है कि कोई खास कमी महसूस हुई हो। लेकिन अध्ययन किया जा सकता है और किया भी जाएगा।

Shri Indrajit Gupta: What is the present condition of the scheme for setting up a second mechanised farm in the public sector on the Suratgarh model, and why is it progressing so slowly?

Dr. Ram Subbag Singh: It is not progressing slowly. It has been decided upon. As the hon. Member knows, that is an area which was not so developed. Gradually it shall have to be developed. Steps are being taken at Jetsar for the second farm which is going to be opened.

श्री ओंकारसाल बेरवा : इस वक्त कितने ट्रैक्टर्ज इस्तेमाल हो रहे हैं ? साथ ही कितने ट्रैक्टर्ज की जरूरत होगी क्या इसका अन्दराजा लगाया गया है यदि हाँ तो कितने ट्रैक्टर्ज का प्रायात किया जाएगा ?

डा० राम सुभग सिंह : इस वक्त ३०,६३१ ट्रैक्टर इस्तेमाल हो रहे हैं। इस साल करीब ६,००० ट्रैक्टर्ज की जरूरत होगी। अगले साल से १६६५ तक दस दस हजार ट्रैक्टर्ज की प्रतिवर्ष जरूरत होगी। इस साल हम लोग भारत की तीन फैस्टीज में ४२५० ट्रैक्टर्ज तैयार करेंगे। जो नौ हजार की जरूरत होगी उसमें जो कमी रह जाएगी उसको हम लोग रुस से १८०० ट्रैक्टर मंगा कर और बाकी

ईस्ट यूरोपियन कन्ट्रीज से मंगा कर पूरा करने की बात चला रहे हैं।

Shri Tyagi: Is there any plan to set up tractor stations in various regions from where cultivators could avail of the agricultural machinery on hire?

Dr. Ram Subhag Singh: That is a scheme I shall have to consider because it is very useful. I want to recommend this idea.

Dr. P. S. Deshmukh: Is the hon. Minister aware that the Planning Commission does not hold very progressive views about progressive mechanisation? If so, is he going to convert them to his view because there is a demand on the part of farmers for progressive mechanisation?

Dr. Ram Subhag Singh: I recognise that without going in that direction progressively, there will not be a suitable increase in production because the most modern techniques are required to be introduced in our agriculture. I do not want to shirk that responsibility.

Shri A. P. Jain: Since the ceiling law has limited the size of holdings, have Government any programme for importing or manufacturing small tractors of 8-10 range?

Dr. Ram Subhag Singh: We are having that in view. Small tractors are going to be very useful in our agriculture. So we have opened some centres where these tractors are being put on demonstration.

Dr. Ram Subhag Singh: The East Asiatic Company will go into production very soon, and the UK Landmaster will be produced there. We are at present considering the Japanese small tractor, and we will have that also manufactured here.

Shri A. P. Jain: Has the Minister hand tractor in mind? I mentioned about the 8 to 10 ton range.

Dr. Ram Subhag Singh: Yes, Sir. We shall do that.

Sethusamudram Project

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*784. { Shri Muthiah:
Shri Ramanathan
Chettiar:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the Naval Hydrographic Office at Dehra Dun has recently completed a major survey of the gulf of Mannar and the Palk Straits for the construction of the Sethusamudram Project;

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

(c) when the Sethusamudram project will be constructed?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). In order to arrive at a reliable estimate of the cost of the project, it was considered necessary to carry out certain land and sea surveys and investigations in the project area. A provision of Rs. 22.14 lakhs has accordingly been made for this purpose in the Third Five Year Plan. This work included a hydrographic survey of the sea approaches to the proposed canal. The work was entrusted to the Naval Hydrography Branch of the Ministry of Defence, who have completed it in the last survey season. The Government of Madras who are preparing the fresh estimate of costs has intimated that the findings and charts in respect of this survey are awaited by them and that further necessary action would be taken by them on receipt.

The question of taking up the Sethusamudram Project will be considered, when the correct cost of the project is known.

Shri Muthiah: I want to know the depth of the water in the sea, and the nature of the soil at the bottom, whether it is sandy or rocky.

Shri Raj Bahadur: I cannot exactly give the results of the survey as done by the experts.

Dr. K. L. Rao: May I know whether, in view of the national importance of this project, investigations are being made for a by-pass channel on the land also?

Shri Raj Bahadur: I do not think any investigations for a by-pass channel on the land are being made. I am not aware of it.

Siltation of Calcutta Port

*785. **Shri R. Barua:** Will the Minister of Transport and Communications be pleased to state the steps Government have taken to establish a Hydraulic Study Department to go into the problems of siltation of Calcutta Port?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement is laid on the Table of the House [Placed in Library, See No. LT-1088/63].

Shri R. Barua: May I know whether it is contemplated to develop Haldia port, and if so, how much money is earmarked for it?

Shri Raj Bahadur: Money earmarked in the Third Plan is about Rs. 7 crores and steps are being taken to finalise the arrangements to proceed with the project.

Shri R. Barua: How long will it take to bring it to working condition?

Shri Raj Bahadur: I cannot exactly make a forecast of the time, but certain studies are being made.

Shri Indrajit Gupta: May I know how far the final scheme about Haldia Port is likely to be affected by the outcome of these hydraulic studies at Haldia?

Shri Raj Bahadur: That will entirely depend upon the nature and character of the results that would be given to us by this study, and unless and until that is known, it is very difficult for me to forecast or anticipate what the results would be, but I hope that from the studies that have already been made not any serious dislocation can be feared.

Shri S. C. Samanta: May I know whether simultaneously the Model Research Station at Poona will carry on some experiments which will be available to these hydraulic experts?

Shri Raj Bahadur: I think the two have to work in close liaison. We cannot exclude the one by the other, and the two will go together.

Dr. K. L. Rao: May I know whether Indian experts in hydraulics have been associated as consultants with this team?

Shri Raj Bahadur: Yes, Sir. There is one Deputy Chief Hydraulic Engineer and one Assistant Hydraulic Engineer. These two are for hydraulic purposes. There is also one River Research Officer who is responsible for survey and field observation. The Hydraulic Engineers are for the study of the details.

Shri Maheswar Naik: Form the statement I find that some naval vessels were hired for carrying on the survey work in Hooghly. What is the result of that survey, and what action has been taken by the Government as a result of the recommendations made by this survey?

Shri Raj Bahadur: A very thorough hydraulic study was recommended by the World Bank team which visited us some time back. The appointment of this particular section is a result thereof. This new section that has been created has also advised us that we must have a full-fledged vessel known as a research vessel, equipped with the latest mode of equipment to make the studies efficient. Pending that, we have acquired certain other vessels with certain improvised equipment and apparatus with which this section has already started the study.

Agricultural Programmes

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*786. { **Shri P. Venkatasubbaiah:**
 { **Shri Subodh Hansda:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government had approved a scheme to

send Study Teams consisting of Central Ministers, Advisers of Planning Commission and other important officers for an on the spot study of agricultural programmes; and

(b) if so, the details of the scheme and how it will be implemented?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) It has been decided to send small teams from the Centre for discussing the formulation and effective implementation of agricultural production programmes and giving all possible assistance to States. These teams comprise of Planning Commission Advisers (Programme Administration), Officials of the Ministries of Food and Agriculture, Community Development and Cooperation and the Planning Commission. During the concluding stages of the discussions with the States, one of the Members of the Planning Commission or one of the Ministers of Agriculture, or Community Development and Co-operation is expected to participate.

(b) A statement giving the details of the scheme is placed on the Table of the House. [Placed in Library, See No. LT-1089/63.]

Shri P. Venkatasubbiah: What steps are concurrently being taken by the Community Development department to give support to this scheme of increased agricultural production launched by this Ministry?

Dr. Ram Subhag Singh: Actually they have asked their officers and block development commissioners, etc. to devote much of the time at the village level to increase agricultural production. They are doing their best.

Shri P. Venkatasubbiah: Have the Government considered the desirability of setting up a permanent liaison officer at the headquarters of each State so as to watch the activities of the Central and State Governments for removing the bottlenecks for stepping up of production?

Dr. Ram Subhag Singh: We are in live contact with the States. To

think that there is no active and strong co-ordination is not correct. Anybody who is under the impression that agricultural production is not getting adequate attention is totally wrong. There is no apprehension at least on my part that suitable steps are not being taken.

Shri विभूति मिश्र : क्या हमारे प्रधान मन्त्री जी ने कृषि मन्त्रालय से बतलाया है कि फिस बजह से खेती के उत्पादन में आशातीत उन्नति नहीं हो रही है? वह कौन सी रुकावट है क्या इस का पता लगाने के लिये हमारे फूड एण्ड एप्रीकल्चर मन्त्री ने कोई उपाय सोचा है?

डॉ राम सुभग सिंह : असल में इस बात का तो हम रोज रोज पता लगाते रहते हैं और यह कहना कि आशातीत सफलता नहीं हुई है यह वहूत सही नहीं है क्योंकि जितनी भी नकदी फसलें हैं जैसे काटन जूट बर्गरह, उनमें तो हमारी तृतीय पंचवर्षीय योजना का लक्ष्य पूरा हो गया है। फूड प्रोडक्शन के बारे में भी जो समझदार लोग हैं वे जानते हैं कि जहां ५ करोड़ टन उसका उत्पादन था वहां वह बढ़ कर ८ करोड़ टन हो गया है। इसालये आशातीत सफलता की बात कहना गलत है। फिर भी हम उसको बढ़ाने का प्रयास करेंगे।

Shri Inder J. Malhotra: Two days back it has been stated publicly that there is shortfall in food production. May I know if these teams are expected to fix the responsibility and to see on what accounts there have been these shortfalls in food production?

Dr. Ram Subhag Singh: I was there and I too participated in that debate. This shortfall is stated on the basis of the target that has been laid down for the Third Plan and the target itself was based on certain supplies like water, fertiliser, agricultural implements and so many other things. If these supplies are available on the basis of which they were calculated in the beginning, there will not be any shortfall by 1965.

Shri Sham Lal Saraf: May I know if the visits of these study teams will be in regard to specific projects like the package programme or whether there will be a general survey of agricultural production in every State?

Dr. Ram Subhag Singh: These teams are likely to study the details of agricultural programme in one particular district of each State and generally of other districts also. In that particular district they will try to understand each and every problem in regard to agricultural production in one block, but generally everywhere.

Shri Vasudevan Nair: Is it a fact that this slack in agricultural production is the result of the lack of enthusiasm on the part of the Food and Agriculture Ministry as alleged by the Planning Commission—that the Ministry is not prepared to implement the policies as laid down by the Planning Commission?

Dr. Ram Subhag Singh: I am trying to implement the policy of this Parliament in as best possible manner as I can. To think that it is not doing that, if anybody or any party thinks like that, it is totally in darkness. (Interruptions).

Some Hon. Members rose—

Mr. Speaker: My difficulty is that when I allow every supplementary, the number of members who want to put more supplementaries grows every time!

Shri Tyagi: The question is important.

Mr. Speaker: We had a discussion on the Demands of the Ministry of Food and Agriculture only recently. (Interruptions). Order, order. Shri Tyagi.

Shri Tyagi: I wonder if the Government is aware that if the team is to be accompanied by Ministers and advisers of the planning bodies, etc., actual study would not be possible, because the demonstrations, show-off, exhibitional activities, etc., will all take their time. So, may I know why

the Government does not think of paving a surprise visit to the areas, instead of just demonstrating their arrivals, because then no actual study will be made?

Dr. Ram Subhag Singh: What the hon. Member says is largely correct, but I am getting it done on behalf of the Ministry of Food and Agriculture. If some people want to come and feel that their presence will be useful, they are welcome.

Dr. P. S. Deshmukh: May I know on what basis the districts are going to be chosen, because most of the package districts are the best districts India, whose production was to be increased? I hope they will take the normal or the average district for this purpose.

Dr. Ram Subhag Singh: They are not going to study everywhere the package district, but in some areas they will also study the work that is done in the package districts. So far as the actual work of package districts is concerned, it has been done only in seven districts, and therefore this question does not apply to each State.

श्री शिव नारायण : क्या सरकार यह घटाने की कृपा करेगी कि जो पलड़ अफेक्टेड एरियाज हैं वहां की भी जांच करायी जाएगी?

श्री त्यागी : वहां जायेंगे कैसे। मड़कें तो हैं नहीं।

डा० राम सुभग सिंह : जो बाढ़ वाला एरिया है उसकी तो हम विशेष जांच करायेंगे और वहां जारा इमराद देने। ईस्टन् यू० री० में हाल में तुच्छ मदद दी भी गयी है।

Shri Jashvant Mehta: In the light of the shortfall in agricultural production, may I know whether Government is seriously thinking of crop planning scheme?

Dr. Ram Subhag Singh: We are thinking of crop planning. But I do not recognise and I am not going to be guided in my activity by this bogey of shortfalls.

Shri Bishwanath Roy: In view of the reply given by the Minister just now, may I know when the help to the eastern districts of Uttar Pradesh which are always affected by floods every year is going to be given?

Dr. Ram Subhag Singh: This supplementary question is about what is going to be done in the flood-affected areas of Uttar Pradesh. We have started some rural manpower utilisation programme, and perhaps at 10 or 11 centres that programme has been introduced and for improving the cane cultivation there Uttar Pradesh is going to spend about Rs. 1 crore in certain areas which are in the eastern parts of Uttar Pradesh also.

Some Hon. Members rose—

Mr. Speaker: The only thing I can do is to pass on to the next question.

Shri Hem Barua: It is a very important question.

Mr. Speaker: I am very sorry, Shri Bhakt Darshan.

श्री भक्त दर्शनः श्रीमन् मैं तो पहले प्रश्न पर ही कुछ पूरक प्रश्न पूछता था ।

अध्यक्ष महोवयः प्रश्न संख्या ७८७ ।

बन गवेषणा संस्था

*७८७. **श्री भक्त दर्शनः** क्या खाद्य तथा कृषि मन्त्री ७ अगस्त १९६२ के अताराधिकत प्रश्न संख्या ८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि बन गवेषणा संस्था को विश्वविद्यालय का दर्जा देने के बारे में क्या प्रगति हुई है?

(आ० राम सुभग स्तिहः) विश्वविद्यालय अनुदान आयोग ने साधारण रूप से विचार व्यक्त किया है कि किसी संस्था को विश्वविद्यालय बनाने से पहले उसे एक स्वागत नियम बनाना होता है उसे प्रशासकीय और शैक्षिक

रूप में स्वतन्त्र होना होता है और संस्था उन लोगों के लिए खुली रहे जो बन विभाग में सेवा नहीं करते। अब यह आवश्यक होगा कि इस अनुबन्ध की मारी उलझनों का निरीक्षण किया जाये।

२. इस मामले में बन अनुसन्धान संस्थान एवं महाविद्यालयों की अदालत के विचार की प्रतीक्षा की जायेगी और वह अदालत मई में बैठेगी।

[The University Grants Commission has expressed the general view that before an Institution can be deemed to be a University, it should become an autonomous body and have administrative and academic freedom and that the Institute be open to persons not employed in the Forest Department. It would now be necessary to examine the full implications of this stipulation.

2. The matter will now await consideration by the Court of the Forest Research Institute and Colleges. That Court is going to meet in May.]

श्री भक्त दर्शनः श्रीमन् क्या माननीय मन्त्री जी यह बताने की स्थिति में है कि देर से देर कब तक इस सम्बन्ध में अन्तिम निर्णय हो जाने की आशा की जाती है?

आ० राम सुभग स्तिहः अभी तो मई के महीने में कोटे की मीटिंग होगी और उसमें इन शर्तों पर विचार किया जाएगा। मगर एक दिक्कत आयी है कि उन्होंने कहा है कि उब लोगों के लिए भी यह संस्था खोल दी जाए जो कि फारेस्ट डिपार्टमेंट में नहीं लिए जाएंगे। याज तक केवल फारेस्ट डिपार्टमेंट के कर्मचारी ही इसमें शिक्षा पाते हैं या राज्य सरकार के नामिनी। तो यह अड़चन है जिस पर विशेष रूप से विचार करना होगा।

श्री भक्त दर्शनः श्रीमन् क्योंकि यह संस्था सारे एशिया में अपने ढंग की एक ही संस्था है अतः क्या इसके विकास और इसके उत्थान के सम्बन्ध में कोई विशेष कार्यक्रम बनाने का विचार किया जा रहा है और क्या इस सम्बन्ध में कोई कदम उठाया जा रहा है?

डा० राम सुभग सिंह : अभी वहां पर कुछ कार्रवाइयां की गयी हैं और वहां रिपार्च का काम इस ढंग से हाला जा रहा है कि वन अनुसन्धान गम्बन्धों हर बात का काम वहां जानी हो जाए। और दो तीन कार्य तो वहां अभी नये चलाए गए हैं और इस कोर्ट की मीटिंग के बाद हम कुछ और विशेष सोचेंगे।

Shri Sham Lal Saraf: In view of the subjects offered for study in this Forest Research Institute and the curriculum that is being followed for turning out graduates from that institute, may I know what difference it would make by converting it into a university? May I know whether that question has been gone into before the Ministry would take any further action?

Dr. Ram Subhag Singh: Actually it would not make any difference because even the foreign universities and scholars recognise that the standard of this institution is in no way inferior to any forest institutes in any other country of the world. The only difficulty is that so far it is awarding only All India Forest College Diplomas. It does not award doctorates, M.Sc. or D.Sc. degree. This is only a question of conferment of degree and nothing else.

Shri D. C. Sharma: May I know what will be the finance involved in the first year and in the succeeding years if this is turned into a university and whether the money that will be spent additionally will be commensurate with the advantages that we will get from it?

Dr. Ram Subhag Singh : It is precisely due to this factor that we are not so much enamoured about transforming only the name of this institution, because there is not going to be any material change in the study and research.

Shri Mansinh P. Patel: May I know whether this subject was discussed

two days before in the State Ministers' Sub-Committee on Forests; if so, the details thereof?

Dr. Ram Subhag Singh: This was not included in the agenda because that agenda concerned only the availability of timber and certain other things. Though, of course, generally, they were free to discuss anything they liked, this has been under consideration for a long time and it will be given a final form by the court of the Forest Institute. But, as I said, we are not very much enamoured by this change.

श्री यशपाल सिंह : क्या मैं जान सकता हूं कि जब वन विभाग और हाईकल्टर विभाग (उद्यान विभाग) आदि सब एग्रीकल्टर विभागों के मात्रात्मक हैं और एग्रीकल्टर विभाग स्वायत्त है, तो फिर देहरादून में एक एग्रीकल्टर यूनिवर्सिटी कायम कर के वन विभाग की उन्नति क्यों नहीं की जा रही है?

डा० राम सुभग सिंह : एग्रीकल्टर यूनिवर्सिटी रुद्रपुर में है और अगर कोई खास जगह है, जहां पर माननीय सदस्य वर्नों का उन्नति कराना चाहते हैं, तो मैं उस पर विचार कराऊंगा और कुछ काम कराऊंगा।

श्री भगवत ज्ञा आजाद : क्या यह सच है कि देश की आवश्यकता को देखते हुए इस संस्थान में प्रशिक्षण की सुविधाये बहुत ही कम हैं? यदि हां, तो क्या सरकार के विचाराधीन ऐसों कोई योजना है, जिस के अन्तर्गत वहां पर प्रशिक्षणार्थियों की संख्या बढ़ाई जाये?

डा० राम सुभग सिंह : राज्य सरकारों और यूनियन टेरेंटरीज की ओर से वहां पर जितने विद्यार्थी भेजे जाते हैं, उन को दाखिल किया जाता है। वे उतने ही विद्यार्थियों को भेजते हैं, जिन को वे काम में लगा सकते हैं। मैं इस बात को जायज मानता हूं कि अगर और लोग आहें, तो वहां पर प्रशिक्षण प्राप्त कर सकें। उस अवस्था में वहां पर उतनी मात्रा में फैसिलिटीज बढ़ाना पड़ेगी। लेकिन

आगर उन के लिए कहीं नौकरियों की व्यवस्था उपलब्ध न हो, तो मुसंबत हो सकती है। इन सारी बातों पर विचार करना पड़ेगा।

Bomb Explosion on Railway Track

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Shri D. C. Sharma:
Shri D. D. Mantri:
Shri Hem Barua:
Shri Subodh Hansda:
*788. Shri S. C. Samanta:
Shri Onkarlal Berwa:
Shri Maheswar Naik:
Shri Ram Harkh Yadav:
Shrimati Savitri Nigam:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that one Khalasi was killed and two others injured as a result of the explosion of a bomb, which they found on the railway track, between Harisinga and Udalgiri stations on the Tezpur-Rangiya section of Northeast Frontier Railway on 15th March, 1963;

(b) whether any enquiry has been held into the incident; and

(c) if so, the findings thereof and the action taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). Yes Sir, he was not a Khalasi but a gang-man, and the bomb was found a few yards away from the railway track and not on the track itself.

(c) The enquiry is still in progress by the Government Railway Police and their findings are awaited.

Shri D. C. Sharma: May I know if this bomb was there as a result of some sabotage or as a result of some other thing?

Shri Shahnawaz Khan: That would be known after the enquiry is completed.

Shri D. C. Sharma: May I know why the enquiry has taken so long when it is a matter which affects one

of our most sensitive areas at this time?

Shri Shahnawaz Khan: The enquiry is conducted by the State police, and the railways are not in a position to force their hands.

श्री शिव नारायण : जो आदमी मर गया है, उस के लिए सरकार ने क्या कम्पेन्सेशन दिया है?

श्री शाहनवाज खां : जब एन्कवायरी कमेटी की रिपोर्ट मिल जायगी, तब उस पर विचार करेंगे।

Shrimati Savitri Nigam: May I know whether the contents of the exploded bomb have been sent for laboratory test; if so, what results have been revealed?

Shri Shahnawaz Khan: The contents of the bomb are gunpowder, and when the thing explodes no gunpowder remains.

Shri A. P. Sharma: May I know whether any interim compensation has been given to the family of the killed person?

Shri Shahnawaz Khan: As I submitted just now, Sir, as soon as the result of the enquiry is known all these matters will be considered.

Shri A. P. Sharma: The final payment can be made afterwards. I want to know whether any interim payment has been made.

Mr. Speaker: If it had been given, certainly he would have told the hon. Member. Therefore, nothing has been given.

Shri Hem Barua: In view of the fact that this incident is not a stray incident, it is a part of a pre-planned subversive activity—it is suspected like that—on behalf of China, may I know why Government have not been able to look into the matter so long? I want to know whether the Railway Ministry here at the Centre has approached the State Government to hurry up with the matter because it is

a sensitive area and a strategic area also?

The Minister of Railways (Shri Swaran Singh): I do not think that there is any basis for this assertion that this is part of any pre-planned activity on the part of the Chinese. Let us not unnecessarily get panicky. On this very track, according to the information in our possession, a number of trains passed that morning, fairly important trains, and nothing happened. And I would not be surprised if this was a sort of casual fall from some of the goods that were carried in the train. This is one of the possibilities that is being investigated. Therefore, let us not fear or see danger where it does not even exist.

Shri Hem Barua: Sir, on a point of order. When I said that it is suspected that it is a part of the pre-planned subversive activity and all that, the hon. Deputy Minister has stated that an inquiry is proceeding into the matter and the State police are conducting this inquiry. But here is the hon. Minister who comes and asserts that this is not a part of any subversive activity or something like that, in the midst of the inquiry that is being made into the incident. May I know whether this is not going to prejudice the inquiry? That is the point of order.

Mr. Speaker: The hon. Member gave his own apprehension, or his own version, that he suspects subversion. If that does not prejudice the inquiry, the version given by the Minister can also be a possibility and it also does not prejudice the same. Both of them have given only the possibilities and apprehensions and both would be considered by the inquiry committee.

Shri Tyagi: While the Minister is a responsible person and, therefore, makes a responsible statement, the Member is irresponsible. How can they be put on par?

Shri Hem Barua: Sir, on a point of order. Yesterday I pointed out that you alone have got the right even to

abuse us and as loyal members we will submit to you. Now my hon. friend, Shri Tyagi, says that I am irresponsible. I seek your protection.

Mr. Speaker: He has expressed that as a token of his affection.

Freight Rates

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Shri P. C. Borooh:
Shri Dinen Bhattacharya:
*790. Shri Indrajit Gupta:
Shri R. S. Pande:

Will the Minister of Transport and Communications be pleased to state:

(a) whether questions relating to freight rates covering the India U.K. and Continental trade were discussed at the India U.K.—Continental Conference held on the 21st March 1963; and

(b) if so, the specific questions discussed and the decisions taken thereon?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The discussions are still going on and no decisions have yet been taken. When the result is known the information will be placed on the Table of the House.

Shri P. C. Borooh: May I know whether the recent increase in shipping freight by certain foreign shipping companies has affected the import trade between India-UK-Continental countries and, if so, to what extent?

Shri Raj Bahadur: There was a meeting of the India-UK-Continental Conference where they considered the question of the possible upward revision of the freight rate. The discussions are still going on and they have not come to any conclusion. So, it will not be possible for me to make any forecast.

Shri P. C. Borooh: May I know whether any mutual concession is going to be given in regard to freights?

Shri Raj Bahadur: Mutual concession in regard to freight cannot be given by the conference. I do not know what they are going to arrive at.

Shri Indrajit Gupta: Have the Government seriously considered this aspect that in case this Conference decides on an upward revision of freight it may have a very adverse effect on our export programme?

Shri Raj Bahadur: I do not know on what basis the hon. Members presumes that we are not very seriously concerned about it. In fact, we have taken ample care to see that no upward revision of freight takes place without any reason. Some two years back we have, in fact, advised that there should be a basis for increase in freight, whenever it is contemplated. Everything should proceed according to that.

Dr. L. M. Singhvi: Have the Government on their part formulated any specific scheme or proposals in respect of freight rates and, if so, is the Minister in a position to give us a broad indication of that position?

Shri Raj Bahadur: No indication is possible. But, we will surely consider the views expressed by the conference. Apart from that, it should be realised that these conferences are autonomous bodies and our companies are members thereof. As Members they can express opinions. If the conference takes a decision to make upward revision of freight, the only remedy is to ask our companies to come out of that conference. We have got no administrative control over the conference. But, there is an agreed basis of functioning according to which they function. We hope that nothing will be done to unnecessarily jeopardise the interests of our foreign trade.

Mr. Speaker: Next question.

रुई उत्पादन का लक्ष्य

*७६२. श्री देव शिंगवी पाटिल : क्या खाद्य तथा कृषि मंत्री यह बताने का कृपा करेंगे कि :

(क) क्या तांबरी योजना अवधि में रुई उत्पादन का लक्ष्य बढ़ाने का प्रस्ताव है; और

(ख) यदि हाँ, तो इस को कितना बढ़ाने का विचार है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (दा० राम सुभग सिंह) : (क) जो नहीं।

(ख) प्रश्न है नहीं होता।

[(a) No.

(b) Does not arise.]

श्री देव शिंगवी पाटिल : तांबरी योजना में कपास में वृद्धि का क्या अनुमान लगाया गया है ?

दा० राम सुभग सिंह : तांबरी योजना में कपास का उत्पादन लक्ष्य ७० लाख बोल्ज है।

Shri Maheswar Naik: May I know whether the attention of the hon. Minister has been drawn to a recent report to the effect that the Planning Commission has considered the steps so far taken for the production of cotton as inadequate and whether any further steps have been taken by the Government to raise the output?

दा० राम सुभग सिंह : अग्रणी माननीय सदस्य प्रियंका वर्षे के उत्पादन का आंकड़ा देखेंगे तो पायेंगे कि बोल्ज ४५ लाख बोल्ज रुई हुई थी, १६६१-६२ में। इस माल कम से कम ५४ लाख गांठ रुई होगी। इस प्रकार नौ लाख गांठ वर्ष से कम उत्पादन में वृद्धि हुई है। हो सकता है कि यह वृद्धि दस लाख गांठ तक पहुंच जाये। यह समझना कि उत्पादन में वृद्धि नहीं हो रही है, विलकूल वाजिब नहीं है।

श्री तुलसीदास जाथव : बाहर से कपास मंगाने के बजाय यहां पर ही ऊंचे टारगेट फिक्स करके ज्यादा पैदा करने की कोशिश क्यों नहीं सरकार की तरफ से की जाती है ?

डा० राम सुभग सिंह : इस बात पर मैं विचार करूँगा और इस को कार्यान्वित करने का यत्न भी करूँगा ।

Shri P. R. Patel: I want to know whether the Government is aware that the import of cotton under P.L. 480 in large quantities adversely affects production of cotton here.

Dr. Ram Subhag Singh: It is to some extent correct. But, as the hon. Member might appreciate, last year, the total production of cotton was only 45 lakhs bales. The annual consumption of our textile factories is from 53, to 56 lakh bales. So, we had to take resort to the import programme. Because, had we not imported cotton last year, our mills would have been starved. That was necessary last year. Now we will keep this in mind.

Shrimati Savitri Nigam: May I know besides increasing production of cotton, what steps the Agriculture Ministry is taking to increase the quality and per acre production of cotton?

Dr. Ram Subhag Singh: We are trying to introduce better seeds and provide better irrigation and fertiliser facilities. Added to that, we want to give better prices for our cotton so that the farmers may have a suitable incentive to increase the per acre yield of cotton as well as to grow better varieties.

Dr. P. S. Deshmukh: It is now agreed by everybody that greater agricultural production depends on remunerative prices for the growers. This year, the cotton growers, because they produced more, have had a very bad experience. What is the Government's proposal to counteract such similar circumstances for the next year?

Dr. Ram Subhag Singh: The Agriculture Ministry has taken measures and that has now been accepted by our other colleagues and that would be announced within a week perhaps. We are going to give incentive in terms of prices also. The floor is going to be increased. We will watch the trends on our production and markets and try to link up prices in a suitable manner.

Dr. M. S. Aney: Has the Government realised or not that prices of cotton generally are low when the cotton is in the hands of farmers and they generally rise after it goes from the hands of the farmers to the merchants? Is there any step in the contemplation of Government to remove this difficulty?

Dr. Ram Subhag Singh: We realise this difficulty and we are constantly paying our attention. We consulted the hon. Members from the cotton-growing States also twice this year, and on the basis of their suggestions, we have made certain suggestions to our other colleagues and to the Planning Commission. Most of those suggestions have been accepted, and they will be announced within a week or so.

श्री औंकार लाल बेरवा : जो कपास हम बाहर से मंगाते हैं, वह हमारे भाव से कितनी महंगी पड़ती है ?

डा० राम सुभग सिंह : वह बहुत महंगी नहीं पड़ती है। मगर पिछले वर्ष चूंकि ४५ लाख गांठ हुई थी, इसलिए मंगानी पड़ी थी। इस साल कोई ज्यादा मंगानी नहीं पड़ेगी। इस का कारण यह है कि करीब ५४ लाख गांठ हमारी उपज है और ५४-५५ लाख गांठ की खपत होगी अपनी मिलों में। लेकिन योड़ी सी देसी काटन भेजी जायेगी और विदेशी मंगाई जायेगी।

Milk Supplied by D.M.S.

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Shri D. D. Mantri:
 Shri Yashpal Singh:
 *795. Shri D. C. Sharma:
 Shri Sidheshwar Prasad:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the milk supplied by Delhi Milk Supply Scheme on the 16th and 19th March, 1963 emitted obnoxious odour; and

(b) the steps taken to supply pure milk?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) No. Except for a small number of bottles of cow milk, which had an off flavour, the entire quantity of buffalo, cow and tonned milk sold on 16th and 19th March, 1963, aggregating to 1,36,163 and 1,38,431 litres respectively, was of satisfactory chemical, bacteriological and organoleptic quality.

(b) Delhi Milk Scheme has all along supplied only pure milk of various kinds.

श्री द्वारका दास मंत्री : माननीय मंत्री महोदय के व्यापार से पता चलता है कि गाय का दूध जो अशुद्ध था, वह तकसीम कर दिया गया था। मैं जानना चाहता हूँ कि अशुद्ध दूध क्यों तकसीम किया गया?

Shri Shinde: The hon. Member's statement that impure milk was distributed is not correct. The milk is pasteurised and it is distributed only after pasteurisation.

Shri Tyagi: Is water mixed?

श्री यशपाल सिंह : क्या यह महोदय है कि दूध ७२ घंटे के बाद सप्लाई किया जाता है और उस वक्त दूध के सब विटामिन्ज मर जाते हैं और सिर्फ दूध की लाश ही बाकी रह जाती है?

Shri Shinde: The buffalo milk which is collected from centres round about Delhi is distributed not after 44 hours as has been alleged by the hon. Member but much earlier. Of course, the cow milk which is received from Bikaner is distributed between 24 to 36 or 40 hours, but that is kept under chilled conditions, and according to internationally accepted hygienical standards that is fit for human consumption and also of good quality.

श्री सिद्धेश्वर प्रसाद : माननीय मंत्री जी ने बताया है कि दूध खराब नहीं था। सड़ा हुआ नहीं था। मैं जानना चाहता हूँ कि किस अधार पर सरकार इस निष्कर्ष पर पहुँची कि वह खराब या मटा हुआ नहीं था? समाचारपत्रों में प्रकाशित हुआ था और हम लोगों का खुद का अनुभव भी; यह था कि कई दिनों तक खराब दूध सप्लाई किया गया।

अध्यक्ष व्यहोदय : अगर समाचारों पर माननीय सदस्य ज्यादा ध्यान करते हैं तो फिर आप पूछें नहीं और अगर पूछते हैं तो जवाब दिया जाता है उसको आप स्वीकार करें।

श्री सिद्धेश्वर प्रसाद : मैंने पूछा था कि किस अधार पर सरकार इस निष्कर्ष पर पहुँचा था?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): The allegation that it was spoilt milk is not correct. In fact, I made a thorough enquiry into this allegation, because some reports had appeared in the letters to the editor column of certain papers that the milk distributed from certain booths was not of satisfactory quality. I also received some complaints from some of my colleagues in Parliament. I made a thorough enquiry, and I found that as far as the bulk of supplies of buffalo milk, toned milk and a major portion of cow milk were concerned, there was absolutely no complaint. But regarding the distribution of certain bottles of cow's milk

there have been complaints. It happened like this. Bottles of cow milk were filled from a bottle-filler which had previously been used for filling bottles of flavoured milk. So, there has been that impurity of the flavour of the essence in the milk which was distributed in certain bottles.

Then, there was also another thing. The cow milk is what we receive from Bikaner. And on the *Purnima* and *Amavasya* days, they do not supply milk. Therefore, we have to have some buffer stock, but we do not keep it for more than 24 hours, and this buffer stock which should not have been kept for more than 24 hours before being issued somehow happened to be kept for more than 24 hours and it happened to be distributed. Enquiries have been conducted, and the responsibilities are also being fastened. With regard to the quality, there is a very good machinery both at the time the milk is received and after pasteurisation to see that the quality is ensured.

Development of Plans of Railways

***798. Shri Maheswar Naik:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some changes are likely to be affected in the development plans of the railways in view of the emergency; and

(b) if so, the extent to which and the lines on which such changes are contemplated?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-1093/63].

Shri Maheswar Naik: From the statement, I find that there is no curtailment contemplated but adjustments will be made. May I know whether in making these adjustments zonal interests will be kept in view or whether these adjustments will be made at the cost of zonal interests?

Shri S. V. Ramaswamy: It will be the national interest that will be kept predominant.

WRITTEN ANSWERS TO QUESTIONS

Shipping Companies

***789. Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 274 on the 30th April, 1962 regarding loans advanced to the Shipping Companies and state:

(a) the amounts if any overdue for payment with reasons therefor; and

(b) the increase in shipping capacity is promised by the Companies and the schedule for the same?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There is no amount overdue for payment by the Shipping Development Fund Committee to the Shipping Companies. The Committee pays loan instalments as and when they fall due and the necessary formalities are completed by the borrowers.

(b) The tonnage already added or to be added with the help of the loans sanctioned/promised but not yet paid is about 3,68,000 GRT which is expected to be completed by the end of the Third Plan.

Hopper Wagons on Southern Railway

***791. Shri Eswara Reddy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a great shortage of Hopper wagons on the Southern Railway;

(b) whether it is also a fact that the ballasting of the Railway track is impeded due to this shortage; and

(c) when the additional Hopper wagons will be supplied?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) There is some shortage of Hopper wagons but other type of wagons are being utilised for the purpose.

(b) No Sir.

(c) Provision in the Rolling Stock Programmes has been made to construct the additional number of Hopper wagons to meet Southern Railway's requirements during the current Plan period.

Cotton Cultivation

***796. Shri Raghunath Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Bihar Government are planning to grow cotton in the State; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) The scheme for the cultivation of long staple cotton in Chhotanagpur Plateau aims coverage of 8000 acres under P216 F cotton in Bihar State by the end of Third Plan at an estimated cost of Rs. 1,81,592.00. Demonstration plots with this variety of cotton are proposed to be laid out in all Government farms during the kharif season 1963-64. Steps are being taken for the multiplication of seeds for distribution to cultivators.

Second Class Travel Facilities

***797. Shri Harish Chandra Mathur:** Will the Minister of Railways be pleased to state:

(a) which sections of the Railways still have second class travel facilities;

(b) the improvements, if any, that have been effected in these coaches and whether any sleeping reservations are made; and

(c) how long second class travel is to be retained?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) A statement is laid on the table of the House. [Placed in Library, See No. LT-1091/63].

(b) As the earlier decision was to ultimately abolish second class, provision of sleeping accommodation or the question of effecting improvements to this class of accommodation was not taken up.

(c) It has been since decided not to abolish second class accommodation on the railways.

Co-operative Farms

***799. Shri Subodh Hansda:** Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether it is a fact that a West German expert recently visited and studied the Indian Co-operative farms;

(b) if so, whether he has submitted any report on this subject;

(c) the opinion of the West German expert with regard to co-operative farming in agriculture; and

(d) whether he has recommended for increase in the number of such farms in our country?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) No Sir. The Government of India have not invited any such expert from West Germany after 1959 to visit India and study co-operative farming societies in the country.

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

Road Overbridges on Railways

1627. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the names of places where Punjab Government have consented to the construction of road overbridges on the Northern Railway during 1962-63 and the reaction of the Ministry thereto; and

(b) the stage at which the construction of overbridge at Rajpura Railway station rests at present?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Nil. The State Government of Punjab have not proposed construction of any Road-overbridge during 1962-63.

(b) The Scheme for a road overbridge in place of the existing level crossing near Biscuit Factory at Rajpura has been postponed by the Punjab Government.

Assistance to Orissa Government

1628. Shri Rama Chandra Mallick: Will the Minister of Food and Agriculture be pleased to state the amount of grants or loan given to the Government of Orissa for irrigation purposes under the Grow More Food Campaign during 1962-63?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): Under the revised procedure for rendering financial assistance to State Governments, introduced from the year 1958-59, Central assistance admissible to various State Governments is sanctioned in bulk for schemes under the head "Agricultural Production" which includes Minor Irrigation and Land Development. As such, it is not possible to indicate the amount of Central assistance given to the Government of Orissa for their Minor Irrigation Schemes during 1962-63. Information with regard to grant and loan sanctioned to the Government of Orissa during 1962-63 for their Agricultural Production Schemes, including Minor Irrigation and Land Development, is, however, given below:—

Year	Grant	Loan
1962-63	Rs. 26.29 lakhs	Rs. 68.0 lakhs.

