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Tuesday, February 11, 1964
Magha 22, 1885 (Saka)

LOK SABHA DEBATES

**Seventh Session
(Third Lok Sabha)**



सत्यमेव जयते

LOK SABHA SECRETARIAT
New Delhi

CONTENTS

No. 2. Tuesday, February 11, 1964/Magha 22, 1885 (Saka)

| | Columns |
|--|---------|
| Oral Answers to Questions— | |
| *Starred Questions Nos. 1 to 7 | 27—62 |
| Written Answers to Questions— | |
| Starred Questions Nos. 8 to 30 | 62—80 |
| Unstarred Questions Nos. 1 to 63, 65 to 74, 76 to 82 and 84 to 91 | 80—140 |
| Obituary reference | 140—41 |
| Conviction of Member | 141—42 |
| <i>Re</i> : Motions for Adjournment | 142—58 |
| Papers laid on the Table | 158—61 |
| Calling Attention to Matter of Urgent Public Importance— | |
| Communal disturbances in East Pakistan | 161—68 |
| Motion <i>re</i> : Communal disturbances in East Pakistan— | |
| Shri Nanda | 168—71 |
| President's assent to Bills | 171-72 |
| Supplementary Demands for Grants (Railways), 1963-64 | 172 |
| Constitution (Seventeenth Amendment) Bill—Extension of time for presentation of Report of Joint Committee | 172 |
| Railway Budget (1964-65)—presented— | |
| Shri Dasappa | 173—218 |

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

LOK SABHA

Tuesday, February 11, 1964/Magha 22,
1885 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Survey of Food Consumption

- *1. { Shri Yashpal Singh:
Shri P. C. Borooah:
Shri Dhaon:
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri D. C. Sharma:
Shri Warior:
Shri Vasudevan Nair:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri N. R. Laskar:
Shri Maheswar Naik:

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

(a) whether Government are considering a proposal to conduct food consumption and nutrition surveys throughout the country;

(b) if so, when a decision is likely to be arrived at; and

(c) the main advantages likely to be derived therefrom?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) Yes, Sir. As a first step pilot studies are being undertaken in selected areas.

2007 (A) LS—1.

(b) A decision to extend the scheme will be taken only after the results of the pilot studies become available.

(c) These surveys are aimed at collecting data primarily on the quality and quantity and related aspects of food consumed by the people and information on their nutritional status and deficiencies statistically and on a continuous basis so as to enable Government to take to the extent practicable suitable measures from time to time for correcting undernutrition and malnutrition.

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि सरकार उत्पादन बढ़ाने के बजाय खपत की तरफ क्यों विचार कर रही है ? जब सरकार के पास नाकाफी है तो खपत की तरफ क्यों विचार कर रही है उत्पादन की तरफ क्यों विचार नहीं कर रही है ?

Shri Shinde: It does not necessarily imply that Government is not thinking of raising production. It certainly has that purpose in view.

श्री यशपाल सिंह : क्या इस तरह का कोई एक सर्वे किया गया है कि एक स्वस्थ मनुष्य के लिए कितनी कैलोरीज की जरूरत है और कितनी कैलोरीज गवर्नमेंट आज दे सकती है ?

अध्यक्ष महोदय : यह तो अलहदा सवाल है । सर्वे हो जाने दीजिये ।

Shri P. C. Borooah: What has happened to the scheme for diversification of food habits to relieve the strain on popular grains, like, rice etc.?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): The survey is also intended with that object in view. In fact, in certain areas, we are trying to effect a change in the food habits of the people. What is happening now is that rice-eating people are taking more and more of wheat. That is a healthy trend.

श्री राम सेवक यादव : मैं जानना चाहता हूँ कि जो सर्वेक्षण हो रहा है वह किन किन राज्यों में हो चुका है और किन किन राज्यों में होना बाकी है ?

Shri A. M. Thomas: To start with, the surveys are intended to be done in Gwalior District of Madhya Pradesh, Rayalaseema area in Andhra Pradesh, Karnal District in the Punjab and Dhanbad District in Bihar.

Shri A. P. Jain: There was a similar survey conducted at one time; Dr. Roy and some other scientists were a party to it. What has happened to the results of that survey?

Shri A. M. Thomas: Surveys have been conducted by the ICMR, the Agricultural Labour Inquiry, the National Sample Survey as also by the committee that has been mentioned by the hon. Member. We have taken the recommendations into account and have taken certain steps. Information on a continuous basis is essential for evaluating the level of nutrition in the country. That is why these pilot surveys are to be conducted. This survey has been undertaken on the recommendation of the FAO Adviser.

Shri D. C. Sharma: May I know if this survey will collect only data from the deficit and the surplus areas or it will also suggest remedies to overcome malnutrition and all those different kinds of undernutrition?

Shri A. M. Thomas: All that the hon. Member has mentioned we have

in view. The survey is intended to be had throughout the country and not in specific areas only; it will be in representative areas throughout the country. This is with a view to evaluating the level of nutrition in the country at any time and also for assessing the change in the pattern of consumption and discovering the factors underlying the levels of patterns of consumption, such as, consumer habits, income levels, availability of foodstuffs, their prices etc. and other related information.

Shri Warior: May I know whether Government has come to the conclusion that the standard of nutrition has deteriorated since the time the formal surveys were conducted?

Shri A. M. Thomas: In fact, it has improved and not deteriorated.

Shri Bade: May I know whether this survey will also study whether the quantity of food available in the country will be sufficient because if the quantity is not sufficient what is the use of the survey?

Shri A. M. Thomas: That is also contemplated; both quantity as well as quality. It is obvious that a knowledge of food and the nutrition situation is the starting point of any nutritional measures; so that it is absolutely necessary to have some basic data.

Dr. Sarojini Mahishi: May I know whether decisions as regards nutrition will be arrived at on the strength of the results got from the sample survey made in the four districts or will all the districts be surveyed?

Shri A. M. Thomas: To start with, as I have already indicated, our idea is to have this survey made in the four districts that have been mentioned and subsequently it will be extended to other districts also.

Agricultural Production

- +
- { Shri Harish Chandra Mathur:
 *2. { Shri M. L. Dwivedi:
 Shri Sarjoo Pandey:
 Shri P. R. Chakraverti:

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

(a) the advice given to State Governments for increasing food production and streamlining the administration for the purpose; and

(b) the steps taken by State Governments on such advice?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A statement giving the required information is laid on the Table of the Sabha. [Placed in Library. See No. LT-2244/64].

Shri Harish Chandra Mathur: In the statement it has been pointed out that the Group has found a number of weaknesses in the existing arrangements and the programmes under implementation. May I know what are these weaknesses that have been identified and what steps are being taken to remedy the weaknesses?

Dr. Ram Subhag Singh: One of the weaknesses noticed is that the supplies needed for agricultural production should be made available to agriculturists in time and so we have tightened up that machinery. Apart from that, minor irrigation requirements were also noticed and these have also been made available to them.

Shri Harish Chandra Mathur: The hon. Minister has just given one of the weaknesses. The hon. Minister for Agriculture himself as well as the Chief Ministers of various States have pointed out the serious administrative deficiencies at all levels and the Prime Minister has also said

about the rational distribution of portfolios. May I know what steps have been taken to streamline the administration and to bring about better coordination at all the different levels and do away with the extraneous consideration and personal factors in the vital matter?

Dr. Ram Subhag Singh: About effecting reforms in the administrative set-up, last year a Working Group was set up and that Working Group unanimously made certain recommendations. That Report has been sent to all the State Government—it was sent on 18th October, last year—and almost all the State Governments have accepted that Report as a basis for effecting reforms. Rajasthan and Punjab State Governments are implementing the recommendations made in that Report. About the portfolio of Agriculture to be handled by the Chief Minister, as has been mentioned by the hon. Member, one Chief Minister has already taken up this portfolio. We are mostly guided by the Report made by the Working Group.

Shri Harish Chandra Mathur: I only wanted to know what the recommendations of the Committee are. What is the use of saying that the committee has made certain recommendations and those are being accepted by all the State Governments? My main question was, as certain administrative weaknesses have been pointed out, what are those weaknesses and what are the recommendations of the committee. We must know the facts and not that the committee was appointed and certain recommendations were made.

Dr. Ram Subhag Singh: We have already placed the Report on the Table of the Sabha.

श्री सरजू पाण्डेय : इस स्टेटमेंट को देखने से माजूम होता है कि केन्द्र सरकार ने राज्य सरकारों से खादों को पापुलराइज करने के लिए भी कहा है। मेरे पास रूरकेला

की खाद का नमूना मौजूद है और यह जो खाद दी जा रही है उसमें कंकड़ हैं और किसान लोग उसको लेने से इन्कार कर रहे हैं तो क्या सरकार खादों की क्वालिटी के बारे में भी देखभाल करने जा रही है कि जो खाद दी जा रही है वह दरअसल खाद है या कंकड़ है क्योंकि मेरे पास अभी यह खाद का नमूना मौजूद है और मैं इसे मंत्री जी को देखने के लिए दे सकता हूँ

अध्यक्ष महोदय : माननीय सदस्य श्री जी को नीचे रख लें और यहां पर उसका डिमांडेशन न करें ।

डा० राम सुभग सिंह : रुरकेला की खाद क्लेशियम एमोनियम नाइट्रेट को उसकी क्वालिटी टेस्ट करने के बाद बांटा जाता है और दूसरी जगहों में भी उसे भेजा जाता है लेकिन मैं इसका पता लगा लूंगा । वैसे यह अच्छा होता अगर माननीय सदस्य ने इसको वहीं से सम्बन्धित जिला अधिकारी को बतलाया होता और वह भी इसकी जांच करा लेते ।

Shri Tyagi: The hon. Minister seems to be satisfied with the idea of entrusting the agriculture portfolio to the Chief Ministers. I do not know whether this is the only cure which he has suggested. But there was one Nalagarh Committee appointed some time back, and that committee had made certain recommendations. I would like to know which of those recommendations have been accepted so far by Government, and whether the various departments like agriculture, co-operation, community development, fisheries, cattle breeding, irrigation, revenue, warehousing etc. are still being handled separately by separate Ministers or whether they have been integrated.

Dr. Ram Subhag Singh: The hon. Member knows about that. Irrigation and revenue are being handled by separate Ministers; when I am referring to irrigation, I am referring

particularly to major irrigation. As for the other portfolios like animal husbandry, forestry, minor irrigation, panchayati raj, co-operation etc., this report has suggested that they should be handled by a Department called the Department of Agricultural Production and Rural Development. Here, we are having...

Shri Tyagi: Has that been done?

Mr. Speaker: Order, order. Hon. Members cannot ask supplementaries to their supplementary questions.

Dr. Ram Subhag Singh: The hon. Food and Agricultural Minister had four meetings last month and this month, and all the State Governments have accepted the suggestions made.

Shri Ranga: Are Government aware that one of the serious disincentives to increased agricultural production is the tendency on the part of the State Governments to increase the land revenue assessment by more than 100 per cent in Andhra Pradesh and more than 300 per cent in other States?

Dr. Ram Subhag Singh: That is totally a matter for the State Governments. Here, we are governed by the recommendations made by the Planning Commission and the study in our own Ministry.

Shri Daji: Is it a fact that all the State Governments have accepted the suggestions, but not one of them has implemented the same, and if so, what steps are the Central Government taking to get them implemented?

Dr. Ram Subhag Singh: As I said, it is being implemented in Rajasthan and Punjab, as well as Pondicherry, and other State Governments have also accepted the principle, and as you know, the decision can be implemented within one month, because we have been holding meetings during the past six weeks or so. It will take some time for full implementation.

Shri Harish Chandra Mathur: In Rajasthan, these portfolios are handled by three or four different Ministers.

Shri Tridib Kumar Chaudhuri: Is it a fact that many State Governments have been unable to spend the allocations that have been made to them from the Centre for agricultural purposes? May I also know whether the attention of the State Governments concerned, particularly those who have been defaulters in this respect and have created shortfalls, has been drawn to this matter and any steps taken to remedy the position?

Dr. Ram Subhag Singh: Last year, when the Central teams visited the States, this matter was brought to the notice of all the State Governments, and in the regional meetings which were recently called by the Food and Agriculture Minister, again, we brought all these things to the notice of the State Governments. Now, the whole machinery has been geared up, and there is likelihood of expanded expenditure this year, because this year the allocation is going to be about Rs. 150 crores plus the accelerated assistance that we gave last year of Rs. 19.6 crores.

श्री राम सहाय पाण्डेय : "अधिकांश उपजः" योजना के अन्तर्गत केन्द्र सरकार ने मध्य प्रदेश के साथ मिल कर चम्बल रैवाइन्ज को रिक्लेम करके उस को खेती-योग्य बनाने की एक योजना बनाई थी। मैं जानना चाहता हूँ कि इस सम्बन्ध में क्या प्रगति हुई है।

डा० राम सुभग सिंह : उस के सम्बन्ध में मध्य प्रदेश सरकार कुछ काम कर रही है और उन लोगों ने ट्रैक्टर वगैरह की मांग की है। उन मांगों को हम पूरा कर रहे हैं, ताकि सारी कार्यवाही विधिवत चलती रहे।

Indian Fisheries Corporation

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*3. { **Shri Vishram Prasad:**
Shri Warior:
Shri M. K. Kumaran:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 493 on the 10th December, 1963 and state:

(a) whether the recommendation received from American firm regarding setting up the Indian Fisheries Corporation has since been discussed; and

(b) if so, the terms of collaboration?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) and (b). Negotiations with the American firm to settle the terms of collaboration have not yet concluded.

Shri Vishram Prasad: How long will it take to finalise the negotiation with the firm? Last time, it was reported that negotiations were being conducted.

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): They have given their report. Some discussions have also taken place on the 5th of this month. They have been asked to give a report containing revised proposals. After its receipt, we will finalise the matter.

Shri Vishram Prasad: How far will this corporation be helpful in solving the food shortage in the country?

Shri A. M. Thomas: It is well known that our efforts to promote a larger fishing industry have not been quite successful. Of course, there has been some significant advance in the private sector. That is why the State itself wants to come into the field with the help of a foreign company

which is very much experienced in the the line.

Shri Warior: What are the recommendations in the report of the firm and what are the recommendations which Government are ready to accept, and which are not acceptable?

Shri A. M. Thomas: The recommendations are that there should be two units, one in Cochin and another in Vizag, mainly with the idea of prawn fishing. The target of production in Vizag would be 1.25 million lbs. of shrimps and that in the Cochin area would be 5 million lbs. of shrimps.

Cooperative Farming

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- *4. { **Shri B. P. Yadava:**
 { **Shri Bishanchander Seth:**
 { **Shri Dhaon:**
 { **Shri Vishwa Nath Pandey:**

Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether it is a fact that the executive of the National Co-operative Farming Advisory Board has suggested that pooling of land holdings and joint cultivation was essential for the success of co-operative farming movement;

(b) if so, how far its suggestion has been agreed to and implemented by Government;

(c) whether it is also a fact that the Board pointed out at its meeting that the progress of co-operative movement in the eastern region had been poor; and

(d) if so, the measure taken to make it progressive in those regions?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Although no such specific suggestion has been made by the

Executive Committee of the National Cooperative Farming Advisory Board, it is the accepted policy of Government of India that pooling of land holdings and joint cultivation are essential features of cooperative farming. Therefore, only such cooperative farming societies as fulfil this test are encouraged and assisted.

(b) This policy has been accepted and is being implemented by all state governments.

(c) Yes, Sir.

(d) A statement indicating the measures adopted to accelerate the programme throughout the country is laid on the Table of the House. [Placed in Library. See No. LT-2245/64]. These measures apply to states in the eastern region as well.

श्री भी० प्र० यादव : मैं यह जानना चाहता हूँ कि नेशनल की-आफे टिव फार्मिंग एडवाइजरी बोर्ड ने पूलिंग ऑफ लैंड होल्डिंग्स एंड ज्वाइंट कल्टीवेशन के लिए जो सुझाव रखा है, क्या उसके साथ ही उसने यह भी सुझाव दिया है कि उसको किस तरह से इम्प्लीमेंट किया जाये ।

श्री इयामधर मिश्र : जो सुझाव रखा गया है, उसमें साफ बतलाया गया है कि इस कल्टीवेशन में किसानों के द्वारा लैंड पूल की जायेगी, यानी इकट्ठी की जायेगी और किसान इकट्ठे मिल कर उसको जोतें बोंवें । उस सुझाव में यह साफ़ ज़ाहिर कर दिया गया है ।

Shri P. Venkatasubbaiah: Is it a fact that due to lack of enthusiasm in the State Governments and also too much interference by officers of the co-operative department, co-operative farming has not gained ground in various parts of the country?

Shri Shyam Dhar Misra: In some States, six or seven, co-operative farming is catching up very well, but in certain others due to poor response of State Governments and many other

difficulties, it is not catching up. We are taking all steps to accelerate the programme.

श्री विभूति मिश्र : मैं यह जानना चाहता हूँ कि को-ऑपरेटिव फार्मिंग को स्टार्ट करने से पहले क्या सरकार ने कोई ऐसा इन्तजाम कर रखा है कि जो को-ऑपरेटर हैं, उनको इस सम्बन्ध में पूरी और अच्छी ट्रेनिंग दी जाये, ताकि को-ऑपरेटिव फार्मिंग का काम ठीक तरह से चल सके ।

श्री श्यामधर मिश्र : इस सम्बन्ध में एक योजना है । फार्मिंग सोसाइटी के प्रासेक्टिव मेम्बरों की एड्जुकेशन के लिए उस डिस्ट्रिक्ट में एक यूनिट होने की बात है, जहाँ फार्मिंग का कन्सेंट्रेशन होता है । फार्मिंग सोसाइटी के बनाए जाने के पहले भी और बनाए जाने के बाद भी ट्रेनिंग की व्यवस्था की जाने को है ।

Shri Shree Narayan Das: To what extent have the various State Governments falling in the eastern region been able to utilise the incentives and encouragement given by the Centre to improve the position re: co-operative farming there?

Shri Shyam Dhar Misra: I had replied to this question once earlier on the floor of the House, and I had stated that the response of the eastern region was poor. I can only give facts, that in Assam there are 8 pilot societies.

Mr. Speaker: If the answer has already been given, only the reference might be given.

Shri Bhagwat Jha Azad: May I know whether the assessment of co-operative farming in the 180 pilot projects is encouraging; if so, by what time do Government propose to spread this to all the districts as stated in the statement?

Shri Shyam Dhar Misra: Assessment is going on. The Dr. Gadgil Committee has been appointed, and they are making the assessment. The report of that committee is still await-

ed. I think in the course of a few months it will be available. But there are various study teams including those of Members of Parliament. 30 Members went last year, and 7 Members this year, in study teams. The reports from them and the State Governments show that in six or seven States co-operative farming has caught up very well; in four or five States it has not caught up.

Shri Hari Vishnu Kamath: Since the time when, about five years ago, a resolution on the subject was passed with some fanfare at Nagpur by the ruling party, in which State has such co-operative farm run by the kisans themselves, as distinct from a State farm, been a success?

Shri Shyam Dhar Misra: I did not mention at all about State farms. What I mentioned was regarding the farms organised by kisans. I can mention the names of the States—Punjab, Maharashtra, Mysore, Madhya Pradesh, part of Andhra and U.P.

Shri Bade: Madhya Pradesh? Question.

Shri A. S. Saigal: No question.

Shri Shyam Dhar Misra: I will straightway give the name of the society in Madhya Pradesh, and I particularly invite the hon. Member to go there. The Tirga Farming Society in Durg District of Madhya Pradesh is the best society that I have seen.

Shri Kapur Singh: I want to know whether this Board has suggested any steps for freeing co-operative farming activities from restrictive State regulation and control; if none, whether Government regard co-operative farming as a preliminary step towards collective farming.

Shri Shyam Dhar Misra: I would like this question to be repeated.

अध्यक्ष महोदय : वह सवाल समझे नहीं है ।

श्री कपूर सिंह : हिन्दी में सवाल पूछू ?

श्री श्यामवर मिश्र : अंग्रेजी में ही पूछिये लेकिन साफ साफ बोलिये ।

अध्यक्ष महोदय : हिन्दी में आप पूछिये, मुझे एतराज नहीं है । लेकिन शायद वह इससे भी ज्यादा मुश्किल हो जाएगा ।

Shri Kapur Singh: I want to know whether this Board has also made any suggestions for freeing co-operative farming activities from restrictive interference by State regulation and control; if none, whether Government regard co-operative farming as merely a preliminary stage of collective farming.

Mr. Speaker: The second part has been answered here many a time. The first part may be answered.

Shri Kapur Singh: I want to know whether they regard it....

Mr. Speaker: As I said, it has been answered so many times.

Shri Kapur Singh: I want to know not the policy, but their view.