वाराणसी रेलवे स्टेशन पर पानी की कमी

१६२९. { श्री सरजू पाण्डेय :
 { श्री ज० ब० सिंह :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वाराणसी सिटी रेलवे स्टेशन पर पानी की सख्त दिक्कत है ;

(ख) क्या पानी के लिये मुसाफिर बराबर शिकायतें भेजते रहते हैं; और

(ग) यदि हां, तो इस तरह को कितनी शिकायतें प्राप्त हुई हैं और क्या कदम पानी की दिक्कत को दूर करने के लिये उठाया गया है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) जी नहीं ।

(ख) और (ग). विजली फेल होने या पम्प की मरम्मत होने के कारण पानी की सप्लाई में जब बाधा पड़ी, तो ग्यारह शिकायतें मिली थीं । पानी को सप्लाई में इस तरह की बाधा न पड़े, इस के लिये इस स्टेशन पर विजली का एक और वर्मापम्प लगाने का विचार है ।

Minor Irrigation in U.P.

1630. { Shri Sarjoo Pandey:
 { Shri J. B. Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of loans and grants given to the U.P. Government for the expansion of minor irrigation during 1962-63; and

(b) amount utilised by them?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Under the revised procedure for rendering financial assistance to State Governments, introduced from the year 1958-59, Central assistance admissible to various State Governments is sanctioned in bulk for schemes under the head "Agricultural Production" which includes Minor Irrigation and Land Development. As such, it is not possible to indicate the amount of Central assistance given to the Government of Uttar Pradesh for their

Minor Irrigation Schemes during 1962-63. Information with regard to grant and loan sanctioned to the Government of U.P. during 1962-63 for their agricultural Production schemes, including Minor Irrigation and Land Development, is, however, given below:—

Year	Grant	Loan
1962-63	Rs. 163.47 lakhs	Rs. 753.96 lakhs.

(b) According to the information received from the State Government, the anticipated expenditure on Minor Irrigation during 1962-63 is Rs. 758.04 lakhs.

भारतीय कृषि और भारतीय बन सेवा

१६४१. श्री सिंद्हेश्वर प्रसाद : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय कृषि सेवा और भारतीय बन सेवा के अभी क्रमशः कुल कितने पदाधिकारी किन पदों पर हैं;

(ख) इन में से कितने पदोन्नति और कितने प्रतियोगिता से आये हैं; और

(ग) क्या कुछ खास ऐसे पद हैं, जो केवल इन सेवाओं के लिये मुरक्खित हैं, यदि हाँ, तो उनकी संख्या क्या है?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री डा० राम सुभग सिंह) : (क) इस समय ऐसी कोई सेवायें नहीं हैं।

(ख) प्रश्न ही नहीं होता।

(ग) प्रश्न ही नहीं होता।

आलू गवेषणा केन्द्र

१६३२. श्री सिंद्हेश्वर प्रसाद : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) आलू गवेषणा केन्द्र कहाँ-कहाँ हैं;

(ख) इन पर १६६२-६३ में कितना खर्च किया गया और अगले वर्ष कितना किया जायेगा; और

(ग) गवेषणा केन्द्रों के लिये स्थान का चुनाव किस आधार पर किया जाता है?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) १ जलन्धर (पंजाब), २. बाबूगढ़ (यू० पी०), ३. खेड़, पूना (महाराष्ट्र), ४. अपर शिलांग (आसाम), ५. नीलगिरी (मद्रास), ६. पटना (बिहार), ७. कुफरी (हिमाचल प्रदेश), ८. मुक्तेश्वर (यू० पी०), और ९. शिमला (पंजाब) केन्द्रीय आलू अनुसंधान संस्थान के मुख्य कार्यालय के रूप में

अनुमानित व्यय रूपये

(ख)	राजस्व १६६२-६३	१२,३५,२४२
	मूलधन १६६२-६३	२,११,०००
	बजट उपबन्ध	
	राजस्व १६६३-६४	१५,१६,३००
	मूलधन १६६३-६४	४,५०,०००

(ग) भारत सरकार द्वारा १६४८ में नियुक्त की गई शिवज्ञ समिति ने सिफारिश की थी कि देश की भूमि तथा जलवायु सम्बन्धी परिस्थितियों में भारी अन्तर होने के कारण विभिन्न आलू उत्पादन करने वाले क्षेत्रों में प्रादेशिक आधार पर अनुसंधान किये जायें ताकि किये गये अनुसंधान तथा उन से उपलब्ध होने वाले परिणामों का राज्यों के कृषिकालों के सहयोग से कृषकों के खेतों में प्रनर्शन किया जाये।

*दारबहा-पुसद रेलवे लाइन

१६३३. श्री बै० शिं० पाटिल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि *दारबहा-पुसद नैरो गेज रेलवे लाइन बन्द कर दी गई है;

*सदस्य दूरा बाद में शुद्ध किया गया।

(ख) यदि हाँ, तो क्यों और कब बन्द कर दी गई ; और

(ग) यह रेलवे फिर से कब चालू होगी ।

रेलवे मंत्रालय में उप-मंत्री (श्री सौ. वै. रामस्वामी) : (क) शायद माननीय सदस्य का मतलब दारबहार और पुनर्द के बीच की छोटी लाइन से है । यदि यह सही है तो उनर 'हाँ' में है ।

(ख) २७-१२-१९६० को यह लाइन सभी प्रकार के यातायात के लिये बन्द कर दी गयी और बाद में दूसरे विश्व युद्ध के दौरान तात्कालिक सेनिक मार्गों को पूरा करने के लिये इसे उखाड़ दिया गया । छोटी लाइन बन्द करने का कारण यह था कि यह सेक्षण घाटे में चल रहा था ।

(ग) इस लाइन को फिर से चालू करने के प्रस्ताव पर अभी कुछ समय पहले (१९५८ में) विचार किया गया था और इसे छोड़ दिया गया क्योंकि वित्तीय दृष्टि से इस लाइन को चालू करने का कोई आंचित्य नहीं पाया गया ।

Telephone Exchange Buildings in Assam

1634. Shri R. Barua: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any plan for constructing new Telephone Exchange Buildings in Assam;

(b) if so, the places selected for these new buildings and whether necessary lands are being acquired; and

(c) how long it will take Government to complete the proposed buildings?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) Yes.

(b) Gauhati, Shillong, Dibrugarh and Imphal—Land is available at all these places. There is also a proposal under consideration for a building at Dergaon.

(c) The likely dates for completion of these buildings are under:

- (i) Gauhati—Dec. 1963.
- (ii) Shillong—Dec. 1964.
- (iii) Dibrugarh—March 1967.
- (iv) Imphal—March 1966.
- (v) Dergaon—Proposal is under consideration.

Detection of Ecotypes

1636. Shri Tan Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any proposal for research to be conducted by Karyological methods and experimental taxiology for detecting ecotypes important for development arid zones;

(b) if so, the expenditure involved and result thereof; and

(c) whether there is any provision for experiments on plant dynamics and the incompatibilities between species?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) There is no proposal at the moment for research by Karyological methods nor is there any programme at present for experimental taxiology for detecting ecotypes important for developing arid zones.

(b) Does not arise.

(c) Studies are being undertaken on plant dynamics; but not on the incompatibilities between species.

Central Arid Zone Research Institute

1637. Shri Tan Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of climatological stations observing precipitation, air and soil temperature and soil moisture

under the Central Arid Zone Research Institute at Jodhpur;

(b) the expenditure involved on each such station; and

(c) whether any other station is functioning or going to be established in the country to take micro-climatic observations and phenological observations of plant development?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The number of stations under the Central Arid Zone Research Institute, Jodhpur recording various climatological elements is as under:

Precipitation	42
Precipitation and air temperature }	2
Precipitation air and soil temperature and soil moisture }	1

At Jodhpur there is a full-fledge Climatological Station observing all the elements.

(b) (i) Rs. 100 as initial expenditure on equipment required for 45 stations for measuring precipitation only.

(ii) Rs. 4,100 on the Climatological Station measuring precipitation, soil and air temperature soil moisture etc.

(c) At the Central Arid Zone Research Institute special micro-climatic observations are being taken at various experimental sites with tree communities and on sand dunes at Osian etc., in order to determine the net water balance of arid zone. The phenological observation on tree species and grasses are also being recorded.

Development of Agroclimatology

1638. Shri Tan Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal to establish a national committee for development of agroclimatology and to seek co-operation between farmers and meteorologist;

(b) whether any international agency has offered any technical assistance for developing research in agro-climatology; and

(c) if so, the results thereof?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). No, Sir. India Meteorological Department has already a Division for investigation into agricultural meteorology and allied matters.

(c) Agricultural Meteorological Division has prepared "Crop Weather Calenders" numbering about 500, for the important crops grown in the various districts of the country, showing detailed weather conditions which are normal for and detrimental to the various phases of growth of crops.

Weather Forecasting Service is provided by 5 Regional Main Forecasting Offices at Delhi, Bombay, Calcutta, Madras and Nagpur, which issue Farmers' Weather Bulletins, containing district-wise forecasts for the next 36 hours, with an outlook for subsequent 2 days. The Farmers' Weather Bulletins are translated into the local languages and broadcast by the Regional Stations of the All India Radio, from 29 stations, in 20 languages. They are also supplied to newspapers for publication. Further, any individual can subscribe for the daily telegraphic supply of the bulletins, pertaining to his area, at a nominal cost.

The Department is making efforts to investigate and devise methods of medium-range forecast, so as to provide weather forecasts covering the next 3 days to a week, so as to be of more help to the farmers.

Seismological Observatory

1639. Shri Siddalh: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 3636-A on the 20th June, 1962 and state:

(a) whether the Seismological Observatory near Bhakra Dam has been

installed and has started functioning; and

(b) if so, since when?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). The seismological observatory building at Bhakra is being constructed by the Bhakra Dam authorities. It is expected to be ready for use within about four months. The observatory will start functioning as soon as the building is ready and made available to the India Meteorological Department.

स्टार्च फैक्टरी

१६४०. श्री सिंदेश्वर प्रसाद: क्या स्वाच्छ तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिनांक २८ मार्च, के "नवभारत टाइम्स" में प्रकाशित एक समाचार की ओर गया है, जिस में परमिट प्रथा दन्द करके स्टार्च फैक्टरी बालों को अक्तूबर मास में ही मक्का खरीदने की छूट देने की मांग की गयी है;

(ख) यदि हाँ, तो इस सम्बन्ध में सरकार ने क्या फैसला किया है; और

(ग) मक्का उपजाने वाले किसानों को उचित मूल्य मिल सके इसके लिए क्या कदम उठाये जा रहे हैं?

लक्ष्य तथा कृषि मंत्रालय में उपमंत्री (श्री अ० म० यामस): (क) सरकार का उस पत्र की ओर आकर्षित हुआ है जो २८ मार्च, १९६२-६३ के "नवभारत टाइम्स" में संपादक के नाम प्रकाशित हुआ था।

(ख) और (ग). मक्का के भावों को अनुचित रूप से ऊपर चढ़ने से रोकने के लिये स्टार्च फैक्टरियों को भारत में उपजी मक्का, संकर मक्का को छोड़कर, की खरीद पर

प्रतिबन्ध लगा दिया गया है ताकि गरीब वर्ग जो इस पर निर्भर है, को परेशानी न हो। अब तक इन फैक्ट्रियों की अधिकतर खपत की पूर्ति आयात की गई मक्का से हो रही जाती रही है किन्तु कभी कभी जब कि आयात की हुई मक्का उपलब्ध नहीं होती तब इन फैक्ट्रियों को भारत में ही मक्का खरीदने की अनुमति देनी पड़ी है। अभी हाल ही में यह निश्चय किया गया है कि स्टार्च उद्योग की आयात की हुई मक्का पर निर्भरता कम करने के लिए इन्हें आगामी मक्का को फसल के कटने के बाद सीमित भाग में भारतीय मक्का खरीदने की अनुमति दें दी जाये।

Sugarcane Cultivation in Orissa

1641. **Shri Ulaka:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Central Government have given any financial help to Orissa for the development of sugarcane cultivation in the State during 1962-63;

(b) if so, the details thereof;

(c) the total acreage brought under sugarcane cultivation in the State during the aforesaid period; and

(d) the total production of sugarcane in Orissa during the same period?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) Rs. 0.25 lakhs (Estimated).

(c) and (d). Firm estimates of area and production of sugarcane in 1962-63 will become available in June. According to the All India Second Estimate 1962-63, the area under cane is expected to be 66,000 acres.

Roads and Bridges in Orissa

1642. **Shri Ulaka:** Will the Minister of Transport and Communications be pleased to state:

(a) the amount of money sanctioned by Union Government for construction

of roads and bridges in Orissa during 1962-63;

(b) the amount asked by the Orissa Government to improve the communications in the State during the aforesaid period; and

(c) the amount that has been allocated consequent on request of Orissa Government?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The required information is as under:

Cost of road and bridge schemes sanctioned by the Central Government in Orissa during 1962-63	Amount asked for by the Government of Orissa	Final allotment of Government funds made by the Central Government
Rs.	Rs.	Rs.
4,11,75,200	2,05,48,297	1,90,89,300

The amounts mentioned in columns (2) and (3) pertain to all sanctioned works including those sanctioned before 1962-63 and not yet completed.

Regional Poultry Farm, Bhubneswar

1643. Shri Ulaka: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of eggs produced in the regional poultry farm at Bhubaneswar (Orissa) during 1962-63;

(b) whether the production of eggs in the poultry farm has shown any decline in comparison with production of eggs during 1961-62;

(c) if so, the reasons therefor; and

(d) the total number of birds distributed by the said regional poultry farm during 1962-63?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) 1,63,772.

(b) No. The number of eggs produced in 1961-62 was 88,853.

(c) Does not arise.

(d) 25,320.

Post Offices and Public Call Offices in Orissa

1644. Shri Ulaka: Will the Minister of Transport and Communications be pleased to state:

(a) the number of post offices and Public Call Offices opened in Orissa during 1962-63; and

(b) the number of requests received from Orissa for opening of such offices during the same period?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati):

(a)	(i) Post Offices	234
	(ii) Public Call Offices	8
(b)	(i) Post Offices	554
	(ii) Public Call Offices	21

Central Assistance to Orissa

1645. Shri Ulaka: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of money given by Central Government to Orissa Government for carrying out programmes of (i) Animal Husbandry and (ii) Dairying and Milk Supply in Orissa during 1961-62 and 1962-63; and

(b) the amount of money actually spent so far on the above schemes in Orissa during the aforesaid period?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). In accordance with the revised procedure for release of central assistance to the State Governments, the payment sanctions for central assistance for (i) Animal Husbandry and (ii) Dairying and Milk Supply schemes are included in the sanctions under the head of development, "Animal Husbandry, Dairying and Fisheries".

A statement showing the available information on the amounts of central assistance given to the Government of Orissa for development under the

head "Animal Husbandry, Dairying and Fisheries" during 1961-62 and 1962-63 and the amount of money actually spent by them is laid on the Table of the House. [Placed in Library, See No. LT-1092/63.]

* रागील स्टेशन

१६४६. { श्री म० ला० हिवेदी :
श्रीमती सवित्री निगम :
श्री स० छ० सामन्त :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे के कानपूर-दानापुर-साशन में रागील स्टेशन का नाम पहले मौदहा था ; और

(ख) यदि हाँ, तो मौदहा का नाम रागील में परिवर्तित करने के क्या कारण थे ?

रेलवे मंत्रालय में उपमंत्री (श्री स० छ० रामस्वामी) : (क) और (ख). १-२-१६२० से पहले रागील रेलवे स्टेशन का नाम मौदहा था। १-२-१६२० से इस स्टेशन का नाम बदल कर रागील इसलिये रखा गया था कि मौदहा जंक्शन, माड़ा और मृदूधा स्टेशनों के नाम में घाल-मेल न हो।

Telephone Connections in Delhi

1647. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that 35,000 persons in Delhi are still on the waiting list for telephone connections and some of them have been waiting for as long as 12 years;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken to provide them connections at an early date?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) Yes.

(b) Limitation in the capacity of the exchanges due to limited resources being available.

(c) It is proposed to add 32,000 lines to Delhi Telephone System during the remaining period of the Third Five Year Plan.

Construction of Overbridges

1648. Shrimati Savitri Nigam: Will the Minister of Railways be pleased to state:

(a) the amount provided for construction of over-bridges during the Third Plan period; and

(b) the amount of money spent thereon during the first two years of the Third Five Year Plan?

The Deputy Minister in the Ministry of Railways (Shri S. V. Rama-swamy): (a) A provision of about Rs. 3 crores was contemplated for Railways' share of road over and under bridges during the Third Plan period.

(b) Rs. 19.0 lakhs approximately.

Liquid Nitrogen Fertilisers and Food Production

1649. Shri Subodh Hansda: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any experiment is proposed to be held in India for increasing food production by using liquid nitrogen fertilisers;

(b) if so, whether any project has been selected for this purpose; and

(c) when the experiment will start?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) The Advisory Board of the Indian Council of Agricultural Research at its meeting held in July, 1962 recommended that trials with liquid ammonia and anhydrous ammonia should be taken up at the Central Rice Research Institute, Cuttack, Sugarcane Research Institute, Lucknow, and Pirrcom stations at Sirsa (Punjab) and Coimbatore (Madras).

Steps to implement this recommendation are being taken.

(c) The experiments will be taken up at the above-mentioned centres as soon as the necessary equipment and other preliminaries have been arranged.

मल्हौर स्टेशन पर गाड़ी का पटरी से उत्तर जाना

१६५०. श्री भवत दर्शन: क्या रेलवे मंत्री २० नवम्बर, १९६२ के अतारंकित प्रश्न संल्या ५८८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि १० अगस्त, १९६२ को लखनऊ के निकट मल्हौर स्टेशन पर एक भालगाड़ी के पटरी से उत्तर जाने के कारणों की जांच के फलस्वरूप क्या कायांवाही की गई है?

रेलवे मंत्रालय में उपमंत्री (श्री सौ. वै. रामस्वामी) : जो गाड़ी फिटर इस-दुर्घटना के लिये जिम्मेदार ठहराया गया, दण्ड के रूप में उसकी वेतन-वृद्धि छ: महीने के लिये रोक दी गयी है। छ: महीने के बाद इसका कोई असर नहीं रहेगा।

National Highway in Kerala

1651. Shri P. Kunhan: Will the Minister of Transport and Communications be pleased to state:

(a) the progress so far made in the construction of National Highway No. 47 in Kerala;

(b) the expenditure so far incurred in this respect; and

(c) when the work is expected to be completed?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There are no missing links on the National Highway No. 47 in Kerala. However a sum of Rs. 30.13 lakhs for construction of by-passes and improvement of the Highway, and another sum of Rs. 42.21 lakhs for reconstruction of weak bridges and construction of

bridges on diversions, have been provided in the Third Plan, against which estimates aggregating Rs. 19.38 lakhs have so far been sanctioned and estimates for remaining works are awaited from the State Government. Besides this, there is a provision of Rs. 40.47 lakhs for the carryover works from the Second Plan for this Highway.

(b) A sum of Rs. 35.58 lakhs has been spent upto February 1963 on the new and carryover works.

(c) Some works included in the Third Plan are expected to be completed during the Plan period, whereas some works will be carried over and completed in the fourth Plan.

Electric Trains Between Madras and Arkonam

1652. Shri Elayaperumal: Will the Minister of Railways be pleased to state:

(a) whether the Government propose to introduce electric trains between Madras Central and Arkonam; and

(b) if so, how much time this proposal will take to materialise?

The Deputy Minister in the Ministry of Railways (Shri S. V. Rama-swamy): (a) and (b). Electrification of this section may be considered when saturation is reached with steam traction. Investigations made so far indicate that electrification of this short section is not financially justified.

Vessels Operating at Fishing Stations

1653. Shri Elayaperumal: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of vessels that are operating at Fishing Stations in Madras State;

(b) the amount allotted in the Third Five Year Plan for this purpose in this State; and

(c) how much amount has been spent so far?

The Deputy Minister in the Ministry of Food and Agriculture (Sarl A. M. Thomas): (a) The required information is given below:

Station	Boats hired out to fishermen	Departmental vessels	Total
Madras .	46	1	47
Cuddalore .	6	..	6
Nagapattinam .	7	2	9
(Thanjavur Dist.)			
Rameswaram (Ramnad Dist.)	12	6	18
Tuticorin .	13	7	20
Kanyakumari .	12	..	12
Colachel	32	..	32
	128	16	144

(b) Rs. 63 lakhs.

(c) Rs. 23.36 lakhs.

गुब्बारों द्वारा अनुसन्धान

१६५४. श्री ओकारलाल बेरवा : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वैज्ञानिक विधि से भारत से कुछ गुब्बारे छोड़े जायेंगे ;

(ख) क्या ये गुब्बारे तापमान और वायुमण्डल की खोज करेंगे ;

(ग) यदि हां, तो क्या ये गुब्बारे विदेश से मंगाये गये थे और इनकी लागत क्या है ; और

(घ) यदि नहीं, तो उनके बनाने में कितना खर्च हुआ है ?

परिवहन तथा संचार मंत्रालय में उपमं १ (श्री मुहीउद्दीन) : (क) और (ख) :

इण्डिया मीटीयोरोलीजिकल डिपार्टमेंट, आजार लगे हुए गेव्वारे छोड़ कर ऊपरी हवा के, हरारत (टैम्परेचर), दबाव और नमी वायुमण्डल (एटमासफेयर) के इलेक्ट्रिकल पोर्टेशियल और कण्डकिटविंटी जैसे मोसमी हालात का अध्ययन करता है।

(ग) और (घ). इण्डिया मीटीयोरोलीजिकल डिपार्टमेंट जिन गुब्बारों का इस्तेमाल करता है, वे ज्यादातर भारत में बनाये जाते हैं, और प्राइवेट फर्मों से खरीदे जाते हैं। इन गुब्बारों को तैयार करने का खर्च मालूम नहीं है। गुब्बारों का खरीद की कामत १५ ग्राम वजन के एक छोटे गुब्बारे के लिये ४२ नये पैसे से लेकर २००० ग्राम वजन के बड़े गुब्बारे के लिये ७४ रुपये तक है।

Boeing Service to Tokyo

1655. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether any additional Boeing service is proposed to be introduced to Tokyo; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohipuddin): (a) and (b). Air-India has introduced an additional frequency on their Boeing service to Tokyo and this additional frequency is operating on the route Bombay-New Delhi-Bangkok-Hongkong-Tokyo with effect from the 1st April, 1963

उज्जैन में शिप्रा नदी पर रेलवे पुल

१६५६. श्री कट्टवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उज्जैन में शिप्रा नदी पर रेलवे पुल का निर्माण-कार्य कब तक पूरा होगा ;

(ख) क्या यह सच है कि गत दो वर्षों से चल रहे निर्माण-कार्य को अब कुछ दिनों से रोक दिया गया है ; और

(ग) यदि हाँ, तो क्यों ?

रेलवे मंत्रालय में उपमंत्री (श्री सौ. वै. रामस्वामी) : (क) ३० जून, १९६५ तक ।

(ख) जी नहीं ।

(ग) सवाल नहीं उठता ।

Cooperative Sugar Factory in Ganganagar

1657. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Rajasthan Government have asked for the sanction of a cooperative sugar factory at Gajsinghpur in Ganganagar; and

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

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) The matter would be considered when licensing of additional capacity in the sugar industry is resumed.

Booking Restrictions to Assam

1658. Shri P. C. Borooah: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there are certain restrictions on the booking of goods from Northern and North-Eastern Railways to Stations in Assam on North-East Frontier Railway while no booking is available from Western, South-Eastern and Eastern Railways to those stations; and

(b) if so, the nature of restrictions imposed on such bookings?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Owing to greatly increased demands, all traffic moving by rail to stations in Assam is now regulated in accordance with its inter-priority and the despatch programmes sponsored by the State Governments and

other official agencies at the receiving end. To the extent feasible, movement on trade account is also permitted in accordance with the priority schedule in force on the Indian Railways.

Sugar Quota for Punjab

1659. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Punjab has recently sought an increase in their quota of sugar; and

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

The Deputy Minister in the Ministry of Food and Agriculture (Shri (A. M. Thomas): (a) There are no State quotas of sugar at present.

(b) Does not arise.

P&T Offices

1660. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Post and Telegraph Offices at present in Punjab (District-wise);

(b) whether Government propose to increase their number during 1963-64 and 1964-65; and

(c) if so, the number of places where these are likely to be provided?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) A statement is laid on the Table of the House. [Placed in Library, See No. LT-1093/63].

(b) and (c). Yes;

	P.O.s.	*T.O.s.
1963-64	195	17
1964-65	185	16

*Subject to the availability of stores.

Foreign Post Office, New Delhi

1661. Shri P. C. Borooh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a sum of about Rs. 5000 in Indian currency had been found missing recently from the Foreign Post Office at Mathura Road, New Delhi;

(b) if so, whether investigations have been made into the matter; and

(c) if so, with what results?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) Yes, Sir. Currency Notes of Rs. 4,600 were found missing from a Foreign Registered Letter.

(b) and (c). The Registered Letter was detained under the instructions of the Customs authorities on 1-2-61. It was subsequently ordered to be confiscated and when the customs Inspector came on 18-3-1963 to take over the article and opened it the currency notes were found to be missing. The case was reported to the police. The Departmental and Police investigations are still in progress.

Railway Track

1662. Shri Eswara Reddy: Will the Minister of Railways be pleased to state:

(a) the length of track on Railways which has not been renewed for the last 70 years;

(b) whether any time schedule has been drawn to renew such track; and

(c) the estimated cost for the renewal of the same?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) 457.00 miles approximately, on sections where the axle loads and traffic are very light.

(b) This mileage is likely to be renewed during the currency of the Third and Fourth Five Year Plans.

(c) The estimated cost of renewal is about Rs. 486.00 lakhs.

Senior Scale Officers in Railways Board

1663. Shri Eswara Reddy: Will the Minister of Railways be pleased to state:

(a) the number of senior scale officers working in the Railway Board for more than five years; and

(b) the reasons for retaining them in the Railway Board for such a long period without transferring them to various Railway Administrations?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) One.

(b) The officers has been retained in the public interest.

Selection of General Manager (Railways)

1664. Shri Eswara Reddy: Will the Minister of Railways be pleased to state:

(a) the procedure for selection of a General Manager of a Railway Administration; and

(b) whether the selection has to be approved by the Cabinet Sub-Committee on Appointments?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). General Manager of a Railway Administration is selected from amongst very senior Officers of Indian Railways on the recommendations of the Railway Board and with the approval of Government.

Madras Airport

1665. Shri Eswara Reddy: Will the Minister of Transport and Communications be pleased to state:

(a) when the Madras Airport will be ready for Boeing Service;

(b) amount spent so far for extending the runway; and

(c) whether the works have been impeded due to short supply of cement?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) Madras Airport is expected to be ready for Boeing operations by about middle of 1963.

(b) Rs. 24.05 lakhs. The work is in progress.

(c) No, Sir.

रेडियो लाइसेंस

१६६६. श्री ग्रोकारलाल बेरवा :
श्री बड़े :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में १९६२-६३ में किनने रेडियो लाइसेंस सरकार दे चुकी हैं; और

(ख) इसी अवधि में दिल्ली में किना लाइसेंस के किनने रेडियो का चालान किया गया?

परिवहन तथा संचार मंत्रालय में उपमंत्री (श्री भगवती) : (क) सूचना इकट्ठी की जा रही है और उसे लोक सभा-पट्ट पर पर रख दिया जायेगा।

(ख) १४।

Zonal Office of Railways in Andhra Pradesh

1667. **Shri E. Madhusudan Rao:** Will the Minister of Railways be pleased to state:

(a) whether any proposal has been received by Government for establishing a zonal office for Railways in Andhra Pradesh at Secunderabad; and

(b) if so the action taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is

laid on the table of the House [Placed in library, See No. LT-1094/63.]

Scheduled Castes and Scheduled Tribes on Railways

1668. **Shri P. Kunhan: Shri Dinen Bhattacharya:**

Will the Minister of Railways be pleased to state:

(a) the number of candidates belonging to Scheduled Castes and Scheduled Tribes who have been appointed in the Olavakkote Railway division during 1960-61 and 1961-62;

(b) whether the reserved quota has been filled up; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a)

	Scheduled Castes	Scheduled Tribes
1960-61	14	4
1961-62	38	..

(b) Yes.

(c) Does not arise.

Package Programme in Trichur

1669. **Shri A. K. Gopalan:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Kerala Government have requested the Central Government to extend the package programme to Trichur District in the State; and

(b) if so, the action taken in the matter?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) The State Government has been informed that it is not proposed to extend the Intensive Agricultural District Programme (Package Programme) on the pattern on which it is being implemented in Palghat and Alleppey districts of Kerala to any other district in the State during the Third Five Year Plan period.

Roads and Bridges in Punjab

1670. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the additional amount sanctioned other than Plan allocation for the construction of roads and bridges in Punjab State due to present emergency; and

(b) the details thereof?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No additional allocation has been made for the construction of roads and bridges in Punjab State due to the present emergency.

(b) Does not arise.

Distribution of Pesticides

1671. Shri Kolla Venkaiah: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of subsidy paid by the Central Government towards the purchase and distribution of pesticides to the small peasants in Andhra Pradesh during 1961-62 and 1962-63;

(b) the number of peasants benefited by this subsidy scheme;

(c) whether there is any proposal to increase the amount to be paid to the peasants; and

(d) if so, what is the increase and from when?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). Information is being collected from the State Government and will be laid on the Table of Sabha.

(c) No, Sir.

(d) Does not arise.

सामुदायिक विकास खण्डों के प्रधान कार्यालयों में टेलीफोन

१६७२. श्री सिद्धेश्वर प्रसाद: क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रत्येक सामु-

दायिक विकास खण्ड के प्रधान कार्यालय में टेलीफोन लगाने का नियंत्रण किया गया था ; और

(ख) यदि हाँ, तो अब इस सम्बन्ध में क्या स्थिति है ?

परिवहन तथा संचार मंत्रालय में उप-मंत्री (श्री भगवती) : (क) और (ख). जी नहीं। यह सुविधा उन्हीं केन्द्रों में प्रदान की जायेगी जहाँ कि उससे विभाग को कोई घाटा न हो।

Rupnarayan Railway Bridge

1673. Shri Indrajit Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the girders of the railway bridge over the Rupnarayan between Howrah and Kharagpur have been found to be sub-standard;

(b) whether this is hampering electrification work on this section; and

(c) if so the steps proposed to avoid undue delay of the work?

The Deputy Minister in the Ministry of Railways (Shri S. V. Rama-swamy): (a) to (c). The existing girders of the Rupnarayan Down-Line Bridge are weak and are programmed for replacement. Construction of an additional bridge across Rupnarayan for the proposed third line has already been approved. The regirdering of the existing bridge and the construction of the new bridge will be so phased as not to hamper the electrification of the Section.

Milk Plants in Punjab

1674. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the U.S. Ambassador recently announced at Amritsar that milk scheme Plants

will be set up U.S.A. at all important places in Punjab;

(b) if so, whether a scheme has been formulated for the same; and

(c) the names of such places?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

Railway Schools

1675. Shri Krishnapal Singh: Will the Minister of Railways be pleased to state:

(a) the number of schools of the Primary and Pre-Primary status being run by the Ministry of Railways with their locations; and

(b) the number of students and teaching staff in each of these schools?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). Information is being collected and will be laid on the Table of the House in due course.

Catering Establishments

1676. Shri Sidheshwar Prasad: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the National Nutrition Advisory Committee has stated that the catering establishments run under the Ministry are very poor; and

(b) if so, the steps taken to ensure nutritive value of the food served?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) The proceedings of the Advisory Committee referred to are awaited.

(b) Suitable steps necessary will be considered on receipt of the proceedings.

गेहूं का रक्षित भण्डार

1677. श्री युद्धवीर सिंह चौधरी : क्या साध्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय केन्द्रीय सरकार के पास कितना गेहूं का रक्षित भंडार है; और

(ख) वर्तमान फसल के अनुमानों को ध्यान में रखते हुए क्या यह भंडार देश की गेहूं की आवश्यकता के लिये पर्याप्त रहेगा अथवा बाहर ने और गेहूं मंगाना पड़ेगा?

साध्य तथा कृषि भंडारालय में उप-मंत्री (श्री अ० म० शामस) : (क) १० यार्च १९६३ को केन्द्रीय सरकार के पास गेहूं का भंडार लगभग १५ लाख मीट्रिक टन वा जिसमें वह गेहूं भी सम्मिलित है जो रास्ते में है, गोदियों में है और जहाज में है।

(ख) आरक्षित भंडार बनाने तथा वर्तमान खपत की पूर्ति करने के लिये अधिक गेहूं आयात करना पड़ेगा और उस की योजना भी बना ली गयी है।

राष्ट्रीय पशु पालन संस्थान

1678. श्री युद्धवीर सिंह चौधरी : क्या साध्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में पशुधन की उप्रति के लिये क्या सरकार के सामने कोई पशु विकास सम्बन्धी राष्ट्रीय संस्था स्थापित करने का विचार है; और

(ख) यदि हाँ, तो उनका व्यौरा क्या है?

साध्य तथा संचार भंडारालय में उपमंत्री (श्री अ० म० शामस) : (क) और (ख) मारतीय पशु चिकित्सा अनुसंधान संस्थान

और राष्ट्रीय ढेरी ग्रनुसंधान संस्थान नामक दो केन्द्रीय संस्थायें पहले से ही पशुपालन सम्बन्धी यात्रियों पर ग्रनुसंधान कर रही हैं। इसके अतिरिक्त भेड़ और ऊन उत्पादन के विभिन्न पहलुओं पर काम करने के लिये राजस्थान में एक भेड़ और ऊन ग्रनुसंधान संस्था की स्थापना की जा रही है। सरकार ने केन्द्रीय गोसंवर्धन परिषद की एक रजिस्टर्ड संस्था के रूप में स्थापना की है ताकि पशुधन की रक्षा तथा उसके विकास के बारे में सब कायां का संगठन, क्रियान्वित और समन्वय किया जा सके। राष्ट्रीय पशुधन समिति एक पूरी दूसरी रजिस्टर्ड संस्था है जो कि पशु प्रदार्शनियों के द्वारा पशुधन तथा कुकुट पालन के सिद्धांतों तथा जान का प्रसार करती है। पशुधन की उन्नति के लिये और किसी राष्ट्रीय संस्थान की स्थापना करने का प्रस्ताव नहीं है।

पशुपालन विकास की जिम्मेदारी मुख्यतः राज्य सरकारों की है। उनकी सहायता के लिये केन्द्रीय सरकार ने भी पंचवर्षीय योजनाओं के अन्तर्गत पशुपालन विकास के विषय में विभिन्न योजनायें शुरू की हैं।

Derailment of Goods Train

1679. Shri P. C. Borooh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a goods train collided with a stationary trolley between Bayasam and Anakapalli in the Vijayawada region of the Southern Railway on the 4th March, 1963 and got derailed;

(b) if so, the loss of life and property, if any; and

(c) whether an inquiry has been made into the causes of the accident and if so, the result thereof?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes. The accident took place between Bayyavaram and Anakapalle stations.

(b) There was no loss of life. Approximate cost of damage to Railway Property was Rs. 3,000.

(c) According to the findings of the Departmental Enquiry Committee the accident was due to the lorry (material Trolley) having been placed on the track without adequate steps being taken for its protection.

—
12 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF GANGA BRAHMAPUTRA WATER TRANSPORT BOARD

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table a copy of the Annual Report of the Ganga Brahmaputra Water Transport Board for the year 1962. [Placed in Library, See No. LT-1085/63].

NATIONAL CO-OPERATIVE DEVELOPMENT CORPORATION RULES

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri B. S. Murthy): On behalf of Shri S. K. Dey, I beg to lay on the Table a copy of the National Co-operative Development Corporation Rules, 1963, published in Notification No. GSR 498 dated 23rd March, 1963, under sub-section (3) of section 22 of the National Co-operative Development Corporation Act, 1962. [Placed in Library. See No. LT-1086/63.]

—
12.02 hrs.

ESTIMATES COMMITTEE

THIRTY-THIRD REPORT

Shri Dasappa (Bangalore): I beg to present the Thirty-third Report of the Estimates Committee on the Ministry of Mines and Fuel—Coal Controller's Organisation, Coal movement, Coal Board, Coal Washeries, Coal Council of India etc.

12.03 hrs.

BUSINESS ADVISORY COMMITTEE

FIFTEENTH REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to move:

"That this House agrees with the Fifteenth Report of the Business Advisory Committee presented to the House on the 8th April, 1963".

Mr. Speaker: Motion moved:

"That this House agrees with the Fifteenth Report of the Business Advisory Committee presented to the House on the 8th April, 1963".

Shri Surendranath Dwivedy (Kendrapara): In regard to this Report, I could not attend the meeting of the Committee; I was attending a meeting of the Joint Committee.

I think two points need to be discussed here. One is that the time allotted for the discussion of the Report of the Bose Commission, namely, 6 hours, is too little. We should have at least 12 hours for this discussion. So many issues are involved in this matter and 6 hours would be hardly adequate.

Secondly, as regards extension of time upto 6 P.M., as you know, we are sitting for almost 3 months and we have agreed to sit upto 6 P.M. till the budget discussions including the Finance Bill are over. If Government have some other business, it is better we extend the session for two or three days so that we can have the extra time that is proposed to be had by sitting one hour extra every day. It will be very hard on Members to expect that they will continue to sit till 6 P.M. everyday till the business of this session is over. I therefore think that we should rather extend the session instead of sitting an hour extra.

Shri Daji (Indore): Government have spent about Rs. 15 lakhs on the Bose Commission and the Commission was at work for six years. But for discussion of their Report we have been allotted only 6 hours. The minimum required would be 12 hours.

I would also submit before we discuss that Report, the Government should place at our disposal the report of the Sub-Committee which was appointed so that we can have a full and complete discussion on the Commission's Report. Fixing only 6 hours would be really stalling real discussion. If we want to have a real discussion, we should have at least 12 hours.

Shri Ansar Harvani (Bisauli): More time must be given for that.

Shri Morarka (Jhunjhunu): As regards items (1), (2) and (3) of para 2 of the Report, three Bills, the Finance Bill, the Super Profits Tax Bill and the Compulsory Deposit Scheme Bill have together 16 hours allotted to them. My submission is that this time is very inadequate for these three Bills.

The second point is that the scope of the Finance Bill will be very wide and special attention shall have to be devoted to the provisions of the Super Profits Tax Bill and the Compulsory Deposit Scheme Bill. There is a precedent also. The Wealth Tax Bill and the Expenditure Tax Bill which were introduced simultaneously by the Finance Minister in this House were referred to the Select Committee. If for any reason this time there is not enough time to refer them to the Select Committee, separate time should be allotted, and the consideration and passing should be taken up separately and not along with the Finance Bill.

It has been held in this House, and it has been a recommendation of the Estimates Committee also, that even a major amendment of an existing Act

[Shri Morarka]

like the Income-Tax Act should not be passed through a provision in the Finance Bill, much less can separate Bills be taken together. Therefore, I beg of you to consider and direct that consideration and passing of the Finance Bill and the Super Profits Tax Bill and the Compulsory Deposit Scheme Bill will be taken up separately.

My request is that if possible, these two Bills, the Super Profits Tax Bill and the Compulsory Deposit Scheme Bill should be referred to the Select Committee, but if there is no time and Government cannot accommodate that request, they should be taken up separately and separate time should be allotted.

Mr. Speaker: Will the Minister be able to say anything about the demands made about extension of time and sitting late up to 6 O'clock.

Shri Satya Narayan Sinha: We all discussed this matter yesterday. You were also present. The unanimous opinion was that because this is summer, sitting till 6 O'clock will not cause hardship to Members. On the Vivian Bose Report also, that was the decision of the Committee. If the House decides to have more time, I will not have any objection.

Dr. L. M. Singhvi (Jodhpur): Not beyond 5 O'clock.

Shri Satya Narayan Sinha: Considering the volume of work which we have placed before the House, if we are not going to sit till 6 O'clock, we may have to sit till 15th May.

Shri Morarka: What about my point?

Dr. L. M. Singhvi: It is not very fair to those of us who like to attend all the proceedings of the House. We have to study matters and read our papers, and this would leave us absolutely no time, really speaking. I

would request you Sir, to intervene in the matter and see that time is not extended as a rule. We cannot possibly look through our papers. The result invariably is that we have to address empty houses after 5 O'Clock, and also Members are found relatively unprepared.

श्री शिव नारायण (वांदी) : प्रध्यक्ष महोदय, दिल्ली में जो बाजार हैं वह सात बजे बन्द हो जाते हैं और सन्दे को भी बन्द रहते हैं। अगर हाउस ऑफ बजे तक चलता है तो हम लोग माकट नहीं जा पाते हैं।

Shri Gauri Shankar Kakkar (Fatehpur): I have to submit one thing.

Mr. Speaker: Is there a new point?

Shri Gauri Shankar Kakkar: Yes, Sir. It would be more convenient to sit till the 5th May than to sit up to 6 O'Clock every day.

Mr. Speaker: First is the Vivian Bose Report. If the House feels that the time is not adequate, then it can extend it, but the difficulty that the Minister of Parliamentary Affairs has expressed has also to be taken into consideration. The alternative suggested is that we may sit beyond 3rd May.

Several Hon. Members: Yes.

Mr. Speaker: I do not know whether all the Members are agreeable and the Government also.

Several Hon. Members: Yes.

Mr. Speaker: What about the reaction of the Government? The Members are all for it.

Shri Satya Narayan Sinha: If the House decides they are going to sit beyond 3rd, we cannot have any objection.

Mr. Speaker: That means that we will sit up to 5 O'Clock every day and not beyond that. And then we will have to consider the question

how long we sit beyond 3rd, and then again adjustment will have to be made anew, because the Government should also get ready all the legislation or other work that it has before it, so that the Business Advisory Committee might be able to decide how it can adjust and within how many days.

The second thing is that this ought not to be made an excuse here that Members of any group could not attend at that time.

Shri Surendranath Dwivedy: No, Sir. My representative was present. I was given a special invitation, but I was not present. You might say that I could have raised the question there. That is why I made the explanation.

Mr. Speaker: Even if the representatives of the groups are present....

Shri Surendranath Dwivedy: He had raised this question of not sitting beyond 5 O'Clock.

Mr. Speaker: Then, there ought to be some binding force. If one raises that question and ultimately all those present agree to one thing, there ought to be some sanctity about that.

Shri Hem Barua (Gauhati): Parliament is sovereign.

Mr. Speaker: I am not doubting that. If it is not supreme, I would not have put it before the House. The House is supreme in taking its own decision. It can always do that. Even if it takes one decision, when the actual business comes it can again change it. There is no doubt about that. I am only requesting Members of the different groups that they should be serious about it and see that they are present. Or the representatives that they send there should be properly briefed so that others would not have to take up that question here when the unanimous reports come.

Shri Surendranath Dwivedy: That was what I submitted. He raised the question there; it was not acceptable. Therefore, I wanted it should be raised in the House so that if the House agrees, we could proceed.

Mr. Speaker: It is now decided that we will sit up to 5 O'clock only, except on the days when we have this half an hour discussion or other things. That is admitted.

Shri Morarka: What about my suggestion?

Shri Daji: His suggestion is a good suggestion. I suggest that this report may go back again to the Committee and we will have it considered there again.

Mr. Speaker: We had had that discussion also and said that these two Bills might be given separate allotment of three hours each. I am just telling the House what happened there. In the Business Advisory Committee we had taken up that question and discussed it also. We thought that three hours for each of these Bills and ten hours for the Finance Bill would do; because these two Bills were also connected with the Finance Bill, general discussion could take place simultaneously but we take the clause-by-clause consideration separately. That also depends on the pleasure of the House.

Shri Morarka: Every year the time given for the consideration of the Finance Bill alone is about 15-18 hours. This time, for the Finance Bill and for these two major Bills the total time given is 16 hours. It is very inadequate and no justice can be done to these Bills. Therefore, I beg of you to consider it and allot fresh time.

Mr. Speaker: The time allotted for these Bills is adequate. In 1957 we had 12 hours, in 1958, 12 hours; in 1959, 15 hours, in 1960, two days; in 1961, 16 hours and in 1962, 12 hours.

Shri Tyagi (Dehra Dun): Let us have it in proportion to the tax amount.

Shri Morarka: Why not send the Bills to the Select Committee now that you are extending the time till the 15th of May?

Mr. Speaker: It is not for me or for the Business Advisory Committee to decide about it. We have only to allot time. If the time is agreed to then the motion can be brought forward by any hon. Member or Minister and we can refer it to the Select Committee. But I cannot decide it just now. I am concerned with the allotment of time. If the House feels that ten hours for the Finance Bill and six hours for the other two Bills are inadequate, we may increase it to 12 hours for the Finance Bill.....

Shri Morarka: 15 hours for the Finance Bill and ten hours for these two Bills.

Shri Daji: The matter can go back to the Committee.

Mr. Speaker: If the matter goes back to the Committee and comes up again here, the same thing would happen again. I would like to know the reaction of the Minister of Parliamentary Affairs.

Shri Satya Narayan Sinha: 15 hours for the Finance Bill and ten hours for these two Bills? I do not know whether the whole House wants it. It is more than what is justified.

Mr. Speaker: Then we might do this. Of course, that should be the decision of the House, because it depends upon the pleasure of the House. For three years, we have had 12 hours each year, and for two years we had 15 hours each year. Therefore, we can agree to 14 hours. That would be all right, I hope. 14 hours for the Finance Bill and six hours for those two Bills; 20 hours in all should be enough. (Interruptions).

Shri Daji: 16 hours for the Finance Bill.

Shri Tyagi: It should be in proportion to the corpus of the tax.

Mr. Speaker: When we discuss the Finance Bill, the other two Bills will also be discussed or touched there.

An Hon. Member: Clause by clause.

Mr. Speaker: Not clause-by clause; that would be taken up separately. Otherwise, all the Members who speak on the Finance Bill will touch the other two Bills also. Therefore, I think the Members should agree that 20 hours should be enough. If at that moment we feel that the time should be extended by an hour or so we can always do it. So, 20 hours for this, and ten hours for the Vivian Bose report.

Shri Daji: No, Sir. There should be 12 hours for that report.

Shri Surendranath Dwivedy: 12 hours is the minimum (Interruptions).

Shri U. M. Trivedi (Mandsaur): Everyone wants 12 hours. It is a voluminous report.

An Hon. Member: Two days.

Shri Vidya Charan Shukla (Mahasamund): At least two days should be allotted for that discussion.

Mr. Speaker: If the House wants that it must be 12 hours, then it shall have to sit for six hours each day. Then two days would be allotted to it.

Shri S. M. Banerjee (Kanpur): Would the report of the Attorney-General also be circulated to the Members before that report is discussed?

Mr. Speaker: That is a different thing.

Shri Tyagi: Ten hours.

Mr. Speaker: We have decided it this way: two days for that report and 20 hours for the three Bills—the Finance Bill and the other two connected Bills. These are the amendments that have been made to the report.

Shri Surendranath Dwivedy: Up to 5 O'clock.

Mr. Speaker: The House will have to sit up to 5 O'clock every day except on the days when there are half-hour discussions. The Vivian Bose report is there; two days for that. If we want to sit longer—

Shri Surendranath Dwivedy: We agree to 12 hours.

Shri Daji: 12 hours.

Mr. Speaker: If the House agrees to 12 hours, it is perfectly all right.

Shri U. M. Trivedi: 12 hours.

Shri Vidya Charan Shukla: For the Vivian Bose Commission report we have agreed that the time will be 12 hours.

Mr. Speaker: If the House wants to sit for six hours each day, it will be 12 hours. Now, I shall put the motion that with these amendments the report be agreed to. The question is:

"That this House agrees with the Fifteenth Report of the Business Advisory Committee presented to the House on the 8th April, 1963, as modified."

The motion was adopted.

12.18 hrs.

*DEMANDS FOR GRANTS—contd.
MINISTRY OF COMMERCE AND INDUSTRY—contd.

Mr. Speaker: The House will now take up further discussion and voting on Demands for Grants under the control of the Ministry of Commerce and Industry. Out of six hours allotted, five hours and five minutes have already been taken. Shri D. S. Patil.

Shri Daji (Indore): Sir, may I submit in this connection that if we sit after 6 O'clock, normally, the extra

time taken should not be deducted from the time allotted. We sat up to 6.35 or so yesterday. The extended time should not be deducted from the time allotted. I am only submitting a convention by which we may be guided.

Mr. Speaker: If I had adhered to that, I would have called the Minister straightway. But now I have called a private Member.

श्री द० शि० पाटिल (यवतमाल) : अध्यक्ष महोदय, आपने मुझे अवसर देने की कृपा की इसके लिये मैं आपका आभारी हूँ ।

अध्यक्ष महोदय, वाणिज्य तथा उद्योग मंत्रालय आवश्यक वस्तुओं के उत्पादन, वितरण और मूल्यों का भी नियन्त्रण करता है। इसलिये कपास के उत्पादन और कपास की कीमतों के बारे में भी यह मंत्रालय अपनी नीति निर्धारित करता है। कपास की कीमतों के बारे में खास कर जो हमारे मंत्रालय और विशेषतः मंत्री महोदय श्री मनुभाई शाह के दिल में गर समझ है वह मैं निकलना चाहता। कौटेन ग्रोअर्स जो उत्पादन करते हैं उन कपास पर दा करने वालों की मांग कपास का अधिकतम भाव बढ़ाने के बारे में नहीं है और जो सीरिंग प्राइसेज हैं उन के बारे में उन की कोई शिकायत नहीं है। उतारी शिकायत तो यह है कि फसल के मौसम में कपास के भाव घिरते हैं और जो रुप्य का अधिकतम भाव है वह रा कौटेन को नहीं मिलता है। उसी वा परिणाम कपास के उत्पादन पर हूँगा है।

अध्यक्ष महोदय आप ने देवा हृगा कि ऐज ऐ पालिसी सेंट्रल गवर्नर्मेंट ने १-मई ६२ को कौटेन पालिसी एनाउग की और १६६२-६३ सीजन के लिये कौटेन की १२५ रुपये सीरिंग प्राइस बढ़ावी लेकिन

*Moved with the recommendation of

the President.

[श्री दे० शि० पाटिल]

सेंट्रल गवनमेंट ने इसके इम्पलीमेंटेशन करने का काम इस मंत्रालय की तरफ भेजा। अक्तूबर में टेक्सटाइल कमिशनर में एक स्कीम बनाई और स्कीम बनाने के बाद उन्होंने किसान का कपास मार्केट में आने लगा तो कपास के मूवर्मेंट पर कुछ रिस्ट्रक्शंस लगाये। सर्वे सेंटस बहुत कम रखे और कुछ अच्छी क्वालिटी जो थी उस पर कुछ रिस्ट्रक्शंस लगाये। परिणाम उस का यह हुआ कि कपास के भाव बहुत गिरे कृषि मंत्रालय ने किसानों के हित को ध्यान में रखते हुए फ्लोर प्राइस के बारे में वकालत की है लेकिन अब तक उस के बारे में विचार नहीं किया गया है।

कल यहां ऐसा बतलाया गया कि जो फ्लोर प्राइसेज हैं उनको बढ़ाने के बारे में एक हफते या दो हफते में ऐलान हो जायगा। मेरा आपके जरिये निवेदन है और आज भी प्रश्नोत्तर के बहत यह बात कही गई कि हमारी यही शिकायत रही है कि जब किसानों की कपास ट्रेडर्स के हाथ में जाती है तब प्राइस बढ़ाने की बात यह मंत्रालय सोचता है। अध्यक्ष महोदय, मैं आपकी मफित इस मंत्रालय से निवेदन करूँगा कि फ्लोर प्राइस बढ़ाने की बात आज करने की कोई जरूरत नहीं है। अबबत्ता बुवाई के पहले अगले सीजन के लिये अगर प्राइस बढ़ानी है तो दो, तीन जहाँने के बाद उसे बढ़ा सकते हैं। लेकिन आज यही बजह है कि ट्रेडर्स को मिलिओनर्स को मंत्रालय ज्यादा भाव देना चाहता है। किसान के पास तो माल रहा नहीं है। चार महीने से संसद सदस्यों ने फ्लोअर प्राइस बढ़ाने की मांग की लेकिन मंत्रालय ने ध्यान नहीं दिया कृषि मंत्रालय ने कामसं एंड इंडस्ट्री मिनिस्टरी के साथ एक ज्वाएंट कमेटी बुलाने की काफी कोशिश की लेकिन उस बैठक में इस कैमर्स एंड

इंडस्ट्री मंत्रालय का कोई मंत्री हाजिर नहीं हुआ।

आज फ्लोर प्राइस बढ़ाने की बात चली है वह किसानों के फेवर में नहीं है। ट्रेडर्स और मिलिओनर्स को ज्यादा पैमा दिलाने के लिये यह कीमत बढ़ाने का सवाल यहां निकला है। मैं आपके जरिए इस मंत्रालय से निवेदन करूँगा कि एक दो महीने बाद आप कौटेन की प्राइस बढ़ाने की बात सोच। यह फाईव इयर प्लान में कौन का टार्गेट ७० लाख गांठ का है। सन् १९६१-६२ में कपास का उत्पादन चटा और वह ४५ लाख गांठ रहा जबकि सन् १९६०-६१ में वह इससे अधिक था अर्थात् ५४ लाख टन गांठ का था। इसलिये अगर हमें कपास के उत्पादन को बढ़ाना है और किसान को अधिक कपास पैदा करने का प्रोत्साहन देना है और देश में लौग स्टेपुल कौटेन ज्यादा पैदा करनी है तो यह जरूरी है कि किसानों को उनके उत्पादित माल के उचित दाम मिले। इसलिये सीरिंग प्राइस बढ़ायी गयी और उस का नतीजा बहुत अच्छा हुआ। हम देखते हैं कि उत्पादन में वृद्धि हुई।

Production of cotton as compared to the price targets has been as follows:-

सन् १९६०-६१ ५४ लाख गांठ, सन् १९६१-६२ में ४.५ लाख गांठ, सन् ६२-६३ में ५४ लाख गांठ और सन् १९६५-६६ का लक्ष्य ७० लाख गांठ का है। सीरिंग प्राइस बढ़ाने का सरकार ने जो नियंत्रण किया गया उसका परिणाम यह हुआ कि गये साल ५४ लाख गांठों के उत्पादन का जो लक्ष्य रक्खा गया था उसके पूरा करने की कोशिश है।

जब उत्पादन गिरता है तो यह कहा जाता है कि भौसम खराब था लेकिन मेरा कहना है कि ऐसा कहना गलत है। इस

तरीके से सोचने से आपका उत्पादन नहीं बढ़ेगा। कौटन का ऐरिया कितना बढ़ा है, यह देखना चाहिये और मैं मंत्री महोदय को यह आशावासन देना चाहता हूँ कि काश्तकारों ने लोग स्टेपुल कौटन का ऐरिया बढ़ाने की कोशिश की है। उन्होंने इस के लिये अपनी ज्यादा पूँजी लगाई है और वह उसको ज्यादा से ज्यादा पैदा करने की कोशिश करते हैं।

मैं यह निवेदन करना चाहता हूँ कि कपड़े का धंधा अपने देश में एक बहुत महत्वपूर्ण धंधा है। मैं इस के बारे में कहना चाहता हूँ कि इस धंधे को अगर बढ़ाना है तो इसके लिये प्लानिंग कमिशन ने जो एक पालिसी दी हुई है वह पालिसी ऐडाप्ट कर लेनी चाहिये। पालिसी डिस्ट्रूलाइजेशन की है। अब जहां कपास पैदा हाती है वहां अगर कपड़ा बनाने की मिले खोल दी जायें, यह इंडस्ट्रीज अगर कपास ग्रोइंग ऐरियाज में भर्यात रुरल ऐरियाज में खोल दी जायें तो कपास का उत्पादन करने वाले किसानों को कायदा पहुँचेगा। यह खेद का विषय है कि आज बड़े बड़े शहरों में ही इंडस्ट्रीज लगी हुई है और सेंट अप हो रही है। गांवों की इस बारे में पूँजी उपेक्षा हो रही है। अहमदाबाद, बम्बई और शोलापुर प्रादि स्थानों में ही इंडस्ट्रीज का स्ट्रूलाइजेशन हो रहा है। हम चाहते हैं कि जहां कपास पैदा की जाती है वहां पर कपड़े की इंडस्ट्रीज लगाई जायें देखने में यह आता है कि इन पिछले १५ सालों में कोई इंडस्ट्री रुरल ऐरिया में चालू नहीं की गई। इस कारण ट्रांसपोर्ट चार्जेज भी बढ़ जाते हैं। इसलिए मेरी प्रार्थना यह है कि ओपरेटिव वेसिस पर जहां जहां मिल खुलने के लिये अर्जियां आती हैं वहां जल्दी जल्दी उनकी मंजूरी मिलने चाहिये।

मेरी कांस्टीटुट्यूट्सी में वहां के लोगों ने जिनिंग और प्रेसिंग हर एक ब्लाक में और

जिले में एक स्पिनिंग और वीविंग इंडस्ट्री कोआपरेटिव वेसिस पर खालने का निर्णय किया है। उस के लिये उन्होंने अर्जी की है और जहरी रुपया भी जमा किया है। लेकिन अभी तक उसके खोलने की उन्हें स्वीकृति नहीं मिली है और उनको अभी यही जबाब मिला है “ऐप्लीकेशन इज अंडर बन्सडिरेशन”। लेकिन गवर्नर्मेंट की तरफ से उसको इनकारेजमेंट न मिलने के कारण लोगों द्वारा कोआपरेटिव में पैसा जमा करना घट रहा है। दो, दो लाख रुपये का चन्दा जमा करना और बाद में मिल खोलने के लिये मंत्रालय की तरफ कई महीने तक प्राशा भरी दृष्टि से ताकते रहने से कार्यक्रमों को बहुत दिक्कते पेश आती है। आवश्यकता इस बात की है कि इस तरह की अर्जियां जल्दी से जल्दी मंजूर होनी चाहिये और कोआपरेटिव वेसिस पर गांव के लोगों को स्पिनिंग और वीविंग मिलें खोलने के लिये सरकार को प्रोत्साहन देना चाहिये।

रुई की जो सीलिंग प्राइस है उस के बारे में हमें कोई शिकायत नहीं है लेकिन कच्चे कपास के मुनासिब दाम किसानों को अवश्य मिलने चाहिये। फसल में कपास के दाम गिरते हैं

अध्यक्ष मंत्रीवाद : माननीय सदस्य का समय समाप्त हो गया है।

श्री देव शिंग पाटिल : सितम्बर, १९६२ से आज तक की कपास के भावों को यदि आप देखें तो मालूम होगा कि फसल में १०० रुपये भाव गिरा है। एक दूसरी बात यह है कि पलोर प्राइस और सीलिंग प्राइस में बहुत फर्क है। इतना अन्तर दुनिया में कहीं भी नहीं है। सितम्बर, १९६२ में जह अधिकतम एक १४७ के मूल्य १२६४ पर था और न्यूनतम मूल्य ६७२ रुपये था। अधिकतम मूल्य और निम्नतम मूल्य में इतना अन्तर होना उचित नहीं है। इसलिये प्रार्थना की गई है कि पलोर प्राइस को

[श्री दें शिं पाटिल]

बढ़ाया जाय। जब अप्रेजर्स का इस देश पर राज्य था और वह यहां पर मैनचेस्टर के कपड़े को लाना चाहते थे और देश में पैदा होने वाली लौंग स्ट्रेपुल को प्रोत्साहन नहीं देना चाहते थे इसलिये उन्होंने फ्लोर प्राइम नहीं बढ़ायी। अब तो जमाना बदल गया है और देश में इस जनता की प्रजातंत्री सरकार का राज्य है और मेरी प्रार्थना है कि कपास की फ्लोर प्राइम २०० रुपये से बढ़ानी चाहिये।

दूसरी रिक्वेस्ट जाते जाते मैं यह करना चाहता हूं कि यह मही है कि स्मौल स्केल इंडस्ट्रीज देश में पहले की अपेक्षा अधिक पनपी है और उन में प्रगति हुई है लेकिन अभी भी उन पर काफी रिस्ट्रिक्शन्स मौजूद हैं। हम चाहते हैं कि देहातों में और ब्लाबस में कोआपरेटिव बेसिस पर इंडस्ट्रीज खोली जायें। इसके लिये जरूरी है कि अभी जो रुकावटें डाली जाती हैं वे हटा ली जायें। अब एक रैस्ट्रिक्शन तो यह लगाया जाता है कि जहां १५००० की पापुलेशन हो वहां के लोग ही ऐसी इंडस्ट्री आर्गेनेशन फर सकते हैं। लेकिन मेरा कहना है कि पिछड़े और अविकसित इलाकों में जहां कि बाबू वर्ग रह कच्चा माल ज्यादा पैदा होते हैं वहां पर इंडस्ट्रीज खोलने के लिये कोई रुकावट नहीं होनी चाहिये।

आप ने मुझे जो समय दिया उसके लिये मैं आपका आभारी हूं और मंत्री महोदय से मेरी प्रार्थना है कि वाणिज्य और उद्योग मंत्रालय की जो नीति है वह किसानों के लिये कैसे लाभकारी रहे, उसके लिये वे नोचने की कृपा करें।

Shri Rameshwar Tantia (Sikar):
Mr. Speaker, I would like to say a few words about jute and tea. The hon. Minister for International Trade was pleased to say yesterday what Government propose to do to help the

tea industry. I will only mention two points regarding jute. The quality of the jute should be improved. Now, the quality produced in Bihar is very poor. The difference in price between good quality jute and bad quality jute is quite big sometimes as much as Rs. 20 to 30 per maund. While good quality jute was being sold last year at Rs. 50 per maund, the poor quality jute was being sold at Rs. 20. In Assam until ten years back only poor quality jute was being grown. Now, within these ten years they have greatly improved the quality. So, if they want it they can improve the quality. I feel that Government should give first priority to the improvement of the quality of jute.

Then, the price of jute in September and October is always low because the small traders have not got facilities for advance against jute. So, they are forced to sell it at a lower price. I suggest that Government should construct some bonded warehouses in the mofussil so that the cultivators and small traders can keep their jute there and get money against that. It will enable the cultivators to keep their jute with them until November or December when the prices go up.

Coming to tea, I have not much to say on that. The Tea Board is functioning very well. Even during the emergency, the Chairman of the Tea Board visited the border tea estates. I think the decision of the Government to abolish the export duty on tea is a wise step. Even then, a problem will arise because the internal consumption of tea is rising every year. So, unless we increase our tea production, I think we will face shortage of tea, as demand will outstrip supply. So, every effort should be made to see that the production of tea goes up.

Yesterday, Shrimati Akkamma Devi, the hon. Member from Nilgiris, suggested that every facility should be

given to the small estates and long-term financial arrangements must be made for them. I support her fully. These are the tea planters who are going to fill up the gap in production. So, the Minister should consider their case favourably and some arrangements should be made for granting them loans.

The present licensing system retards the growth of industrial development and, as I said some days back, it is very defective. The year before last 1,350 licences were issued; last year 1050 licences were issued. I do not know how much of them are lying idle. An application has to pass through five or six Ministries before a licence is ultimately granted. It has to pass through the Commerce and Industry Ministry, Planning Commission, Finance Ministry, Transport Ministry if it involves communication or transport and so on. It is a big hurdle. An applicant has to wait for six months or more to get a licence. For ordinary people who have no contacts it is next to impossible to get a licence within a reasonable time. Licences are normally given only to those firms which can employ high-salaried people as contact men. It is very difficult for ordinary small industrialists to get licences. If Government are really keen on rapid industrialisation of the country, some method should be devised by them by which each and every person who wants to set up a small industry should be able to get licence, provided his scheme is technically feasible.

Even when an applicant gets a licence, he has to pass through another hurdle, and that is power shortage. At least in West Bengal it is my experience that no new industry can be put up before 1964 when Bander power will come. So, while on one side we are planning to have more industries and more production, on the other side, there is shortage of power, which shows that there is something wrong in our planning. When we plan to have more industries,

simultaneously we must plan for supply of sufficient power too.

Then, I am of the view that super profits tax will retard the growth of industries. If the Ministry of Commerce and Industry also feel the same way, they should do something to see that it is done away with. After all, it is a combined venture of the Government. They should firmly tell the Finance Ministry that since our object is to make the country industrialised within a short time and nothing should be done in a manner which will retard the growth of our industries, they should do away with the super profits tax, as it is bound to affect industrialisation to a very great extent.

May I, Sir, have another two minutes?

Mr. Speaker: Yes, if he so likes; but he wanted only five minutes in the beginning.

Shri Rameshwar Tantia: On jute I will say there will be competition from Pakistan and other countries also. So, if we do not act just now, it will be too late. It is a good thing that we have introduced broad looms. Now we have to give first priority to the improvement of quality. If we fail in that, I think there will be a big gap between our demand and production and we will have to depend on imports from Pakistan.

There is too much of delay in the issue of licences, because many formalities have to be gone through before a licence is issued. If an application for licence is made to the Ministry and it is found on examination that the proposal is reasonable and feasible, it should be approved immediately, without any delay. Now an application has to pass through so many Secretaries, Directors, specialists and so on that it takes a long time before a decision is taken. If we agree that our object is rapid industrialisation, I feel something should be done by the Government to see that these hurdles and difficulties are removed.

[Shri Rameshwar Tantia]

Then, many of the licences which have been granted are not at all used. There are licences which are one and a half years or two years old where nothing has been done. What have they done in the matter? I hope some reply will be given to this point by the Minister in his reply to the debate. I am of the view that if those licences are not used in time, fresh licences should be issued to other people and the old licences should not be permitted to be used after a prescribed period to be fixed by Government.

When the Public Accounts Committee was examining the Tea Board, the Committee was informed that green tea was grown in Kangra and Dehra Dun and that not much has been done by the Tea Board for the development of tea in those areas. Therefore the Committee was constrained to remark:

"The Committee are, therefore, unable to find any justification for such large savings on the development schemes to the tune of Rs. 12 lakhs on the one hand and, on the other failure to improve the production of green tea which has a good export market."

The Committee hoped that proper attention would be given to this aspect in future.

So, Sir, for such a long time we have been pushed aside. This green tea growing area should be developed. I want to make certain suggestions in this regard. We have been representing that the excise duty on green tea should be done away with. For that purpose, we represented that a separate zone for this area be demarcated. But that has not so far been accepted. My first suggestion is that a separate zone for this area be demarcated and at the same time this area be exempted from excise duty.

My second suggestion is that research should be made on the low productivity of this area. At the same time, I would say, when the Tea Board is giving direct subsidy for fertilisers and for transport to the Tripura area, I do not understand why, when the land route has been closed by Pakistan for Afghanistan and other Middle-East Asian countries, the subsidy both for fertilisers and transport be not given to the green tea growing areas. Also, I want that the results of the experiments for the development of tea which are made by the different stations be made available to the tea growers of this area free of any cost.

Shri Hem Raj (Kangra): Mr. Speaker, Sir, yesterday, the Minister of International Trade gave us some hope that the interests of the small tea growers will be looked after. So far they have been disillusioned because no help has been extended to them for the last so many years, as far as I know because the Tea Board is dominated by big vested interests. Therefore, the small tea growers have not had a good deal from the Tea Board. At least so far as my area is concerned i.e., Himachal Pradesh, Punjab and Uttar Pradesh, the tea gardens in that area have not had a fair deal from the Tea Board. We find from the statistics published by the Tea Board that the production of tea in the Kangra valley is decreasing. At the same time, because of the accumulation of stocks, the price fetched by this tea is going down. The money that has been allotted by the Tea Board for the development of tea has not been fully spent. When this question was put to the spokesmen of the Ministry, they have admitted that the small tea gardens have not been looked after so well. Only yesterday, the hon. Lady Member from the South, put forth before the House one suggestion and complained that the small tea gardens of the South are not being looked after well. The fate of the small tea gardens in the North is no better.

Then, I want that a separate representation be given on the Tea Board from these tea growing areas. This demand was also made by the lady Member from the South. We want this because the interests of the small tea growers neither from the south nor from the north are being properly looked after by the Tea Board. Therefore, a separate representation on the Tea Board should be given to the tea growers both from the north and the south.

Then, Sir, tea statistics from the tea growing areas of north do not find a place in the Tea statistics of the Tea Board. Therefore, those statistics should also find a place here.

Mr. Speaker: The hon Member may try to conclude now.

Shri Hem Raj: Sir, one or two points more I want to make. I may kindly be given two or three minutes more.

There is another problem and that is about the border districts of Lahaul and Spiti, whether they are the traders from Ladakh or from Lahaul and Spiti in Himachal Pradesh. Those people used to trade with Tibet. But that trade has now been stopped. Now, the things have come to such a pass that all those traders are dying and they have not yet been given any rehabilitation grants. The position is, the trade between Tibet and Nepal is open and the trade between India and Nepal is open. But when those people go to Nepal and buy something from Nepal, then any goods that they bring from Nepal are being confiscated. I have got the cases that have happened in my area where they have been fined thousands and thousands of rupees without giving any warning to those people. When they buy such things from that area, when they bring those goods from there, those goods are being confiscated. Those poor men have been ruined because of the closure of trade with Tibet, in the first instance and secondly, when they

bring goods from there from Nepal they are fined thousands of rupees. You can imagine the feelings of those people. The people of those areas are frustrated and they are very much angry with this action of the Government. Therefore, I would warn the Government that they should treat all these border people with leniency and with sympathetic mind.

Mr. Speaker: The hon. Member should conclude now.

Shri Hem Raj: There is another matter also. In those areas there is the only cash crop *kuth root*. That used to be exported to China. That is stopped. That is not being exported now. The price of *kuth root* has come down to a very low level. I would therefore, request the Commerce and Industry Ministry that they should try to find some other market for the export of *kuth roots*.

Then, the only rock salt mine that exists in India is in the Mandi area. The other salt mine, as you Mr. Speaker know, we have left in West Pakistan. The rock salt which is found in the Mandi area was going to be mechanised in the First Five Year Plan and a sum of Rs. 1. crore was allocated for it. Even after 11 years the matter stands where it was. In the previous year, only Rs. 2 lakhs were spent for that purpose and this year, 1963-64, only an amount of Rs. 1 lakh has been earmarked. I want that this matter should be expedited. I also learn that these mines are also being taken up by the Hindustan Salts Ltd. and, I think, the Hindustan Salts Ltd. will expedite the mechanisation of these mines.

I hope the Commerce and Industry Ministry will look into all these matters and do justice to the hill people of these areas which are already backward and which are suffering for a long time.

Mr. Speaker: The hon. Member should conclude now.

Shri Hem Raj: With these remarks, I support the demands for grants of the Ministry of Commerce and Industry.

Mr. Speaker: It should not be taken by the hon. Members that the ringing of the bell is only a hobby with me and I indulge in it for the sake of pleasure.

Shri Hem Raj: I had been sticking to your ringing of the bell. But today only I had wanted more time.....

Dr. P. S. Deshmukh (Amravati): Mr. Speaker, Sir, although there are quite a few points I would have liked to dwell upon, I would touch only one or two points here. I would, first of all, like to support all the suggestions that my hon. friend Shri D. S. Patil has made on behalf of the cotton growers and the attitude of the Textile Commissioner. The Ministry of Food and Agriculture is trying to get the cooperation of the Ministry of Commerce and Industry so that whatever orders he passes, or interference he does, would be in consultation with the Food and Agriculture Ministry, and not only on his own when naturally the interests of the mill-owners and other people predominate.

The point that I want to impress upon the Ministry is that they should give a little more sympathetic consideration for the development of cooperatives in external and internal trade, especially the external trade. I must acknowledge with gratitude that there have been occasions when the Ministry has supported cooperatives and especially the National Agricultural Cooperative Marketing Federation. But sometimes there is a sort of a fall off and then they propound theories which are absolutely anti-cooperative.

Shri U. M. Trivedi (Mandsaur): Why from them?

Dr. P. S. Deshmukh: The cooperatives are unable to compete on equal terms with private firms. If you are so fond of giving monopolies to the public sector and the State Trading Corporation, there should be the least hesitation in giving monopolies to cooperatives. They are fair and more beneficial to the country and to the Government and to everybody. Then, they directly help those who produce goods. In the case of pulses and so on, things are getting on very well when the State Trading Corporation had given to the Federation the full authority and exclusive right to procure pulses. But, when at the instance of one influential merchant or firm from Bombay, some departure was sought to be made, which was initially not liked by the Commerce and Industry Ministry, I know, but somehow, they had to let a sort of a mouse into the show. But, then they thought that it is much better that more rats would come along through the same hole.

I would like to suggest that the policy that we were following was the best. They should pursue that. It is a flea bite. Out of the whole external trade, the pulses monopoly to the co-operatives is only Rs. 4.5 crores worth. I can assure you I am prepared to stand personal guarantee that your exports will increase, the growers will get a better price and the things will be done well. There are some people who run down the co-operatives at the least possible excuse. I do not know if they have a prejudice against the co-operatives or they think in a very different way. I am sure—I am prepared to convince any officer who hesitates to help the co-operatives—that if there is any falling off or non performance, there must be some substantial cause for it.

I like the State Trading Corporation. I stand as a sort of a father of this organisation because I was the Chairman of the committee which recommended the establishment of the State Trading Corporation. They

have done very excellent work. But, the State Trading Corporation, in many respects, works as if it is a Secretariat department. We know what trouble people have in the contractors getting their money. Some people get their T.A. Public advocates whom we engage have to wait for two years before they get the payments. The same thing is repeated in the case of the National Federation. In one or two instances, there is considerable harassment if you do not receive the payments. That is a complaint, as a matter of fact, of all the co-operatives in the country. It is not only the Ministry of Commerce and Industry which has to be blamed. Everywhere whenever co-operatives have to deal with the Government, they come across these difficulties.

There are pools of cotton. They have got co-operative ginning and pressing factories. The Government comes forward because these people give pure seed. They purchase it. They ask them not to sell. For 6 or 8 months, they do not pay a single pie. How is it possible for the co-operative ginning factories to survive or the pool to be there if the funds which are owed to them are not given? If the policy which was being followed in the Commerce and Industry will be followed, I am sure, they will deliver the goods. We will do better performance. I am sure the performance of the Federation compares well with what the merchants were doing, is far better. I am prepared to swear by it. So far as the quantum is concerned, the prices, purity, the name of India is concerned, in giving goods of the description which we contracted for, there is a certificate by the Chairman of the State Trading Corporation itself, that the Federation does not require even samples to be sent. People are prepared to contract on the basis of mere description. That was the reputation which the Federation had got. I am sure that reputation can be maintained with a little more sympathy and a little better understanding with the co-operatives.

श्री तन सिंह (बाड़मेर) : अध्यक्ष महोदय, नारेबाजी और नीति का जितना राजनीतिक महत्व है उतना आवश्यक और ग्रीष्मोगिक दृष्टिकोण से महत्व नहीं है। हमारे उद्योग और वाणिज्य विभाग ने स्वयम् अपनी रिपोर्ट में इस बात को स्वीकार किया है कि संकटकालीन स्थिति को देखते हुए उत्पादन के लक्ष्यों को बहुत शीघ्र और अधिक गति से देने की आवश्यकता है। इस गति को देने में शदि जो हमारे आज तक के कार्यकलाप हैं उनकी तुलना जो कुछ हम कर रहे हैं उनसे की जाय तो मैं निवेदन करूँगा कि इस समय बड़ी आवश्यकता है कि हमारी नीति में और हमारे कार्यक्रम में कानूनिकारी परिवर्तन किये जायें। समय के अभाव को देखते हुए मैं केवल एक प्लाईंट पर अपना मन्तव्य प्रकट करूँगा।

हमारा ग्रीष्मोगिक नीति सम्बन्धी जो प्रस्ताव है, अर्थात् जो इण्डस्ट्रियल पालिसी रेजोल्यूशन है, उसके अन्दर आवश्यक परिवर्तन करने की आवश्यकता है क्योंकि जो ग्रीष्मोगिक उत्पादन हम करना चाहते हैं वह हमारे लक्ष्यों से अब भी कम है। यद्यपि इस बार उत्पादन ८ प्रतिशत बढ़ा है, लेकिन पिछले वर्ष इसी काल को यदि हम ध्यान में रखें तो पिछली बार ११.१ प्रतिशत बढ़ा था जबकि इस बार ८ परसेन्ट बढ़ा है। वैसे बढ़ने को तो बढ़ा ही है, किन्तु वार्षिक अनुपात में वह १४ प्रतिशत अब भी कम है। ग्रीष्मोगिक उत्पादन के लिये जो चीजें आवश्यक होती हैं उन सब को हम योद्ध ध्यान में रखें, अर्थात् विद्युत्, कच्चा माल, इंधन और यातायात, तो उन चारों दृष्टिकोणों से भी हमारे यहां कोई विशेष परिवर्तन हुआ हो, ऐसा बात नहीं है। अगर एक एक को सें तो मैं निवेदन करूँगा कि विद्युत् का उत्पादन भी जितना कि हमने लक्ष्य किया था उससे कम है। हमने जो १.३३ मिलियन कोलोबाट्स का उत्पादन किया है वह हमारे लक्ष्य से १५ प्रतिशत कम है। तीसरी पंचवर्षीय योजना के अनुसार हम जो वार्षिक लक्ष्य प्राप्त करना चाहते हैं उसके

[श्री तन सिंह]

लिये हम भाज जो उत्पादन कर रहे हैं उससे ६ मिलियन कीलोवाट्स अधिक उत्पादन हमें करना पड़ेगा । मेरे विचार से वह हमारी क्षमता से कहीं अधिक होगा और मेरा अनुमान है कि हम उसे पूरा नहीं कर सकेंगे ।

कच्चे माल का जहां तक सम्बन्ध है, अभी २४४ मिलियन डालर्स का हमारा यू० एस० ए० से समझौता हुआ है इस्पोर्ट मेन्टेनेंस के लिये । मेरा ध्याल है कि इसमें जो प्राइवेट सैक्टर के उद्योग हैं उन्हें भी अपना उचित हिस्सा मिलना चाहिये, अन्यथा उन उद्योगों का प्रोत्साहन घट जायेगा । लेकिन हम पब्लिक सैक्टर को बहुत ज्यादा महत्व देते हैं और उसका का नतीजा हमारे सामने है । हमने तीसरी योजना के अन्त में इस क्षेत्र से ४५० करोड़ रु० का लाभ बतलाया है । इसमें ३०० करोड़ रु० सेंटर से बतलाया है और १५० करोड़ रु० राज्यों से बतलाया है जो कि हम तीसरी पंचवर्षीय योजना के अन्त तक प्राप्त कर लेंगे, जबकि वास्तविकता यह है कि सेंटर के तत्वावधान में चलने वाले जो राजकीय क्षेत्र के उद्योग हैं उनमें हमने केवल ३२२ लाख रु० का लाभ पाया है और १६३ लाख रु० का लाभ अलग अलग स्टेट्स में चलने वाले उद्योगों से हुआ है । मेरा विचार है कि यह बहुत नगण्य लाभ है । ऐसी स्थिति में यदि इस समय हम पब्लिक सैक्टर एंटरप्राइजेज को इतना अधिक महत्व देते हैं तो उचित नहीं है । ऐसे समय में जबकि शान्ति का समय हो और जब अधिक उत्पादन की इतनी आवश्यकता न हो जितना कि नारेबाजी से और नीति से मतलब हो, उस समय में ऐसा किया जा सकता है, लेकिन जिस समय हमें रक्षा के द्विकोण से बहुत अधिक उपकरणों की आवश्यकता है उस समय केवल नीतियों से काम चलने वाला नहीं है । इसलिये हमें अपने नीति सम्बन्धी प्रस्ताव में आवश्यक परिवर्तन करना चाहिये ।

Shri Subbaraman: (Madurai): Mr. Speaker, I think you very much for the opportunity that you have given to me to speak. I congratulate the Minister, and so also the Minister for International Trade and the Minister for Industry for the vast improvements that have been done in all sections of industries.