Shri Shyam Dhar Misra: I do not agree there are restrictive controls by Government on farming. Therefore, that question does not arise. Therefore, all that is done is to assist the societies. These societies are voluntary societies, not created by any coercion, intimidation or any other features which may appear restrictive to the Members.

श्री कपूर पाण्डेय : मंत्री महोदय न बताया है कि जहाँ लोग कोओपरेटिव फार्मिंग करना चाहते हैं उनके लिए आदेश दे दिया गया है कि उनकी जमीनें मिलाई जायें । पूर्वी उत्तर प्रदेश में किसानों को यह शिकायत है कि बार बार दरखास्तें देने के बाद भी कोओपरेटिव फार्मिंग की इजाजत नहीं दी जाती है । क्या यह बात आपके नोटिस में आई है ?

श्री श्यामवर मिश्र : कोओपरेटिव फार्मिंग के लिए इजाजत देने का कोई सवाल नहीं है । एसेसमेंट कर लिया जाता है कि जहाँ एक मिनिमम यूनिट है जो अलग अलग है स्टेट्स में, ५० एकड़ या १०० एकड़ और जहाँ पंद्रह बीस किसान मिल जाते हैं और यह मालूम हो जाता है कि वह सफल हो सकती है तो उसको रजिस्टर कर लिया जाता है । बोगस सोसाइटीज को रजिस्टर करने से कोई फायदा नहीं होगा । यह निश्चय करना होता है कि जैनुइन किसान हैं, कल्टीवेटर्स हैं या बड़े बड़े लोग हैं । उत्तर प्रदेश के पूर्वी जिलों की और बिहार के कुछ पूर्वी जिलों की यही समस्या है । कुछ बड़े लोग शामिल होना चाहते हैं । उनके लिए रेस्ट्रिक्शंस लगानी पड़ती हैं ।

Shrimati Savitri Nigam: May I know whether the hon. Minister is aware that in a number of States co-operators are finding it difficult to start these co-operative societies, as Government has not been able to make allotment of waste land?

Shri Shyam Dhar Misra: In the last meeting of the advisory committee on farming, they decided that wherever waste lands were available in the States, priority should be given to cooperative farming. Suggestions have been formulated and sent to State Governments such as Rajasthan, Madhya Pradesh, etc. where a lot of waste land is available and Rajasthan Government had actually agreed to give part of the waste lands to co-operative farming. I hope other States will follow suit.

Many Hon. Members rose—

Mr. Speaker: Hon. Members who would participate in the President's Address need not show much anxiety in asking supplementaries; they will have many opportunities.

Shri S. N. Chaturvedi: May I know whether the Board has come to

the conclusion that the success of co-operative farming depends more upon co-operation of the Government departments put together than on the co-operators themselves.

Shri Shyam Dhar Misra: That is true not only of co-operative farming but of all types of co-operation in the country.

श्री श्रीकार लाल बेरवा : कोओ-प्रेटिव फार्म्स ज्यादातर फेल हो जाते हैं। क्या बोर्ड ने उसके कारणों पर भी विचार किया है और पता लगाया है कि वे फेल क्यों होते हैं ?

श्री श्याम मिश्र : कारणों पर बड़े विस्तारपूर्वक विचार हुआ है। एक कारण यह है कि कुछ पोलिटिकल पार्टीज अननिसेरेली उसको पोलिटिकल इशू बनाये रखती हैं। दूसरे कुछ आगनाइजेशनल मेटर्ज होते हैं। इन पर भी विचार हुआ है और बोर्ड बराबर इस पर विचार करता रहता है।

Shri Ramanathan Chettiar: May I know whether a team of foreign experts from the Ford Foundation recently came to India to study co-operative farming? Have they submitted a report to the Government?

Shri Dhyam Dhar Misra: On this particular issue? There was no team of foreign experts. It may be on some other issues.

Shri Gauri Shankar Kakkar: May I know if there has been any survey or assessment with regard to the quantum of progress of production in the societies which have worked successfully?

Shri Shyam Dhar Misra: It has been done and production has generally increased by 25-50 per cent.

श्री यशपाल सिंह : उत्तर प्रदेश सरकार के सहकारिता मंत्री के बयान से

साफ हो गया है कि साढ़े सात करोड़ इन्तारों के प्रदेश में कोओप्रेटिव फार्मिंग कहीं भी बारह मन फी एकड़ से ज्यादा पैदावार नहीं दे सका है। ऐसी सूरत में इन लोगों लोगों को भूखों मरने से बचाने के लिए क्या सरकार गौर कर रही है कि उत्तर प्रदेश में कोओप्रेटिव फार्मिंग को रोका जाए ?

श्री श्यामवर मिश्र : मैं नहीं जानता हूँ कि किस बयान का मेम्बर साहब हवाला दे रहे हैं। लेकिन मैं यह जल्द जानता हूँ कि उत्तर प्रदेश में जहाँ सोसाइटीज हैं, वहाँ प्रोडक्शन बढ़ा है। पश्चिमी ज़िले रामपुर में सोसाइटी है और इसका नाम मैं इसलिए ले रहा हूँ कि मेम्बर साहब चाहें तो उसको जाकर देख सकते हैं और हम उनको इसे दिखवा सकते हैं और उस सोसाइटी में घटने का तो सवाल ही नहीं प्रोडक्शन २० मन, २४ मन और २५ मन अधिक हुआ है और पर एकड़ इतना हो रहा है।

श्री यशपाल सिंह : उत्तर प्रदेश असम्बली में जो बयान दिया गया है उसकी और क्या सरकार का ध्यान गया है, यह मैंने जानना चाहा था। प्राइवेट फार्मर्स तीस एकड़ तक पैदा करते हैं...

Mr. Speaker: Order, order. Next question.

Sugar

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(**Shri Shree Narayan Das:**
Shri Bibhuti Mishra:
Shri M. L. Dwivedi:
*5 **Shri P. C. Borooah:**
Dr. L. M. Singhvi:
Shri S. M. Banerjee:

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

(a) the latest position with regard to stocks of sugar in various States;

(b) the prevailing retail prices of sugar in different parts of the country;

(c) whether complaints have been received regarding scarcity in some parts; and

(d) if so, the steps taken to remove such complaints?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) and (b). Position of stocks of sugar on 31st January, 1964 and the price position in different parts of the country are given in two statements which are laid on the Table of the House. [Placed in Library. See No. LT-2246/64].

(c) No, Sir.

(d) Does not arise.

Shri Shree Narayan Das: The statement shows that 9,43,815 tonnes of sugar were made available in different States. If so, why has it become scarce in various parts and sold in the black market?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): Black market is in respect of a very small percentage only. A major portion of sugar is distributed on the strength of identity cards so that each individual is assured of a quota. But distribution is the responsibility of State Governments. We allocate quotas to them and they make distribution arrangements.

Shri Tyagi: May I get a clarification? I do not want to put a supplementary.

Mr. Speaker: No.

Shri Shree Narayan Das: What was the price at which sugar was sold in the black market compared to the retail market price of Rs. 1.25 or Rs. 1.26?

Shri A. M. Thomas: We have collected figures on that also. There

are certain areas in which the so-called black market prices are more or less the same as the fair price. There are certain States in which the open market prices are a little higher, but we have to distribute on the basis of availability.

Shri Tyagi rose—

Mr. Speaker: Is it a supplementary question?

Shri Tyagi: Yes, Sir, a supplementary question if you do not mind. I heard the hon. Minister as saying "No," in reply to part (c) of the question. Part (c) of the question is "whether complaints have been received regarding scarcity in some parts." The hon. Minister said "No." Shall I take it that there is no scarcity of sugar in India? He said "No."

Shri A. M. Thomas: These are all comparative terms, as I have already said. There is no question of any scarcity as such; of course, there may be shortages here and there on certain occasions, but, all the same.... (Interruption).

Mr. Speaker: Order, order. The question is whether complaints have been received about scarcity.

Shri A. M. Thomas: Of scarcity, no complaints. Of course, everybody would like to have more, but that does not mean scarcity.

Shri Tyagi: Otherwise, there is no scarcity? Shall I take it that there is no scarcity? The answer was that there is no scarcity.

Mr. Speaker: That is not the question and therefore that is not the answer. The question was whether there are complaints of scarcity, and not whether there is any scarcity or not.

Shri Tyagi: Thank you, Sir. I stand corrected.

Shri Jashvant Mehta: Since the Minister stated that there is no scarcity, may I know whether the Government wants to introduce a uniform policy all over the country for distribution, when there is scarcity in some parts, and what is the policy of Government regarding introduction of rationing, or whether they will continue the present system?

Shri A. M. Thomas: More or less a sort of rationing now exists. In fact, we have proceeded on the basis of the quantity which was being given to the various States in September, 1961 during the previous control period. As far as certain States are concerned, they are comparatively better off, but because we have proceeded on the basis of the quota allocated last time we do not want to make any violent disturbance in that system. That is why in certain States, for example, in Uttar Pradesh, in fact there is shortage. But as far as the State from which the hon. Member hails, namely, Gujarat, is concerned it is happily placed in the matter of sugar.

श्री विभूति मिश्र : जो स्टेटमेंट दिया गया है उसके अनुसार हिन्दुस्तान में ३१ जनवरी, १९६३ तक की चीनी की पैदावार ६ लाख, ४३ हजार, ८१५ टन थी। पिछले साल का खर्चा २७ लाख टन था, ३ लाख टन हम को बाहर भेजनी है और २ लाख टन हमारे पास बफर स्टॉक चाहिये। सब मिला कर ३२ लाख टन होता है। मैं जानना चाहता हूँ कि हमारी सरकार चीनी की कमी को कैसे पूरा करना चाहती है।

लाख तथा कृषि मंत्री (श्री स्वर्ण सिंह) : पहले तो मैं यह अर्ज कर दूँ कि ३१ जनवरी तक के जो आंकड़े दिये गये हैं वे पैदावार के नहीं हैं बल्कि स्टॉक के हैं। और इस साल नवम्बर, दिसम्बर और जनवरी तीन महीनों में पैदावार भी हुई है और उसके साथ मुक्तलिफ प्रांतों

को शकर बांटी गई है। इसलिए यह स्टॉक के आंकड़े हैं पैदावार के नहीं हैं। अभी शकर का सीजन चल रहा है और मैं यह उम्मीद करता हूँ कि हमारी अन्दरूनी जरूरत, जिस का अन्दाजा मैं इस हाउस में दे चुका हूँ, तकरीबन २५ लाख टन है। ३ लाख टन के करीब हमें बाहर भेजना है। यह २८ लाख टन हुआ और इस से १ लाख टन ज्यादा हम को आबादी बढ़ने की वजह से चाहिये। इस लिए २६ लाख टन पैदावार हंगी जरूरी है। इसके बगैर हमारा गुजारा नहीं चलेगा।

Shri P. C. Borooah: May I know whether the attention of the Government has been drawn to the proposals made recently by the Indian Sugar Mills Association for selective control over sugar and, if so, may I know what are the exact proposals and what is the action that Government contemplate to take thereon?