The aim of Government is welfare state. In a welfare state, every citizen should have the minimum requirements of life. Employment alone will bring the requirements of life for the people. To give full employment, Government have been taking quite a number of measures. Basic industries are quite necessary for giving employment. But, that does not go so far. Village industries, khadi and the handloom help to a great extent in meeting the unemployment question. Government are giving a lot of encouragement to improve and increase production of khadi and village industries. Gram ekai movement is a very good scheme. It creates self-reliance in the people. It helps the people of the villages to assemble, to consider what their needs are and how to meet them. If every village is made to rely upon itself, we will be meeting the unemployment question to a great extent. I would like to suggest one thing in regard to this matter. Research, though carried on, should give special emphasis on improving the Ambar Charkha. In Ambar Charkha, the carding section is the most difficult one. Though we have now got Ambar Charkha with six spindles, if we improve the carding section of the Ambar Charkha, it will lessen the strain of the workers who are at it. So also, some research should be carried on so that matching colours are found out and good designs are produced. We can take advantage of our ancient own paintings and architecture. There are vast improvements going on all over the world, and we can adapt them according to our genius.

13 hrs.

At the same time, quality should be maintained and controlled. America has come forward to take a fairly good quantity of khaddar; probably it is because of the designs that they have agreed to import that quantity. If we improve that, I think that they will take further quantities.

In regard to the handlooms, we are sending a good quantity of our products to the eastern countries. But the quantities have not been so satisfactory. There is a lot of scope and there are good prospects for improving our exports. But we should see at the same time that the quality is maintained and further improved.

As regards handloom weavers, I would suggest that if we spend some more money or set apart some more money for their housing, there would be better prospects of our further improving the production of these goods. There are a lot of prospects for improving the handloom goods production. Handloom industry should be given all protection from the competition of powerlooms and automatic looms. If we continue to give further encouragement to handlooms, there are possibilities for several lakhs of people more to get employment in the handloom industry.

There are backward areas in every State and also in every district. A survey should be taken of those parts, and suggestions should be given to them as to what sort of village industries and small industries can be started in those places.

Owing to the Gold Control Order, lakhs of goldsmiths have been thrown out of employment. Though Government have come forward to rehabilitate them, it has not helped them very much. So, I would like to impress

upon Government that they should not be satisfied with what they have done, and they should further attend to their rehabilitation as quickly as possible.

The foundries in Madurai are suffering very much—I have already told the Minister of Steel and Heavy Industries several times, and I have written to him also about this—for want of pig iron. Government should think of some scheme under which they can supply pig iron to these foundries, and that should be done as quickly as possible. If that is not possible, they should import pig iron and make the foundries work as efficiently as possible.

About short staple cotton, we are exporting a large quantity of short staple cotton to Japan and other countries. We want thicker and coarser yarn for rope-making and for nets. So, we should start some factories or some other projects so that we can make full use of the short staple cotton.

Though Government are doing a lot of things for the small scale industries, the people are not able to understand them fully. So, it should be publicised to a greater extent. That is what I would like to request.

There are certain drug manufacturing companies under Government, but the cost of the medicines is a little higher, and, therefore, it is not possible for the poor people to go in for those medicines. So, I would suggest that the prices should be lowered.

Now that cement is in shortage, slag and coal ash....

Mr. Speaker: After the ringing of the bell for a second time, no new point should be taken up. Of course, a Member can be allowed to complete the sentence or the idea that he has, but no new point should be taken up. Now, the hon. Member should conclude.

Shri Subbaraman: Now that cement is in shortage, slag and coal ash should be made use of and available to people so that they can replace cement by making use of them.

About cardamom Government have been pleased to form a directorate of cardamom. In the Madras State, Madurai district is the only district which produces cardamom. Though this directorate has been formed, no member from the Madurai district has been included in it. So, I would like to suggest that a member from the Madurai district should be included in the directorate.

Since there is no time, I shall conclude here, and I support the Demands of the Ministry.

The Minister of Commerce and Industry (Shri K. C. Reddy): Mr. Speaker, Sir, the hon. Members who have participated in this debate yesterday and today have covered a very wide ground indeed, and I am grateful for the words of appreciation that fell from some of the hon. Members regarding the working of this Ministry. There have been criticisms as well, and I would like to say that those criticisms have been taken note of, and it shall be the endeavour of everyone concerned with this Ministry to profit by those criticisms and to see what could be done in order to improve the working of this Ministry.

13.07 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Some hon. Members referred to the structure of the Ministry and the present shape of this Ministry. The House is aware that at the time of the reconstitution of the Ministries in April last year, the Department of Heavy Industries was transferred to the Ministry of Steel and Heavy Industries, and later in the year, as some hon. Members have pointed out, the development Wing was transferred to the Ministry of Economic and

Defence Co-ordination. Some hon. Members did not seem to have appreciated this new structure of the Ministries. I would not like to say much about it, but I would only like to point out that this Ministry at the present moment, though some hon. Member said it was a truncated Ministry, has a scope which is so vast and varied. Whatever arrangement we may make in respect of the governmental work, I think that it is very necessary for all Ministries concerned to work in a spirit of co-operation, and every attempt should be made to co-ordinate the working of these Ministries in order to improve the industrial growth of the country. So, this requires continuous co-operation. So far as my Ministry is concerned, whatever changes may take place in the structure of this Ministry, we shall be only too ready, and we shall make every possible effort, and earnest efforts at that, to co-operate with the other sister Ministries in order to bring about satisfactory industrial growth which is so necessary and essential at the present moment more than ever.

I am sure that some more Members would have participated in this debate if they had the time, and made this Ministry. I am afraid that I shall not be in a position to deal with all the points that have been raised in the course of the debate by various Members. Limitations of time preclude that possibility. So, it shall be my endeavour to refer to some of the major aspects only and to give an assurance that in so far as the points, which I am unable to cover or refer to are concerned, we shall do everything possible to give our best attention to them, and to study them carefully with a view to securing wherever possible such improvements in policy as well as in administration as may be feasible.

Yesterday, my colleague Shri Manubhai Shah had intervened in the

debate and had dealt with the export problem at considerable length. He underlined the importance of exports in our present economy and narrated in great detail the steps taken to boost up our exports in order to fulfil the targets for export laid down in the Third Plan. It is not necessary for me to add to what he has said. The vigorous promotion of our export programme is one of the major planks in our economic policy and everyone concerned in Government is keenly alive to and conscious of the compelling need to build up our exports as rapidly as possible and maximise them to the extent feasible.

In this connection, I would like to say that every possible co-operation is coming forth to increase production, both in the sphere of industry and of agriculture, to enable more and more exports to be realised. I would say further that all departments of Government are co-operating in this matter. Yesterday, my hon. colleague referred to certain Ministries which had taken certain steps to increase our exports. He referred to various matters. Today certain Members who spoke referred to the cotton policy of Government. Some have referred to jute and tea. These aspects were also covered by my colleague in his speech yesterday and I do not think it is necessary for me to refer to them again in my speech. I wish it had been possible for my other colleague, Shri Kanungo, to speak about certain aspects pertaining to industry and the company law administration with which he is intimately connected. But owing to limitations of time, it was not possible for him to intervene in the debate. Therefore, today I would like to confine myself to these two departments.

One of the most important points made in respect of industrial progress and development was what some hon. Members called the slow rate of growth. I think Shri Daji, who opened the debate and certain other Members referred to it and said that

during last year the rate had been only 8 per cent whereas two years ago it was about 11 per cent. During 61-62, it was only about 6 per cent.

With regard to this, I would like to make one or two important points. In the very nature of things, it is not possible to secure an even rate of development during every year of any particular plan period. For example, it will be noticed that during the Second Plan period, in the beginning the rate of growth was 4 per cent., then about 3.8 per cent and then it went up to 8 per cent and then to 11 per cent. So there was a gradual rise in the rate. This is accounted for by the fact that in the beginning of any plan period, industrial licensing is resorted to to cover the targets prescribed in that plan period. So during the first two years or three years, the rate of growth will not be so marked or as high as in the concluding years of the plan by which time all the new licences that had been granted would have been implemented and production started. I referred to this aspect last year and I would like to repeat it now.

Shri Jashvant Mehta (Bhavnagar): What was the target for the first year of the Third Plan?

Shri K. C. Reddy: There was no particular target for the first year; it is for the whole plan period. The endeavour should be to fulfil that target and the time for judgment will be at the end of the Third Plan and not in any particular year of the plan period. I have endeavoured to point out that variations in the rate of development in various years are naturally bound to be there. If I may say so, these are to be expected. If sufficient allowance is made for this, I do not think it is a matter for disappointment that the rate of growth was only 8 per cent last year. One wishes it could have been better, but our effort should be in the direction of improving the rate in subsequent years.

I would like to refer to one or two other important aspects of this

[Shri K. C. Reddy]

matter. As the House is aware, during the last two years, there has been a much severer foreign exchange crisis than previously. Against this background, it is a matter for some satisfaction that we have been able to secure even an 8 per cent rate of growth. I would like to mention the foreign exchange availability position during the last two years, or rather during the last three half years. The foreign exchange availability between October 1961 and March 1962 was to the tune of Rs. 184 crores, during April 1962 to September 1962, Rs. 181 crores and during October 1962 to March 1963 Rs. 151 crores. During this period, it dwindled by about Rs. 30 crores. In spite of this, the growth of industrial production has been sustained at these levels.

There is another important aspect. The fact that the growth has been sustained in spite of this reduction in foreign exchange availability indicates the extent to which indigenous resources have substituted imports, a very important aspect which I would like to highlight. This feature is also brought out by another set of figures to which my attention was drawn recently. The Annual Report of the Ministry of Economic and Defence Coordination has given very illuminating figures of purchases made by the DGS & D during the First, Second and Third Five Year Plans. During the First Plan, the DGS & D purchased goods worth about Rs. 173 crores, during the Second Plan, Rs. 1103 crores and so far during the Third Plan Rs. 259 crores. The percentage of imported equipment included in these figures works out to 41 during the First, 24 during the Second and 19 so far during the Third Plan. These figures give an indication of the steady growth of indigenous industry which is able to supply an increasingly large part of stores and equipment required. This is a healthy feature of our industrial growth and I hope this will be continued in future also with better and better results.

I would also like to point out here that the process of utilisation of more and more indigenously available material will, if anything, be accelerated in the coming years. For example, the indigenous availability of certain materials like aluminium, synthetic rubber, carbon black, tyre chords, steel, pulp, caustic soda and certain other chemicals will have a much more significant impact, and it is because of this that I venture to hope, and I would like the House to share this hope with me, that even though the prospect of our getting any appreciable quantum of foreign exchange for raw materials are not particularly bright, we shall be able, nevertheless, to sustain without diminishing our present rate of industrial growth.

In this connection, I would like to refer to one very important aspect which is very necessary at the present juncture. It is no doubt true that ultimately we have to depend for our maintenance imports on our own resources and not on aid for that purpose also. One can understand our dependence on foreign aid for our developmental purposes and for import of capital equipment. Nevertheless, at the present moment when we are passing through a very dynamic developmental phase, it is very necessary that we should have some assistance to pay for the import of components of capital goods, steel, non-ferrous metals and certain other important raw materials. As time passes on import substitution and expansion of exports, to which we are giving very earnest attention, may render this less necessary, but at the present stage, as I said, it is of particular crucial importance. I have referred to this aspect at the present moment because the consortium of friendly countries is meeting very shortly, and I hope they will be able to appreciate such suggestions as are made in this behalf by us.

Industrial production has to be increased in every possible way. The

challenge that the country is facing at the present moment demands that industrial production should be stepped up. It has been repeatedly said that defence and development should go together, and we should not do anything to belittle the necessity of industrial development. So, in connection with increasing our industrial development, I would like to refer to one or two important aspects.

Some hon. Members referred to unutilised capacity that is existing in our various industrial units. Figures have been given. I do not know from what documents those figures were taken out, but I have a feeling that these figures, the presentation of these figures and the basis on which these figures have been worked out, are not quite, if I may say so, fool-proof. In fact, we are at present trying to look into this matter more carefully, and my Ministry, in consultation with the Planning Commission and the Ministry of Economic and Defence Co-ordination, is trying to work out figures which are more reliable and which can give a clearer idea of what exactly the position is in respect of this very important matter.

Having said that, I would like to point out that unutilised capacity is there to some extent, though I am not prepared to agree readily and immediately that it exists to the extent that it is said to exist. Of course, to the extent that there has been shortage of foreign exchange and consequent inadequate availability of imported raw materials, it is quite possible that the existing capacity has not always been fully utilised, and this applies to both the small-scale industry and the large-scale industry. Also, capacity might not have been fully utilised in certain spheres because of transport difficulties, shortage in availability of power, coal etc. Whatever difficulties there might have been in this sphere in the past, I think I will be correct in saying that thanks to the efforts put forth during the recent months, particularly by the Ministry of Economic and Defence Co-ordination and also other

Ministries, these problems have been solved to a considerable extent, and in the utilisation of capacities that already exist, the position has improved.

Here, I would also like to point out the way we compile these figures. The newer units whose capacities have been taken into account have all been added together. They have not had time actually to go into full production. The moment a unit is established, its capacity which is on the books is taken into account and it is added to the existing capacity and certain inferences are drawn. After all no unit produces to its full-rated capacity immediately it is established. So, in giving figures dealing with capacity and actual production, I would suggest allowance should be made for this fact as well.

Shri Daji: Will you make an assessment and let the House know what according to the Government is the position?

Shri K. C. Reddy: I have already said we are looking into the matter. In fact, the Government itself would like to know what exactly the position is more definitely than what the present figures reveal, and certainly when we finish that work, we will take the House into confidence because we would like the House to know the real facts.

I should add we are constantly on the look out for capacities which are really unutilised or under-utilised with a view to seeing whether they could not be brought into use, particularly now when defence needs can well do with the fullest working of our available capacity.

Many criticisms have been made by several hon. Members on the question of industrial licensing. Reference has been made to the procedure which we follow in industrial licensing, stating that it is very cumbersome, that they have to go a number of officials, that there is considerable delay in the issue of industrial licences. It has even been said that there is a certain

[Shri K. C. Reddy] amount of favouritism, that big people get the licences, that small people do not get them. Several criticisms have been made on this point. While not claiming that everything is perfect, that no deficiency exists or no mistake has been committed, I would like to assure the House that every care is taken by not only myself and my colleagues, but also by the officials in my Ministry, to see that licences are given only on a just basis, and not on any basis of preference or partiality. In fact, wherever any party has any grievance, he has certain remedies open. He can appeal and ask to look into the matter again, and we are always ready to look into the matter. But by and large, industrial licensing has been going on, I should venture to say, in a very proper manner.

Regarding procedures, again I would not like to claim perfection, there is considerable scope for improvement of procedure. The Federation of Indian Chambers of Commerce and Industry also had suggested certain changes in the procedures to be adopted. In consultation with them we have improved our procedures, and on the whole I feel that our disposals are much quicker now than before. I may support this statement by one or two facts. For example, applications for licences which were more than three months old, which were about 500 in number in November, 1962, have been brought down to 300 in February, 1963. We are making sustained efforts to bring down the number of licence applications which are more than three months old. To save avoidable efforts on the part of entrepreneurs we are periodically publishing lists of industries for which licenses are not proposed to be given. The lists are drawn up on certain rational grounds. The latest list is a long one containing 211 items. This big figure might have created some apprehensions in the minds of hon. Members. The list contains only those industries, barring a few which are of luxury character, in regard to which industrial licences had already

been issued to cover the Third Plan target. We cannot go beyond the targeted production because, otherwise, we will be placed in difficulties and stresses and strains will increase upto a limit we can take a risk but beyond that it is not desirable. This list is reviewed every half year. If the licence holders have not taken effective steps or production is not likely to materialise in regard to any particular product we restore the particular item to the licensing list. So it is reviewed from time to time; certain items are omitted and certain items are added as and when necessary. In the nature of things, it is not desirable to have free licensing as one hon. Member pointed out. We keep under review the targets envisaged in the Plan and wherever there is justification for revision of targets we entertain applications for industrial licences. For instance in respect of aluminium tyres, explosives, etc. we have gone beyond the targets prescribed because we felt the necessity to do so.

Dr. M. S. Aney (Nagpur): You cannot do that without reference to the Planning Commission?

Shri K. C. Reddy: Of course, in consultation with the Planning Commission. We can do nothing without consulting the Planning Commission. In this context there were some criticisms about favouring certain industrial houses; there has been an attack on concentration of economic power. It has been the continuous effort of my Ministry to encourage new entrepreneurs, particularly in industries which have become established, which do not require complicated or special know-how or large block of capital. For instance, last year in the matter of issuing industrial licence for establishing textile mill we secured not only proper regional distribution but we said that in the grant of licences in these fields, they should not be given to people who are already entrenched in these industries.

Shri Heda (Nizamabad): Is not the licence given to the new entre-

prencurs purchased by the old ones who are already established in the industry?

Shri K. C. Reddy: I do not know about that. In a particular case brought to our notice I have been enquiring from the State Government whether any such thing has happened. I heard something from the State from which the hon. Member comes but I had not definite information.

Dr. L. M. Singhvi (Jodhpur): Does this Ministry on its own motion strive or endeavour to collect its own information and intellegence?

Shri K. C. Reddy: What I may say is that we would be grateful if hon. Members who come to know anything of this kind would be good enough to pass them on to us. It is not as if Government has no agency to find the truth about these matters. Our textile commissioner's office is constantly reviewing the position and watching the progress made.

Shri Daji: If the transfer is legal, even if we give information what action is possible? I can give you right now examples of textile mills licensed by you last year having changed ownership.

Shri K. C. Reddy: Please pass it on.

Shri Daji: But what is its use?

Shri K. C. Reddy: It is an undesirable practice which has got to be controlled. If such instances are brought to our notice....

Shri Gauri Shankar Kakkar (Fatehpur): How can it be controlled if it is legal?

Shri Heda: The entire assets of the new ones are purchased by the old ones; it is thus given a legal shape. I do not think Government can do anything about it.

Shri K. C. Reddy: That is a different matter. We can make a law.

There are always methods to which people would like to resort to overcome some legal obstacles. If this kind of thing goes on we will have to be vigilant and new measures will have to be taken.

Shri Priya Gupta (Katihar): The point at issue is whether the Government can take legal action against such things? What can the Ministry do at present about the transfer of these licences? Are there any administrative rules?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): Transfer of licence is prohibited.

Shri K. C. Reddy: I think it is a specific condition of the licence when it is issued. If that is done we can take action to revoke the licence.

It was pointed out during the debate that information in regard to the issue of industrial licences to the big industrial houses has not been provided to this House in accordance with an undertaking given by my colleague Shri Kanungo and that it is about a year since such an assurance was given. My colleague interjected when this point was made and said that this information has been made available. I would like to tell the House that the information had been passed on to the Ministry of Parliamentary Affairs; possibly by now they have or in the near future they will place that information on the Table of the House....

Shri Daji: For next year's debate?

Shri K. C. Reddy: It is true that in respect of industries which require considerable capital investment only well-established houses can be reasonably expected to be successful, in launching any new enterprises we have to take care of the need for more and more industrial production. Because of the necessity to have more and more industrial production, it

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becomes incumbent and compelling to give industrial licences to these big industrial houses, and it is only under such certain circumstances that these licences are given to them.

In this connection, I would like to refer to the oft-repeated point made by hon. Members about the need for proper regional distribution of industries. Taking the large-scale industries first, hon. Members are aware that the policy of dispersal is embodied not only in the industrial policy resolution but also in the various plan documents. It has been the continuous and constant endeavour of the Government to see that these projects in the public sector are established in States where there have been no public sector projects, of course, after taking into account all the relevant factors to which I shall refer a little later. It is because of this you will find that in most of the States in our country today, in fact in all States, some public sector industrial project or other has been established. I do not want to go into details. Hon. Members of the House are aware of the steps that have been taken by the Government to see that public sector projects are established in various States of our country.

The other day, Shri Koya, I think, was saying that no public sector project has been established in his State, Kerala. Recently, I am glad that a decision has been taken to establish a machine tool plant in Kerala and I hope it will go through. A decision has also been taken to establish an oil refinery in Kerala, and I hope that will also be speeded up. So also with regard to other States, decisions are being taken by the Government from time to time for the establishment of these public sector projects.

In the practical application of this policy, as I said, there are some obvious considerations which should be kept in mind. For example, the proximity to raw material sources, proximity to consuming centres, avail-

ability of power, water, transport facilities, etc.—these certainly will have to be kept in mind before any project is established in any part of the country. It is, of course, true that in the public sector it is possible for Government to be somewhat less rigid than in the private sector, though even there, it would not be sound policy to completely ignore these essential factors. In a country of our size, it is quite possible for us to select sites in different parts of the country without materially ignoring these factors. It is no such considerations, for example, that various units in the public sector have been located in comparatively less developed areas, in places like Rishikesh where the Anti-biotic Factory has been decided to be established; Kotah where a precision tool instrument factory is to be established; Hyderabad, and such other places. Even in the private sector, Government's licensing does, to a considerable extent, help to move industrial units to what may appropriately be called under-developed or depressed areas. For example, a PVC plant has been licensed to be established in Rajasthan. I also learn that a licence has been sanctioned for the production of industrial explosives in Madhya Pradesh. I can give several instances of this nature to prove the point that I am making, that in the matter of establishment of not only public sector projects but also in the matter of establishment of private sector units, the need for regional dispersal of industries is constantly kept in mind.

The same consideration is given importance in the matter of establishment of small-scale industries as well. While it may be that the larger industrial estates have not been located at any considerable distances from industrial cities, it is nevertheless a fact that over the entire area of the country you will find industrial activity is largely stimulated by the small industries programme. There are a number of small towns dotting the

country from Cape Comorin to Kashmir where there are small industries established today, where five or seven years ago there was no evidence of any such prospect.

One hon. Member said—I think it was Shri Harish Chandra Mathur—or enquired about the impact of the emergency on the civilian industries. but I might say that the woollen industry, for example, and cotton textiles, and dry storage batteries, tyres, trucks, road-rollers, etc.—to mention only a few of them—have had to readjust their production programme to meet the defence needs. Some of these industries are at the present moment under the special care of my colleague, Shri C. Subramaniam and the needful is being done in respect of this aspect.

I think reference was made by a certain hon. Member to the small-scale industries sector. As the House is aware, a number of orders have been placed by the Director-General of Supplies and Disposals, with the small-scale sector, to meet the defence needs.

At this stage, I would like to mention one important matter that was raised by two or three hon. Members. I do not want to go at length into the working of the public sector projects which are under the care of my Ministry or under the care of some other Ministries of the Government of India. They have a definite role to play, and the role that they have to play has been clearly enunciated by the industrial policy resolution and in the Plan reports that have been put before the country from time to time. It is a very heartening feature that the role the public sector is playing in our economy is increasing from year to year and from Plan to Plan period. I do not want to go into the details, but the position today is vastly different from what the position was, say, at the beginning of the first Five Year Plan or at the beginning of the second Five Year Plan. The share that the public sector projects have

got either from the investment point of view or from some other important points of view, is very marked indeed. This, if I may say so, is one of the ways by which we can combat or prevent what has been feared by several hon. Members is happening, namely, the concentration of economic power. The fact that the public sector is growing should be a heartening feature, and it is in this context that the hon. Members of the House are very eager that these public sector projects should be constantly under their scrutiny and the accountability to Parliament should be ensured and certain arrangements should be made in order to secure this very worthwhile object.

Reference was made to the delay that has taken place in the matter of setting up of a joint committee of the two Houses of Parliament in order to scrutinise the working of the public sector undertakings. I do concede that there has been some delay in regard to this matter. Several attempts were made on previous occasions to set up a Joint Committee of this nature. The necessity for such a Joint Committee is not questioned. It is very very necessary. The Government also is very keen on setting up a Joint Committee of the two Houses of Parliament. More than a year ago an attempt was made and a resolution was brought before this House. But then several objections were raised by several hon. Members of the Houses belonging to various political parties and so the resolution had to be withdrawn with a view to give further thought to this very important question. On a later occasion, another attempt was made and the resolution that was placed before the House again did not meet with the approval of the other House of Parliament, namely, the Rajya Sabha. There is some keen difference of opinion between the two Houses of Parliament, the Rajya Sabha and the Lok Sabha, and the Government have been trying to find out how best this difference of opinion could be resolved and on the basis of some common unde

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standing a Joint Committee of Parliament could be set up. This Committee, as the House is aware, is intended to be a Committee of both Houses and the Members of both the Houses on this Committee should have more or less equal powers, of course, in accordance with the Constitution. Attempts are being made at various levels to see whether an understanding could not be brought about between the two Houses and these attempts have not yet concluded. I hope it will be possible within the next few weeks to bring a resolution to set up a Joint Committee for scrutinising the public sector projects.

Dr. L. M. Singhvi: Are we to understand that the Government is now thinking of giving anything more than associate status to the Members of the other House on this proposed Committee for public undertakings? May we take it that as promised earlier this resolution for the formation of this Committee would be brought before this House during this session?

Shri K. C. Reddy: I do not want to anticipate things—the pros and cons of the proposals—because that might not be helpful to bring about an understanding between the two Houses. What will ultimately have to be done will have to be in accordance with the provisions of the Constitution. At the same time, we should not take away any powers of the other House in our attempt to have a Joint Committee in which they will have only associate status. As I said, I do not think it is desirable at the present stage to go into the merits of the question, because it is likely to prejudice an understanding between the two Houses which is very necessary for setting up this committee.

Shri Daji: It was suggested in the House that the Minister may call together the various leaders of various groups and the Chairmen of the PAC and the Estimates Committee, sit together and knock it out. No move to this effect has so far been made. Merely considering will not bring the

two Houses together. What is necessary is to call a formal or informal meeting of the Members of various groups of both Houses and come to a decision.

Shri K. C. Reddy: It was done informally on the previous occasion. We also intend to have the advice of the hon. Speaker of this House and the hon. Chairman of the Rajya Sabha. These are being discussed at party forums also. Even Members of Government have been contacting various Members of the House to see what could be done about this matter. I hope it will be possible to have some concrete results as early as possible.

Dr. L. M. Singhvi: Mr. Deputy-Speaker, this statement is being made, as you will recall, in pursuance of an assurance given to the House by the Minister of Parliamentary Affairs. At that time it was made clear definitely to the House that some definite indication of the intentions of the Government would be available to us when the Minister of Commerce and Industry replies to the debate on the demands. I am sorry to say that we are not taken any further than we were before, because we are being told that this matter is being considered. We should be told definitely when this would be brought up.

Shri K. C. Reddy: The Government is not keeping idle over this matter. In fact, from day to day, we are pursuing this matter and Government is very keen that this Joint Committee should be established at the earliest possible moment. It is not correct to say that we are trying to avoid the setting up of that Joint Committee or that we want to scuttle it, as some hon. Members said. That is not the object of the Government.

Dr. L. M. Singhvi: Give us the date. The hon. Minister must stand by the assurance given by the Minister of Parliamentary Affairs to give us a definite indication of the date by which he would bring up this resolution for

the formation of this committee. Otherwise, the House must go on with its own programme and intentions.

Shri K. C. Reddy: I am afraid I cannot give a definite indication of the date. But I can give this assurance that we will do everything necessary and possible to bring into existence this Joint Committee as early as possible. I hope it will be much sooner than the hon. Member thinks.

Shri Kanungo: How about it if it is passed in this House and thrown out in the other House?

Dr. L. M. Singhvi: Why do you think it will be thrown out in the other House?

Shri Kanungo: I know.

Dr. L. M. Singhvi: It only means the Government is losing confidence in its own policy if it thinks that this resolution would be passed in this House and thrown out in the other House. It is hardly for the Minister to say so, when we are expecting a resolution from the Government to be brought forward.

Shri K. C. Reddy: Not only with regard to this matter, but with regard to various other matters on which at times differences of opinion crop up between this House and the other House, our endeavour should be to bring about harmony. It is not desirable, it is not in the best interests of the country and of Parliament to go on accentuating these differences of opinion. Whenever they crop up, it should be the endeavour not only of Members of this House, but of the other House also, to bring about understanding and harmony. It is only in that way that we will secure worthwhile results and successful working of the parliamentary democracy in the country.

I should like to be brief with regard to the other matters that I

have to deal with. Time is against me and I have to deal with a number of other important matters. Reference was made to the small-scale industries and the development of these industries in our country during the past few years. Yesterday one or two hon. Members referred to this very pointedly. Shri Mathur particularly referred to certain aspects of the growth and development of small-scale industries at the present juncture. These small-scale industries have come up in a very ideal manner in our country and it is even said that we are setting up a very good example for others to follow in respect of this. I do not want to go into that aspect, but I will confine myself to the situation that has arisen so far as the small-scale industries are concerned in respect of the availability of foreign exchange, supply of requisite raw materials, finances that will have to be provided to the small-scale sector both for imported equipment and also for imported raw materials, and also in respect of making the requisite finance available for purchase of indigenous machinery as well.

It is quite true that in the last half year, the foreign exchange allocation to the small-scale sector came down to about Rs. 4½ crores for items other than steel and non-ferrous metals. This meant a cut of about 50 per cent of the peak figure that was allotted to small-scale industries in an earlier half-year. I would like to say that even considering the foreign exchange difficulty through which we are passing and of which the House is aware and taking into account the cut which various other sectors have had to face, I wish this undoubtedly drastic cut in the sphere of small-scale sector could have been avoided. To some extent, however, the full impact of the cut was softened by the inflow of sizeable volume of defence orders, about which the House is already aware.

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I would like to assure the House and Mr. Mathur—he is not here—that I am not behind any hon. Member in the concern that has been rightly felt for the small-scale sector. I am aware of the employment potential that this sector involves and my Ministry, therefore, has taken up this matter with the Ministries of Economic Affairs and Iron and Steel. I am glad I am now in a position to assure the House that the prospects for the future of small-scale industries are not as bleak as my friend, Mr. Mathur, suggested yesterday in the course of his speech. I can assure the House that the allocation for April-September 1963, i.e., the next period will show a distinct improvement. Coupled with the efforts which are being made to reorientate the industries in this sector and to the maximum extent possible to utilise indigenous raw materials, I think we could look forward to the future with some reasonable confidence. This would cover the points made that the small-scale sector is being starved of raw material supplies.

14 hrs.

Then, Sir, in respect of capital goods imports, it is true that the previously existing credits have all been utilised by the Small Industries Corporation. They were pretty quick in utilising these credits. They did it very rapidly. Now they are facing a situation when no balance is available from the previous credits. But now I am in a position to say, and I am glad to assure the House, that fresh credits will soon become available to the Corporation so that they can revive their scheme of hire purchase for imported equipments. I am not in a position, obviously, to indicate to the House what additional amount would be available for this purpose, but I can assure the House that some amount would be made available.

With regard to indigenous credits, to which also a reference was made, the position is somewhat encouraging, and I am glad to say that the National Small-scale Industries Corporation will be placed with adequate funds and the Corporation, in this respect also, can revive its activities very soon.

I would now like to say something about the khadi and village industries. The importance attached to khadi and village industries is, I believe, realised by this hon. House. There have been certain criticisms about certain aspects of the working of the Khadi and Village Industries Commission. I shall refer to them a little later. This Khadi and Village Industries Commission, as the House is aware, has been recently reconstituted, and it is a matter of gratification to me and also, it may be, to the House as well, that Shri Dhebar, who has distinguished himself in many fields and who was till recently a distinguished Member of this House, has accepted the chairmanship of this Commission. Only the other day he had a long discussion with me with regard to various aspects of the working of the Khadi and Village Industries Commission. He also referred to certain financial rules that will have to be framed in order to improve matters. I do not want to go into details about the points discussed with him, but I would like to say that he has addressed himself to this very important work with great earnestness and in a spirit of dedication and devotion, and the House can look forward to striking results in the sphere of the working of this Khadi and Village Industries Commission in future years.

Dr. L. M. Singhvi: What about Rural Industrialisation Commission?

Shri K. C. Reddy: In this connection, I would like to pay my tribute to Shri Vaikunthlal Mehta who has been connected with the Khadi and

Village Industries Commission and, earlier to that, with the Board for nearly ten years. His ill health has compelled him to give up the work that he had undertaken all these years. With his characteristic enthusiasm he did quite commendable work in connection with this important sphere of our national activity.

Hon. Members would be glad to hear the progress that has been made in the matter of khadi. I will give only very few figures. The production of khadi has gone up from 125 lakh square yards ten years ago to 839 lakh square yards. The employment in khadi industry has gone up from 3.79 lakhs people to 17.46 lakhs people—nearly two million people. Sales of khadi have increased from about Rs. 130 lakhs worth of khadi in 1953-54 to nearly Rs. 20 crores worth of khadi in 1961-62.

One of the major functions of the Khadi and Village Industries Commission is to render financial assistance to a large number of institutions working in the field of khadi and village industries. From the date of its constitution to the end of March, 1961, as the House is aware, the Commission disbursed a total of Rs. 92 crores. These funds are made available to three agencies: firstly, to institutions direct by the Commission itself; secondly, to the statutory State Boards which have come to be established only recently in most of the States; and, thirdly, to the State Governments. I would like the House to note the fact that out of this Rs. 92 crores disbursed by the Commission during the last six years, as much as Rs. 64.27 crores, that is, two-third of the total disbursements, were advanced directly by the Commission to the khadi and village industries institutions, and out of these Rs. 64.27 crores utilisation certificates, about which a mention has been made, have been received for as big an amount as Rs. 61.24 crores from these institutions—that is to say, about 95 per cent. There is, therefore, no difficulty

in watching the proper utilisation of these direct advances. It is in connection with the disbursements to State Governments and to the State Boards that some difficulties have arisen. So far as disbursements to the State Governments are concerned, they are credited to the Consolidated Fund, and these amounts come up to about Rs. 6.60 crores. They come within the purview, as the House will appreciate, of the audit of the accounts of the State Government. It is only where disbursements take place through the statutory State Boards that there has been a backlog in the receipt of utilisation certificates. The Commission, I am glad to say, is fully aware of the position. And we, in consultation with the Auditor-General and the State Governments, are trying to evolve a working machinery which would obviate such delays as there are in the submission of proper utilisation certificates. I am referring to this matter as this has been engaging the attention of a large number of hon. Members of this House. All I need say at the moment is that the Commission is fully alive to its responsibilities to see that the hard-earned money of the people provided to it out of the Consolidated Fund of India is properly spent and accounted for. A reference has been made to the Tariff Commission. I think it was my hon. friend Shri Guha who referred to it. I do not think I need reply to it at length. I would like only to say that the functions of the Tariff Commission solely in relation to protection have no great significance these days in view of the stringent import control which we are exercising. Nevertheless, they are advising in respect of a large number of commodities fair prices for which have to be fixed. They are also keeping a continued watch on industries which have been declared as protected and from time to time they also recommend de-protection in respect of those industries which have been able to stand on their own feet. It is, of course, true that the Commission by

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itself might not be able to secure any reduction in prices even in respect of the protected industries, but once it recommends the protection and the Government accepts that recommendation the industry is certainly thrown open to forces of competition which, if circumstances permit it, should result in the reduction of prices.

One hon. Member—I think it was Shri Daji—referred to the Sholapur Mills affair. This has figured in recent weeks both in the Rajya Sabha and in this House. Shri Daji referred to the connection of Shri Thackersey with the Sholapur Mills. As my colleague, Shri Kanungo, stated in the other House, there is some evidence that, in a report submitted by two auditors many years ago, certain findings have been recorded against Shri Thackersey. This report, however, I would remind the House, was made at a time when the Company Law was administered by the State Governments on our behalf. It is only a few days back that we have been able to obtain a copy of this report from the Bombay Government. We are going into that report and are trying to trace the steps that were taken after that report was submitted to the Bombay Government. The time that has elapsed makes this process somewhat difficult and, pending a full study of this matter, I do not wish to say anything on the merits of the allegations against Shri Thackersey. My colleague has promised to place a statement on the Table of the other House as soon as our study is completed, and I shall arrange to place a copy of the statement on the Table of this House also, with the permission of the Speaker, at the appropriate time. I should perhaps explain that the action taken by the Central Government and the Government of Bombay in regard to the Sholapur Mills with a view to keeping it going could be separated from the subject matter of this particular enquiry.

I shall now refer to some minor points which certain hon. Members have touched. For want of time, necessarily I will have to be very brief. The hon. Member, Shri Koya, referred to the quality of newsprint that is being produced at Nepa. Every effort is being made by the Nepa Mills to improve the quality, but we have to contend against certain inherent defects in the raw material, on which the plant is based. If allowance is made for this, I think the hon. Member will concede that the quality has shown improvement during the last year. I might mention for the information of the House that we are exporting the possibility of increasing the production of newsprint at Nepa, if necessary by importing pulp. We intend to double the production of this factory. I mention this because the hon. Member, Shri Koya, considered the possibility of import of newsprint from Pakistan. Of course, I am not suggesting that we should not consider the proposal of the hon. Member as well.

Then reference was made to certain other points, a number of minor points. In respect of them I would like to mention that all of them will be looked into. I am not in a position to refer to them at the present moment. For example, reference was made to the present shape of NIDC, setting up of a personnel commission for recruitment to public sector projects, reservation of certain types of sarees for handlooms, the establishment of a soda ash factory in Rajasthan, the closure of paper mill in Gorakhpur, defective import policy in permitting import of certain finished products in preference to raw materials and several other matters by the hon. Members who participated in the debate today. I can only say that we shall carefully go into those matters and do whatever is found to be necessary and feasible in respect of them.

Now I would like to take a few minutes of this hon. House to refer to

some very important matters pertaining to the Company Law Administration. Particularly after the publication of the Vivian Bose Commission Report on the working of the Dalmia Jain Companies, these have gripped the attention of not only Parliament but also of the general public in our country. In the previous years, the Company Law Administration was not receiving any attention, or if I may say so not much attention, at the hands of Parliament, but now this subject has become a very vital and important issue. So, it is very necessary, in the interests of the healthy growth of corporate sector, that we have to discuss the various aspects, various factors, that have come up in regard to this matter.

Speaking generally with regard to the working of the Company Law Administration, certain aspects were referred to yesterday by the hon. Member, Shri Daji. With regard to the basic ideals and objectives which, according to him, should have been achieved by our administration, there can be no real difference of opinion. The task of furtherance of social justice, prevention of undue concentration of economic power, bringing to book persons who have been found guilty of malpractices under the existing law, problems of economic development on sound and healthy lines, all these are undoubtedly the tenets to which Government subscribe wholeheartedly, and I am grateful to the hon. Members who have underlined the need for following a policy which would accomplish these social and economic objectives.

In this connection, a reference has been made to the inadequacy that exists in the administrative set up, in so far as dealing with the problem of corporate sector is concerned. He has quoted an extract from the annual report of this Department. It is a fact that there is a certain organisational defect in the present administrative set up which does not make for an integrated approach to the various aspects of corporate administration and

management in our country. Some years ago, in addition to the administration of the Company Law, subjects like stock exchange, capital issues and also the working of certain financial institutions were under one department but, owing to reasons to which I need not refer at the present moment, they were bifurcated and certain agencies were brought under the Ministry of Economic Affairs and the Company Law Administration came under the Ministry of Commerce and Industry. Certain comments and certain suggestions have been made by the Vivian Bose Commission report also in respect of this matter. At the present moment, I can only assure this House that this matter will receive the earnest consideration of Government with a view to seeing if any better arrangement could be arrived at.

Shri Daji also referred to certain trends regarding the holding of places of profit by directors and their relatives and he has quoted the figures given in the annual report of the Department to show that an increasing number of relatives of directors is being appointed to places of profit in the higher remuneration brackets. As it is, it is not a breach of law but only a sort of evasion, as he himself pointed out. He has also referred to the large number of contracts which provide for fixed monetary benefits of Rs. 50,000 or more per annum which have been sanctioned by Government. These are trends which, if I may say so, have not escaped the notice of Government, as is proved by the fact that we ourselves brought them out in the annual report. I am quite clear in my mind that this is not a healthy trend and it has to be controlled. At present we are keeping a constant watch over it, and I can assure him and the House that, if and when necessary, Government will not shirk taking powers to arrest this disturbing trend and at the time when we bring up proposals before the House for amending the Companies Act this aspect will also be considered.

Reference was also made to the low fines that are being imposed by the

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courts for violation of the provisions of the Company Law. This is a matter on which we have repeatedly expressed ourselves as most unhappy, and we can only express the hope that gradually the gravity of such offences would come to be realised in all quarters and penalties commensurate with such gravity imposed in those cases.

I would like to refer only to two or three more aspects in respect of the Company Law Administration. Reference was made to the indirect and tortious evasions based on undesirable and unsound company practices cited in the report of the Department. These malpractices which have come to light on the basis of close scrutiny of the documents filed before the Registrars by companies and subsequent enquiries based thereon are being kept under a constant watch and though, under the law as it stands, no action might be possible against the persons responsible for these malpractices, it is invariably brought to their notice by the Department that such acts are against sound company practice. Here also I would like to say that if it is felt necessary at any particular point of time, Government will not hesitate to tighten the provisions of law to prevent these malpractices, but I would appeal to the business community not to force the hands of Government in this way but to develop a sense of social consciousness and to adopt a self-imposed ethical code so that without having to resort to legislative measures these undesirable and unhealthy practices are voluntarily given up. In this contest, I would also say that a healthy public opinion which condemns such instances of contravention of the spirit of the law would materially contribute to the checking of these dubious practices. The attention that Parliament is giving to these matters nowadays, I hope, will have a salutary effect and will result in a healthy functioning of the corporate sector in our country.

In this connection, I would like to make one point. It is not fair, it is

not proper, it is not desirable to treat the whole of the corporate sector in the same way, to tar them with the same brush. This was referred to by Sari Daji yesterday, and I am glad that he acknowledged it that he does not want the corporate sector to be liquidated, he does not want to have a sort of general offensive against the corporate sector and he only wants that the malpractices should be located and those who indulge in those malpractices should be proceeded against. He was also careful enough to add that—I am glad to note it—under the existing law, nothing can be done against the rule of law. I am glad he mentioned all these aspects.

Shri Daji: They should not be fined one anna per day.

Shri K. C. Reddy: It is a matter for courts. I cannot say anything.

Shri Daji: You can amend the law and prescribe the minimum penalty as we have done in many cases.

Shri K. C. Reddy: I have already referred to it. I do not think there is need for me to say anything more.

Then, Shri Daji quoted extensively from the Reserve Bank and the Department's studies to show how there has been a growing concentration of economic power in this context in the hands of directors and managing agents and how a large part of the corporate wealth is being controlled by a few leading business houses. These are facts which I do not propose to controvert but it must be kept in mind that as against this there has been a tremendous growth of the public sector, as I have already referred to earlier in the course of my speech, in the last few years and it is not as though a few industrial houses in the private sector alone have gained in economic strength. In the light of the considerable increase in industrial activity in recent years there has been an all-round expansion and it should not be overlooked that the expansion in the case of companies like the Tata Iron Steel Co. and Indian Iron and Steel Company would account for a great deal of the type of increase in

assets etc. that the studies referred to by Shri Daji have brought out.

I would like to mention, in this connection, the steps that have been taken. Under the Companies Act itself, certain provisions exist to prevent growth of monopolies. I would mention only a few of them. The number of directorships in public companies that an individual can hold is limited to 20 under section 275 and no managing agency concern can have more than 10 public companies under its management by virtue of section 332.

Shri Daji: Too high.

Shri K. C. Reddy: Further, a number of restrictions on inter-company investments have been placed by the provisions of section 372 and the remuneration payable to managerial class as a whole is controlled under sections 198, 310 and 348. While these provisions are no doubt effective to some extent, company law by itself cannot effectively prevent the growth of monopolies. Executive agencies like the Licensing Department, Capital Issue Controller, financial institutions which make financial resources available for the growth of industry also materially contribute to prevent the growth of monopolies by the manner in which they exercise their executive power.

Now, I would like to say a few words about the Vivian Bose Commission Report which is going to be discussed at great length during this session of the House and I think it will not be necessary on my part to deal with it at any great length at the present moment. I would only say, this report after it was received—the first part of it was received in the month of June last year and the second part was received in the month of October—it was carefully studied in the Department and after consulting the Law Ministry steps were taken to get it printed and place it before the House. The Government after close study of the various irregularities and malpractices mentioned in the report considered it necessary to have the

matter further examined by two legal experts and this examination is now going on. I would like to assure the House on this occasion that there has been no intention either to suppress anything or shield anybody or to preserve complete secrecy about private business houses as observed by Shri Daji yesterday. If there is a feeling in the minds of anyone that these people who indulged in malpractices of the kind that have been brought to light by the Vivian Bose Commission will get away with it, I think, that is unjustified and there is no basis for that.

There was also a reference to a case of an auditor who seems to have been a party to a certain questionable transaction by a bank. I am not quite aware of all the facts and I would certainly be grateful if these are supplied to me to enable me to follow up the matter further. So far as the auditor's role is concerned, it is indeed most deplorable that a Member of an honoured profession should have acted as was stated yesterday on the floor of the House and I shall certainly see that the matter is pursued further, as I said, if the necessary details are supplied to me.

I have only two more points to make in regard to the company law administration. One is with reference to the propriety of companies making political contributions. This is a question which has arisen time and again in the past. Under the Indian Companies Act, 1913 a company or its Board of Directors could make political contributions to any extent provided the company had taken power to that effect in its Memorandum of Association. The Companies Act, 1956 curtailed the power of the Board of Directors of a public company and of a private company which was a subsidiary of a public company to a contribution in any financial year of Rs. 25,000 or 5 per cent. of the average of net profits of the company during the three preceding financial years, whichever was greater. The Board of Directors could exceed this limit only with the consent of the company in general meet-

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ing. Later, as the House is aware, the Viswanatha Shastri Committee which was appointed by Government in 1957 to suggest amendments to the Companies Act, 1956, went into this question but observed that contributions by companies only to political parties did not require to be more strictly controlled as long as contributions from other sources were not similarly regulated. The Committee was of the view that the question of regulation of political contributions was a broad question of public policy outside the scope of company law. So, this subject is not the one which could be considered only in the context of the administration of the company law, but it could be considered in a wider context. Whether the law relating to elections has to be modified, or what other steps have to be taken, or what other decisions will have to be taken, what policies the concerned political parties or the Government might decide to pursue in regard to this matter, are not the subjects in respect of which I would like to say anything at the present moment. I am confining myself to the contributions that companies could make to political parties for whatever purpose it might be.

The Viswanatha Shastri Committee recommended that in so far as political contributions by companies were concerned full information relating thereto should be incorporated in the accounts of the company. The Government accepted the recommendations of the committee regarding disclosure in the audited accounts of information concerning political contributions and amendment to that effect was included in the Companies Amendment Bill, 1960. During the passage of the Bill through Parliament, my predecessor, Shri Lal Bahadur Shastri, out of deference to the wishes of some of the Members, agreed to the imposition of an absolute limit on the power of companies to make political contributions. Thus section 294A of the Act came to be enacted which fixed an absolute limit of 5 per cent. of net profits or

Rs. 25,000 whichever is greater, in respect of such political contributions. In permitting political contributions within this limit and not placing an absolute ban against them, Parliament seems to have been influenced by the considerations that contributions to political parties are made by companies with full knowledge of the proclaimed ideologies of the different parties so that it cannot be contended that such contributions determine or influence the policy of various political parties. So, it is not as if political contributions by companies to political parties will corrode our democracy or interfere with the healthy functioning of our democratic system. Also, the full disclosure of such contributions in profit and loss account is now required by law and placing a prohibition against limited companies alone from making political contributions would not be fair or proper as such contributions could flow from other sources and if at all it is the law relating to elections rather than the Companies Act which would be considered for amendment in this connection, as I have already referred to a little while ago.

I would also like to tell the House that so far as Government companies are concerned, we issued instructions nearly two years ago that they should not make any contributions even within the limits permitted by law.

The last point that I would like to mention is about the need for amending the Companies Act.

One hon. Member referred to the need to prevent the various malpractices occurring in the corporate sector, if necessary by amendment of the law. This is a matter which is under the consideration of the Government. The Vivian Bose Commission report, while observing that the provisions introduced by the 1956 Act and the 1960 Amendment have made it very difficult for companies to commit the type of irregularities and malpractices which were thrown up in the course

of their investigation into the affairs of the Dalmia-Jain group of companies, recommended a few further changes in the Company Law to plug certain existing loopholes. These have been studied in the Department of Company Law Administration, together with the suggestions of the Jenkins Committee which went into the working of joint stock companies in the United Kingdom, and Government is very much seized of the need for bringing up a Bill at an early date to further amend the Companies Act in order to prevent some of these malpractices and arrest certain growing unhealthy trends in corporate administration. We are also in this connection awaiting the recommendations of the two eminent legal gentlemen to whom the Vivian Bose Commission report on the working of the Dalmia-Jain companies has been referred.

14.31 hrs.

[SHRI KHADILKAR in the Chair.]

We expect them to make certain recommendations with regard to the amendments that have to be made to the Companies Act in order to prevent the malpractices that have been brought to notice in the Vivian Bose Commission report and otherwise also. So these are all matters which are under constant study by the Government. They will receive the earnest consideration of the Government I hope that all these, that is, the steps taken by Government, as well as public opinion, and the opinions expressed by Parliament in regard to this matter will result in a healthy corporate sector coming into existence in our country. This Company Law administration, Sir, is going to figure very prominently during the debate that will take place in this House on the Vivian Bose Commission report. So I do not think it is necessary for me to take any more time of this House with regard to this matter.

Sir, I have taken considerable time of this House. I am grateful to the

House for the kind indulgence it has shown to me. It remains for me only to give the assurance that so far as my Ministry is concerned it will be our endeavour to do whatever is possible in order to improve the industrial production in our country, to create the necessary industrial base that is so absolutely essential to face the challenge that this country is faced with at the present moment.

Dr. L. M. Singhvi: In view of the fact that very large funds are committed to the care of the Government under this Ministry and in view of the fact that public sector undertakings and similar undertakings are of very great importance to our economy, I would like the Minister to make a statement on some of the things that he has been pleased to dub as minor. For example, the question was raised in respect of the NIDC and the Personnel Commission.....

Mr. Chairman: Order, order. At this stage the hon. Member can only put a question or ask for an explanation, not make a speech.

Dr. L. M. Singhvi: I want to know whether Government have formulated any specific thinking on the working of the NIDC as a financing agency, and as an addition to the proliferation of agencies, and whether the Government are going to create a Personnel Commission for the public sector undertakings which has been suggested and advocated also by the Estimates Committee of this House.

Shri K. C. Reddy: I have taken already an hour and a half, and I would not like to take more time of this House in dealing with important matters of this nature. So far as the latter subject is concerned, that is, the establishment of a personnel commission for recruitment to the public sector projects, what all I can say is that the matter is under the consideration of the Government.

Dr. L. M. Singhvi: That is a stock answer.

Shri K. C. Reddy: I do not think it has been possible to take a decision.

Shri Kanungo: It is not so easy.

Shri K. C. Reddy: And it is not so easy, as my hon. colleague is saying. Certain principles are being followed even now by the public sector projects. It is not as if they are doing this recruiting business in an arbitrary manner. Certain principles have been laid down, and certain considerations they have to keep in view when they recruit personnel for these public sector projects. As I said, this is a matter which is still engaging the attention of Government. I do not know how soon it will be possible for Government to come to a decision regarding this.

With regard to NIDC I would like to say that so far as the financial aspect of the working of the NIDC is concerned, the granting of loans for example to textile concerns etc. has been taken away from the purview of the NIDC and it has been entrusted to the Industrial Finance corporation already. The NIDC, in the days ahead, will be concerned mainly with the promotional aspect of industries, development of industries, technological service by establishing a Bureau for that purpose; it is only that kind of thing that the Industrial Development Corporation will be concerned with. So far as the financial aspect is concerned, the granting of loans etc., as I have said, that will cease to be the function of the NIDC.

Shri Joachim Alva (Kanara): There are one or two small things which would like to ask. I did not want to interrupt the impressive statement of the Minister. The first is, is it true that they are going to place large funds at the disposal of the National Small Industries Corporation despite the emergency.

Shri K. C. Reddy: I do not quite understand the question of the hon. Member. In the course of my speech

I said that some funds are going to be placed at the disposal of the National Small Industries Corporation for small-scale industries generally. It is very necessary to make these funds available to them. In fact, if we do not do so in this period of emergency these industries will come to grief and industrial production will suffer, and this is a thing which we have got to safeguard against. It is for this reason that I said that certain steps have been taken and I gave an optimistic view of the matter. I do not know whether the hon. Member takes exception to what I have said, and he does not want these things to be done.

Shri Joachim Alva: No, no; we want more funds.

Shri Heda: I have only a small question to put. So far as the cancellation of licences is concerned, the Minister has highlighted the lacuna of the licensees not using the licence and starting industries. But the cancellation takes a very long time. And my observation is that generally it takes two to three years after which only the licences are cancelled. Is Government concentrating, in view of the fact that this problem has become serious, on finding out ways by which the licences can be cancelled earlier?

Shri K. C. Reddy: There is a prescribed procedure in regard to this. It is not as if we can do it arbitrarily. A certain time should elapse before the question of revocation of a licence can be taken up. Three, four or five months immediately after a licence is issued we cannot think of revoking the licence.

Shri Joachim Alva: Mr. Daji said that fifty officers are needed to pass a licence.

Shri K. C. Reddy: A statement giving all the information about this matter has been placed on the Table of the House, and I would like to invite the attention of the hon. Members to that. And also, before revo-

cation of any licence, we have to issue a show-cause notice and we have to hear the party as to why such and such steps have not been taken, and it is only after giving them a hearing that we can ultimately decide on the cancellation of a licence or otherwise. So these are procedures which cannot be short-circuited, and action is being taken in all the cases in accordance with the procedure that governs this matter.

Shri Joachim Alva: One last question. The hon. Minister has said about over-weightage in certain regions with regard to industries. May I know if the hon. Minister is fully aware of the fact that all industries are being concentrated in Bangalore, and to the detriment of Bangalore, but next door there is Kolar which has a labour population of forty thousand, and if the Kolar gold mines are exhausted those forty thousand families will not have the wherewithal to support themselves. Why is not a single small-scale industry established there where water is plenty, land is plenty, and why are the other industries not forced to go there?

Shri Kanungo: You have gold there.

Shri K. C. Reddy: I am rather surprised at the statement made by the hon. Member. It is not as if all the industries have been located at Bangalore. In fact, when I go to Bangalore and Mysore the complaint is that not enough industries have been located there. And I do not want a wrong impression to be created by the intervention of the hon. Member who comes from Mysore, that all industries have been located at Bangalore. So far as Kolar is concerned, I come from that area, and I would be very very happy if we did have certain public sector projects or small-scale industrial units established there as early as possible. With regard to small-scale industries, I can only say this. It is not the Government that can establish these industries. Entrepreneurs should come forward and if entrepreneurs come forward, cer-

tainly, the Government will give all assistance to establish these industries. In this connection, I may point out that a decision has been taken by the Mysore Government that one of the new industrial estates that will have to be established in the Mysore State, will have to be at the Kolar gold fields.

Shri Jashvant Mehta: I have not received a reply regarding Kalinga Tubes Ltd. I read that a licence was issued to Kalinga Tubes Ltd. worth Rs. 60 lakhs for importing zinc. It was sold. Another point is about C.I. pipes. Kalinga Tubes Ltd. is not giving according to the prices decided by notification.

Shri K. C. Reddy: What I can say at present so far as these two matters is this. In respect of one of the matters, that is, import of zinc and utilisation of zinc, a detailed question was answered on the floor of the House, I think, in December, 1961 by my colleague Shri Manubhai Shah, and it was stated at that time that there was no basis for that complaint that had been made. After due enquiry, it was found that there was no basis. Subsequently what has happened, I do not know.

Shri Jashvant Mehta: Will you enquire it?

Shri K. C. Reddy: With regard to the second matter, I would like only to point out this. It is now under the control of the Ministry of Steel and Heavy Industries. I hope it will be possible for my colleague the Minister for Steel and Heavy Industries to say something about it in the course of the debate which will come up on the Demands for Grants of that Ministry.

Some Hon. Members rose—

Mr. Chairman: I am sorry, no further questions. Already the time is up.

I will put all the cut motions together.

Some Hon. Members: Yes.

All the cut motions were put and negatived.

Mr. Chairman: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1964, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1, 2, 3, 4, 5 and 113 relating to the Ministry of Commerce and Industry."

The motion was adopted.

[The motions of Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 1—MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 70,09,000 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, 1964, in respect of 'Ministry of Commerce and Industry'."

DEMAND NO. 2—INDUSTRIES

"That a sum not exceeding Rs. 19,87,23,000 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, 1964, in respect of 'Industries'."

DEMAND NO. 3—SALT

"That a sum not exceeding Rs. 57,26,000 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, 1964, in respect of 'Salt'."

DEMAND NO. 4—COMMERCIAL INTELLIGENCE AND STATISTICS

"That a sum not exceeding Rs. 86,86,000 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, 1964, in respect of 'Commercial Intelligence and Statistics'."

DEMAND NO. 5—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 3,39,96,000 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, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Commerce and Industry'."

DEMAND NO. 113—CAPITAL OUTLAY OF THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 10,60,37,000 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, 1964, in respect of 'Capital Outlay of the Ministry of Commerce and Industry'."

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: The House will now take up discussion and voting on Demand Nos. 90 to 100 and 159 to 143 relating to the Ministry of Transport and Communications for which 9 hours have been allotted.

Hon. Members desirous of moving their cut motions may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

DEMAND No. 90—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 93,73,000 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, 1964, in respect of 'Ministry of Transport and Communications'"

DEMAND No. 91—METEOROLOGY

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,93,74,000 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, 1964, in respect of 'Meteorology'."

DEMAND No. 92—CENTRAL ROAD FUND

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 3,98,75,000 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, 1964, in respect of 'Central Road Fund'."

DEMAND No. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 6,76,44,000 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, 1964, in respect of 'Communications (including National Highways)'."

DEMAND No. 94—MERCHANTILE MARINE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 91,27,000 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, 1964, in respect of 'Mercantile Marine'."

DEMAND No. 95—LIGHTHOUSES AND LIGHTSHIPS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,01,21,000 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, 1964, in respect of 'Lighthouses and Lightships'."

DEMAND No. 96—AVIATION

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 5,05,43,000 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, 1964, in respect of 'Aviation'."

DEMAND No. 97—OVERSEAS COMMUNICATIONS SERVICE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,28,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of

[Mr. Chairman]

payment during the year ending the 31st day of March, 1964, in respect of 'Overseas Communications Service'."

DEMAND No. 98—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 3,01,43,000 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, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Transport and Communications'."

DEMAND No. 99—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 87,69,34,000 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, 1964, in respect of 'Indian Posts and Telegraphs Department (including Working Expenses)'."

DEMAND No. 100—POSTS AND TELEGRAPHS DIVIDEND TO GENERAL REVENUES AND APPROPRIATIONS TO RESERVE FUNDS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 18,30,77,000 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, 1964, in respect of 'Posts and Telegraphs graphs Dividend to General Revenues and Appropriations to Reserve Funds'."

DEMAND No. 139—CAPITAL OUTLAY ON ROADS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 57,11,94,000 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, 1964, in respect of 'Capital Outlay on Roads'."

DEMAND No. 140—CAPITAL OUTLAY ON PORTS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 6,43,87,000 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, 1964, in respect of 'Capital Outlay on Ports'."

DEMAND No. 141—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 3,35,22,000 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, 1964, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND No. 142—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 6,65,67,000 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, 1964, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

DEMAND No. 143—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 35,48,98,000 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, 1964, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenues)'."

Shri Dinen Bhattacharya (Serampore): Mr. Chairman, last year, the need for a firm policy on transport was discussed by many hon. Members in this House. From the Report that has been published this year by the Ministry, we find that the Government did not at all give any importance to the observations made by hon. Members during the last year's budget debate. If I may say so, even certain assurances given by hon. Ministers have not been implemented during the last one year.

Road transport has been neglected in the past and it is being so even now. The Government has been following a policy of discrimination against road transport. In a developing country like India, there is ample scope for the development of all modes of transport. What is required today is a firm policy on transport that would help in mobilising and utilising all the available transport capacity in the country.

14.44 hrs.

[**MR. SPEAKER in the Chair.**]

There is a wide gap in the transport capacity. Earlier estimates

placed the gap in transport capacity at the end of the Third Five Year Plan, between 35 million and 45 million tons. But, the deficit will be greater now under the stress of defence need. How this gap is going to be filled up, how much traffic will be moved by the railways, how much by roads and waterways—there is no answer to this question. At least, I do not find it in the report. The Government seems to have no idea at all in this matter. Last year, during the discussions, reference was made to the Neogy committee which was set up to know the real position of transport in our country. But, unfortunately, from the latest statement by the Chairman of this committee, it has been revealed that this committee will not be in a position to bring out its report even before the end of the Third Five Year Plan. How can we expect any improvement in the transport policy when such a thing is going on with regard to such an important matter like the publication of the report of the committee which was set up with the objective of bringing out a co-ordinated and well-knit transport policy for our country?

The most important handicap of road transport is the inadequacy of our road system. Of the total road mileage of 421,904 miles, only a little over 13 per cent or 14 per cent is black-topped or cement concreted. Over 86 per cent is unsuited to handle modern transport. There are only 30,000 miles of cement concrete roads. Again, of the 15,000 miles of national highways, more than half have single lane traffic and through transport over a part of them becomes impossible because there are no connecting links and bridges. There are no bridges over 80 major river crossings. The backwardness of the road transport system is reflected also in the number of vehicles that we possess. I do not want to compare our position with the capitalist countries like U.S.A., Great Britain or Germany. If I compare it with the Asian countries, I might say that our position is far be-

[Shri Dinen Bhattacharya]

low than Viet Nam, Philippines and even of Iraq. On the basis of population, India has 135 vehicles for every 100,000 population as against over 1000 in Ceylon, 800 in Viet Nam and nearly 600 in Philippines. Ceylon has 7 times the number of vehicles that India has got for every mile of road and 8 times the number of vehicles for every one lakh of the population. This is the position.

I want to mention some concrete facts. In the last year during budget discussions, the hon. Minister Shri Raj Bahadur stated that to remove the congestion in the G.T. road, a 22 mile by-pass was provided. But, I know from personal experience, as I reside in that area, even one-fourth of that by-pass has not yet been completed. Hundreds of acres of land have been requisitioned from the poor peasantry. Even they have not got the compensation for these lands. Last year, it was made known to the country that the by-pass would be completed and the congestion would be removed. Even now, that has not been done. Is this the efficiency of the Ministry of Transport and Communications? However, I would urge upon the hon. Minister to look into this matter and see that at least this bypass is completed at the earliest possible time.

Then, this bypass is meant to remove the congestion on the G.T. road up to Bali. But what about that portion from Bali to Howrah? What is the plan with regard to that portion? In that respect, I may suggest to you one thing. There is the Vivekananda bridge, and there is a straight road from the Vivekananda bridge to Barrackpore Trunk road through Barranagar, and if we can utilise the Vivekananda bridge, the portion from Bali to Howrah may be relieved to some extent. But there is one difficulty, and I would urge upon the hon. Minister to remove that. There is a toll tax on vehicles passing through the Vivekananda bridge. I know that the construction cost of that bridge has already been realised,

but even now the toll tax is collected, and for this reason, the vehicular traffic does not like to pass through this Vivekananda bridge. So, if you exempt the vehicular traffic from this toll tax, it will be helpful, and the problem of congestion from Bali to Howrah may be solved to some extent.

Another thing that I want to refer to is with regard to the Durgapur Express Road. Last year, the hon. Minister Shri Raj Bahadur told us that as Government were not in a position to work out the economics of that particular Express Road, financial help would not be available from the I.D.A. fund and as such the scheme for that road would not be undertaken. But I say that lands have been acquisitioned from the poor villagers of that area, and the West Bengal Government are proceeding with their plan. My humble query to the hon. Minister is this. What is the actual position? We shall be happy if that Express road is built up, but we do not want that in the name of building roads, lands would be acquisitioned but the roads would not be built up and the land would remain barren for years together. That kind of thing should not continue, and I would humbly ask the hon. Minister to look into this matter also and clarify the position.

The National Highways and the inter-State roads are the responsibility of the Centre, but the arterial roads in the industrial belts and the feeder roads in the village areas are the responsibility of the State Governments. In West Bengal, I know that so far as the village roads and the roads in the coal belt are concerned, the position is very precarious. So, I suggest that in the interests of the better development of roads in the States, the Ministry should chalk out a phased programme including the national highways, the State highways and the village roads. It may be a long-term programme, but there must be some programme based on which

the country can proceed, and for that purpose, the necessary consultations with the State Government should be held. In the meantime, more funds should be given to the State Governments so that they may build these village roads and feeder roads. This is my humble suggestion in this respect.

Now, I shall deal with the Posts and Telegraphs Department. I have got many things to say, but I am afraid that the time at my disposal will not permit me to deal with all the matters. However, I would mention some important points. Our countrymen had great expectations and had a real confidence in the functioning of the Posts and Telegraphs Department, at least with regard to money matters. But the recent revelations in the Audit Report and the reports of the Public Accounts Committee have given a big jolt to these expectations and this confidence of the ordinary people. Lakhs of rupees have been defalcated. I do not know who is responsible for these things. I do not know whether only the poor ordinary staff are responsible or some big sharks are also entangled in these defalcations and frauds. This must be looked into. But from the report I do not find any mention about these things. So, some prompt and concrete steps must be taken to improve the situation. This is my humble suggestion.

Regarding the delivery of letters, either registered or otherwise, and money orders and parcels, I may say that save in the big cities, the position has not improved. Supposing I post a letter from here in Delhi to anybody in Calcutta, it will reach him tomorrow morning. But if I post a letter to any addressee at Serampore, it will not reach there tomorrow but only the day after, there being a gap of one day. Why should this be so when it is only a matter of a distance of about ten to twelve miles? I would request the hon. Minister to see what improvement can be done in this regard.

The condition in the villages is more precarious. The report says that so many new post offices have been opened. But so far as delivery is concerned and so far as the receiving of letters and money orders etc. is concerned, I would say that there is no improvement in the villages. This also must be looked into.

Then, there has been a big expansion of telephones all over the country, and that is good, but there is still a big gap. Very recently, the manager of the Calcutta Telephones stated in a press conference that in the city of Calcutta alone, 40,000 petitions for new telephones were pending, and he said that it might not be possible for the Department to fill up the gap even during the Third Plan period. Is it not possible for the Department to do something whereby the maximum possible number of persons who are desirous of having telephones may get connections? I would request the Ministry to ponder over the matter and do something in this respect.

Then, there have been discussions times without number about the wrong calculation of bills, every year, but I know that it is still going on, and in spite of repeated representations, this has not been rectified. This also should be looked into.

There is one very peculiar thing that I want to mention. From Serampore exchange, if I want to have a call to Calcutta, I shall have to pay 15 nP. But if I want to put through a call from Serampore to Chandranagar or Chinsura Exchange, I will have to pay 45 nP. per call. Why this difference? Serampore and Chandranagar are not very distant from each other. So why this big difference in rates? The Ministry should look into this and see that at least the Chandranagar and Chinsura Exchanges may be brought on par with Serampore and Barrackpore Exchanges in regard to rates.

[Shri Dinen Bhattacharya]

15 hrs.

Another important thing is about the RMS section of Howrah. There is a strong agitation and complaint not only among the RMS people but there is a long standing grievance among West Bengal people that the RMS section that starts and ends at Howrah has not been brought under the Calcutta PMG. This is a long-standing grievance. In 1955, Shri Nanda who was also then the Transport and Communications Minister, publicly declared at a Wellington Square meeting that because of some pressure of big persons, he had to shift this section to Patna and Cuttack. I will request the Minister who is now again the Transport and Communications Minister to see whether it can be changed even now.—I am sorry by mistake I mentioned the name of Shri Nanda; I should have said Shri Jagjivan Ram.

Mr. Speaker: They resemble each other in other respects also.

Shri Dinen Bhattacharya: I will request Shri Jagjivan Ram to consider it. The speech of the hon. Minister in the year 1955 in respect of shifting of R.M.S. section to Gaya was commented on in a very renowned paper in Calcutta. I hope at least now he will reconsider the matter.

Regarding the working conditions of the employees of the P. and T. department, I have some observations to make. About construction of office buildings and staff quarters, many times the subject was discussed here and outside. Everywhere assurances have been given. Even last year during the budget debate, the hon. Minister said: 'I want to proceed on a programme basis to provide suitable office accommodation and also to undertake on a reasonably big scale the construction of residential accommodation for the staff'. This was a very encouraging statement, no doubt. But what is the result? Practically nil. Why? Unfortunately, just after the declaration of emergency, the

department came forward with a general statement that as a result of the emergency, there is short supply of cement, steel and other building materials and the Planning Commission have issued a general directive to keep building construction to the absolute minimum in order to conserve funds. But only the other day the Railway Minister said:

"Railway administrations have been maintaining the necessary tempo of improvement in various measures for the welfare of the staff. It is proposed to add about 12,000 residential quarters every year more or less corresponding to what is being done from the commencement of the Second Plan in order to improve housing facilities for the staff".

When it has been possible to go ahead with the construction plan in the railways, it is not known why it is not possible to do the same in the P. and T. alone. Why should the P. and T. staff should be made to suffer in the name of emergency? I will request the Minister to ponder over this and consider in what conditions the P. and T. employees have to live. I know that last year several pictures were printed in newspapers of Calcutta about several offices. A postmaster was shown as working under an umbrella during the rainy season. This was the condition, and still it is so.

Another important point discussed last year and year before was about the consultative machinery in the department. I know the Minister will say that there is a system of periodical meetings between the DG and the employees. Sometimes the Ministers also meet them. But this does not always serve the purpose. If the disputes and grievances are not settled this way, where is the avenue of relief to the employees? That is why a negotiating machinery was urged for. In 1960, the late revered G. B. Pant made

a clear statement in the House that some sort of machinery would be set up for arbitration of disputes, but until now that has not been done. More so, I have been shocked to note the reply given by the hon. Home Minister in the Rajya Sabha only in January 1963 saying that the Bill relating to the negotiating machinery was finalised but not introduced in Parliament due to the emergency. It is surprising that the Bill should be withheld on the plea of emergency, specially when it is intended to ensure smoother employer-employee relationship and settlement of employees' problems by discussion and negotiation. The industrial truce resolution passed at the conference of the Central Government employees' associations convened by the Home Ministry on 9-12-62 also emphasised the necessity of settlement of grievances by negotiation, if necessary, by arbitration, during the emergency. The introduction and passage of the Bill during the emergency would only be in furtherance of the above resolution and would greatly enthuse the employees for stepping up their output and efficiency. The contribution of the P. and T. employees during the emergency has not been insignificant and their demands must be sympathetically considered.

In the P. and T. department, I know everybody wants—this House wants, Government wants, the common people want—perfect efficiency. The employees working there also want it. What is the barrier? Government is not taking its workers into full confidence—I mean the organised workers. Had it been otherwise, the Government would have constituted Efficiency Councils if not at all levels, at least at the Central level. If such efficiency councils are there, many problems can be solved and many improvements can be effected in the working of the department. So I would request the Minister to examine it and see that such councils are set up at the earliest possible time.

Then some sort of incentive scheme was recommended by the Pay Com-

mission. They also recommended some cash reward. This must be looked into and effective steps must be taken to introduce it in all the sections of the Posts and Telegraphs Department.

Mr. Speaker: He should try to conclude now.

Shri Dinen Bhattacharya: How much time have I taken?

Mr. Speaker: He has taken 25 minutes.

Shri Dinen Bhattacharya: How can I finish. It is so big and such a hotch-potch Ministry.

The Minister of Shipping in the Minister of Transport and Communications (Shri Raj Bahadur): The Ministry is not hotch-potch.

The Minister of Transport and Communications (Shri Jagjivan Ram): You are now confused.

Mr. Speaker: Why try to identify himself with that hotch-potch?

Shri Dinen Bhattacharya: This is a very important Ministry.

Mr. Speaker: I have no objection. I can allow him more time, if no second speaker is put up.

Shri Dinen Bhattacharya: We have got 40 or 45 minutes. The second speaker will take ten minutes. I will take 35 minutes.

Mr. Speaker: If he gives ten minutes for the second speaker, I have no objection.

Shri Dinen Bhattacharya: Most of the employees who were punished during the strike period have been taken back, which is very good and generous performance on the part of the Ministry, but there are some who are still suffering. Their promotions have been stopped, their increments have been withheld. Why not the hon. Minister come forward with a

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statement that all the actions that were taken in connection with the strike will be rescinded from this day? If he does it, the whole country, including the employees of the department, will speak highly of his action. I would request him to consider it and do it.

In the last year during Budget discussion on it was pointed out that this is a very unwieldy Ministry. There is the Posts and Telegraphs Department, there is civil aviation, there is transport, there is road, there is tourism and all that.

Shri Jagjivan Ram: It is difficult for you to follow.

Shri Dinen Bhattacharya: So, I will request the Government to ponder over it. Why not bifurcate it?

Mr. Speaker: He has the freedom to move about from the deepest seas to the highest sky! *

Shri Dinen Bhattacharya: You commented like this in the last Budget also I remember. You will appreciate the difficulty in moving from the high sky to the deep sea. How is it possible for one Minister to move from the deep sea to the high sky?

Shri U. M. Trivedi: One is in the high sky, another in the deep sea.

Shri Dinen Bhattacharya: Therefore, the whole of communications should be under one Ministry, and transport under a separate Ministry. Post and Telegraphs itself is the second biggest of the Government undertakings. How can it function effectively under such a unwieldy Ministry?

Coming to civil aviation, I have nothing much to say. Last year certain assurances were given, but from the Report as also from my own personal experience I do not find any improvement in the situation. I think the hon. Minister will also be of the same opinion. He should do something so that the situation may improve.

There was a declared policy of the Government to progressively nationalise the privately owned air companies. I do not know why after so many years there are still a large number of privately owned companies carrying on business only with a view to earn profit and not for the welfare of the country. I urge upon the Ministry at least to take over these companies, if not nationalise them wholly. The Minister is nodding his head. I do not know what the objection is, but I will still urge it.

In the Civil Aviation Department, there is no weekly off day for the operators. I do not know why it should be so. They have to work round the clock, and they have also to work throughout the week, whereas in the other departments the operatives get weekly rest day. That should be introduced here also.

There are chowkidars and sweepers in the Civil Aviation Department who have no fixed duty hours. Sometimes they have to work for 10, 12 and 14 hours, but they do not get any overtime allowance. I request the Minister to fix an eight hour duty for them. The chowkidars do a very important job, acting as security staff, guarding the runway and other things in the aerodrome. Why should they not get this facility?

A large number of employees apply for transfer to other departments of the Government, but their applications are not even forwarded. Even for emergency commissions, their applications were not forwarded. I request the Minister to look into it, so that deserving and desirous persons may get the opportunity of going over to other departments.

There is an important point which can be attended to immediately. Government promised that for the school-going children of the civil aviation staff they would provide conveyance facilities free of charge. But instead of getting free conveyance, I have been astonished to find

that in some places like Nagpur the conveyance charges have been increased. I request the hon. Minister to see that the children of these employees get the facility to go to school free of any conveyance charge.

Mr. Speaker: Now he should conclude.

Shri Dinen Bhattacharya: Now I will touch on ports, not in details. The second speaker will speak on it.

Mr. Speaker: If he leaves time for it.

Shri Dinen Bhattacharya: I have taken 30 minutes.

For several years the people of West Bengal as also this House have several times expressed their concern over the condition of the Calcutta port. Everybody will agree that it is one of the biggest ports. Its tonnage capacity is going down every day. It is good that the Minister has given the assurance that new dredgers are being indented for dredging the river mouth. The other day the hon. Irrigation Minister also assured the House that the Farakka Barrage would be completed by 1969. But what is the interim arrangement? Not only the Calcutta port, but the whole industrial belt around it will be corroded within these five years. I also doubt whether the Farakka Barrage would be completed by 1969 because I know personally that even the preliminary work on it has not yet been started. Then, there is a strong opinion held by the experts in our place that in spite of the Farakka Barrage, you cannot save the Calcutta port and the River Hooghly. They hold that if the river Hooghly is not properly trained, if the silt and sand banks in the river mouth are not regularly cleared and the discharge capacity of water of the river Hoopnarayani and Hooghly is not intensified, the position will not improve. So, I will urge upon the Government to consider this expert opinion. There is one scientist who has a thorough knowledge about it. Shri Kapil Bhattacharya. He has sent representations to the Central Govern-

ment also but his suggestions have not been considered. I will ask the Minister to consider those things and set up a committee which could survey the river Hooghly and Hoopnarayani and suggest some positive steps. With these words, I finish my speech.

Mr. Speaker: According to intimation since received from Members there are some cut motions desired to be moved to Demands for Grants relating to the Ministry of Transport and Communications. So they may now be moved subject to their being otherwise admissible.

Shri Koya (Kozhikode): I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[Need for taking over the private owned aerodrome near Calicut (1)]

Shri R. Barua (Jorhat): I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[(i) Failure to increase G.R.T. in Indian Shipping (ii) need to re-organise training in Merchant Navy Training Establishments, (iii) need to have a post and telegraph office in every village with a population of 1,000, (iv) failure to deal effectively with the public complaints regarding the efficiency of P. & T. services, (v) need to appoint trained Seamen's Welfare Officers at all important and major ports in India and abroad, (vi) need to re-organise the Department of Tourism, (vii) failure to co-ordinate working of rail and road transport, (viii) failure to develop roads in the North and North Eastern Border Areas (ix) failure to maintain border communications, (x) need to accelerate the work of Road and Inland Water Transport Advisory Committee and the Inter-State Transport Commission, (xi) failure to maintain adequate transport ser-

[**Shri R. Barua**]

vices in Delhi and New Delhi, and (xii) need to survey the major ports and their working with a view to increase gross tonnage. (2)]

Shri Sivamurthi Swamy (Koppal) I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[Slow progress of Mangalore and Karwar Ports in Mysore State. (3)]

"That the Demand under the head Meteorology be reduced by Rs. 100."