The Minister of Food and Agriculture (Shri Swarn Singh): The Sugar Mills Association have been asking for a higher price of sugar, or, they are saying that they should be permitted to charge any price if they produce sugar beyond a certain quantity. We have given careful consideration to that suggestion and we have come to the conclusion that it will create a great confusion in the market and it will not be in the interest of either the consumers or the growers that two different prices of sugarcane prevail in the country. That two different prices of sugar should be in the market is a proposition which is not at all acceptable to Government.

Shri S. M. Banerjee: From the statement it appears that the price in Kanpur is Rs. 1.24 per kilogram. Has it been brought to the notice of the Minister that in U.P., though the price is Rs. 1.24, any amount of sugar is available in the city and in the rural areas at the rate of Rs. 2? May

I know whether the Centre has given any additional quota to U.P. for Holi and Id or they have reduced it?

Shri A. M. Thomas: The quota of U.P. is 20,000 tons. We have given in the last two months 1500 tons more per month. That is, we have given a total of 3000 tons more in the last two months. The controlled price is Rs. 1.24, sugar may have been sold in the black-market at Rs. 2, but that is not the price that is being charged by the Government. As I have indicated in answer to a previous question, a major portion of the quantity that is distributed is distributed through proper channels at proper price. Of course, a small quantity escapes into the black market. That is inescapable. When everybody is assured of a special quota, even a person who does not want it gets it and that goes to the black-market.

Shri S. M. Banerjee: My question has not been answered.

Mr. Speaker: Has any additional quota been given to U.P.?

Shri A. M. Thomas: I have answered that, Sir.

श्री रामेश्वरानन्द : शहर के लोगों को सवा सेर चीनी मिलती है एक मास में और गांव वालों को ५ छटाक मिलती है, चाहे स्त्री बचा जने बैठी रहे चाहे घर में मेहमान आया बैठा रहे। क्या यह चीनी की न्यूनता का प्रमाण नहीं है ?

Shri A. M. Thomas: It is a commodity which is to be distributed according to the requirements....

श्री रामेश्वरानन्द : मेरे लिए तो आप हिन्दी भाषा में बोल दें।

Shri A. M. Thomas: The hon. Member can very well understand English.

Mr. Speaker: The hon. Member can understand English, but he does not

want to understand English. What should I do?

Shri A. M. Thomas: Outside the House, we speak in English.

श्री स्वर्ण सिंह : आनरेबल मैनबर साहब न सिर्फ अंग्रेजी जानते हुए मानना नहीं चाहते, बल्कि और भी चीजें हैं जो वे जानते हैं लेकिन मानना नहीं चाहते। यह ठीक है कि देहात में आज कल शहर के लोगों के मुकाबले चीनी कम मिलती है। प्रान्तीय सरकारों ने इस मामले में काफी सोच विचार के बाद यह फैसला किया है और उसकी मेकदार भी मुज्तलिफ प्रान्तों में मुज्तलिफ है। शहर में कुछ कौटा मिलता है और देहात में कुछ दूसरा कौटा मिलता है। उनका कहना यह है कि अब तक जो पहले के आंकड़े मौजूद हैं उनके मुताबिक शहर में आम तौर से चीनी की खपत ज्यादा थी और देहात में कम थी। यह ठीक है कि जब राशनिंग होती है तो ख्वाहिश जरूर बढ़ती है। इसलिये उनके जवाब का मुझ एतराफ है। लेकिन मैं समझता हूं कि मौजूदा हालत में एक ही बात हां सकती है कि शहर में भी इस चीज में कमी की जाये। आप माननीय सदस्यों को स के लिए राजी कर लें। अगर सब लोग सहमत हों तो देहातों और शहरों में एक हिसाब से चीनी दी जा सकती है।

श्री रामेश्वरानन्द : मेरा एक निवेदन है।

अध्यक्ष महोदय : आप का जो निवेदन है वह यह है कि आप की बात का जवाब नहीं दिया गया।

श्री रामेश्वरानन्द : अध्यक्ष महोदय ..

अध्यक्ष महोदय : अगर आप की तसल्ली नहीं हुई तो मेरी मजबूरी है, लेकिन जवाब आ गया।

Shri Sham Lal Saraf: May I know if sufficient stocks of sugar were made available to Jammu and Kashmir State and whether the Government has any information about the retail price at which sugar was being sold in Jammu and Kashmir in the last three months?

Shri A. M. Thomas: With regard to Jammu and Kashmir, the quota is 1500 tons. Representations have been received from certain States, but not from Jammu and Kashmir with regard to inadequacy of the quota.

Shri A. P. Jain: The hon. Minister has been good enough to give an estimate of the requirements of the current year, and he has put it at 30 lakh tons. May I know what is the latest estimate of the Government about production during the current year?

Shri A. M. Thomas: In fact, we have got the figures as on 31st January, 1964. Because the average production is 20,000 tons, the estimate is that the production as on 7th February, 1964 should be 15.25 lakh tons.

Shri A. P. Jain: That is not my question. I want to know the Government's estimate of production for the current year. The Ministry carries on an estimate from time to time about production. What is the estimate of production during the current year?

Shri A. M. Thomas: It is very difficult to make any firm estimate. It will all depend on the duration of the season. As has been stated by my senior colleague, it may be possible, having regard to the trend of production, to have round about 30 lakh tons. It is not possible to make any firm estimate because it all depends on the duration of the season.

Shri Tyagi: How can he make an estimate about the additional population? It is not in his hands.

Mr. Speaker: Even if he has made a mistake, such interruptions are also not justified.

Shri Swaran Singh: If I may add, the latest estimate about the total production of sugar during the current year is a matter which is constantly under review. The sugar factories, about two weeks ago, put out a statement where they said that the total production is likely to be between 25 lakh tons and 26 lakh tons. Their main contention was that there is a large-scale diversion of sugarcane to *gur* particularly in the Western U.P. I must take the House into confidence by saying that there has been diversion for a variety of reasons into which I need not go. The price of *gur* has been ruling a little steady. There were other disturbing factors also into the details of which I need not go. But I have a feeling that the conditions have stabilised in the course of the last week or ten days, and although the industry continues to strike a pessimistic note, I hope that the sugar production will not be of the order which is indicated by the industry, namely, of the order of between 25 lakh tons and 26 lakh tons. I think we will touch the level which will meet the requirements both for export, which I place at 3 lakh tons, plus the internal requirements of 26 lakh tons.

Shri A. P. Jain: I am grateful to the hon. Minister because he has said something useful.

Some Hon. Members rose—

Mr. Speaker: Whenever we are in sugar we get stuck up. After the statement of the hon. Minister I do not think there is anything further to be asked. Let us go to the next question.

Escape of Mr. Walcott

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- *6. { **Shri Hari Vishnu Kamath:**
Shri Maheswar Naik:
Shri Dhaon:
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Yashpal Singh:
Shri D. C. Sharma:
Shri Surendra Pal Singh:

Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 345 on the 3rd December, 1963 regarding escape of Mr. Walcott and state:

(a) whether there has been any further development in the matter; and

(b) if so, the nature thereof?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) and (b). There has not been any significant development in the matter.

Shri Hari Vishnu Kamath: Has any communication been received from the United States Government as to what steps they have taken or propose to take in response to the Government's request made some time ago in this matter, and has Government been informed at least of Mr. Walcott's present whereabouts?

Shri Mohiuddin: I had stated in December that we have received a communication saying that the Aviation Agency of the United States is taking action against Mr. Walcott for offences committed by him and they will look upon the request with sympathetic consideration. This was the reply given on the 4th of December.

Mr. Speaker: Has it been further pursued?

Shri Mohiuddin: Since then no further communication has been received; nor do we know the whereabouts of Mr. Walcott.

Shri Hari Vishnu Kamath: Is Government aware of the statement made by Mr. Walcott soon after he landed in Karachi to the effect that the Indian administration is most corrupt and, in this context is Government also aware of the fact that Mr. Walcott, just before or shortly before he smuggled himself and his plane out of India in broad day-light, was the guest of the District Manager of Air India, New Delhi, at his residence and, if so, has any action been taken in this matter?

Shri Mohiuddin: As far as Mr. Walcott's statement is concerned, I had read it in the newspapers. Similar false statements are made by many other people and we cannot always take notice of such statements. As far as the other statement of the hon. Member, that he was the guest of Air India Manager, is concerned . . .

Shri Hari Vishnu Kamath: District Manager.

Shri Mohiuddin: I do not know anything about it. This is the first time that the hon. Member has mentioned about it. Thirdly, the whole question of the escape of Mr. Walcott has been referred for further enquiry to a very senior officer, who is making his enquiries.

Mr. Speaker: Shri Indrajit Gupta.

Shri Hari Vishnu Kamath: When will the report be out?

Shri Indrajit Gupta: If I understood the hon. Minister correctly, he referred to the communication received from the United States authorities last December. I would like to know whether since December—this is February—our Government has pursued this matter further with the United States authorities and, if not, why not.

Shri Mohiuddin: As far as the United States Government is concerned, as I have already stated, we are still awaiting further information from them.

Mr. Speaker: Have we taken any action?

Shri Mohiuddin: I presume our Ambassador in the United States has done something about it.

Shri Hari Vishnu Kamath: Why presume? What has the Government done? That is the question.

Mr. Speaker: When the Minister says he presumes that our Ambassador has done something, it is admitted that this Government has not done anything.

Shri Hari Vishnu Kamath: Why not?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): So far as action on the part of the United States Government is concerned, this is subject to the whereabouts of Mr. Walcott being known. As has been submitted by my colleague we do not know—neither do we think the United States Government knows—about his whereabouts. The action against him depends on that. Then, so far as we are concerned, we have made a complaint against him through the Home Ministry under section 6 of the Registration of Foreigners Act. Action under rule 15 of the Aircraft Rules is also being pursued.

Mr. Speaker: Hon. Members are anxious because last time when they put this question they were told that a representation had been made to the American Government and they had stated that they would do everything to co-operate with us in order to find out the whereabouts of Mr. Walcott. Now they want to know whether anything further has been done by the Indian Government to pursue that matter with the American Government.

Shri Raj Bahadur: I assume that we have to depend on the United States Government for further information being given to us as and when they are able to find out the whereabouts of Mr. Walcott.

Shri Hari Vishnu Kamath: There is inefficiency on the part of Government.

Shri Hem Barua: Sir, on a point of order. As we understand it whenever there is a question, they reply of the Minister or the Government should be categorical either in the positive or in the negative. Here is a Minister who has presumed when what we wanted was certain specific information from him. Under these circumstances, Sir, we have to seek your protection. Is it not a fact that the Minister has, in contravention of the rules, tried to throw dust into our eyes?

Shri Kapur Singh: May I say a word in this connection? I partially support my hon. friend.

Shri Nath Pai: Why partially?

Shri Kapur Singh: I will tell you why I partially support him. I partially support his point of order. Because if by saying "I presume" the hon. Minister means that he has grounds for presuming, he has returned a categorical reply; but if his presumption is merely a presumption, in the general context, it is not a categorical reply and to that extent I support the point of order.

Mr. Speaker: I am not so well at English as to distinguish between all these niceties of the language and other things. Therefore I will certainly express my inability to appreciate all those fine things. But I have to answer the point of order that was raised. The hon. Member began with a point of order and then sought my protection.

Shri Hem Barua: It is related.

Mr. Speaker: Therefore he himself was doubtful that there was no point of order.

Shri Hem Barua: My English also failed.

An Hon. Member: He is a Professor of English.

Mr. Speaker: But this is clear and I need not repeat it every time that the question ought to be precise

Shri Tyagi: Answers may not.

Mr. Speaker:and answers also should be clear and to the point. There is no doubt about it. There we are all agreed.

Shri Hem Barua: Yes, Sir.

Mr. Speaker: But no hon. Member obeys that. Be it this side or that side, both sides are not conforming to that. Therefore if hon. Members just give me that support, I can certainly enforce that very strictly.... (*Interruption*).

Shri Ranga: Can you give that protection to the hon. Ministers?

Mr. Speaker: Not at all.... (*Interruption*). I have said that both sides are not conforming to the rule.

Shri Ranga: You must also be in a position to say to the hon. Ministers, "Your answer is not clear, is not categorical, is not specific".

Mr. Speaker: Probably, the hon. Member forgets that I pursued that matter and I put the second question in order to get a clear answer.

Shri Raj Bahadur: On a point of personal explanation. First of all I would like to assure that we would like to be as positive in our answers as possible. We are as positive in our answers as it is possible to be. The only thing that we referred to was that the United States Government wrote to us "to assure us of the full co-operation of the U.S. authorities especially the Federal Aviation Agency of the U.S.A. in taking action against Mr. Walcott." If after that we say that we presume that action is being taken, "there is nothing wrong about it evidently, we cannot presume otherwise. It is in that context that it was said that we presume that the United States Government is doing that. I think, the reply given was absolutely correct..... (*Interruption*).

Shri Hem Barua: He need not say that. He is wriggling out.

Shri H. N. Mukerjee: Instead of merely depending on the good pleasure of the U.S. Government, have we taken any initiative in the matter of extradition, for instance, because in this case a foreigner has offended against the laws of our country and has run away? May I know if any regular extradition processes have been initiated so that the U.S. Government in international law is bound to respond?

Shri Mohiuddin: My senior colleague has stated that action is being instituted in the local courts about the breach of rules regarding the Foreigners Act and of rules regarding civil aviation and also about the recovery of the amount due from him. All these actions have been taken. We will take further action regarding the processes of extradition on the basis of these actions in the local court.

Shri Hem Barua: Again he is vague.

Shri Nath Pai: May I point out before I ask the question that in the statement laid on the Table of the House when the question was first raised here, the hon. Minister stated that the matter was being pursued with the United States authorities? The pursuance had reference to this aspect that Mr. Walcott will be brought back to this country. In view of this may I know whether there is any ground for the growing suspicion in a wide section of the public that the Government is avoiding procuring his presence in India because if he appears before a court in India the Government is afraid because of the disclosures he made regarding what he calls, incompetence and corruption in the Administration? Are you not energetically pursuing the matter of getting him back into India because of this fear?

Shri Mohiuddin: That presumption is absolutely incorrect. I absolutely deny it. We are very vigorously pursuing the matter. If he appears here, he will be prosecuted without any fear as suggested by member.

कैरेवेल जेट विमान

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- *७. { श्री भागवत झा आजाद :
श्री सुबोध हंसदा :
श्री म० ला० द्विवेदी :
श्री श्रीकारलाल बेरवा :
श्री बाफर अली मिर्जा :
श्री पू० चं० देवभंज :
श्री प्र० रं० चक्रवर्ती :

क्या परिबहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या फ़िडियन एयर लाइन्स कारपोरेशन ने देश के विभिन्न वायु मार्गों पर कैरेवेल जेट विमान सेवायें चालू कर दी हैं ;

(ख) यदि हां, तो कितने विमान आ चुके हैं; और

(ग) वे किन-किन मार्गों पर चलाये जा रहे हैं ?

परिबहन मंत्रालय में उपमंत्री (श्री मुहीउद्दीन) : (क) जी हां ।

(ख) तीन ।

(ग) १-२-१९६४ से ये इन रास्तों पर चलाये जा रहे हैं:—

बम्बई—देहली
बम्बई—मदरास
बम्बई—कलकत्ता
कलकत्ता—देहली
देहली—मद्रास

[(a) Yes, Sir.

(b) Three.

(c) They are being operated on the following routes with effect from 1st February, 1964:—

2007 (ai) LSD—2.

Bombay-Delhi
Bombay-Madras.
Bombay-Calcutta,
Calcutta-Delhi.
Delhi-Madras]

श्री भागवत झा आजाद : यद्यपि न कैरेवेल जेट विमान सेवाओं को चलते हुए अभी कुछ ही समय बीता है, क्या इस की सम्भावना है कि जिन मार्गों पर यह विमान चलाये जा रहे हैं वहां पर हमें उन की क्षमता के अनुसार काफ़ी यात्री मिल सकेंगे ?

श्री मुहीउद्दीन : मुझे उम्मीद है कि काफ़ी मिलेंगे । जहां तक मुझे इस ५-६ दिन में मालूम हुआ है उसके मुताबिक तो कलकत्ते और दिल्ली के दरमियान में अब भी लोगों की टिकटों की ख्वाहिश उन सीटों से ज्यादा है जो कि हम दे सकते हैं ।

श्री भागवत झा आजाद : पूरक प्रश्न के उत्तर को ध्यान में रखते हुए क्या सरकार स बात पर भी विचार कर रही है कि अन्य मार्गों पर भी यह कैरेवेल जेट विमान सेवायें चालू की जायें, यदि हां, तो क्या इस सम्बन्ध में आवश्यक कार्यवाही की जा रही है और उसके लिए क्या कोई कैरेवेल जेट विमान लिये जायेंगे ?

श्री मुहीउद्दीन : हमारे लिए तीन कैरेवेल जेट विमान काफ़ी नहीं हैं और चौथा विमान खरीदने पर गौर किया जा रहा है । उस के बाद यह उम्मीद नहीं है कि इन को हम दूसरे और छोटे मार्गों पर चला सकेंगे बल्कि यह नहीं बड़े मार्गों जैसे कलकत्ता—दिल्ली, मद्रास—बम्बई आदि मार्गों पर ज्यादा चलाने पड़ेंगे ।

Shri Subodh Hamsda: May I know whether the Government is aware that the seats of Caravels are small and if that is so whether this was the

original design of the Caravelles or whether any change has been made in the aircraft and if so, what is the reason for this?

Shri Mohiuddin: The seats are quite standard seats, two on one side and three on the other, and for a journey of about two to three hours they are very comfortable.

श्री श्रीकारलाल बरेवा : क्या मैं यह जान सकता हूँ कि यह जो वायुयान चलाये जायेंगे यह बाहर के देशों के बने हुए चलाये जायेंगे या हिन्दुस्तान के अन्दर बने हुए विमान चलाये जायेंगे ?

श्री मुहीउद्दीन : कैरेबेल जेट विमानों को हिन्दुस्तान में बनाने का सवाल ही नहीं आता है ।

Shri P. K. Ghosh: What is the operation cost per passenger mile of these Caravelles as compared to the Viscounts that were flying previously?

Shri Mohiuddin: About the cost of operation, of course, I have not got the figures here. The cost of operation for the jets would be a little higher per mile, but taking into consideration that the number of seats is double that of the Viscount, the cost of operation per seat will be less.

Shri Bakar Ali Mirza: Is it a fact that the Pilots Association of India has protested against the method of selection of pilots for training abroad; is it also a fact that the Government proposes to have training in the country without simulators; and is the Government satisfied itself that it will ensure safety of travel?

Shri Mohiuddin: I assure the House that pilots have had a very good training and the operations are absolutely safe. As far as training is concerned, there was no dispute about the selection. There was some dispute about some other matters. The training was given to some of the pilots in India.

Shri Indrajit Gupta: I wanted to know whether it is a fact—there is a widespread public apprehension—that the I.A.C. intend shortly to raise the passenger fares on the Caravelle routes.

Shri Mohiuddin: If the cost of operation goes up, the question will have to be considered, though that question is not immediately under consideration.

Shri P. C. Borooah: Since upgrading the trunk routes by introduction of the Caravelle service, some of the regional routes have been down graded and Jorhat has been getting Dakota instead of Friendship. May I know whether any consideration is going to be shown to those stations on the regional routes?

Shri Mohiuddin: Yes, Jorhat is a station on a subsidiary route. Unfortunately, we have not got a sufficient number of Fokkers for the time being, but we do hope that better aircraft will be available for operation on these routes.

WRITTEN ANSWERS TO QUESTIONS

राजस्थान में अफ़ाक

श्री प्रकाशबोर शास्त्री :
श्री महेश्वर नायक :
श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :
श्री कोल्हा वेंकैया :
डा० लक्ष्मीमल्ल सिंघवी :
*८. श्री प्र० रं० चक्रवर्ती :
श्री यशपाल सिंह :
श्री इयामलाल सराफ :
श्री राम सेवक यादव :
श्री बागड़ी :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान और पंजाब के राजस्थान से लगते हुए क्षेत्रों में, जहाँ पीछे

अकाल की स्थिति पैदा हो गई थी, अब कैसी स्थिति है ;

(ख) क्या केन्द्र सरकार ने राजस्थान और पंजाब की सरकारों को इसमें कुछ सहयोग दिया है ;

(ग) इस स्थिति से जो वणुषन को हानि हुई है क्या सरकार को उसके कुछ आंकड़े मिले हैं; और

(घ) क्या इस समस्या के स्थायी हल की कोई योजना विचाराधीन है ?