[Need for accurate forecast of monsoon and rains for the Agriculturists in all Indian language papers. (4)]

Shri Indrajit Gupta (Calcutta—South West): I beg to move:

"That the Demand under the head Meteorology be reduced by Rs. 100."

[(i) Failure to grant overtime allowance to operational staff of Meteorological Department working more than the stipulated hours, (ii) need to reduce the number of grades of non-gazetted scientific staff in India Meteorological Department from four to three, (iii) need to do away with the element of selection in the lower cadres (like Scientific Assistants) in India Meteorological Department as per recommendation of Central Pay Commission, (iv) failure to grant 15 days casual leave to watch-keeping staff of India Meteorological Department who are not entitled to public holidays as per the recommendation of the Central Pay Commission, (v) failure to transfer staff in India Meteorological Department from forward areas like Assam, NEFA after completion of their stipulated term, and (vi) need for meetings between the Director General, India Meteorological Department and the representatives of the Union periodically. (5)]

Shri Sivamurthi Swamy: I beg to move:

"That the Demand under the head Central Road Fund be reduced by Rs. 100."

[Need for grants from the Central Road Fund for improving rural communications. (7)]

"That the Demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Slow progress of National Highways in the State of Mysore. (10)]

Shri R. Barua: I beg to move:

"That the demand under the head Mercantile Marine be reduced by Rs. 100."

[Need for a ship service between Rangoon and Madras. (11)]

"That the demand under the head Aviation be reduced by Rs. 100."

[Need for an air service between Madras and Rangoon (12)]

Shri R. Barua: I beg to move:

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to (i) expand air-routes in the country, and (ii) open more training Centres for training in Aeronautics (13)]

Shri Indrajit Gupta: I beg to move:

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to grant House Rent and City Compensatory allowance to Civil Aviation staff at Varanasi airport and grant of compensatory allowance to staff at aerodromes in Tripura, (ii) failure to provide suitable alternative employment without effecting their emoluments to Fire Operators who have been declared unfit due to eyesight in the annual medical examination

tion, (iii) failure to implement assurance of increasing departmental quota for promotion to Assistant Aerodrome Officers from 20 to 25 per cent, (iv) failure to revise pay scale of M.T. drivers and Telephone Operators as per recommendation of Second Pay Commission and to bring it at par with their counterparts in Post & Telegraphs Department, (v) failure to provide transport for school-going children at various aerodromes which are at considerable distance from the neighbouring towns, (vi) need to construct staff quarters inspite of the emergency in some aerodromes where the accommodation problem is acute, (vii) need to liberalise the Rules for forwarding the applications of the staff to other Departments in accordance with Home Ministry orders and for Emergency Commissions, (viii) need to withdraw staff who have completed their term from operational areas like Assam, NEFA and posting them back to their home region, (ix) need to prevent loss of revenue on account of House Rent by allotting standard type of accommodation to the staff (x) need to detail an impartial staff reorganisation unit to examine the staff strength in various subordinate offices of Civil Aviation Department, (xi) need to have a single administrator at various airports instead of having two or three as at present, (xii) need to reduce to the working hours of chowkidars of Civil Aviation Department to 48 hours a week with a weekly day off, (xiii) failure to grant weekly off to operational staff of Civil Aviation Department (xiv) need to grant overtime allowance to chowkidars and sweepers on the same hourly rates as applicable to other operational staff of Civil Aviation Department, (xv) failure to implement the recommendation of Central Pay Commission regarding the grant of weightage for night duties, (xvi) failure to publish recruitment Rules and modifications in the policy of promotions from time to time, (xvii) failure to confirm non-gazetted staff against available permanent posts, (xviii) failure to send replies to representations even after years, (xix)

failure to fill up sanctioned posts, (xx) failure to fill up the departmental quota for promotion to fire operators from Class IV staff for the past two years, (xxi) need to reduce the transport charges for school-going children at Nagpur airport, and (xxiv) promotions to class II Gazetted posts in Aero-nautical Communication Service by seniority-cum-fitness. (14)]

Shri Indrajit Gupta: I beg to move:

"That the demand under the head other Revenue expenditure of the Ministry of Transport and Communications be reduced by Rs. 100."

[Failure to finalise the service Rules for the staff of the Department of Tourism pertaining to the confirmation and for the promotion of Upper Division Clerks to the grade of Assistants and of Assistants to the grade of Assistant Directors. (15)]

Shri Koya: I beg to move:

"That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100."

[Need for starting more telegraph, telephone and post offices in the Kozhikode and Palghat Districts of Kerala (18)]

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Capital Outlay on Roads be reduced by Rs. 100."

[Need for funds for new national highways in the South and for bridges on all big rivers. (20)]

Shri Koya: I beg to move:

"That the Demand under the head Capital Outlay on ports be reduced by Rs. 100."

[Need for developing the Beypore port into an all-weather port. (21)]

Shri Sivamurthi Swami: I beg to move:

"That the Demand under the head Capital Outlay on ports be reduced by Rs. 100."

[Need for allotment of more funds for the development of Mangalore and other ports on the western coast of Mysore. (22)]

Shri Dinen Bhattacharya: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced to Re. 1."

[Want of a co-ordinated National Transport policy. (23)]

Shri Indrajit Gupta: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[(i) Failure to assess credit worthiness of the India General Navigation and Rly. Co. Ltd. before advancing large loans to it, (ii) failure to secure visa facilities from Pakistani authorities for over 100 Indian crew of Joint Steamer Companies, (iii) slow progress in training Indian crews for inland river transport services and Indianisation of the same, (iv) need to take prompt measures to improve sand banks which are hampering river navigability in Sunderbans area, (v) need to open alternative water route between West Bengal, Bihar and Assam by connecting Mahananda, Teesta and Torsa rivers, (vi) adverse effect of Joint Steamer Companies' post-strike reorganisation on Indian employees contrary to Government's assurance, (vii) need for more buildings for Post and Telegraph offices and for the residence of employees and to open more Post and Telegraph offices in the rural areas, (viii) need to set up a negotiating machinery to settle all outstanding disputes of the employees of Posts and

Telegraphs Department and to implement the ICAO Assembly resolution emphasising on the States the need to raise the pay scales and improve the working conditions of staff engaged in air navigation and communication air traffic services, (ix) failure to check unauthorised occupation of the Civil Aviation quarters at Bombay airport, (x) failure to promulgate the Recruitment Rules during last fifteen years, and arbitrary changes in recruitment rules, (xi) purchase of 'Rolling on' fire crash tender from an unknown American firm causing loss of rupees five lakhs, and (xii) need for provision of cheap accommodation at the airport retiring rooms for use of non-gazetted staff on tour as available to gazetted officers. (24)].

Shri R. Barua: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[Need of air terminal building for passengers and staff at Rowrah, Assam. (25)]

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[(i) Special pay to officials performing the duties of cashiers in P. & T., (ii) promotional avenues and remuneration for supervisory cadres in P. & T., (iii) introduction of conciliation machinery and voluntary arbitration in P. & T., (iv) nationalisation of Air Transport (v) transport facilities to school going children of the employees of Civil Aviation Department, (vi) purchase of 'Rollingon' from foreign country for Civil Aviation, (vii) dissolution of Indian General Navigation and Rly. Co. Ltd., (viii) proposed retrenchment of employees serving under I.G.N. Rly., and (ix) attitude of Pakistan Government towards the Indian crew. (26)].

Shri R. Barua: I beg to move:

"That the Demand under the head Communications (including National Highways) be reduced by Rs. 100."

[(i) Need for proper and suitable bridge on National Highway No. 37 across the Bhogdoi River, (ii) need for declaring the road from Amguri and known as Dhodar Ali as a National Highway, (iii) need to declare Brahmaputra as a National Waterway, and (iv) need to upgrade the National Highways No. 31 and 37 in Assam and to provide suitable bridges and strengthen and replace the out-dated bridges. (28)].

Shri Indrajit Gupta: I beg to move:

"That the Demand under the head Mercantile Marine be reduced by Rs. 100."

[(i) Concessions given to Jayanti Shipping Company in respect of loans for acquiring ships, (ii) undesirability of permitting increased quantum of foreign capital participation in Indian Shipping without adequate safeguards, (iii) slow progress in development and expansion of the Shipping Corporation of India, (iv) need to step up pace of augmenting tonnage in the public sector of shipping, (v) need for stepping up indigenous ship-building capacity, (vi) need to provide employment in public and private sector shipping concerns to hundreds of shipping employees discharged by British firms in Calcutta. (29)].

"That the Demand under the head Capital Outlay on ports be reduced by Rs. 100."

[(i) Need for increasing allocations for Halda scheme, (ii) failure to take any direct responsibility for payment of adequate compensation and rehabilitation to persons evicted as a result of land acquisition for the Halda project, and (iii) need to improve dredging operations in River Hoogly. (30)].

Shri R. Barua: I beg to move:

"That the Demand under the head Capital Outlay on Indian Posts and Telegraphs (not met from Revenue) be reduced by Rs. 100."

[Need for a telephone exchange building and a central post office building at Jorhat. (31)].

Mr. Speaker: These Cut Motions are now before the House.

Shri S. C. Samanta (Tamluk): Mr. Speaker, Sir, the Ministry of Transport and Communications is an important one. How far industrially we may develop the country, if we have no sufficient transport and communication arrangement, then we cannot pull on. Even the defence of the country which is an urgent necessity will not be up to the mark if there be no sufficient transport and communication organisation.

My friend who last spoke pleaded for the separation of the Transport Ministry from the Communications Ministry. It is unfortunate that the transport department is being tagged on to this department or that department. It was with the Railways; it is now with Communications. It has no independent status. Why? Communications had its independent status; Railways has its independent status. This transport department deals with road transport, major and minor ports, shipping, shipyards, lighthouses, light ships, inland water transport, road development including national highways and central road fund, tourism, etc. It can demand to be an independent ministry. I request the Minister to see that this is considered by the Cabinet.

Shri Jagjivan Ram: It is a Ministry.

Shri D. N. Tiwary (Gopalganj): There should be a Cabinet Minister for that.

Shri S. C. Samanta: There should be an independent ministry of com-

[Shri S. C. Samanta]

munications; an independent ministry of transport. It is so much inter-linked: railways, transport and communications. I was trying to have the posts and telegraphs department separated. In his regime I began and in his regime it has been created. Nobody is more glad than I that the P. & T. Board has been created and they are doing good work. The P. & T. Board should redress the grievances which were put forward in the House. I know they are going to be redressed. I refer to the accommodation for P. & T. employees, hospitals and other things for them; the P. & T. Board should be made to be in a position to do these things.

I was saying that transport is the main thing which can develop a country. I would have been glad if this Ministry had set up a committee on transport policy and co-ordination long before. It was set up only in July 1959; under the stewardship of Shri K. C. Neogy it is doing good work. This committee is finding out so many things so that definite co-ordination among means of communications and transport could be there. My friend here who spoke last was impatient. I am asking him to be patient because it has been handed over to such a person who will bring such co-ordination that we will not have to grumble any more. He is taking time. He has submitted a preliminary report in February 1961 and we are glad to see the things contained in this report.

As regards the border development board which has been formed under this Ministry, I may say this. We heard that about Rs. 10 crores had been sanctioned for the development of the northern part of West Bengal. For what purpose is this Rs. 10 crores to be spent? Is there any truth in it?

About the roads and bridges which we need so much at this emergent moment, we should reconsider the present practice of sending their

detailed estimates irrespective of their value to the Government of India for technical checking. If the estimated value of a work is less than Rs. 20 lakhs or so, it need not be sent to the Government here for technical clearance: they should be allowed to be sanctioned by the State Government because in this process no work is progressing. Within the framework of the Plan, all the intended works are not being done. They should be done.

My friend referred to the Calcutta port also, which, with its problem river Hooghly, is giving us trouble. I am referring to this every year in this House. Now, we are glad that we have taken it up; we are conversant with the problems of the river Hooghly. My hon. friend the Minister for Shipping, Rajbahadurji, had been with us to see river Hooghly; he went to the mouth of the Ganges he went up to Farakka and he saw all these things. After that, I think, the Government has taken a clear decision. They have come to know what the river Hooghly is, and what are the difficulties in the transport system of the Calcutta port.

Dr. M. S. Aney: Did he take a dip in the Ganga Sagar?

Shri S. C. Samanta: Calcutta port is an inland port and it has so many troubles, even then. At the ports which are situated right at the coast, such as Madras and Bombay, there are troubles. We were hearing that there were some siltations near the Bombay port. You will be astonished to hear that there are 11 bars between Calcutta and the mouth of the Ganges. They are going to hide or are hiding proper movement around the port. I am glad that they are now trying to save Calcutta port by establishing a subsidiary port at Haldia. For the establishment of the Haldia port, land that has to be acquired will be in five stages, and the area will be 17:524 sq. miles. Already acquisition has begun on the 28th March last. The first compensation was distributed amongst

the displaced persons. I have come to know from the newspapers that the compensation paid was at the rate of Rs. 2,300 per acre for paddy land, and for coconut trees, it was at Rs. 70 to Rs. 75 and so on. I am glad to know that the acquisition officer, the Deputy Minister of West Bengal and some others were present there to have the things done quickly.

In this connection, I would remind the hon. Minister of one thing. You know that for the Farakka barrage, for the solution of the local difficulties and for smoothening the work, the Ministry of Irrigation and Power has constituted an advisory committee with some Members of Parliament, some members of the State legislature, some local people and some representatives of the Government. I would request the hon. Minister to take this opportunity to have such an advisory board formed for Haldia, so that the local difficulties that will come up before them may be confronted and solved easily.

In the matter of acquisition of land, I have to demand of the Minister one thing. It is now April. The men who are displaced will get the money. But where shall they live? How can they build houses? The rainy season is ahead. They cannot build houses now. So, at least for the rainy season, they should be allowed to live. Let other things be done in the meanwhile; the paddy lands may be acquired.

In the future also, I would request the hon. Minister to bear this in mind: he should see that the State Government attends to this, namely, that the displaced persons are not put to difficulties. I would request the hon. Minister to see that the children of the displaced persons are looked after well. I request that they must be trained to become skilled or semi-skilled workers so that they may earn their livelihood from the port which is being established there. The land for the railways will be acquired; the railway line will be 35 miles

up to Panchkura. I would request the hon. Minister to think from now on about the aerodrome. He will require an aerodrome. Lands should be acquired for aerodrome, for coastal connections, road connections and immediately for the connection of electricity, so that work will move on well.

I shall conclude after referring to one more point. The Haldia port is to be a subsidiary port under the control of the Calcutta Port Trust. I want the Government kindly to think over a suggestion that I am putting before them. If the whole control is with the Port Trust of Calcutta, will they not import their skilled and unskilled people to the Haldia port, and so what will the local people do?—those who are displaced, those who have been dispossessed of land? They will now become homeless. So, I request the hon. Minister to see that, while this control will be kept, the displaced persons are not put to any difficulties. With these remarks, I conclude.

श्री विश्वनाथ राय (देवरिया): अध्यक्ष जी, कई मन्त्रालयों की मांगों पर बोलने के लिए प्रतीक्षा करने के बाद आज ऐसे मन्त्रालय पर बोलने का अवसर मिला है जिससे गांवों के गरीब से गरीब आदमी से लेकर शहरों के बड़े से बड़े पूँजीपति भी सम्बन्धित हैं।

इस मन्त्रालय के कार्य का महत्व इस आपातकाल में, इस चीजी आक्रमण के समय में, बहुत बड़ गया है। मैं इस सम्बन्ध में मन्त्रालय का ध्यान अपने इलाके की ओर खींचना चाहता हूँ क्योंकि वह सीमा के नजदीक है। उस इलाके में होकर नेगनल हाईवे नम्बर २८ जाती है। उसकी दशा की ओर इस मन्त्रालय का ध्यान मुझे विशेष रूप से आकर्षित करना पड़ता है। वहाँ के लोगों की आर्थिक स्थिति सुधारने के लिए सरकार ने एक कमेटी नियुक्त की है और उसकी रिपोर्ट आने पर वह वहाँ के लोगों को सहायता देने की बात सीच रही है। यह

[श्री विश्वनाथ राय]

नेशनल हाई वे नम्बर २८ जो भारत की उत्तरी सीमा के साथ साथ जाती है आंखाम तक जा सकती है। उसकी ओर विशेष ध्यान देने की आवश्यकता है। मेरे एक प्रश्न के उत्तर में बतलाया गया था कि इसमें कहीं कहीं मुधार होगा और उसकी मरम्मत होगी, लेकिन साल भर बीत गया अभी तक कुछ नहीं हुआ।

आज जो देश की स्थिति है उसमें हम को एक स्थान से दूसरे स्थान को माल जल्दी जल्दी ले जाने की आवश्यकता बढ़ती जा रही है। इस कारण इस मन्त्रालय का भार बढ़ता जा रहा है, चाहे नेशनल हाई वे के सम्बन्ध में हो या अन्य पक्की सड़क बनाने के सम्बन्ध में हो। इस और अभी तक जितना ध्यान केन्द्रीय सरकार दे रही है उससे ज्यादा ध्यान देने की आवश्यकता है और इस काम पर अधिक व्यय करने की भी आवश्यकता है।

रेलवे के सम्बन्ध में तो तीन साल पहले एक रिपोर्ट में कहा गया था कि सड़क का ट्रांसपोर्ट बढ़ने से रेलवे की आय में कुछ कमी हुई थी। इससे भी यही सांतिहीन होता है कि हमको अपना माल इधर से उधर ले जाने के लिए सड़कों में मुधार करने की बहुत आवश्यकता है। इस और विशेष ध्यान देने की जरूरत है ताकि हमें जो दिक्कत अपना माल ले जाने में रेल के डब्बों की कमी के कारण होती है वह दूर हो जाए। खास कर इस चंकट के समय हमें यातायात के साथ बढ़ाने के लिए सड़कों का विशेष प्रबन्ध करना चाहिए बनिस्त उसके जो इस समय है।

मेरा सुझाव है कि पंजाब से लेकर ग्रसम तक एक ऐसी सड़क बनाने के लिए प्रबन्ध होना चाहिए जिससे कि हम अपनी रक्षा के लिए सामान एक स्थान से दूसरे स्थान तक आसानी से ले जा सकें। अभी लड़ाई बन्द है। लेकिन फिर किसी समय हो सकती है।

इसलिए अपनी रक्षा व्यावस्था को मुद्रू ह रखने के लिए हमको सड़कों में मुधार करना चाहिए। भारत के उत्तरी भाग में सीमा के किनारे जो सड़कें हैं, वहाँ वे केन्द्रीय सरकार के शधीन हों या प्रदेशीय शासन के शधीन हों, उनको मुधारने का प्रयत्न होना चाहिए। जो सड़कें एक से अधिक राज्यों के शधीन हैं उनकी स्थिति जहाँ उन प्रदेशीय राज्यों की सीमाएं मिलती हैं अच्छी नहीं है। उन पर कहीं कहीं पुल नहीं हैं। उनको बमा कर ऐसा प्रबन्ध कर दिया जाए कि उत्तरी सीमा के पास पूर्व से पश्चिम तक आने जाने की अच्छी व्यवस्था हो सके और माल को इधर से उधर ले जाने की मुविधा हो सके। जहाँ दो प्रदेश के राज्यों की सीमाएं मिलती हैं उस स्थान पर यदि प्रदेशीय राज्य सरकारें पुल आदि का प्रबन्ध नहीं कर पातीं तो उस काम को केन्द्रीय सरकार को अपने हाथ में लेकर उसका प्रबन्ध करना चाहिए। या केन्द्रीय सरकार उन प्रदेशीय सरकारों को बहाँ से सुझाव दें कि दोनों राज्यों की सरकारें मिल कर वहाँ काम करें। हमारे माननीय मन्त्री को बिहार और उत्तर प्रदेश की सीमा पर ऐसी कुछ नदियों की जानकारी है जो उन दोनों प्रदेशों की सीमा पर हैं। वहाँ महत्वपूर्ण सड़कें हैं। इन सड़कों के अच्छा बन जाने से नदियों पर पुल बन जाने से उत्तरी बिहार और पूर्वी उत्तर प्रदेश के बीच आवागमन में सुविधा हो सकती है। साथ ही साथ आज एक यह प्रश्न हुआ था कि हम अपना माल असम तक आसानी से पहुंचा सकें और देश की सुरक्षा की दृष्टि से जो यातायात के साधन हैं के द्वारा कैसे हम सुविधापूर्वक माल भेज सकें, तो उस सड़क के तैयार हो जाने से यह काम सुविधा-जनक रीति से पूरा हो सकता है।

उत्तरी बिहार और पूर्वी उत्तर प्रदेश को मिलाने के लिए जो छोटी गंडक या बड़ी गंडक है उन पर पुल बनाने की बात है उसके लिए आप स्वीकृति प्रदान करें। दोनों प्रदेशीय सरकारों को इसके लिए उचित सुझाव दें या

चर्ची आदेश देकर यह काम करवायें ताकि जो भी छोटी या बड़ी कठिनाई देश की रक्षा के रास्ते में आती हो, वह दूर हो जाय ।

करके और अधिक चौड़ा करवाये ताकि राष्ट्रीय संकट काल में उनकी आकर्षकता पहुँचे पर वह कठिनाई रुक्ष न आये जो पिछले समय आई थी ।

मैं यहाँ पर नेशनल हाईवे नम्बर २८ की ही बात नहीं करना चाहता हूँ । बंगाल और असम के बीच की जो सड़कें हैं, मैं केवल उन्हीं के बारे में नहीं बोलूँगा बल्कि कुछ छोटी सोटी सड़कों की बाबत भी अपनी बात कहना चाहूँगा । जैसे उत्तर प्रदेश की राजधानी लखनऊ से नैनीताल अल्मोड़ा होकर सीमा की तरफ जाने वाली सड़क है, उसकी ओर मैं मन्त्रालय का ध्यान दिलाना चाहता हूँ । अन्य स्थानों पर जहाँ भी ऐसी सड़कें हैं उन सब के बारे में मैं सरकार का ध्यान आकर्षित करना चाहता हूँ । मैं यह भी बतलाना चाहता हूँ कि पिछले संकट के समय कुछ क्षेत्रों के बारे में मझे यह जानकारी हुई कि जिस समय उधर ट्रक बगैरह जाने लगे तो वह रास्ता लोगों के लिये इस कारण बन्द करना पड़ा कि सड़कें पतली थीं । लखनऊ से नैनीताल और अल्मोड़ा तक जो सड़क जाती है, रक्षा के दृष्टिकोण से और दूसरे यातायात के द्व्याल से भी जो उधर काढ़ी बढ़ गया है, वह सड़क उतनी ही पतली है जितनी पतली वह जंगल में बनते समय थी । उन सड़कों को प्रधिक चौड़ा करने के लिए कोई प्रबन्ध नहीं हुआ है । किसी तरह का उनमें इम्प्रूवमेंट अधिकार सुधार अभ तक नहीं किया गया है । सरकार का ध्याव ऐसी सड़कों की ओर जाना चाहिए । मैं इस बात से इंकार नहीं करता कि सड़कें कई प्रदेशीय सरकारों के अन्तर्गत हैं और उनका टीक करना और सुधार करना मुश्यतः राज्य सरकारों का काम है । लेकिन मैं यह अवश्य कहूँगा कि जिस सड़कों का महत्व सीमा तक जाने के कारण सुरक्षा दृष्टि से अधिक बढ़ गया है उन सड़कों को या तो केन्द्रीय सरकार अपने हाथ में ले ले या फिर उन सड़कों के सुधार के लिये प्रदेशीय सरकारों को विशेष अनुदान दे, उनकी उप योगिता बढ़ाने और उन में सुधार

राष्ट्रीय सुरक्षा और अपनी अर्थ-व्यवस्था में सुधार के कारण मालों का यातायात बढ़ाने के ही सम्बन्ध में नहीं बल्कि कुछ सामान ऐसे हैं जिनके यातायात के सम्बन्ध में रेलवेज को कठिनाई होती है, इस सदन में प्रश्न भी होते हैं और वहस भी होती है । उन चीजों के यातायात के लिये भी सरकार प्रबन्ध कर सकती है । उदाहरण के लिये मैं कोयले की बात कहना चाहता हूँ । सम्भव है कि कुछ सदस्यों या सरकार की तरफ से यह उत्तर मिले कि जहाँ रेलवेज हैं वहाँ पर सड़क से यातायात का प्रबन्ध उन चीजों के लिये राजकीय दंग से नहीं कर सकते हैं । लेकिन मैं मंत्री महोदय को बतलाना चाहता हूँ कि उत्तर प्रदेश की सरकार को जिसने रोडवेज चला कर करोड़ों यात्रियों को आवागमन की सुविधा दी है उससे केवल यात्रियों के लिये ही सुविधा नहीं हुई है बल्कि वहाँ पर इस से सरकार को लाभ भी हो रहा है । इस तरह की स्कीमों से जैसे यहाँ दिली से लेकर गोरखपुर तक आने जाने की आवागमन की सुविधा या इसी तरह उस सूचे के एक कोने से दूसरे कोने तक यात्रियों को रोडवेज से पहुँचने की सुविधा है उसका असर रेलवेज पर भी पड़ता है । यात्रियों को तो यातायात में सुविधा होती ही है । इसके अतिरिक्त रेलवेज को माल आदि एक कोने से दूसरे कोने में ढाने में जो कठिनाई होती है वह भी दूर हो सकती है । इस लिये इस तरह की नेशनल हाईवेज माल आदि ढाने और यात्रियों के आवागमन के लिये एक कोने से दूसरे कोने तक बननी चाहिये । माल की दुलाई के लिये ट्रक्स बर्ग वा मुनामिव इतजाम हो । विशेष कर कोयले की लदाई

[श्री विवनाथ राय]

के सम्बन्ध में जो कठिनाई इस समय होती है उसको सरकार को ठीक मुनासिब इतजाम करके अवश्य दूर करना चाहिये ।

अभी कुछ दिनों पहले खान और ईंधन मंत्रालय की तरफ से इस बात की धोषणा हुई थी कि देश के विभिन्न भागों में कोयला पहुंचाने के लिये हम नदी और सड़क से प्रबन्ध करेंगे लेकिन न जाने वह क्यों ज्यों का त्यों पड़ा हुआ है ? मैं अपने क्षेत्र की या उत्तरी बिहार की बात जानता हूं । जो पिछड़ा हुआ इलाका है, जहाँ हर साल बाढ़ आया करती है, जहाँ कि हर साल सैकड़ों या हजारों घर गिरते हैं, वहाँ पर छोटी मोटी चीजों के लिये भी मसलन इंटें पकाने आदि के लिये भी कोयले की कमी पड़ती है । कोयला नहीं मिलता है और रेलवेज से उसका मुनाब सिब इन्टजाम नहीं होता है । इस कारण वहाँ लोगों को बहुत कठिनाई होती है । अगर उत्तर प्रदेश की सरकार अपनी रोडवेज चला कर यात्रियों को सुविधा दे कर लाभ उठा सकती है तो अगर केन्द्रीय सरकार की तरफ से भी कोई योजना ऐसी चला कर जिससे अन्तर्राष्ट्रीय प्रवन्ध के सातहत माल एक प्रदेश से दूसरे प्रदेश में भेजा जाय तो वह भी सफल हो सकती है । मेरा निवेदन है कि इस प्रकार की कोई योजना चलाने के लिये इस मंत्रालय को विशेष ध्यान देना चाहिये ।

जहाँ राष्ट्रीय सकट काल में सड़कों का अपना विशेष महत्व है वहाँ हवाई जहाजों का भी बहुत अधिक महत्व है । जहाँ तक हवाई-जहाजों या हवा में उड़ने का बात है इस के बारे में आज देश का दुनिया का और हम सब लोगों का ध्यान जा रहा है । उस के लिये फ्लाइग बल्ब्स होने चाहिये । आज फ्लाइग बल्ब्स की तरफ सरकार का अधिक ध्यान जाना चाहिये । यूं तो सरकार का ध्यान एक बात पर रहता है लेकिन इस बारे में

कठिनाई यह है कि कुछ बड़े शहरों जैसे दिल्ली, लखनऊ या बम्बई आदि में ही इस तरह के फ्लाइग बल्ब्स का इंतजाम है दूसरी जगहों पर इस की कमी है । आज आवश्यकता इस बात की है कि हमारे युवक चाहे वह स्कूल के हों या और भी हों उन का ध्यान आकाश में उड़ने का प्रशिक्षण पाने की तरफ जाय । ऐसा होने से जहाँ आवागमन की सुविधा बढ़ेगी वहाँ देश की सुरक्षा की दृष्टि से भी महत्वपूर्ण होगा और उसमें देश की रक्षा यह करने का उत्साह बढ़ेगा ।

इस के लिये यह भी आवश्यक है कि जहाँ पर डिफेंस वाले ऐयरोड्रम्स बन रहे हैं या पहले भी बने हुए हैं और सुरक्षा के लिये उनकी संरूपादेश में बढ़ाने का प्रयास किया जा रहा है वहाँ यह भी आवश्यक है कि उनके पास जो छोटे मोटे ऐयरोड्रम्स हैं उनको मोड़ने लाइग्नस पर इम्फ्रूब कर लेना चाहिये ताकि सिविल एवियेशन के काम के साथ ही साथ कोई संकट आने पर उनका उपयोग रक्षा के लिए भी किया जा सके । अगर सचमूच लड़ाई छिड़ जाय तो हमें उसके लिये पूरी तरह से तैयार रहना होगा । इस लिये आवश्यक है कि जो ऐयरोड्रम्स पहले से बने हुए हैं किन्तु विलकुल उपेक्षित पड़े हुए हैं उनको सुधारा जाय ताकि जहरत पर उनका भी उपयोग देश की रक्षा के काम में किया जा सके । ऐसा होने से जहाँ सर्विल एवियेशन की सुविधा बढ़ेगी वहाँ देश की सुरक्षा की दृष्टि से भी यह बात लाभप्रद सिद्ध होगी ।

मेरे क्षेत्र देवरिया कसाया में एक ऐयरोड्रम पहले से है । यह एक छोटा मोटा ऐयरोड्रम था लेकिन आज वह बुरो हालत में पड़ा हुआ है । अगर उसको किसी समय इस्तेमाल करने का आवश्यकता पड़े तो वह इस्तेमाल नहीं किया जा सकता है । इस से उसको थोड़ा सा रुपया खर्च करके टक्कि किया जा सकता है । यह किया जाना चाहिये । इस लिये

मेरा कहना है कि इस तरह के छोटे एयरो-ड्रम्स को भा। मुधारा जाय ताकि भविष्य में आवश्यकता पड़ने पर उनका उपयोग किया जा सके।

अब कस्या एक ऐसा स्थान है जहाँ पर केवल भारत के ही लोग नहीं आते हैं बल्कि श्याम, लंका, बर्मा और जापान आदि से भी यात्रा आते हैं। उसका सुधार करके राष्ट्रीय सुरक्षा और सिविल एविएशन दोनों दृष्टियों से हम उसका उपयोग कर सकते हैं।

अध्यक्ष महोदय, अन्त में मुझे हवाई जहाजों ट्रकों और मोटरों को बात के अलावा एक अन्य बात की तरफ सदन और मंत्रालय का ध्यान दिलाना है और वह है हमारी पोस्टल सर्विस। आज पांच नये पैसे के पोस्टकार्ड से जो सेवा होती है वह रेलवे के बाद दूसरे नम्बर की सेवा है जो इस मंत्रालय के द्वारा जनता को मुलभ होती है। मैं इस मंत्रालय को इस बात के लिये बधाई देना चाहता हूँ कि उन्होंने हजारों नये नये पोस्ट आफिसेज गांवों में खोल कर ग्रामीण जनता को सुविधा पहुँचायी है। इस के साथ ही आवागमन में कम खर्च करने की सुविधा जो जनता को मिल रही है उससे जनता काफी प्रभावित है मैं इससे इंकार नहीं करता। उसमें कुछ कठिनाइयां और कमजोरियां हो सकती हैं। मैं आशा करता हूँ कि वे भी दूर को जायेंगे।

मैं टेलोग्राफ आफिसेज और टेलीफूनस के बारे में अपने मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। एक योजना को उन्होंने पहली बार इस मंत्रालय को सम्भालते हुए चालू किया था। कम से कम मैं अपने उत्तर प्रदेश देख रहा हूँ कि इस योजना को पूरा करने में कुछ शाफलता हुई है। वह योजना यह है कि हर एक पुलिस स्टेशन पर एक टेलोग्राफ और एक टेलीफून आफिस हो जिससे शासन का ठाक से प्रबन्ध हो सके और साथ ही साथ तार की जनता को सुविधा पहुँच सके। उस योजना को घोषित किये मेरा रुचाल है कि कोई ७-८ साल होगे

लेकिन अब तक वह योजना कम से कम पूर्वी उत्तर प्रदेश और बिहार में चालू नहीं हुई है। उसको चालू करने के जहाँ आप शासन को कार्यक्षमता बढ़ा सकते हैं वहाँ जनता को भी इसकी सहायता दे सकते हैं।

अन्त में मैं माननीय मंत्री जी का ध्यान इस बात के प्रोट आकर्षित करना चाहता हूँ कि छोटे छोटे पोस्ट आफिसेज में सेविंग्ज बैंक खोलने की व्यवस्था को जाये। पोस्ट आफिस तो काफ़ खूल रहे हैं और उन से लोगों को बहुत सुविधा मिल रही है, लेकिन उन में सेविंग्ज बैंक खोलने की तरफ ध्यान नहीं दिया जाता है। कभी कभी इस विभाग के जिला-स्तर के प्रधिकारी किसी छोटे से कठिनाई या असुविधा के कारण इस और ध्यान नहीं देते हैं। लेकिन सब पोस्ट आफिसेज में सेविंग्ज बैंक खोलने से एक एक जिले या प्रदेश में लाखों करोड़ों रुपयों का फायदा हो सकता है। सरकार अपनी बचत योजनाओं को सफल बनाना चाहती है। इस लिये यह आवश्यक है कि छोटे छोटे पोस्ट आफिसेज में भी सेविंग्ज बैंक खोलने की व्यवस्था को जाये।

धन्यवाद।

Shri U. M. Trivedi: Mr. Speaker Sir, it is very true that this Ministry has the biggest amount of work allotted to it. The variegated nature of the work is there and, certainly, although both the Ministers are very much experienced in it, yet they might be finding it extremely difficult to handle it.

An Hon. Member: No. no.

Shri U. M. Trivedi: Naturally, we should all desire that they must be provided with some two good Deputy Ministers to lighten the burden upon them.

Shri Raj Bahadur: There are.

Shri U. M. Trivedi: Sir, the question that comes foremost of anyone who studies the work of the postal department is that the most hard-worked postal official gets no housing accommodation for him. The Railways have most assiduously pursued

[Shri U. M. Trivedi]

this matter in trying to provide housing accommodation for their employees. The Postal Department in this respect has lagged very much behind. At certain places, even the postmasters in charge of the post offices are not provided with accommodation. If at all they are provided with accommodation, in some places I have seen that they are not accommodation fit for even porters or coolies to live in.

This was a department which in the old golden days was considered to be the most honest department. In those days the postal employees were considered the most honest men.

Shri Jagjivan Ram: They continue to be so.

Shri U. M. Trivedi: But, unfortunately, defalcations in this department are on the increase. Some method must be now adopted whereby these defalcations must be checked. Any amount of instances we will be able to find about the wastage that is there. They are all published in the Appropriation Accounts for the last two years, and I hope the hon. Ministers must have applied their mind to this wastage. Things must be thought out from the very beginning. Orders must not be placed and huge stocks of stores must be not be allowed to land without having proper use for them. Sometimes they are discarded also in the bargain without having something to gain out of it.

Sir, it has been felt by us that every year, by some method or the other, some slight increases in the postal rates are effected. We have seen them slowly and slowly rising. From 5 annas for registration, I think it is now coming up to 14½ annas. I think that is now being suggested. Why should this be charged so much, I cannot understand. In the case of post card it has been suggested that the rate should rise from 5 naye paise to 6 naye paise—in other words, one anna for the post card which Babu Jagjivan Ram and myself used to post for one pice only.

We have increased enormously our postal rate on the envelope also. Yet, probably to make both ends meet, we have again cast our eyes upon the user of the post card also. The post card has gone out of use so much that it is now being used only by the very poor people who do not want to hide anything and who want to write everything on an open post card. Only very plain, simple and honest people use these post cards. The rich people want to use envelope and they do not care if they pay a little more (*Interruption*).

Postal and telegraph delays and wrong deliveries of postal articles have increased to a very great extent. I will narrate one very easy example. I addressed a letter to one very important person. Instead of that being delivered to him it was delivered to Seth Govind Das.

Shri Jagjivan Ram: He is also very important.

Shri U. M. Trivedi: The other gentleman was equally important—he was Shri Govind Lal a mahant of a particular place. Instead of being delivered to the mahant it was delivered to Seth Govind Das although all particulars were given on the address. This is a daily occurrence. I had occasion very recently to go to Jagbalpur and I wanted to send a telegram. The signaller would not read my hand-writing. Certainly, I do not write a very bad hand. But he could not read it. He just threw the paper away saying: ऐसा नहीं पढ़ सकते हैं। ए बी, सी, डी मैं लिखिये। I could not understand what he meant by "A,B,C,D". Then I realised that he wanted me to write in capital letters. If there are such employees who cannot read even ordinary writing I do not think they should be in such employment at such important stations.

Mr. Speaker: He has given me a good remedy, because sometimes I also find it difficult to read an Hon. Member's hand.

Shri U. M. Trivedi: Sir, the telegraphic charges are on the increase, and we are now suggesting longer telegrams with higher charges. Slowly but surely we have been feeling that there is something radically wrong with the telegraph branch of our Posts and Telegraphs Department. Send a telegram even to a distance of 50 miles, you are sure to walk that distance but the telegram may not reach its destination. We can never expect that ordinary telegrams will reach their destinations before you reach them by train. What is the function of a telegram if it is not telegraphed. The very word indicates that the writing is to be carried to distances by virtue of the use of an instrument evolved long long ago, now a century old. We are going back and the telegraph system has become useless for that purpose. The worst offenders in this case are the so-called licenced telegraph offices of the Railways. The very first thing they will say is: "Go to the Post and Telegraph office". A passenger travelling on the train will not go to a Post and Telegraph office to send a telegram. If he could do that he would not have gone to the station at all. These offices at the railway stations are meant for it. At some important stations they are supplied with government telegraph system. Even though the dummy is supplied to them by the Government, they will not make use of it. They will never send a telegram by the ordinary circuit by which they send the telegrams of the Railways. I do not know why it is so. Is any check being made by the Government that they should not use the instrument or is any check made by the Railway Administration that they should not use the circuit which is meant for their telegrams? Railway telegrams are not so numerous. Nowadays, the railways have developed wireless lines and, therefore, the congestion on the railway telegraph lines has been reduced to a very great extent. Yet, this difficulty has been felt. Some of the signallers

are so bad and so callous that once I noticed that they put a big stone on the dummy so that it may not make any noise when they are sleeping. We must put a check to all such actions and those people must be brought to book for doing such wrongs.

16 hrs.

Shri Joachim Alva: The railway telegraphists are both inefficient and non-co-operative.

Shri U. M. Trivedi: All these qualities are always found only by you

Shri Raj Bahadur: By "you"?

Shri U. M. Trivedi: I am sorry, Sir. I meant Shri Alva.