साथ तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) से (घ). सभा के पटल पर एक विवरण रख दिया गया है ।

[पुस्तकालय में रखा गया । बेलिये संख्या एल० टी०—२२४७।६४]

Assault on P. & T. Staff by Chinese Embassy People

- *9. { Shri Maheswar Naik:
Shri P. C. Borooah:
Shri Prakash Vir Shastri:
Shri Yashpal Singh:
Shri Hem Barna:
Shri Vishram Prasad
Shri B. P. Yadava:
Shri Dhaen:
Shri Bishanchander Seth:
Shri D. C. Sharma:
Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri D. D. Puri:
Shri S. N. Chaturvedi:
Shri Indrajit Gupta:
Shri Mohan Swarup:
Shri E. Barna:
Shri Yogendra Jha:
Dr. L. M. Singhvi:
Shri J. B. S. Bist:
Shri Onkar Lal Berwa:
Shri Nath Pai:
Shri D. J. Naik:
Shri Subodh Hansda:
Shri S. C. Samanta:

Shri N. R. Laskar:
Shri Ram Sewak Yadav:
Shri Bagri:
Shri D. D. Mantri:
Shri Shashi Ranjan:

Will the Minister of Posts and Telegraphs be pleased to state:

(a) whether it is a fact that a postman and another official of the Posts and Telegraphs Department were assaulted and belaboured by the Chinese Embassy people in December, 1963, at the Chinese Embassy in New Delhi; and

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

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati):—(a) Yes. It is a fact that some members of the Chinese Embassy staff assaulted a postman of the Indian Posts and Telegraphs Department on 26th November, 1963 when he had gone to their Embassy in the evening to deliver the mail. It is also a fact that a Town Inspector who went to that Embassy on 18th December, 1963 to suggest revision in arrangements for delivery of mails and also to make enquiries into the above case was detained in the Chinese Embassy and allowed to leave only after he was forced to state in writing that the complaint of the postman had not been substantiated.

(b) The P. & T. Department brought these facts to the notice of the Ministry of External Affairs who sent a protest note in this case on 31st December, 1963 to the Embassy of China.

Marine Products Processing Training Centre

- *10. { Shri Warior:
Shri Vasudevan Nair:
Shri Maheswar Naik:
Shri Vishram Prasad:
Shri D. C. Sharma:

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

(a) whether the Marine Products Processing Training Centre at Mangalore has started functioning;

(b) whether the trainees are selected on an all-India basis; and

(c) the respective shares of collaboration of India and Japan in this venture?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The Marine Products Processing Training Centre at Mangalore started functioning with effect from 1-7-1963.

(b) Yes.

(c) The respective contributions of the Governments of Mysore and Japan to this Project are as under:—

| Details | Government of Japan | Government of Mysore |
|--|---------------------------------------|--------------------------------|
| Building Machines. | Nil. | Rs 8.00 lakhs |
| Staff. | Rs. 6.6 lakhs. | Nil. |
| | 6 Experts } 5 Indian } Counter- | Ga- |
| | and 1 Co-ordinate. } parts. } zatted. | |
| Maintenance and recurring contingencies. | Nil. | About Rs. 1.00 lakhs per year. |

Electricity for Agricultural Purposes

*11. { Shri P. C. Borooah:
Shrimati Savitri Nigam:

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

(a) whether there is a proposal to subsidise consumption of electricity for agricultural purposes;

(b) if so, the broad outlines of the scheme; and

(c) the extent to which this subsidy will be met by the Centre?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The State Governments have been urged to reduce the rates of electricity for agricultural purposes and the matter is now under their consideration. There is no proposal at present for granting any subsidy.

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

Fertilizer Marketing Corporation

*12. { Shri N. R. Laskar:
Shri Ramchandra Ulaka:
Shri Subodh Hansda:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 209 on the 26th November, 1963 and state:

(a) whether Government have since come to any decision regarding setting up a Fertilizer Marketing Corporation; and

(b) if so, the main functions of the proposed corporation?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). The matter is still under study.

Fair Price Shops for Rice

*13. { Shri D. C. Sharma:
Shri Subodh Hansda:
Shri M. L. Dwivedi:

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

(a) whether any additional fair price shops for rice were opened during the last three months; and

(b) if so, how many and in which States?

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

(b) A statement showing the net addition to the number of fair price shops, selling rice or both rice and wheat, in the different States during the quarter ending 31st December, 1963, is laid on the Table of the Sabha. [Placed in Library. See No. LT-2248/64].

Shortage of Wagons

- *14. { Shri Subodh Hansda:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that shortage of wagons has affected the Third Five Year Plan targets;

(b) if so, the shortfall of carrying capacity at the end of 1963;

(c) how long this shortage will continue; and

(d) the efforts being made to meet the shortage?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):

(a) No Sir.

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

वनस्पति में रंग मिलाना

- *१५. { श्री सिद्धेश्वर प्रसाद :
श्री प्रकाशवीर शास्त्री :
श्री हेम राज :

क्या खाद्य तथा कृषि मंत्री २६ नवम्बर, १९६३ के तारंकित प्रश्न संख्या १८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या वनस्पति में मिलाये जाने वाले रंग की खोज करने के लिए, कुल विशेषज्ञों की समिति ने अपनी रिपोर्ट दे दी है; और

(ख) यदि हाँ, तो इसकी मुख्य बातें क्या हैं ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० यामस) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Tele-Communication Equipment

*16. Shri Karni Singhji: Will the Minister of Posts and Telegraphs be pleased to state:

(a) whether the 42 million dollar credit granted by the International Development Association, a sister agency of the World Bank in 1962, for the national production of telecommunication equipment for use by the Indian Posts and Telegraphs Department has been fully drawn and utilised; and

(b) if so, the progress made so far on the execution of the above project?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) The credit has been granted for import of equipment and stores for the telecommunication development and not for national production of telecommunication equipment. The full amount of the loan has not yet been withdrawn.

(b) Orders so far placed amount to Rs. 12.56 crores, out of which an amount of Rs. 3 crores has already been withdrawn from the loan.

Tenders covering an amount of Rs. 3.5 crores are under examination and finalisation. Action has also been taken for utilisation of the balance amount.

Central Board of Forestry

- *17. { Shri S. N. Chaturvedi:
Shri P. C. Borooah:
Shri R. G. Dubey:
Shri Vishram Prasad:
Shri Jedhe:
Shri Maniyangadan:
Shrimati Savitri Nigam:
Shri A. K. Gopalan:

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

(a) the subjects discussed at the meeting of the Central Board of Forestry held at Trivandrum in December, 1963; and

(b) the decisions taken thereon?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A statement is laid on the Table of the Sabha. [Placed in Library. See No. LT-2249/64].

Bombay Docks

*18. Shri Kajrolkar: Will the Minister of Transport be pleased to state:

(a) whether it is a fact that tenders were invited for expansion and modernisation of Bombay docks;

(b) whether tenders were called for from 16 foreign firms only; and

(c) if so, the reason therefor and whether his Ministry received any representation from the Builders' Association of India in this connection?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the the House. [Placed in Library. See No. LT-2250/64].

Procurement of Rice and Wheat

- *19. { (Shri A. N. Vidyalankar:
(Shri Bishamchander Seth:
(Shri B. P. Yadava:
(Shri Dhaon:
Shri Tridib Kumar Chaudhuri:
Shri Bibhuti Mishra:
Shrimati Renu Chakravarty:
Shri Sham Lal Saraf:

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

(a) the overall procurement target fixed by Government for the current year in respect of (i) wheat and (ii) rice; and

(b) the total grain so far procured State-wise?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Government's intention is to procure more than a million tonnes of rice, including paddy in terms of rice, during the 1963-64 season. Wheat is being purchased only as a measure of price support and no target has, therefore, been fixed for procurement of wheat.

(b): A statement is laid on the Table of the House. [Placed in Library. See No. LT-2251/64].

हमीरपुर जिले का मुख्य डाकघर

*२०. श्री म० सा० द्विवेदी : क्या डाक और तार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हमीरपुर जिले का मुख्य डाकघर बांदा में स्थित है जो हमीरपुर से रेल ग्रयवा सड़क द्वारा ६० मील की दूरी पर है और बीच में दो नदियां ऐसी हैं जिन पर पुल नहीं हैं ।

(ख) क्या सरकार को उन कठिनाइयों का पता है जो हमीरपुर जिले का मुख्य डाकघर बांदा में होने के कारण नागरिकों और प्रशासन को हो रही हैं ; और

(ग) हमीरपुर जिले का मुख्य डाकघर हमीरपुर में ही या महोबा जैसे किसी अन्य प्रमुख कस्बे में न खोलने के क्या कारण हैं ?

डाक और तार विभाग में उपबन्ध (बी भगवती) : (क) बांदा से लगभग ५० मील की दूरी पर हमीरपुर स्थित है और बीच में दो नदियाँ पड़ती हैं जिन पर पुल नहीं है ।

(ख) हमीरपुर में निम्न चुनाव पदक्रम का एक उप डाकघर पहले से ही मौजूद है, जिसमें तार-सुविधाएं उपलब्ध हैं और जो हमीरपुर की जनता और प्रशासनिक अधिकारियों को सभी आवश्यक डाक-सुविधाएं प्रदान करता है ।

(ग) विभागीय मानकों के अनुसार हमीरपुर या महोबा के उप डाकघर को पदोन्नत करके प्रधान डाकघर बनाना न्यायोचित नहीं है ।

Restriction on movement of Gur

*21. { Shri P. R. Chakraverti:
Shri P. C. Borooah:

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

(a) whether it is a fact that the Central Government have asked the States to apply the Defence of India Rules to enforce the restriction on Gur movement and manufacture and supply of Gur and Khandsari in areas reserved for Sugar factories;

(b) whether the States have been given the option to take action under Defence of India Rules for the Essential Commodities Act; and

(c) how far the increased production of sugar has brought about a fall in the price of Gur?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). No restrictions on movement or supply of gur and khandsari in areas reserved for sugar factories have been imposed. There are also no restrictions on manufacture of gur in areas reserved for sugar factories by sugarcane growers themselves. The Central Government empowered the State Governments under the Defence of India Rules to regulate distribution of available supplies of sugarcane between sugar factories and other commercial users, to license crushers not belonging to sugarcane growers, power crushers and khandsari units and to regulate working of power crushers and khandsari units. They were advised to make use of these special powers to the extent necessary having regard to the local conditions.

(c) The production of sugar has not increased to such an extent as to have any effect on the price of gur.

Employment of S. C. & S. T. candidates in Railways

*22. { Shri H. C. Soy:
Shri Subodh Hansda:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in a recent interview held in S. E. Railway, it has come to the notice of the interviewing bodies that there is lack of suitable candidates from among the candidates belonging to the Scheduled Tribes and Scheduled Castes;

(b) if so, in which respects precisely and mainly they are lacking; and

(c) the steps being taken to remove these deficiencies?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Since the particular interview which the Members have in mind has not been indicated, it is not possible to give a precise reply.

In general, in recruitment categories there has been no great shortage of Scheduled Castes. Scheduled Tribes have also been forthcoming in adequate numbers for recruitment to Class IV, but for Class III there has been shortage of Scheduled Tribe candidates with the prescribed educational qualifications.

In promotion categories there has been acute shortage of suitable candidates from both Scheduled Castes and Scheduled Tribes for higher grade Class III posts.

(b) Mainly inadequacy of experience and failure to satisfy minimum standards of professional ability laid down for the higher posts.

The reservation is mainly in selection posts and general posts which are mostly higher grade posts. Most of the candidates are those recruited during the last few years when large scale recruitment of Scheduled Castes and Scheduled Tribes took place. Many of these recruits do not have adequate experience for manning such higher grade posts.

(c) The Scheduled Caste and Scheduled Tribe candidates are afforded facilities to gather the requisite experience. They are given additional training and coaching to bring them up to the requisite standard.

Import of Rice

Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri P. C. Borooah:
Shri Dhaon:
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shrimati Savitri Nigam:

Shri Warior:
Shri Vasudevan Nair:
Shri C. K. Bhattacharyya:
Shri Vishram Prasad:
*23. Shri D. C. Sharma:
Shri Sarjoo Pandey:
Shri A. N. Vidyalkankar:
Shri Onkar Lal Berwa:
Shrimati Renu
Chakravartty:
Shri Himatsingka:
Shri D. J. Naik:

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

(a) the quantity of rice likely to be imported from abroad during 1964-65;

(b) the names of the countries from which it will be imported; and

(c) how much it will cost in foreign exchange?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). No definite programme of imports has been prepared for 1964-65 but the matter is being considered and it will take some time before the programme is finalised.

Tube Wells in Rajasthan

*24. { Shri Harish Chandra Mathur:
Shri Bhagwat Jha Azad:

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

(a) the Central Government's programme for drilling of tube wells in Rajasthan during the Third Plan period; and

(b) the headway already made in the matter?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The Exploratory Tubewells Organisation under the Ministry of Food and Agriculture propose to carry out

exploratory drilling at about 90 sites under the Ground Water Exploration Project, in Rajasthan during the Third Plan period.

(b) Up to the end of January, 1964, drilling at 66 sites has been completed.

Railway Zones

- *25. { Shri Vishram Prasad:
Shri Yashpal Singh:
Shri Maniyangadan:
Shri Vishwa Nath Pandey:
Shri D. J. Naik:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government are considering a proposal to create new railway zones to suit operational needs; and

(b) when this proposal is likely to be finalised?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Organisational and administrative changes to suit the operational needs of Railways is a matter which is under constant review of the Ministry of Railways.

(b) Does not arise.

Railway Accidents Committee

- *26. { Shri Bishanchander Seth:
Shri B. P. Yadava:
Shri Dhaon:
Shri Yashpal Singh:
Shri A. K. Gopalan:
Shri P. C. Borooah:
Shri S. M. Banerjee:
Shri Ram Harkh Yadav:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 59 on the 19th November, 1963 and state:

(a) whether Part II Report of the Railway Accidents Committee has been received;

(b) if so, the findings of the Committee and the recommendations made by it; and

(c) the steps taken by Government to implement those recommendations?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) and (c). The Report of the Committee along with a brochure containing the comments of the Railway Board on the Committee's observations and recommendations, except those pertaining to the Railway Inspectorate, has been placed on the Table of the House.

Nationalisation of Rice Mills

- *27. { Shri P. C. Borooah:
Shri R. G. Dubey:
Shri Jedhe:
Shri Harish Chandra Mathur:

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

(a) whether there is a proposal to nationalise rice mills and other agricultural processing units, and to take steps for facilitating the growth of such mills in the co-operative sector;

(b) if so, the precise nature of the proposal; and

(c) the action so far taken in this regard?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). Though there is no proposal to nationalise rice mills and other agricultural processing units, the State Governments have been advised in December 1962 to assess the position in their States and draw

up schemes in accordance with the decision that a steadily increasing proportion of rice milling capacity should be owned by the community through co-operatives or otherwise. Government have also taken a decision to facilitate the growth of rice mills in the co-operative sector, and the State Governments have been advised to give preferential treatment to co-operative societies in the matter of setting up of new rice mills. The implementation of these decisions will be further considered in consultation with the State Chief Ministers and Agricultural Ministers shortly.

Diesel Locomotives

- *28. { Shri Bhagwat Jha Azad:
Shri Maheswar Naik:
Shri D. C. Sharma:
Shri R. C. Borooah:
Shri Onkar Lal Berwa:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri N. R. Laskar:

Will the Minister of Railways be pleased to state:

(a) whether Diesel Locomotive Works at Varanasi has turned out its first diesel electric locomotive; and

(b) the third plan target of the Diesel Locomotive Works?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Yes.

(b) 83 locomotives are expected to be turned out during the Third Plan.

पशुधन

- *28. { श्री प्रकाशवीर शास्त्री :
श्री यशपाल सिंह :
श्री महेश्वर नायक :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पिछले पांच वर्षों में देश में पशुधन, विशेषकर गोधन, का ह्रास हुआ है ;

(ख) क्या यह सच है कि गायों की दूध और बछड़े देने की क्षति भी पर्याप्त घट गई है ;

(ग) क्या सरकार ने इसके कारणों का पता लगाने का प्रयास किया है; और

(घ) इस सम्बन्ध में क्या कदम उठाये गये हैं ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० वामस) : (क) जी नहीं । डोरों की आबादी १९५६ में १५८६.७ लाख थी वह बढ़ कर १९६१ में १७५५.६ लाख हो गई है । इसी अवधि में तीन साल से अधिक आयु की दूध देने वाली और सूखी गायों की संख्या बढ़ कर ४७२.६ लाख से ५१०.० लाख हो गई ।

(ख) देश भर में गायों के दूध उत्पादन और बच्चे देने के समय के सम्बन्ध में कोई भी नियमित और व्यवस्थित सर्वे नहीं हुआ है, जिसके आधार पर गायों की उत्पादन क्षमता का हिसाब लगाया जा सके । फिर भी विपणन और निरीक्षण निदेशालय द्वारा किये गये तदर्थ सर्वे के अनुसार, १९५१ में प्रति गाय का वार्षिक दूध उत्पादन ३६६ पौंड था जो कि १९५६ में बढ़ कर ३८२ पौंड हो गया । अभी हाल ही में कोई अखिल भारतीय सर्वे नहीं किया गया है ।

(ग) प्रश्न नहीं होता ।

(घ) डोरों के संरक्षण, रक्षा और विकास की जिम्मेदारी राज्य सरकारों की है, जोकि अपने-अपने क्षेत्रों में डोरों की कई विकास योजनाएँ चला रही हैं ।

भारत सरकार ने भी पंचवर्षीय योजनाओं के अन्तर्गत कई ढोर विकास योजनाएँ चलाई हैं, जिनका उद्देश्य ढोरों के दूध उत्पादन को बढ़ाना है।

Distribution of Taccavi Loans.

*30. Shri Maheswar Naik: Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether Government have issued directions to the State Governments that all taccavi loans should be distributed through co-operatives;

(b) whether these directions have now been fully implemented and if so, by which of the States; and

(c) the arrangement made in the areas of a State where co-operatives have not as yet embraced all the needy agriculturists borrowers?

The Deputy Minister in the Ministry of community Development and Cooperation (Shri Shyam Dhar Misra):

(a) The State Governments were advised in October, 1963 to see that taccavi loans for production and land improvement purposes were normally routed through the cooperatives.

(b) The scheme is to be implemented according to a phased programme, to be carefully worked out by each State Government. The States of Maharashtra, Madras, Gujarat, Andhra Pradesh and Madhya Pradesh have started implementing the policy. Others have yet to fall in line.

(c) In isolated pockets where the cooperative structure has not yet come into being, State Governments will continue to disburse Taccavi direct, till the cooperative structure is built up.

In areas where cooperatives exist all intending borrowers should join

them as members to take advantage of these loans.

इण्डियन एयरलाइन्स कारपोरेशन

१. श्री सिद्धेश्वर प्रसाद : क्या परिवहन मंत्री इण्डियन एयरलाइन्स कारपोरेशन के बारे में १० दिसम्बर, १९६३ के अतारंकित प्रश्न संख्या १३३७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या इस बीच इसकी जांच पूरी हो चुकी है ;

(ख) यदि नहीं, तो बिलम्ब के क्या कारण हैं; और

(ग) भविष्य में ऐसी दुर्घटनाएं न हों इसके लिए क्या कदम उठाये गये हैं ?

परिवहन मंत्रालय में उपमंत्री (श्री मुहीउद्दीन) : (क) से (ग). कारपोरेशन ने जांच पड़ताल पूरी कर ली है और एक मामले में को-पाइलट को आगह कर दिया गया है। दूसरे मामले में कमांडर के खिलाफ कोई कार्रवाई नहीं की गई है क्योंकि मुसाफिर कू-कम्पार्टमेंट में इजाजत लेकर गया था। ताहम कारपोरेशन बी० जी० सी० ए० के सलाह मसविरे से तमाम सवाल पर फिर से गौर कर रहा है।

New Corridor Type Coaches

2. Shri Sidheshwar Prasad: Will the Minister of Railway be pleased to state:

(a) whether the attention of Government has been drawn to a letter published in the Statesman dated the 27th December, 1963 regarding lack of safety of coaches of the new corridor type first class compartments; and

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

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

(b) It is considered that corridor type I class coaches afford greater safety to passengers, especially in a moving train, since the corridor passage allowing free movement from end to end of the coach enables passengers, in case of necessity, to call out for and obtain help from any portion of the coach. This advantage will be greater when, in course of time, corridor coaches of rake formation are connected by vestibule passage from one coach to another.