Very recently, I made a request to our hon. Minister to provide some PCOs in the district from which I come, which is in my constituency. He was pleased to listen to me very sympathetically. An amiable gentleman as he always is, he gave me a good hearing and assured me that everything possible would be done. But, unfortunately, for the last one year, although I have been making frequent requests, this has not been done, and the excuse is—and he was justified in giving that reason—that due to the emergency the stocks have been depleted. But I find from the Report that there have been increase of 217 telegraphic offices and 247 PCOs during 1961-62. If this increase can be carried out in other areas, I certainly feel that the unfortunate Madhya Pradesh also must get some consideration at his hands, particularly the district from which I come, which is no doubt a very backward area. The four stations which I have mentioned are Piplia, Malhargarh, Narayangarh and Swasra, all within my constituency. All these four stations have got telegraphic instruments for the railway stations. Therefore, when 33,000 additional telephones have been supplied how four instrument telephones could not be spared for these particular stations passes my comprehension. I would make a very earnest request to the hon. Minister to kindly look into the matter. As a

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matter of fact orders were placed for supplies for these four stations but, somehow or other the Engineering Branch, which deals with it, does not consist of very honest persons. They always try to make money out of the supply of instrument to places where they are to be installed.

Shri Birendra Bahadur Singh (Rajnandgaon): Please include my Drug district also for this purpose.

Shri U. M. Trivedi: Yes, that must also get that benefit.

Then, another thing which has struck me very recently was the carelessness with which the R. M. S. people have started handling Postal articles formerly only railway porters handled railway parcels, even when they contain labels like "glass—handle with care", "keep this side up" or that side up. They callously throw those parcels, ignoring all those labels. But this was not the practice in post offices; the postal people used to handle things very carefully. But, unfortunately, very recently I had occasion to see at Nagda how postal parcels and bags were being thrown in and across. From the carriages they are thrown across the railway lines, then they are taken up and thrown across to the platform and then again thrown into the compartment. I accosted the person concerned, but he said:

साहब क्या करेंगे । दो आदमी हैं, इतने सारे थले आते हैं ।

"I cannot handle it alone". So, this sort of thing is taking place. I hope the hon. Minister will look into this state of affairs.

Then I would like to say a few words about the recruitment policy of the Posts and Telegraphs Department. On account of the change in the recruitment policy, persons of a particular type coming from a particular area of the country get recruited in larger numbers than the local people who are available at the local stations. Something must be done so that the recruitment is spread all over India; it should not be limited

to particular areas where people are always aspiring for service.

Shri Jagjivan Ram: Will he kindly amplify that? I have not been able to follow his point.

Shri U. M. Trivedi: All the new recruits are people from Delhi, refugees and others. Only they get recruited and boys coming from the rural area in my State get no chance whatsoever in recruitment.

Shri Jagjivan Ram: They don't apply or what?

Shri U. M. Trivedi: They do. But they never get a reply.

Shri Jagjivan Ram: I am surprised. Everybody was called for the examination.

Shri U. M. Trivedi: You will be surprised because these things are not brought to your notice.

Shri D. C. Sharma (Gurdaspur): Why are you against refugees?

Shri U. M. Trivedi: It is not a question of refugees. It is a question of employment for all.

Then the question is about the wireless licences that are being issued. Unfortunately, the rule, as it exists, is even if the wireless is not working, the set is useless, the wireless licence has got to be obtained.

Shri S. M. Banerjee: Sell it out.

Shri U. M. Trivedi: That is all right. But that fellow also will have to pay it. The whole question is, somebody will have to pay it.

Shri S. M. Banerjee: I will buy it.

Shri U. M. Trivedi: Do it. Therefore, some method must be evolved whereby a certificate can be issued to the effect that a particular set is of no use and under those circumstances this must be exempted from the charge which is to be levied because, I say, it has been made a penal offence also. Therefore, it becomes extremely difficult.

Then, about the improvement in the technique of our receiving ma-

sages and other things, the new system of pulse and digital has been in use at some places during the last decade. But I do not know whether we have made any use of this up to date. I would request the hon. Minister that he must make use of not only his knowledge but also the knowledge that is available to him through his officers and all the recent advances of technical nature must also be made use of because this is specially a science subject in which proper use of technical knowledge is to be insisted upon so that the progress along with the other countries must be maintained in this direction.

Then, I would say something about this Transport Department, for a short time, over which also our Ministers rule. This Transport Department is a very big department in itself. We spend thousands and thousands and lakhs and lakhs of rupees and I am glad that we have now got a Border Transport Board also. But what has been the progress? Even today, when I was reading this report, I find some cost of limitation is being put there. There is the Joshimath-Rishikesh road. Why Joshimath-Rishikesh road? Why cannot this name be extended? When the road is being extended. I have myself seen it. It is being extended to Badrinath; it is being extended to Kidarnath. Why still there is an indication that it is being extended only upto Rishikesh? Why is there no rapid progress of this road? Only here and there is work going on 5 labourers here and 8 labourers there and 10 labourers at another short distance and that is all. The progress is nothing. It is negligible progress. Why should not the progress be very rapid particularly when this emergency is facing us for the last 8 years practically. Why has the progress been delayed to that extent? I would, therefore, say that in this direction also, our efficiency must be made to be felt.

Then, a proposal, a very worthy proposal, had been made for, what

you call, unrestricted movement of vehicles chartered by tourists. It was a most desirable thing. Now sometimes people make use of even motor vehicles for their pilgrimage. They purchase a vehicle and they want to go all over India and perform their pilgrimages and save the space in the Railways also. If such people, or even the tourists coming to India, require that a particular type of licence must be given to them, by which no further counter-signature of any nature is to be made, that particular rule must now be made current for the purposes of such tours. It has been said that a committee was set up at the conference of State Transport Commissioners held in January 1962 to suggest measures to ensure un-restricted movement of vehicles chartered by tourists and the committee has recommended that a certain number of taxis and a certain number of other vehicles by each State may be licensed for this purpose. I do not know what has happened about it. Steps have been taken; they have not fructified up to 1963.

Then, about the making of roads. I do not know how some States always manage to get a share bigger than others. I always feel for my State; probably because there is no very senior Minister from my State, there is nobody to push things in the Cabinet.

Shri Jagjivan Ram: Your State is in the centre.

Shri U. M. Trivedi: That is why it is made into a zero. I am thankful to you. Madhya Pradesh has been given for road development Rs. 17.30 lakhs whereas Orissa has been given Rs. 237.99 lakhs. Bihar, the State of my friend the Minister has been given Rs. 476.85 lakhs; Maharashtra even has got Rs. 218.80 lakhs which has taken a big slice of the old Madhya Pradesh area. Why such a big difference of giving only Rs. 17.30 lakhs? Still go a little further. The loan which is required for the purpose of

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expansion has yet to be granted. Madhya Pradesh has not yet been provided with any grant from the Central Road fund. Why this differentiation? I will request that this discrimination between State and State to such a great extent must be avoided.

Another thing that I would like to bring to your notice is this. At some places, we have introduced what we know as the State transport corporation, that is nationalisation of highways. But, we have not yet introduced nationalisation of goods carriers, so far as goods transport is concerned. A complaint has reached me that at Shillong, the movement of potato and movement of other commodities from Shillong to Gauhati is so controlled by the Government of Assam that only particular vehicles belonging to the Assam Government are allowed to carry the potato, with the net result that the poor tribal people suffer on account of high prices. The Government charges Rs. 2 per maund of potato to be moved from Shillong to Gauhati, a distance of 56 or 57 miles. At other places, hardly 6 annas per maund are charged. Why is such a heavy rate charged and this is the commodity made dearer and not made available in the market? Naturally, the middleman gets more profit and the poor tribals less on account of this high rate. This must be looked into and must be checked. I do not know how much time I have taken. But, I will like to finish very soon.

I come a little to the shipping business in our country. The question of shipping has been neglected—neglected in the sense that mercantile marine which ought to have been developed to a very great extent is still in its infancy. We have not developed it at all—not worth the name, or commensurate with the vast coastline that our country has got.

Shri D. C. Sharma: Which are the harbours of Madhya Pradesh?

Shri Kapur Singh (Ludhiana): Madhya Pradesh is the hub of India.

An Hon. Member: Narmada is there.

Shri U. M. Trivedi: People are not yet made sea-minded and recruitment is also of a very meagre type. So much so that—I will read one sentence that is there in the report—visa facilities have been provided for Pakistani nationals for our mercantile marine. Why is this; I do not understand. We had one difficulty very recently and if I remember aright, the hon. Minister Shri Raj Bahadur had to run to the Assam front to make some arrangement very recently for breaking their strike. Upon these people we should not depend. After all, they are different nationals and they are foreigners. On them we cannot depend. The earlier we do it, the better it is for us.

One thing which strikes me in this connection is this that somehow this public sector malady that has gone into us is not a very paying business for us. It is costing us heavily, and either some remedy must be found for getting more benefit from this public sector or something else must be suggested against this public sector.

I gave an illustration of the Hindustan Shipyard Limited. The total outlay is about Rs. 5,78,50,000, and the profit that this company has given to us is the bare sum of only Rs. 43,000 giving us a yield of 0.0016 per cent. It is a very shameful thing that we are having. Again, I shall give the illustration of Air India. In Air India, the outlay has been Rs. 2,520 lakhs, and the profits have been Rs. 38.86 lakhs, giving us a yield of 1.3 per cent. only. Then, again, in the IAC, the outlay has been Rs. 1920 lakhs and up to 1962, the profit that we have been given is Rs. 7.88 lakhs, which gives us a yield of 0.4 per cent. I say that it is high time that public money is not invested in this manner or at least not given in the hands of such people as cannot give a proper return for the money that we have so far invested.

Shri Jagjivan Ram: What was the profit when it was in private hands?

Shri U. M. Trivedi: I am thankful to the hon. Minister for having interrupted me in this manner. I must tell him that in the private companies, it is this Government which has accepted the proposition that 6 per cent standard profit must be there, and it is on account of this 6 per cent standard profit that is allowed to them, that we are now going to pass into law the new taxation measure, namely the Super-Profit Tax Bill; there you assume and presume that 6 per cent profit is necessary.....

Shri Jagjivan Ram: What relevance has it got with this?

Shri U. M. Trivedi: Then again, if you go to any income-tax officer, he is not prepared to believe what you say. If any trader tells him that his profit is only 3 per cent, he is not prepared to believe him, and he says that his profit would be 30 per cent or 20 per cent or 40 per cent. So, this matter must be looked into.

Shri Morarka (Jhunjhunu): The hon. Member has not answered the question asked by the hon. Minister.

Shri U. M. Trivedi: If the income-tax officer could say like that to the trader, can we not also tell our hon. friend here that he should also make this profit of 6 per cent? The investment made by Government is Rs. 920 crores, and that is giving at present a yield of only 0.93 per cent. For eight years, if the yield was calculated at the rate of about Rs. 54 crores per year multiplied by eight, then that would come to a profit of about Rs. 400 crores, and there would be no need for any taxation this year if that thing had been done by us.

Dr. M. S. Aney: The hon. Minister had risen twice to interrupt you and say something.

Shri U. M. Trivedi: I do not want to yield. He will have his chance tomorrow.

I would, therefore, say that even the high salaries that are being paid in the IAC or in Air India must always be commensurate with the work that is to be done by them, and at the same time, they must bear some proportion to the salaries drawn by the other employees similarly employed at other places, and must not be so out of proportion as to us no yield. You say that you are earning Rs. 1501 lakhs in IAC, but you are spending Rs. 1494 lakhs for maintaining this thing. This is no good business at all, that you spend all that and yet go on taxing the people so heavily and again go on spending money like this. So, something should be done.

You are in charge of a very big Department. I know that it is a very big department.

An. Hon. Member: He is referring to your department, Sir?

Shri U. M. Trivedi: I have taken a good deal of time already.....

Mr. Speaker: If even a Member like Shri U. M. Trivedi cannot address the Chair, what should I do?

Shri U. M. Trivedi: I am sorry, I did not hear the second bell. I conclude now.

श्री कामले (लाटूर) : अध्यक्ष महोदय, परिवहन तथा संचार मंत्रालय की ओर से जो मांग आज प्रस्तुत की गई है उस का समर्थन करते हुए मैं अपने कुछ विचारों को रखना चाहता हूँ ।

यह विभाग देश के लिये एक विशेष स्थान रखता है और यह बहुत महत्वपूर्ण विभाग है। इस विभाग से जनता का सम्पर्क, उद्योग व्यापार का सम्पर्क और सुरक्षा का सम्पर्क होता है।

अध्यक्ष महोदय : माननाय सदस्य एक मिनट के लिये मुझे माफ करेंगे। आज हम को इस मांग पर विचार दो बजे शुरू करता था, लेकिन हम ने उस को २.४५ पर शुरू किया। इस तरह से हम ४५ मिनट पांचे बले गये।

[अध्यक्ष महोदय]

श्रीगर मेम्बर साहबान मान जायें तो मैं दर-छावास्त करूँगा कि आज हम आधे घंटे का समय और ले लें और साढ़े छः बजे तक बैठ जायें।

श्री उ० मू० त्रिवेदी : आज नहीं साहब, आज तो हम सोच रहे थे कि ५ बजे का रूल चलाया जायेगा ।

अध्यक्ष महोदय : ५ बजे का तो सवाल है। पैदा नहीं होता क्योंकि ६ बजे तक तो बैसे ही सदन को बैठना है ।

Shri D. C. Sharma: It would be difficult for us to sit late today because today is Tuesday and some of us are fasting. We can sit late tomorrow.

Mr. Speaker: The Minister says that he has to leave tomorrow at about 7 P.M. and he desires that he might be free at about 6 P.M. So it would be difficult for us to sit late tomorrow if he has to reply at the end.

श्री तूलशी दास जाधव (नारेड) : साढ़े ६ बजे तक चलने दाजिए ।

Shri D. C. Sharma: Then we shall oblige him.

Shri Jagjivan Ram. I am thankful to the House.

श्री कामले : मैं कह रहा था कि इस विभाग का जनता से बहुत बड़ा सम्पर्क है, इसलिए यह महत्वपूर्ण विभाग है। यह विभाग ऐसा है जैसेकि शरीर में नाड़ियां और धमनियां हैं, जोकि सारे शरीर में रक्त का संचार करती हैं। इसी प्रकार यह विभाग भी है। देश में सड़कों का, तार का, टेल-फोन का तथा अन्य यातायात के साधनों का प्रबन्ध करते हैं। देश के कार्यों को ठोक तरह से चलाने में महत्वपूर्ण योग देता है। यह

विभाग जिन मंत्रो महोदय के हाथ में है उन से इस विभाग को प्रगति की आशा है क्योंकि इस से पहले जो भी विभाग हमारे मंत्री जो के हाथ में रहे हैं, उन में उन्होंने काफी प्रगति की है। इसलिए हम को विश्वास है कि इस विभाग की भी वह उसी प्रकार उन्नति करेंगे।

मारे देश को यातायात की दृष्टि से यह विभाग कई भागों में बांटा गया है। लेकिन समय कम होने के कारण मैं उस विषय को चर्चा विस्तारपूर्वक नहीं कर सकता। केवल जिस प्रदेश से मैं आता हूँ उस की कठिनाइयों की ओर मैं मंत्री महोदय का ध्यान दिलाना चाहता हूँ।

अर्भा: महाराष्ट्र के विषय में माननाय सदस्यों ने आंकड़े दिए हैं। मैं उस में जाना नहीं चाहता। महाराष्ट्र के जिस भाग से मैं आता हूँ उस को भराठवाड़ा कहते हैं। यह भाग पांच जिलों का है। यह भाग पहले हैदराबाद राज्य के अन्तर्गत था। निजाम के समय में इम प्रदेश का बहुत कम विकास हो पाया। जो देश का भाग अंग्रेजों के अध्यायन था उस में कुछ विकास हुआ भी लेकिन जो राज्यों में था उस में प्रगति बहुत कम हो पाई। स्वराज्य मिलने के बाद सन् १९५२ में हमारा इलाका शेष भारत के साथ मिलाया गया। उस के बाद वहाँ कुछ काम प्रारम्भ हुआ। लेकिन जो काम हुआ वह ज्यादातर हैदराबाद आदि बड़े शहरों में हुआ, जो पिछले हुए इलाके थे उन में प्रगति नहीं हुई। पांच साल पहले से कुछ काम हमारे यहाँ शुरू हुआ। लेकिन उस के बाद जब भापावार प्रान्तों का पुनर्गठन हुआ तो हमारा भराठवाड़ा का भाग महाराष्ट्र के साथ जोड़ दिया गया। तो इस पांच जिलों के भाग में कोई व्यापक प्रगति नहीं हो पाई। अब और भी जो कार्य हो रहा है वह भी धीमी गति से हो रहा है, अर्भा भी वह धीमी गति से हो रहा है। मैं कहता हूँ कि इस पांच जिलों

के भाग में जिस में ५० ताल्लुके हैं, सड़कों की, तार की, टेलाफोन आदि की व्यवस्था नहीं है। इस भाग में ऐसे स्थान हैं जिन से पचास-पचास, साठ-साठ और सी माल तक तार धर नहीं है। तारधर का मुकिया का होना मुरक्का का दृष्टि से और लोगों को मुकिया का दृष्टि से अत्यन्त आवश्यक है। इस का मैं आप को एक उदाहरण देना चाहता हूँ। मराठवाड़ा में एक स्थान है निलंगा जोकि उसमानाबाद से सी माल को दूरी पर है। वहाँ के लिए टेलीग्राफ का या टेलिफोन का कोई अन्य मुकिया नहीं है। मराठवाड़ा में ऐसे अनेक पिछड़े हुए स्थान हैं। उन के नाम मेरे पास हैं, लेकिन समय कम है इसलिए मैं उन को यहाँ नहीं रख सकता।

मराठवाड़ा के जो पांच जिले हैं, उस मानाबाद, नांदेड़, बांड, परभण। और औरंगाबाद इन में आधे तहसीलों का डिस्ट्रिक्ट हेडक्वार्टर से टेलाफोन और टेलीग्राफ का कनेक्शन नहीं है। तान चार स्थानों को छोड़ कर शेष स्थानों में यह मुकिया नहीं है। मैं प्रार्थना करूँगा कि जो इस प्रकार के पिछड़े हुए स्थान हैं वहाँ के लिए टेलाफोन और टेलीग्राफ की व्यवस्था होना। चाहिए और वैसे हो। वहाँ के लिए पब्लिक काल आफिसेज बनाने चाहिये। ऐसा आप करेंगे तभी ये पिछड़े इलाके आगे आ सकेंगे।

इस के बाद जो विजनेस सेंटर हैं उन के लिए भी टेलाफोन की व्यवस्था होनी चाहिए जोकि अभी नहीं है। हमारे क्षेत्र में एक ऐसा भाग है जो मूँगफला के लिए प्रसिद्ध है। वह है लातूर मार्केट जो उस्मानाबाद में है। मूँगफला को सब से बड़ी मंडी जो विदेशों को माल भेजती है। उस के आस पास जो मंडियाँ हैं उन से उस को कोई टेलाफोन से कनेक्शन नहीं है। मेरो प्रार्थना है कि ऐसे विजनेस सेंटर्स को तार और टेलाफोन द्वारा अन्य स्थानों से जोड़ा जाय जो आस पास में अन्य व्यापारी मंडियाँ हैं

ताकि व्यापार और उद्योग की प्रगति हो सके।

इस के बाद मैं पोस्ट आफिस के संबंध में एक चांज आप के सामने रखना चाहता हूँ। हमारे इलाकों में ऐसे बहुत से भाग हैं जहाँ मड़के नहीं हैं और न पोस्ट आफिस हैं। ऐसे अवस्था में लोगों के पास सन्देश पहुँचाने में बड़ा कठिनाई होता है। जिन देहातों में तहसील बहुत दूर है, उन इलाकों को सड़क द्वारा तहसील से जोड़ा जाना चाहिए और वहाँ पोस्ट आफिस बनाने चाहिये ताकि उन का शेष देश के साथ सम्बन्ध कायम हो सके।

पोस्ट आफिस के सम्बन्ध में एक बात और कहना चाहता हूँ। जो अल्प बचत योजना है उस का सम्बन्ध भा। आप ने पोस्ट आफिस से कर दिया है। लेकिन पोस्ट आफिस के वर्तमान कर्मचारियों के पास पहले से ही काम काफी है, इसलिए उन को यह काम करने में कठिनाई होती है। रुपया जमा कराने के लिए लोगों की लम्बी लाइनें लगती हैं और उस काम में काफी देरी होती है। इसी प्रकार लोगों को अपना रुपया निकालने में भी काफी कठिनाई होती है। जो काम के घंटे हैं उस के अन्दर कर्मचारी काम करते हैं तब भी लोगों को बहुत समय तक प्रतीक्षा करनी पड़ती है। इस कारण इस अल्पबचत योजना पर बुरा प्रभाव पड़ता है। मेरा सुझाव है कि या तो इस काम को किसी दूसरे के जिम्मे कर दिया जाय या पोस्ट आफिस में ही इस के लिए अलग से व्यवस्था की जाय ताकि लोगों की असुविधा दूर हो सके।

आगे मैं यह कहना चाहता हूँ कि जिन इलाकों में आप की नेशनल हाई वे गयी हैं वहाँ यातायात की काफी मुकिया है। बम्बई से जो हाई वे आती है वह उसमानाबाद जिले के उमरजा तालुके को छत्ती हुई निकल जाती है। जिस से हम को ज्यादा लाभ नहीं

[श्री कामले]

मिलता । हमारे पांच जिलों में अगर औरंगाबाद का कुछ हिस्सा छोड़ दिया जाय, जिस के कुछ भाग में सड़कों की व्यवस्था है, तो वाकी जिलों में सड़कों की बहुत कमी है । आप कहेंगे कि साधारण सड़कों का सम्बन्ध तो राज्य सरकार से है । मैं निवेदन करूँगा कि राज्य सरकार को योजना के अनुसार कुछ रूपया सड़कों के लिए मिलता है और वह जन संघर्ष के प्राथार पर राज्य में लगाया जाता है । इस प्रकार हमारे भाग में बहुत कम पैसा आता है और इसलिए हमारा काम अधूरा पड़ा रह जाता है । मेरी प्रार्थना है कि अगर इस सड़कों के काम बोरोज राज्य सरकार पूरा न कर सके तो पिछड़े इलाकों के लिए केन्द्रीय सरकार राज्य को स्पेशल अनुदान दे ताकि इन इलाकों में सड़कों की व्यवस्था ठीक की जा सके । मेरी प्रार्थना है कि ऐसे इलाकों की ओर, जहां सड़कें नहीं हैं और जहां तार, टेलीफोन आदि की सुविधाएं नहीं हैं, केन्द्रीय सरकार को विशेष ध्यान देना चाहिए ताकि उन को आगे बढ़ाया जा सके ।

आगे मैं पोस्ट आफिस के सम्बन्ध में यह कहता चाहता हूँ कि हमारे यहां जो पोस्ट आफिसेस हैं उन की इमारतें बहुत छोटी हैं उन में काम करने वालों की संख्या तो बड़ गई है लेकिन इमारतें वही पुरानी चली आ रही हैं । इससे काम करने वालों को और जनता को भी तकलीफ होती है । इसलिए मेरी प्रार्थना है कि इन पोस्ट आफिसों के लिए अधिक भूमि ले कर बड़ी इमारतों की व्यवस्था की जाय ।

मैं फिर इस बात को कहना चाहता हूँ कि देहातों में और तालुकों में हमारे इलाके में सड़कों पर विशेष ध्यान दिया जाये । जो छोटी सड़कें हैं उन को राज्य सरकार बनावे लेकिन जो बड़ी सड़कें हैं और जो कि पैसे की कमी के कारण और दूसरे कारणों से राज्य सरकार द्वारा नहीं बनाई जा सकतीं उन को केवल अपनी सहायता से बनवाने की व्यवस्था

करे । ऐसा होगा तभी ये पिछड़े इलाके आगे आ सकेंगे ।

तार के सम्बन्ध में मूझे एक बात कहनी है कि कई जगह तार के खम्भे लकड़ी के हैं जोकि बरसात में सड़ जाते हैं और गिर जाते हैं । तार के खंबे कितने ही दिनों तक पड़े रहते हैं उस का पता शायद आफिस में जल्दी नहीं लगता है । बहुत दिनों के बाद वह खम्भा उठाया जाता है और काम शुरू किया जाता है । इसलिए मेरा सुझाव है कि ऐसी जगहों पर लकड़ी के खम्भे न लगा कर लोहे के अच्छे और मजबूत खम्भे लगाए जायें, ताकि तार आफिस टीक तरह से काम कर सके । कई बार होता यह है कि अगर कहीं पर कोई तार गिर गया, तो चूंकि तार आफिस को उस का पता नहीं होता है, इसलिए अगर उस समय किसी ने कहीं तार दे दिया, तो उस की कोई कीमत नहीं होती है । पत्र के समान तार ढाक में जाता है । मैं माननीय मंत्री को सुझाव दूँगा कि लकड़ी के खम्भों की जगह लोहे के खम्भे लगाए जायें । आखिर मैं मैं कहाँगा कि पिछड़े हुए इलाकों की तरफ ज्यादा ध्यान दिया जाये, यही प्रार्थना है ।

श्रीमती लक्ष्मी बाई (विकाराबाद) : अध्यक्ष महोदय, आप को बहुत धन्यवाद कि आम ने मुझे समय दिया ।

ट्रांस्पोर्ट एंड कम्युनिकेशन्ज मंत्रालय का देश के जीवन में बहुत महत्व है । उस से लोगों को बहुत सुविधा मिलती है । यह मंत्रालय बहुत तरक्की कर रहा है और उस का काम बहुत बढ़ रहा है । यह मंत्रालय बहुत अच्छा काम कर रहा है और इस के लिए मैं माननीय मंत्री जी को बधाई देती हूँ । इस सम्बन्ध में मैं कुछ सुझाव उन के सामने रखना चाहती हूँ ।

थड़े फ़ाइबर-यीग्रर प्लान में नेशनल हाई-वेर्ज के लिए करीब ४६ करोड़ रुपये रखे गए हैं । लेकिन मैं देखती हूँ कि इस सम्बन्ध में आनंद

प्रदेश के जो आंकड़े चार साल पहले थे, उन में कोई वृद्धि नहीं हुई है और जितना माइलेज उस वक्त था, अब भी उतना ही है। वह बदा ही नहीं है, शायद घट गया है, क्योंकि कई जगह रिपेयर वर्हर नहीं हुई होंगी।

मैं मिनिस्टर साहब का ध्यान इस तरफ दिलाना चाहती हूँ कि आन्ध्र प्रदेश में कई टैक, तालाब और नदियाँ हैं और बहुत सा पहाड़ी डलाका है। वहां पर पहले हाईवेज तालाबों के ऊपर से जाते थे, लेकिन अब तालाबों के नीचे से जाने लगे हैं। मैं समझती हूँ कि वह तो ठीक है। परन्तु बात यह है कि तालाबों के नीचे की जमीन बहुत अच्छी होती है और वहां पर पैदी वर्गरह बहुत पैदा होती है। हाईवेज बनाने के लिये वहां पर दिल खोल कर और बहुत चौड़ी जमीन ले ली जाती है, लेकिन सालों गुजर जाते हैं और फिर भी उसका कम्मेन्सेशन देने की बात ही नहीं की जाती है। जब कोई जमीन ले ली जाती है, तो उसके दोनों तरफ की जमीन बहुत खराब हो जाती है और उसकी रक्षा नहीं हो पाती है। किसानों का इस प्रकार बहुत नुकसान होता है और उनकी जिन्दगी बिगड़ जाती है। हम देखते हैं कि सड़क के लिये अठारह या बीस फुट जमीन की जरूरत होती है, लेकिन चालीस फीच जमीन ले ली जाती है। जमीन लेने के दो तीन साल बाद तक सड़क नहीं बनाई जाती है। अगर वहां पर कोई नदी-नाला हो, तो उस पर पुल नहीं बनाया जाता है। चांर पांच साल तक किसान की फसल खराब होती रहती है। वह बेचारा रोते रोते थक जाता है। अगर वहां पर कोई लोकल लीडर आता है, तो वह उसको कह देता है, लेकिन इस प्रकार कहते कहते वह थक जाता है। इन हाईवेज के बनाने से कई लोग तो खुश होते हैं, क्योंकि उन को सहायतें मिलती हैं, लेकिन किसानों को उनसे बहुत नुकसान होता है।

हमारे मिनिस्टर महोदय गांवों की जिन्दगी को जानते हैं। मैं आप के जरिये से उनकी तवज्ज्ञह इस तरफ दिलाना चाहती हूँ कि सड़क बनाते वक्त बड़े बड़े गड्ढे खोदे जाते हैं और कंकड़, पत्थर वर्गरह दूर दूर तक डाल देते हैं, जिनको साफ करने वाला कोई नहीं होता है। अगर किसान उन लोगों को रोकने की कोशिश करते हैं, तो वे कहते हैं कि यह गवर्नर्मेंट की सड़क है। बरसात में वहां पर पानी भर जाता है, जमीन भी वह जाती है और फसल नहीं होती है। माननीय मंत्री मेरबानी करके रेल या मोटर पर वहां जायें और देखें कि वहां पर दोनों बाजू कितने गड्ढे होते हैं और कितनी चौड़ी जमीन ले ली जाती है।

इस रिपोर्ट से मुझे मालूम हुआ कि इन्टरनैशनल डेवेलपमेंट एसोसियेशन वाले मंत्रालय को २६ करोड़ रुपये दे रहे हैं। मंत्रालय स्टेट्स को खर्चा और एड दे रहा है। जहां से मैं आती हूँ, वहां की आवादी साड़े तीन करोड़ है। वह बहुत बड़ी जगह है, कोस्टल एरिया है और वहां पर पहाड़ भी हैं। वहां पर १,५० हजार स्क्वेयर माइल्स जमीन है। वहां पर सैकड़ों नदियाँ और हजारों टेक्स हैं। इनका होते हुये भी आंध्र प्रदेश को कोई एड नहीं दी जा रही है। हमारी स्टेट एक एग्रीकल्चल स्टेट है। वहां पर किसानी बहुत होती है। हमारे यहां नदियों पर पुल न होने की वजह से आने जाने के रास्ते बन्द हो जाते हैं। बरसात में कोई कहीं भी आ जा नहीं सकता है। अगर चार मील के फासले पर किसी जगह जाना हो, तो तीस मील का चक्कर लगा कर वहां पहुँचा जा सकता है। गांवों में जो गरीब लोग आज कल के इस डेवेलपमेंट पीरियड में सामान बनाते हैं, एक गांव से दूसरे गांव जाने का रास्ता न होने से उनको बहुत तकलीफ और नुकसान होता है। मेरे एरिया में नारायणखेट में, जो कि तालुका हैडवर्टन, है, अभी भी कोई टेलीशाफ टेलीफोन आफिस नहीं है।

[श्रीमती नक्षमी बाई]

अगर कोई मर जाये, तो इनकर्मशन देने के लिये या तो मोटर में जाग्रो या ११२ मील का फासला एक हफ्ते में तय करो। मंत्री महोदय को रहम करना चाहिये और वहां पर ये सुविधायें देने की व्यवस्था करनी चाहिये। उनको एक सरवे करवाना चाहिये कि किस जगह पर ज्यादा फंडिंग कि जरूरत है। हम पुरानी स्टेट में रहते थे, जहां इतनी सुविधायें नहीं होती थीं, लेकिन पन्द्रह साल के बाद आज भी वही स्थिति है और कोई सुधार नहीं हुआ। सरकार की ओर से उस क्षेत्र को कोई सुविधा नहीं दी जाती है।

केवल आंध्र प्रदेश ही नहीं, जितने भी पिछड़े हुये इलाके हैं, उनकी तरफ ज्यादा तब्ज़ह दे कर उनको महायाता देनी चाहिये। माननीय मंत्री को स्टेट गवर्नरमेंट की तब्ज़ह भी इस तरफ दिलानी चाहिये और उनको कहना चाहिये कि ये सुविधायें उपलब्ध न होने से डेवेलपमेंट रुक रहा है। यह विभाग एड्केशन मिनिस्ट्री की तरह नहीं है कि जो रुपया खर्च किया जायेगा, वह वापस नहीं आयगा। यह विभाग विजिनेस लाइन्ज पर काम करता है। वह जितना खर्च करता है, उतना उस के पास वापस आता है। मगर उसके पास ताकत नहीं है और रुपया भी नहीं है। वह हर बत्त धाटे पर चलता रहता है।

हम देखते हैं कि हर साल स्टैम्प्स, पासल और दूसरी चीजों पर पैसा बढ़ाया जा रहा है, लेकिन फिर भी टेलीफोन विभाग आदि सब धाटे पर चलते हैं। इसका क्या कारण है? लोग खत लिखने में डरते हैं। वे पन्द्रह, अठारह, बीस पैसे खर्च कर के खत लिखते हैं, लेकिन कभी कभी वह खत एक महीने के बाद पहुंचता है। मैंने २० ता० को यहां से गाड़ी के बारे में पत्र लिखा, लेकिन मैं वहां पर २६ तारीख को पहुंच भी गई और पत्र पहुंचता २८ तारीख

को। अभी हमारे एक भाई टेलीग्राम के बारे में कह रहे थे। मैं कहना चाहती हूं कि पचास मील की बात नहीं है, हैदराबाद यहाँ से ११०० माइल पर है। हम यहाँ से टेलीग्राम देते हैं, लेकिन वह टेलीग्राम हमारे पहुंचने के बाद पहुंचता है।

इसी प्रकार ट्रंक-काल करते हुये भी हम डरते हैं। हम सुबह चार, साढ़े चार बजे उठ कर ट्रंक मिलाने की कोशिश करते हैं। सब लोग साढ़े पाँच बजे तक सोते हैं। घंटी नहीं होती है। अगर घंटी होती भी है, तो कभी कहा जाता है इनको पूछो, कभी कहा जाता है उनको पूछो। बारह तेरह बार टेलीफोन करना पड़ता है। यहाँ पर दिल्ली में टेलीफोन बाले बहुत सताते हैं। आखिर यह क्या तमाशा है? यह बन्द होना चाहिये। इस संकट काल में तो टेलीफोन, टेलीग्राफ्स और कम्यूनिकेशन का इन्तजाम बहुत अच्छा होना चाहिये और हर तरफ बहुत जागरूकता होनी चाहिये।

एक सुझाव मैं देना चाहती हूं। यह ट्रांस-पोर्ट के बारे में है। आप वसें तो अच्छी चलाते हैं। लेकिन गाँवों की तरफ भी आपका ध्यान जाना चाहिये। गाँवों में वैजीटेबल्ज कैश क्राप्स दूध, अड़े, मेवे इत्यादि होते हैं। उनको लाने का प्रबन्ध सन्तोषजनक नहीं होता है। अगर इनको वहां से लाने का कोई सन्तोषजनक प्रबन्ध न हो तो गाँवों का डिवेलपमेंट नहीं हो सकता है, उनकी तरकी नहीं हो सकती है। इनको लाने की सुविधा न होने के कारण वे आसानी से शहरों इत्यादि में पहुंच नहीं पाती हैं। मैं चाहती हूं कि जहाँ आप वसें चलाते हैं, वहाँ आप एड देकर, खर्च कुछ हद तक भीट करके ट्रकों की कोशिशेटिव सोसाइटीज की मदद करें तो उनको लाने की सुविधा हो जायेगी। यदि ऐसा किया जाता है तो गाँवों के लोगों के लिये धंधे अधिक हो सकते हैं, उनकी खेती को उन्नति हो सकती

है और साथ ही साथ हमारा भी फायदा हो सकता है। मैं आशा करती हूं कि इस मुद्राव पर ध्यान दिया जायेगा।

Shri Muthiah (Tirunelveli): Mr. Speaker, Sir, I rise to support the demands for Grants for the Transport and Communications Ministry. The Ministry has jurisdiction over the three elements—land, water and air, and it covers a very wide variety of subjects. The Ministry has done meritorious service during the emergency period. During the emergency period, roads were built in the border areas within the shortest possible time. Telegraph and telephone communications were built in a short period of three months. The terrain was bad; the weather conditions were unfavourable; and the technical personnel and equipment had to be air-lifted. In spite of heavy odds, this Ministry has done meritorious work during the time of emergency and the Ministry has to be congratulated.

I come to the allotments in the budget for 1963-64. They are: For roads Rs. 7 crore, mercantile marine Rs. 1 crore, lighthouses and lightships Rs. 1 crore, aviation Rs. 54 crores, posts and telegraphs Rs. 95 crores, port development Rs. 7 crores and tourist organisation Rs. 67 lakhs. I feel that the allotment of Rs. 7 crores for port development for the current year 1963-64 is not sufficient, because a number of projects have been taken up. Major ports have to be improved and a number of intermediate ports like Mangalore and Tuticorin have to be developed. So, I think Rs. 7 crores will not be sufficient and more funds should be allotted for port development.

Tuticorin being my constituency, I would like to say a few words about the development of Tuticorin port. I visited Tuticorin on 2nd April. I saw the harbour site. I also contacted officials and non-officials connected with the harbour development. They

all feel that the work is slow. That is the feeling of not only non-officials, but officials also. The budget amount allotted for 1963-64 was only Rs. 10 lakhs for Tuticorin port. I had to plead with the Minister, Shri Jagjivan Ram in the Consultative Committee meeting and he was pleased to sanction Rs. 50 lakhs for the current year 1963-64 to start the construction work. On this occasion, on behalf of the people of Madras State in general and of Tuticorin in particular, I express profound gratitude to the Minister for sanctioning Rs. 50 lakhs for the current year.

A sum of Rs. 80 lakhs is absolutely essential for carrying out the immediate purposes according to the estimates prepared for 1963-64. With your permission, I will give an idea of the estimates for 1963-64: New railway siding Rs. 20 lakhs, buildings Rs. 2 lakhs, land acquisition Rs. 7 lakhs, machinery Rs. 10 lakhs, quarrying Rs. 20 lakhs, water-supply—storage Rs. 2 lakhs, electrical supply—transmission line and power station Rs. 1 lakh, service load and intercommunication in harbour area Rs. 3 lakhs and road connections Rs. 15 lakhs. So it comes to Rs. 80 lakhs, and this sum of Rs. 80 lakhs is absolutely essential for this year 1963-64. This is what the officials and non-officials connected with the Tuticorin Harbour development say.

Sir, I want to make a few requests to the hon. Minister. First of all, a Chief Engineer for the Tuticorin Port Project has to be appointed immediately. There is an urgent need for this appointment. Secondly, the Railway Authorities have to be asked to proceed with the work of laying the railway line from Meelavittan railway station to the harbour site. If this is done, then the stones from the quarries of Ambassamudram and other places can be brought easily and quickly to the harbour site, and it will be possible to begin the construction work without any difficulty. Thirdly, a new road has to be made

[Shri Muthiah]

from Palayamkottai to the harbour site cutting the Tiruchendur road. Fourthly, land has to be acquired without delay for the new railway line and for the harbour road. This is very essential. Only 150 acres of private salt pans and 100 acres of Government salt pans are to be acquired. I appeal through the Ministry to the Madras Government to start land acquisition proceedings without delay. The Madras Government should be requested to start land acquisition proceedings without any delay, because then only the harbour construction work can be started.

Now I come to the Sethusamudram project. I find in the budget that Rs. 7 lakhs have been allotted for this project for preliminary investigations. The project requires at least Rs. 15 crores according to the estimates of the Madras Government. The Ramaswamy Mudaliar Committee, at the beginning of the Second Plan, recommended that Rs. 10 crores were necessary. The Madras Government have revised that estimate and they now say that at least Rs. 15 crores are necessary for implementing the Sethusamudram project. It is a very vital project. This project has been long delayed. It has been in the air for a long time. It is quite vital and essential for the whole of India. Not only for a particular area, not only for the Madras State, but for the whole of India, it is very essential. It is a very mighty project and it will be very useful to the whole country. It will earn a lot of foreign exchange, because the ships and steamers that now go round Ceylon can avoid that longer route and they can halt at Tuticorin and utilise the Sethusamudram Canal. Because of this canal, the Tuticorin port will become very important as an international port and we can earn a lot of foreign exchange.

According to the findings of the Ramaswamy Mudaliar Committee, the two projects, namely, the Sethusamu-

dram Project and the Tuticorin Project are inter-linked and inseparable and they should be taken up together. The Committee has said in the report again and again that the two projects should be taken up together. One cannot be separated from the other and one cannot flourish without the other. Unfortunately, this Sethusamudram Project has not yet been taken up. The Committee recommended that it should be taken up and completed in the Second Plan period. It has been delayed, and I would appeal to the Ministry to take it up at least before the end of the Third Plan.

With regard to the tourist organisation, I want to say that tourist centres in the south, especially in the State of Madras have not been quite developed. They require to be developed. I should say here that Cape Comorin and Courtallam are excellent tourist centres in the Madras State and they are sure to earn a good lot of income to the Government if they are developed well and if proper publicity is given to them.

With regard to the Post and Telegraphs Department. I want to say that more post offices should be opened in the rural areas, and the delivery system in the villages requires to be improved very much.

With regard to the telephone system, I submitted a memorandum to the hon. Minister, Shri Jagjivan Ram, some time ago. The people of Tirunelveli want a separate telephone district for them. The employees of the telephone department there are also keen about it. I would request the hon. Minister to favourably consider this appeal and make Tirunelveli a separate telephone district, because it is a growing district where a large number of industries and institutions are growing up with the consequent demand for new telephone lines in increasing numbers.

With these words, I support the demands relating to this Ministry.

Shri R. Barua: Mr. Speaker, while rising to speak on this Ministry, I would like to say first of all that transport is very much necessary for the economic development of the country. Besides, in view of the present developments in our border, the defence requirements assume great importance, and they are very much dependent upon the transport policy. From our past experience we can say that this Government did not give due consideration to this important subject, as they ought to have. Also, there is no proper co-ordination between the various transport systems in the country. The Neogy Committee has been asked to go into this question and make recommendations, but I would like to know from the Government when the Neogy Committee report will be made available to the country. I do not think even the Minister of Transport knows when it will be available. This is the situation that obtains now, so far as our present transport position is concerned.

The Ministry are expected to inform the House and the country by their report the target of transport that they have set before themselves, the probable requirements of the country, how far we have advanced, what is the gap and the proportion of transport haulage that can be anticipated. But there is no mention about any of these things in the Report. It shows that the transport policy is being followed in an indifferent manner, haphazardly without any co-ordination whatsoever at any level.

According to the Third Plan, the long distance carrying capacity has to go up from 192 million tons to 342 million tons. Correspondingly, the short distance carrying capacity should also increase. Out of this, the railways will carry 250 million tons. Of the rest, 17 million tons are to be carried by the riverine and coastal route and the balance by road transport. It means that about 75 million tons shall have to be carried by road transport during the Third Plan period.

If we take into account the increase in our carrying capacity by roads during the last few years, we will find that only 12 million tons can be carried. That leaves us with a balance of more than 60 million tons still to be carried by road. Considering the progress that we have made so far is it possible that we shall be able to improve our road transport facilities six times during the next few years of the Third Plan? I do not think we can.

In that case, it is going to affect the industrial development of this country. It is conceded in all quarters that transport is very necessary and it is another bottleneck so far as our industrial development is concerned. In view of the present emergency resulting from Chinese aggression, it is all the more necessary that we should do all that is within our power to help the growth of industries from stage to stage, much more than it ought to have been in normal times. If we look at it from that point of view, do we find the same awareness in the Transport Ministry to improve the transport facilities? I submit, it is not there.

It has also to be conceded that the demand for transport will rise progressively. It cannot be said that its rise will be in proportion to the production that we have. If we feel that we should improve the transport facilities only in proportion to the increase in production, we would be committing a mistake. I am of the opinion that Government have not taken into account the progressive aspect of transport and communication. Now, that is not all. There are certain areas in respect of which different considerations must be taken into account. The economics of operation is not always the yardstick for measuring our improvement. We should also take into consideration other things. Even about our eastern part of the country comprising Assam, N.E.T.A., Manipur, Tripura and should I say West Bengal also, this is an area in which you cannot apply simply the

[Shri R. Barua]

consideration of economics of operation. They should take into consideration other factors also. But that is not done. In spite of the huge concentration of the Chinese on the northern border in Tibet and in spite of their increasing the road building projects, we lulled ourselves into complete indifference and the result was that on the very first onslaught on NEFA, the entire area was completely isolated from the rest of India. It is because the Chinese cried a halt on their own accord that this important region was somehow saved. Otherwise, nobody knows what would have the fate of this entire region. Therefore, I would like to draw the pointed attention of the Ministry to this aspect of this matter. Again, as I see from the figures, I would like to point out that no attention whatsoever worth the name was given and no seriousness on the part of the Ministry was evinced in so far as the transport policy in this region was concerned. For 100 sq. miles Assam, had only 1.96 miles of road and Bihar had 10.61 miles and there are other States which have 34.58 miles per 100 sq. miles. That is the glaring difference.

Next to road transport, I come to inland waterways system. With regard to the inland waterways system, there was complete apathy so far as Transport Ministry is concerned. There is only one river route, that is Brahmaputra and that again is also not exactly the inland waterway, but it is international waterway because it passes through Pakistan. This is not yet declared a national waterways although there is a provision for this. It is left to the States to do what they like. The result is, during the last emergency, the whole country faced a serious problem which is known to everyone because of the intransigent attitude of Pakistan and the crew who are mostly recruited from that country. So far nothing has been done. From the report I find, although so much importance is stated to have been given to the maintenance of this

inland waterways of the Brahmaputra, nothing is done. This is what the Ganga Brahmaputra Transport Board did:

"A sum of Rs. 20,350 was placed at the disposal of the Government of Assam for carrying out nautical survey of Brahmaputra river between Desangmukh and Dibrugarh. The work is in progress.

This is what they did. What is the result, we do not know. There is only one inland port, that is, Pandu.

"The construction of a riverine port at Pandu, being executed by the Assam Government did not make much headway during the year under review,"

When that is going to be completed, nobody knows. Of course, the Minister will probably give an answer that this is a matter to be undertaken by the State Government. This is a usual reply. But we are not concerned with this State or that State. We are concerned with the security of the country. We are concerned with the defence of the country. If that is so, the Government must come up with some measure to tackle the important problems. If things are allowed to be done in a routine way, I would submit, it will lead us to some precipice out of which we cannot get out.

17 hrs.

With regard to highways, Assam has got the minimum of highways. One of the highways is in between Brahmaputra in the south and Bhutan in the north. There are four important bridges to be constructed. Probably money was sanctioned 3 or 4 years ago. Up till now, nothing has been done. Supposing something untoward happened in the valley or Bhutan, how is the Government going to facilitate quick transport of supply, quick transport of the Army and all that? That has not been done. Whatever is there in highway No. 37 is not

up to the standard. The pavement and the specifications were for carrying the transport of 20 years ago. It cannot now bear either the intensity or the volume of transport today. That is the condition in which you have left the most strategic area. In North Bengal, there is no road worth the name. These are matters of policy which the Ministry must give attention to.

In reply to my question, I got intimation from the Ministry that attention is being given to the improvement of highways on a war footing. But, from my experience,—I left Assam on the 6th or 7th March and I happened to pass mostly through the entire route—I can assure you that there is no sense of urgency or war in road building. Nothing doing. Things are going on in the most normal and casual way. If things are allowed to go on like this, I am afraid, I do not know when we shall achieve the goal. Besides that, in this area, we are going to have a fertiliser plant because it is necessary to increase agricultural production to feed the people there and to relieve the strain on transport and all that. I do not know when the fertiliser plant will go into production. At any rate, if it goes into production, if we are to transport the oil that we are producing and if there is any sense or meaning in saying that we are going to control floods in Assam, we shall have to provide for adequate transport, for the movement of heavy machinery. Therefore, if all these things are taken into consideration, I submit that high priority should be given for the improvement of transport in that area.

Not only that. It is not about Assam that I am speaking. There is also Manipur to be looked after, and also Tripura. With regard to Pasi-Badarpur inter-state road, I submit, this is the only all-weather road between Assam and Tripura, and therefore connecting Tripura with the rest of India. That road was sanctioned in the First Plan. About Rs. 2 crores

was to be spent. It is only 82 miles. It is strange, even today, when almost we are nearing the end of the Third Plan, that road is not complete. There are four major bridges to be constructed. The other day, I read in the papers that Pakistan is building and improving their roads just beyond Tripura. In the event of danger facing Tripura, how are you going to tackle the problem: I do not know. This inter-state road is a matter for the Transport Ministry to deal with. It is very sad that these 82 miles of road, connecting Tripura with the rest of India, could not be done in three plan periods. What I find from the report is that for the construction of the 4 bridges, good contractors could not be had. If that is the reason, I have nothing to say. I draw the pointed attention of the Ministry to this aspect of the question to see that these strategic matters are not measured with the yardstick of operational economy and that some sort of urgency should be injected into it. This road problem is also interconnected with the riverine route. The Brahmaputra river is always known for its heavy floods, and at least for the last few years heavy floods were there, which not only disrupted the transportation system but also the economy of the entire area. Recently I have read in the papers that the flood level is gradually rising.

Therefore, I feel that if proper planning and sensible planning is really necessary, it is necessary for the entire area in this strategic region. Irrigation, railway and transport, all these three things should be entrusted to a core plan body which can draw up an integrated plan for all these things. Otherwise, disjointed attempts here and there will not be of any avail to the country. Such an integrated plan is very much necessary.

With regard to the Calcutta port, that is also drying up. The Haldia port is also giving trouble to us. So, all these things have to be taken together, and there should be a special plan body to investigate and advise Government with regard to all these

[Shri R. Barua]

three things together. If we just start a road somewhere and allow the Brahmaputra to go as it is, it is no use; similarly, if we allow the Brahmaputra to be tackled by the river board to which I have just referred, it would be of no use. If we merely spend about Rs. 10,000 or Rs. 30,000 that would be of no avail. The entire thing should be looked at from the point of view of an integrated approach. I am saying all these things with very great pain, because the strategic destiny of this entire area is dependent upon the policy that Government adopt today; otherwise, something very serious may happen to our country.

It may be said that there are certain matters which can be dealt with by the State Government, but so far as the State Government's exchequer is concerned, they cannot solve all these problems of a serious nature. You know, Sir, that we have to face the infiltration question. Then, we are also faced with the problem of the unfriendly elements of the Naga Hills area and we are also faced today with the Chinese aggression. Therefore, it is not possible. The Industries Minister of Assam has said that for the last few years the Central Government did not like to integrate Assam with the rest of India by rail or by road. This is not a statement which is made by me but this is a statement made by the Industries Minister of Assam.

Coming to air transport, I submit that during the last emergency, the boys who went to the different airports of Assam did a really magnificent job, and I must say a word of appreciation for them. But if I look at the internal working of the Ministry, it is really very surprising that in spite of our having a potential ground for development of aviation, our management of the whole affair has not been very much encouraging. The Public Accounts Committee has remarked that it is becoming almost a

burden to the exchequer and it is known for its extravagance on the one hand, and on the other, they are not capable of utilising the funds given to them. There are both the extremes; they are incapable of utilising the funds on the one hand, and on the other they are known for their extravagance, as, for instance, in the case of the stores department. Therefore, something must be rotten somewhere, and it must be straightened.

With regard to the facilities for the employees of the IAC, something must be done. It was said in 1961 that about Rs. 2 crores were provided for constructing houses for these employees, but nothing has been done up till now. Either houses must be given to them, or if that is not possible, Government must please arrange something to them by way of house rent allowance.

Mr. Speaker: The hon. Member should try to conclude now.

Shri R. Barua: I have not taken much time.

Mr. Speaker: He has taken 20 minutes.

Shri R. Barua: I am the only Member speaking from my party. There is none else.

Mr. Speaker: The hon. Member knows the number also.

Shri R. Barua: I shall finish within two or three minutes. Therefore, something should be done for them.

With regard to the posts and telegraphs department, much has been said. Efficiency is deteriorating in many respects. Crime is also increasing. We are very sorry about it. It has to be remedied. At the same time, is Government creating a proper atmos-

phere for the efficient functioning of the department. That is a point that has to be seen.

During the past few years, we have added so many rural post offices to the department. For the proper working of rural post offices, there ought to be a sufficient number of sub-post offices as well as head offices. As regards this, in 1947, for 23,340 rural post offices, they had 188 head offices. In 1961, for 76,839 rural post offices, we have only 289 head offices. So the proportion of rise is very much depressing.

At present, we want 200 more head offices and 4,000 more sub offices. If we cannot do that, I submit the entire thing should be stabilised before further increase is made in the name of popularity. Generally we go in for cheap popularity. We do not go by a proper appreciation of the real thing. Now that we have come to some stage of maturity, we should just stabilise the whole structure and then proceed to the next step.

With regard to tourism also, I want to make a few points. The tourist trade is a good source for earning foreign exchange. But the figures for 1961 and 1962 show a sharp decline; 3·9 per cent tourist traffic has declined. Therefore, this should also be looked into. Government should find out how we can attract more tourists. We should also exploit the potential markets overseas so far as tourist trade is concerned.

I also think there should be proper co-ordination in the promotional effort on the part of different departments. We should not allow the travel agents, tourist offices and the hoteliers to function in their own way. There should be some sort of co-ordination between them. I think there is a good indication of what we should follow in what Mr. Morris, an expert, has said on this subject. He has given us a good hint:

"Travel is a two-way business internationally and every member

of the industry who relies for his livelihood on the movements of people must make himself responsible for ensuring that the standards he expects in other countries for his clients are maintained in his own country for the visiting clients of other agents. I am sure that this principle is readily accepted and faithfully applied by all members of the Travel Agents' Association of India".

This is a subtle hint to us about our conduct.

With these words, I conclude.

Mr. Speaker: Besides the other cut motions already moved, the following cut motions would also be deemed to be moved.

Shri Priya Gupta: I beg to move:

(i) "That the Demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need to connect Kolasi village to Katihar in North Bihar by construction of a bridge and to connect it to the nearest National Highway. (9)]

(ii) "That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100."

[Need to sanction full scale uniforms to non-departmental Post Office employees in villages. (17)]

(iii) "That the demand under the head Capital Outlay on Roads be reduced by Rs. 100."

[Need to connect all Block Headquarters at Azamnagar, Pranpur, Manihari, Barari, Kadwa, Baisi Katihar in North Bihar to the nearest National Highway. (19)]

Shri Liladhar Kotoki (Nowgong): Within the limited time at my disposal, I would try to be very precise, as I intend to cover a lot of ground.

It is two years since the Neogy Committee on Transport Policy and Co-ordination submitted its preliminary report. I would request the hon. Minister to take up the matter with the Chairman of the Committee and see how the final report could be expedited.

In view of the twin policy of defence and development, it may also be considered as to whether the transport plan needs any modification. The road transport industry has been subjected to very heavy multiple taxation, both by the Centre and by the States. The effect on the economy due to this heavy taxation should be examined, and we should see how our road transport can be allowed to carry on economically. We should also examine the effect of this on the poorer section of the people, particularly the agriculturists. I fear that the price that will accrue to the farmers will be very much affected by this heavy taxation on motor vehicles.

The second point regarding road transport is the heavy increase in the incidence of road accidents. Some serious thought should be given to see how the occurrence of these accidents can be avoided, or at least reduced.

Coming to Civil Aviation, I would refer the Ministry to the 29th Report of the Estimates Committee presented to the House recently. It is very comprehensive and has made various valuable recommendations. I do hope that these recommendations would receive the earnest consideration of the Ministry.

I would like to know what progress has been made in the matter of replacement of Dakotas. From the Report I find that we have now only five Fokker Friendships. There was a

proposal to acquire another five of these. I would like to know what the position is regarding them.

There was also a proposal of acquiring four Caravelles. The Report says that the matter is under consideration. I would like to know when we are likely to get them.

I would like to emphasize two points made by the Estimates Committee. The first is regarding the training of pilots both for civil aviation and for the Air Force. The second is having separate airfields for the jet aircraft of the military and the civil aircraft at Delhi. This may apply also to places like Gauhati and Dibrugarh. This matter should be taken up with the Defence Ministry and expedited.

Reservation and cancellation at various important places like Delhi and Calcutta need urgent improvement more particularly because these cities cater to a lot of international tourists. I need not relate the difficulties faced by the passengers. The matter should be looked into and necessary steps taken.

17.19 hrs.

[**SHRI THIRUMALA RAO** in the Chair]

As regards the staff, I think the rules of promotion should be well laid down to avoid any legitimate grievances.

In cities where accommodation is very costly, either housing accommodation should be provided or allowances in lieu thereof should be given.

Adequate training should be given to the staff who have to deal with civilians both of our own country and from foreign countries, so that we get efficient service. I am glad that the Posts and Telegraphs Board is showing good and progressive results. I wish it onward success.

About inland water transport, I suggest to the Ministry to examine whether it is not time to bring legislation before this House to declare some of the important rivers like the Brahmaputra, Ganga, Krishna and Godavari as national waterways.

Having made these general observations, I would like to draw the attention of the Ministry and of the House to the special transport problems of the north-eastern region of our country. I need not take the time of the House by relating what the bottlenecks are since Partition and how this region was throttled. It came to highlight when the Emergency came. While speaking on Railways Demands I referred to the various measures taken by the Railway authorities to improve the rail-transport. When Babu Jagjivan Ram was the Railway Minister, we remember with gratitude what he did to lessen our transport difficulties in so far as the Railways were concerned. Happily, he is now at the helm of the Ministry of Transport and Communications. We are anxiously hoping that he would show the same care, concern and sympathy to improve the other means of transport between this region and the rest of the country.

I would refer the hon. Minister to the memorandum that the Members from Assam submitted to him on the 10th of November in which we made certain concrete suggestions as to the improvement of road system into and within Assam and the neighbouring areas like the NEFA, Naga Hills, Manipur and Tripura. We are earnestly hoping that these suggestions are receiving the Ministry's earnest consideration and we would like the hon. Minister to tell us what action has been taken or proposed to be taken.

As regards national highways connecting Assam with the rest of India, there are several missing bridges. The National Highways Nos. 31 and 37 have a lot of weak bridges. So far as North Salmara

Amingaon road is concerned, although the Brahmaputra bridge has been opened to road traffic, the approach road has not yet been completed on the alignment that has been sanctioned. These should be expedited.

As regards the inland water transport to Assam, it is known to the House how it was closed for nearly two months as a result of the strike of the Pakistani crew of the Joint Steamer Companies. This is a pointer, and therefore, in addition to the construction of the Broad gauge railway line to Jogighopa, the road system must be developed. It should also be examined whether it is not time to consider very seriously, —the proposal for the construction of the Ganga-Brahmaputra canal by connecting Mahananda, Teesta and Torsa with the proposed canal from Farakka barrage to Calcutta. I fully endorse what Shri S. C. Samanta said about the urgent need of the completion of the Farakka barrage for saving the Calcutta port. But I would add that this barrage will serve other purposes also, namely, it will improve the rail and road communication between Assam and Calcutta and the rest of India. Also, if the construction of the Ganga-Brahmaputra canal is taken up, then it will facilitate the inland water transport connection between Calcutta and Brahmaputra perhaps nearabout Jogighopa.

The last point that I wish to make is, when the broad gauge railway line is proposed to be taken to Jogighopa, it will be necessary to improve the river transport between Jogighopa to Neamati and upto Dibrugarh, if possible. That will necessitate the dredging of the river, especially as there are a large number of shoals particularly between Neamati and Dibrugarh. Between these two places, dredging will be much more necessary, and it will, at the same time, help us to control the flood havoc of this river to a considerable extent.

With these submissions, I support the Demands for Grants under the control of the Ministry of Transport and Communications.

Shri Inder J. Malhotra (Jammu and Kashmir): Mr. Chairman, Sir, I would limit my speech to points relating to civil aviation and tourism. Whatever observations have been made by my colleagues regarding the profits of Air India Corporation and the IAC, I do not dispute them or repeat them, but I would certainly appeal to the hon. Minister that, keeping in view the emergency and the trend in the Government to effect economy in various departments of the Government, the Air India and IAC should be amalgamated. I think that by the amalgamation of the IAC and Air India, under one management of a Corporation, certainly the expenditure on certain heads can be brought down.

Talking about Air India, I would like to refer specifically to the publicity campaign of Air India. During the last Lok Sabha, you will recall that severe exception was taken by this House to a pamphlet which was published by the Air India at that time. Even now, the one thing which always reacts very peculiarly to my mind is the symbol of the Air India the maharaja of Air India. Air India belongs to India. It is Indian airlines, and it caters to foreign countries, flies foreigners from other countries to India and from India to other countries. The first impression the foreigner gets about India is the maharaja of Air India. I would like to know from the hon. Minister what is the real genius, after all, that they have found in this symbol which they have taken for the Air India.

Shri Jochim Alva: He is a lovable fellow.

Shri Inder J. Malhotra: With due apologies to the ex-Maharajas of India, I cannot find any similarity in the physical stature, in the physical build-up of this maharaja of Air India, the things which this maharaja of Air India is being made to do and the impressions the maharaja of Air India is giving to the foreigners and the foreign countries about India. After Independence, I certainly believe that

India is no more a land of maharajas. It would be proper, in my opinion, for Air India to adopt a symbol which projects to some extent the India of today and not the India of the past.

Looking to the IAC services, I must congratulate the IAC on introducing Friendship planes. My only plea is that these planes should be increased in number. More especially, during the summer months in the air service between Delhi and Srinagar instead of Dakotas, Friendships must ply on this route.

Incidentally, I forgot another very interesting point about Air India; so I would go back for a minute to Air India. Recently as a result of the restrictions imposed by the Finance Ministry, they have introduced the P Form system. This P Form has also been ridiculed by the Air India publicity campaign in a very peculiar manner. I saw a hoarding put up by the Air India right in Connaught Circus of New Delhi—probably it was 1st April—saying “No more P Form from August”. Looking to the date, I think that probably Air India publicity campaign meant not only to fool the passengers who were to utilise the Air India service, but also the whole country. Now even at this moment the same hoarding gives the message “No worry; you cannot afford the fare”. If you look at it in an amusing manner, I quite concede for a minute that this is a very interesting publicity campaign. But I fail to understand how these Government Ministries are functioning. A restriction is imposed by the Finance Ministry and another Ministry is trying to ridicule it.

If the Ministry of Transport and Communications has taken such objection to the imposition of these P Form restrictions on travel abroad, I think they can certainly find other avenues to impress upon the Finance Ministry the need to withdraw this restriction rather than asking the Air India people to put pressure on the Finance Ministry in a very ridiculing manner.

Talking about civil aviation, while reading this report of the Estimates Committee, I find that except Jammu and Kashmir State, all over the country flying clubs are there. I would appeal to the Minister that keeping in view our recent defence needs and especially the significance of Jammu and Kashmir State as a border State, immediate steps should be taken to have a flying club there also. In the same Estimates Committee's report, it has also been emphasised that the Palam airport at Delhi which now caters to the needs of civil aviation as well as military purposes should be either declared only for military purposes or only for civil purposes. Keeping in view our pressing defence needs I would appeal to the Minister to see that another international civil airport is built in Delhi, so that one caters to the military purposes and the other for civil purposes.

In the same report, a very interesting item has appeared—arrears which are due to the Directorate of Civil Aviation. From the Appendix, I find that the former private airways—Indian National Airways and Bharat Airways—owe a good deal of money to the Government.

Now, Sir, at the time when these companies were nationalised, I believe some compensation must have been paid to them. Why did not the Government see at that time whatever money was due from those former companies to the Government was taken care of. Even now so many years have passed and no steps have been taken to realise these arrears.

Sir, coming to tourism

Mr. Chairman: The hon. Member should try to conclude now.

Shri Inder J. Malhotra: Sir, I will take only three or four minutes.

Mr. Chairman: He has already exceeded his time limit. Please conclude in two minutes, because we are pressed for time.

Shri Inder J. Malhotra: Sir, no doubt, tourism plays a very significant role in earning foreign exchange. But I would like to point out only two points. My first objection is that, let not this Directorate of Tourism become a smaller Ministry of External Affairs in the Government of India. The second point is this, that whatever steps we have taken to provide tourism facilities in India the quality should be improved and whenever complaints are received from foreign visitors regarding their hotel accommodation, excess taxi fares being charged and other such things, those complaints must be looked into.

Mr. Chairman: The hon. Member should conclude his speech now.

Shri Inder J. Malhotra: Sir, I will take only ten seconds more.

Mr. Chairman: We are pressed for time, and I have to call the Minister also.

Shri Inder J. Malhotra: Sir, I will give an example and then finish. It is a very interesting and important example. A foreign tourist staying in Hotel Janpath made three or four trips to the Parliament House. On every trip he was charged different rates by the taxiwala. He complained to the Hotel Janpath management. He sent a letter to the Delhi Transport Undertaking. He sent a letter to the Director of Tourism. He also sent a letter to the Ministry of Transport and Communications. That visitor stayed in India for 15 days and he left India without any acknowledgment to his letters of complaint, no question of any kind of explanation being received by him.

भो रा० स० तिवारी : (खजुराहो)
सभापति महोदय, मैं आपको धन्यवाद देता हूँ कि आपने मुझे यहाँ पर अपने विचार प्रकट करने का समय दिया ।

[श्री राठ स० तिवारी]

परिवहन तथा संचार मंत्रालय के अनुदानों पर चर्चा चल रही है। परिवहन तथा संचार मंत्रालय के अधीन हमारा डाक तार विभाग भी आता है, इसलिये चारों विभागों के अनुदानों पर विचार हो रहा है।

जिस देश में तार डाक की सक्रियता रहती है उस देश में संकट काल में भी कभी कोई कठिनाई नहीं आ सकती है क्योंकि सूचना जल्दी से मिल जायेगी। जिस समय देश में ऐसी हालत थी कि चीन का युद्ध हमारे ऊपर आ गया उस समय में हमारे मंत्री जी ने जो सुहयोग किया है वह बड़ा प्रयत्नसंर्णाय है क्योंकि बिना उनके सहयोग के युद्ध के परिणामस्वरूप उत्पन्न स्थिति में हम जल्दी से काम नहीं कर सकते थे। इस समय पर हमारे तार विभाग ने जो दक्षता तथा कुशलता दिखलाई है उसके लिये मैं उसे धन्यवाद देता हूँ। जहाँ कहीं भी हमारे यिषाहियों के लिये, यहाँ तक कि पहाड़ों पर भी नौजवानों के लिये, जो भी आवश्यकतायें थीं उन सब को हमारे मंत्री जी ने पूरा किया है। उन्होंने उन लोगों के लिये मनी आँदर और रजिस्ट्री आदि सब की सुविधायें उसी प्रकार से दी जैसे कि पहले मिलती थीं, बल्कि उस से भी ज्यादा। ऐसी व्यवस्था पिछली लड़ाइयों के समय भी जो कि अंग्रेजी काल में हुई, नहीं हो सकी थी जैसी कि इस समय की गई है, और मैं इसके लिये भी उनको धन्यवाद देता हूँ।

इस संबंध में मेरा केवल एक निवेदन है इस मंत्रालय ने अपनी किताब में लिखा है :

‘प्रशासनिक एकांशः प्रशासन की सुविधा के लिये समूचे देश को प्रादेशिक तथा कार्य सम्पन्नता के आधार पर बनाये गये एकांशों में विभक्त किया गया है।’

इस विषय में मेरा यह कहना है कि हमारा ही एक ऐसा अभागा प्रदेश है जहाँ पर

पोस्ट आफिस का जनरल आफिस नहीं है। १ लाख, ७१ हजार वर्ग मील में फैला हुआ प्रदेश हमारा मध्य प्रदेश है लेकिन वहाँ पर जनरल आफिस नहीं है। न मालूम हमारा क्या दुर्भाग्य है कि जब सरकार ने लिखा है कि हम प्रबन्ध के लिए और शासन व्यवस्था के लिए हर प्रान्त में जनरल पोस्ट आफिस बना रहे हैं, तो मध्य प्रदेश में जनरल पोस्ट आफिस नहीं बना। वहाँ का शासन नागपुर के जनरल पोस्ट आफिस द्वारा होता है। मध्य प्रदेश दिनुस्तान का शब्द से बड़ा प्रदेश है और वहाँ पर जनरल पोस्ट आफिस नहीं है। यह बात मेरी समझ में नहीं आती।

Shri Priya Gupta: Sir, there is probably no quorum in the House.

Mr. Chairman: The hon. Member will kindly resume his seat.

Shri S. M. Banerjee (Kanpur): I submit that there is a convention after 5 O'Clock the question of quorum is never raised?

Mr. Chairman: I am helpless in the matter. Unless the hon. Members observe the convention I have to follow the rules. When the convention is not observed I cannot enforce it. It is a voluntarily accepted thing. Once the question of quorum is raised the Chair cannot do anything except to order the ringing of the bell.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I have only one submission to make. Once the question of quorum is raised, within one hour it should not be allowed to be raised again.

Shri Joachim Alva: Sir, I have another point. At 4 O'Clock it was announced that the sitting of Parliament will go on up to 6:30 p.m. How are we to know that it is going to be up to 6.30 p.m.?

Mr. Chairman: That is a decision of the House. We cannot give notice to anybody.

Shri Joachim Alva: Many hon. Members have already left for home.

Mr. Chairman: Those who are interested may stay here. Now the hon. Member.

श्री राठ स० तिवारी: तो मैं माननीय मंत्री जी से यह निवेदन कर रहा था कि मध्य प्रदेश में जो कि सबसे बड़ा प्रदेश है, जनरल पोस्ट आफिस नहीं है। मेरा निवेदन है कि इस और ध्यान दिया जाए।

दूसरे मेरा निवेदन है कि आपका परिवहन एक प्रदेश से दूसरे प्रदेश में और एक तहसील से दूसरी तहसील में चलता है, पर बीच में कुछ स्थान अन्य प्रदेश के आ जाने से छूट जाते हैं जहाँ कि लोगों के लिये कोई व्यवस्था नहीं रह जाती। चाहता हूँ कि आपका एक प्रदेश का परिवहन दूसरे प्रदेश में भी जा सके। और अगर किराये आदि के बारे में कोई कठिनाई हो तो उसका प्रबन्ध कर लिया जाए ताकि लोग लम्बी यात्रा कर सकें। इस पर विचार करें। मैं मानता हूँ कि इसमें कोई कठिनाई नहीं होनी चाहिए।

मैं देखता हूँ कि आजकल सड़क परिवहन रेल के समान ही बढ़ गया है। लेकिन रेलों में यात्रियों के पीने के पानी की ठहरने आदि की सुविधायें हैं, जब कि सड़क परिवहन से जानेवाले यात्रियों के लिये कोई इस प्रकार की सुविधाएं नहीं हैं, उनको धूप में और बरसात में कष्ट होता है। तो मेरा निवेदन है कि केन्द्रीय सरकार को राज्य सरकारों को अनुदान दे कर या कुछ सहयोग दे कर यह काम करवाना चाहिये कि जहाँ भी बसों के स्टेशन हैं वहाँ इस प्रकार व्यवस्था यात्रियों के लिए हो ताकि उनको तकलीफ न हो।

अभी भी बहुत से देहाती इलाकों में हरकारे डाक लेकर जाते हैं। मेरा निवेदन है कि इनमें से जिन स्थानों को आपकी बस जाती है वहाँ डाक ले जाने की व्यवस्था बसों द्वारा की जाए तो उसमें समय भी कम लगेगा और खर्च भी कम होगा। इस प्रकार की व्यवस्था कुछ स्थानों के लिये तो है लेकिन अनेक स्थानों के लिये नहीं है। मेरा निवेदन है कि इस पर ध्यान दिया जाए और इसको चलाया जाय।

हरकारे जो डाक ले कर जाते हैं उनको पैदल जाना पड़ता है। मेरा निवेदन है कि आज पैदल जाने का युग नहीं है। इसमें समय बहुत लगता है। मेरा सुझाव है कि हरकारों को इस काम के लिये साइकिलें दी जाये ताकि वे अपना काम जल्दी और सुविधा से कर सकें।

आपने टेलीफोन की व्यवस्था अच्छी से अच्छी की है लेकिन कुछ स्थानों में यह अव्यवस्थित है। कुछ स्थानों में टेलीफोन के खम्भे लकड़ी के हैं। ये दस पंद्रह साल से लगे हैं और इनमें से कुछ सड़ गए हैं और गिर गए हैं इस कारण बेकाम हो गए हैं और टेलीफोन लगा होते हुए भी काम नहीं देता। मैंने कई बार छतर पुर से लौड़ी तहसील को टेलीफोन किया तो नहीं कर सका। मुझे बताया गया कि खम्भे गिर गए हैं इसलिये टेलीफोन नहीं हो सकता। मेरा निवेदन है कि उनको बदला जाये और अगर सब को नहीं बदला जा सकता तो तीन तीन चार चार खम्भों के बीच में एक लोहे का खम्बा लगा दिया जाए ताकि तार जमीन को न छ सके और टेलीफोन किया जा सके। इस पर अवश्य ध्यान दिया जाना चाहिये।

मेरा एक और निवेदन है कि पोस्ट बांड का मूल्य न बढ़ाया जाए क्योंकि इससे गरीब आदमी को तकलीफ होती है। अगर आप पोस्टकांड का दाम बढ़ा देंगे तो जो

[श्री रा० स० तिवारी]

आदमी दो पोस्टकार्ड लिखता है वह एक लिखेगा । इस प्रकार आपको ज्यादा पैसा नहीं मिलेगा । पर गरीब आदमी की सुविधा कम हो जाएगी । आप लिफाफे पर बड़ा दीजिये, रजिस्ट्री पर बड़ा दीजिये, लेकिन मेरा निवेदन है कि पोस्टकार्ड पर न बढ़ाइए । इससे गरीब आदमी को मदद मिलेगी ।

शिर्पिंग के बारे में मेरा निवेदन कि आपने समृद्ध में और बड़े बड़े बांधों के तालाबों में इसकी व्यवस्था की है ।

श्री जगजीवन राम : तालाबों में ?

श्री रा० स० तिवारी : मेरा सुझाव है कि जो बड़ी नदियाँ हैं जैसे गंगा,

जमुना आदि उनमें छोटी नावों द्वारा जल परिवहन का प्रबन्ध किया जाए । इससे हमारे माल के आने जाने में सुविधा मिलेगी ।

Mr. Chairman: The hon. Member may please resume his seat. Even after the quorum bell is rung the quorum is not there. I have no other alternative but to adjourn the House. So the House stands adjourned till 11 O'Clock tomorrow.

17.46 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 10, 1963 / Chaitra 20, 1885 (Saka).

[Tuesday, April 9, 1963/Chairtra 19, 1885 (Saka)]

ORAL ANSWERS TO QUESTIONS		COLUMN	WRITTEN ANSWERS TO QUESTIONS—contd.		COLUMNS
S.Q.	Subject		U.S.Q.	Subject	
No.		No.			No.
780	Road transport from West Bengal to Assam	8629—32	1639	Seismological Observatory	8674—75
781	Consumer Co-operative Societies	8632—36	1640	Starch factories	8675—76
782	Ships for movement of coal	8636—38	1641	Sugarcane cultivation in Orissa	8676
783	Mechanisation of farming	8638—41	1642	Roads and bridges in Orissa	8676—77
784	Sethusamudram Project	8642—43	1643	Regional Poultry Farm, Bhubneswar	8677—78
785	Situation of Calcutta Port	8643—44	1644	Post Offices and Public Call offices in Orissa	8678
786	Agricultural Programmes	8644—49	1645	Central Assistance to Orissa	8678—79
787	Forest Research Institute	8649—53	1646	Regaul Station	8679
788	Bomb explosion on Railway track	8653—56	1647	Telephone connections in Delhi	8679—80
790	Freight rates	8656—57	1648	Construction of over-bridges	8680
792	Target of cotton production	8658—60	1649	Liquid Nitrogen Fertilizers and food production	8680—81
795	Milk supplied by D. M. S.	8661—63	1650	Derailment at Malhor Station	8681
798	Development of plans of Railways	8663—64	1651	National Highway in Kerala	8681—82
WRITTEN ANSWERS TO QUESTIONS		8664—96	1652	Electric trains between Madras and Arkonam	8682
S.Q.No.			1653	Vessels operating at fishing stations	8682—83
789	Shipping Companies	8664	1654	Research through balloons	8683—84
791	Hopper wagons on Southern Railway	8664—65	1655	Boeing service to Tokyo	8684
796	Cotton cultivation	8665	1656	Railway bridge over Shipra river in Ujjain	8684—85
797	Second Class travel facilities	8665—66	1657	Co-operative Sugar Factory in Ganganagar	8685
799	Co-operative farms	8666	1658	Booking restrictions to Assam	8685—86
U.S.Q.No.			1659	Sugar quota for Punjab	8686
1627	Road overbridges on Railways	8666—67	1660	P. & T. Offices	8686
1628	Assistance to Orissa Government	8667	1661	Foreign Post Office, New Delhi	8687
1629	Scarcity of water at Bana- ras Railway station	8667—68	1662	Railway track	8687—88
1630	Minor irrigation in U. P.	8668—69	1663	Senior scale officers in Railway Board	8688
1631	Indian Agricultural Service and Indian Forest Service	8669	1664	Selection of General Manager (Railways)	8688
1632	Potato Research Centres	8669—70	1665	Madras airport	8688—89
1633	Dakhle-Pusad Railway line	8670—71	1666	Radio licences	8689
1634	Telephone Exchange buildings in Assam	8671—72	1667	Zonal Office of Railways in Andhra Pradesh	8689—90
1636	Detection of ecotypes	8672	1668	Scheduled Castes and Scheduled Tribes on Railways	8690
1637	Central Arid Zone Research Institute	8672—73			
1638	Development of agrocli- matology	8673—74			

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS	COLUMNS
1669	Package programme in Trichur . . .	8690	REPORT OF ESTIMATES COMMITTEE PRESENTED 8696
1670	Roads and bridges in Punjab	8691	REPORT OF BUSINESS ADVISORY COMMITTEE ADOPTED 8697—8705
1671	Distribution of pesticides	8691	
1672	Telephones in D. C. Block Headquarters . . .	8691-92	Fifteenth Report was adopted.
1673	Rupnarayan Railway bridge	8692	DEMANDS FOR GRANTS 8705—8856
1674	Milk plants in Punjab	8692-93	(i) Discussion on Demands for Grants in respect of the Ministry of Commerce and Industry concluded and the Demands were voted in full.
1675	Railway Schools	8693	
1676	Catering establishments	8693	
1677	Reserve stock of wheat	8694	
1678	National Institute of Animal Husbandry . . .	8694-95	
1679	Derailment of goods train. . . .	8695-96	(ii) Discussion on Demands for Grants in respect of the Ministry of Transport and Communications, commenced. The discussion was not concluded.
	PAPERS LAID ON THE TABLE	8696	AGENDA FOR WEDNESDAY, APRIL 10 1963/CHAI, TRA 20, 1885 (SAKA)
(1)	A copy of Annual Report of the Ganga-Brahmaputra Water Transport Board for the year 1962.		Further discussion on Demands for Grants in respect of the Ministry of Transport and Communications, and consideration of Demands for Grants in respect of the Ministry of Mines and Fuel.
(2)	A copy of the National Co-operative Development Corporation Rules, 1963 published in Notification No. G.S.R.498 dated the 23rd March, 1963, under sub-section (3) of section 22 of the National Co-operative Development Corporation Act, 1962.		