Instructions have been reiterated to the Railways that they should ensure that an attendant travels in each corridor type I class Coach.

Bikaner Railway Station

3. Shri Karni Singhji: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 308 on the 30th April, 1962 and state:

(a) the progress since made in the matter of construction of the Retiring Rooms and Refreshment Room at Bikaner Station?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Plans for provision of retiring and refreshment rooms at Bikaner station are under finalisation. The Railway is being asked to undertake the work expeditiously.

P. & T. Circle, Madhya Pradesh

4. Shri Hari Vishnu Kamath: Will the Minister of Post and Telegraphs be pleased to state:

(a) the progress made in the direction of setting up a separate Posts and Telegraphs Circle for Madhya Pradesh; and

(b) at what stage the matter rests?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). Land for construction of Office building and residential quarters has already been acquired but further action for the construction could not be taken for want of funds due to emergency. The question of provision of funds for the purpose during the year 1964-65 is under consideration.

Felling of Trees

5. Shri Hari Vishnu Kamath: Will the Minister of Food and Agriculture be pleased to state:

(a) whether reports have been received that wanton or illicit felling of trees is on the increase in the country;

(b) whether attention of Government has been drawn to a suggestion made by the Prime Minister that wanton tree cutting should be made punishable with imprisonment for life; and

(c) the measures taken or proposed to be taken by Government to check the same?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) While no specific reports have been received by the Government of an increase in the wanton or illicit felling of trees, the matter has been referred to at the meetings of the Central Board of Forestry by a number of participants.

(b) and (c). The Government is not aware of the suggestion made by the Prime Minister that wanton cutting of trees should be made punishable with imprisonment for life. On the

occasion of the inauguration of the Vanamahotsava function in Delhi in 1962, however, while referring to the illicit cutting of trees, Prime Minister observed that it would be better if there is a law to punish those who cut healthy trees. The Prime Minister's observations were examined and the Government of India was advised that the existing provisions of the Indian Forest Act and other State Acts were adequate to deal with unlawful acts in forest including the illicit felling of trees. The question was further considered by a Sub-Committee of the Central Board of Forestry and later by the Central Board at its Trivandrum meeting held on 27th and 28th December, 1963. The Board's recommendation for enhanced penalties for such acts has been commended to the States. As Forests is a State subject, it is within the competence of the State Governments to take measures for checking illicit felling of trees.

Aircraft Accident Data Recorder

6. Shri C. K. Bhattacharyya: Will the Minister of Transport be pleased to state:

(a) whether his attention has been drawn to press reports that an Aircraft Accident Data Recorder has been developed in Britain according to the specifications of British Ministry of Aviation;

(b) whether any inquiry has been made about it and about the details of its working; and

(c) if so, whether it is proposed to introduce it in India?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) Yes, Sir.

(b) and (c). Flight Recorders are already fitted on Air-India Boeings. Proposals for installing suitable Flight Recorders on the Indian Airlines Corporation Jet aircraft are under consideration.

कुत्तों की प्रदर्शनी

७. श्री तन सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या १६ व १७ फरवरी, १९६४ को दिल्ली में कुत्तों की प्रदर्शनी किसी क्लब द्वारा आयोजित की जा रही है ;

(ख) क्या उसके लिए निर्णायक विदेशों से बुलाये जा रहे हैं; और

(ग) इस प्रदर्शनी में सरकार ने क्या सहायता दी है और यदि इसमें विदेशी मुद्रा खर्च होगी, तो कितनी ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) से (ग). कुत्तों की प्रदर्शनी केनल क्लब ऑफ इंडिया द्वारा आयोजित की और चलाई जा रही है। यह क्लब एक गैर-सरकारी संगठन है और सरकार का इससे कोई सम्बन्ध नहीं है। सरकार को ज्ञात हुआ है कि कुत्तों की १६ और १७ फरवरी, १९६४ को होने वाली प्रदर्शनी का प्रबन्ध केनल क्लब ऑफ इंडिया द्वारा किया गया है। पता लगा है कि यूनाइटेड किंगडम से उनके जर्जों में से एक जर्ज के आने की आशा है। सरकार ने इस प्रदर्शनी के सम्बन्ध में विदेशी मुद्रा की कोई सहायता नहीं दी है।

चूहों द्वारा क्षति

८. श्री तन सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेगिस्तान में चूहों द्वारा की जाने वाली हानि की रोकथाम के लिए कोई अनुसन्धान किया गया है ;

(ख) क्या अनुसन्धान से पता लगे उपायों का प्रयोग किया जा रहा है; और

(ग) उपायों का विवरण और उन्हें कार्यान्वित करने पर प्रति एकड़ क्या खर्च पड़ता है ?

स्वायत्त कृषि मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : (क) जी हाँ, चूहों की रोकथाम के उपायों के विषय में अनुसन्धान किया गया है और कृषिगत क्षेत्रों में चूहों की रोकथाम के लिए जिन उपायों का प्रयोग किया गया है वही उपाय रेगिस्तानी क्षेत्रों के विषय में भी लागू होते हैं ।

(ख) वस्तुतः सभी राज्य वनस्पति रक्षा संगठनों, विस्तार एजेन्सियों तथा अन्य संस्थाओं द्वारा चूहों के विरुद्ध लगातार अभियान शुरू किये जाते हैं ।

(ग) मुख्यतः विशैले भोजन द्वारा चूहों की रोकथाम की जाती है और इस कार्य के लिए जिन्क फौसफाईड या स्ट्राईचनार्ड हाईड्रोक्लोराईड (Zinc phosphide or strychnine hydrochloride) का प्रयोग किया जाता है । चूहों वाले क्षेत्रों में चूहों के बिलों में विशैला भोजन रख दिया जाता है और यह क्रिया प्रतिवर्ष दोहरायी जाती है । १९६२-६३ के दौरान में लगभग २६ लाख एकड़ भूमि के क्षेत्र में यह अभियान चालू था । इस कार्य पर लगभग २० नये पैसे प्रति एकड़ के हिसाब से खर्च आता है ।

Aerodromes in Punjab

9. **Shri Daljit Singh:** Will the Minister of Transport be pleased to state:

(a) whether there is any proposal for the expansion and construction of aerodromes in Punjab;

(b) if so, the details thereof; and

(c) the time by which the work will be started?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) to (c). So far as the Civil Aviation Department is concerned, estimates for Rs. 42,36,900 for the strengthening of the main runway, apron and taxi track at Amritsar aerodrome, to make it suitable for operation of bigger aircraft like Viscounts, have been sanctioned. Tenders for the work have been called for and the work is expected to be completed in 18 to 24 months from the date of commencement. Estimates for the construction of a new runway at Kulu (Bhuntar) is also under examination. The Civil Aviation Department have no other proposal to construct any new aerodrome in Punjab.

Upgrading of Sub-Post Offices in Kerala

10. { **Shri Kappen:**
 { **Shri A. V. Raghavan:**
 { **Shri Pottekkatt:**

Will the Minister of Posts and Telegraphs be pleased to state:

(a) whether there is any proposal to upgrade a few Sub-Post Offices into Head Post Offices in Kerala during 1964; and

(b) if so, their names and when they will come into being?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). One Sub-Post Office, viz., Tirur S. O., has already been up-graded into a Head Post Office with effect from 1-1-1964. The proposal to upgrade three more Sub-Post Offices, viz., Badagara, Punalur and Trivandrum-Chalaj into Head Post Offices is under examination.

Cooperative Laws

11. { **Shri A. V. Raghavan:**
 { **Shri Kappen:**

Will the Minister of Community Development and Co-operation be

pleased to state the progress made by the States of Kerala, Uttar Pradesh, Assam, West Bengal and Rajasthan in framing co-operative laws on the lines of the Model Bill prepared by the Committee on Cooperative Law?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (1) The Kerala Cooperative Societies Bill 1963 has been introduced in the State legislature.

(2) The Uttar Pradesh Cooperative Societies Bill is likely to be introduced in the Budget session of the Assembly commencing in February, 1964.

(3) The draft Assam Cooperative Societies Bill is under examination of the State Government.

(4) In West Bengal, the Cooperative Societies Bill is at the drafting stage.

(5) The draft Rajasthan Cooperative Societies Bill is under examination of the State Government.

Railway Shed at Calicut

12. { **Shri A. V. Raghavan:**
 Shri Kappen:

Will the Minister of Railways be pleased to state:

(a) whether the proposal to house the loco shed at Calicut at West Hill has been examined; and

(b) if so, what decision has been taken?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) No such proposal is under consideration.

(b) Does not arise.

Zhund-Kandla Railway

13. { **Shri P. R. Patel:**
 Shri Jashwanth Mehta:

Will the Minister of Railways be pleased to state the progress made so far in the construction of Zhund-Kandla railway?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Sanction of construction of this line is pending decision on the final alignment to be followed for the B.G. link to Kandla Port. This is expected to be finalised shortly.

Development of Cochin Port

14. Shri D. C. Sharma: Will the Minister of Transport be pleased to state:

(a) the amounts that are going to be spent for the development of the Cochin Port in the Third Plan period; and

(b) the major developments that are to be made during that period?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) sum of Rs. 336.62 lakhs is expected to be spent on the development of Cochin Port during the Third Five Year Plan period.

(b) The major development schemes that are being executed during the Third Five Year Plan period are the following:—

(i) Construction of Four Berths in the Ernakulam Channel.

(ii) Purchase of certain port equipment.

(iii) Construction of some Floating Craft such as a Floating Crane, a Fire Float, one hopper suction dredger, one multipurpose tug, one self-propelled grab dredger etc.

- (iv) Provision of channel lighting in the Ernakulam channel.
- (v) Construction of an open berth in the Ernakulam channel;
- (vi) Construction of sheds, warehouses and buildings in the new wharf.
- (vii) Construction of quarters for Port staff and labour.

Milk Scheme in Punjab

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

(a) the amount of money given by the Centre to the Government of Punjab for Milk Scheme (Dairy Farm) during the last five years; and

(b) whether the same has been fully utilised?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The required information has been called for from the State Government of Punjab and will be placed on the Table of the Sabha when received.

Import of Gur by Gujarat

16. Shri P. R. Patel: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of gur imported by Gujarat from different States from November, 1962, to June, 1963 and from November, 1963 to 31st January, 1964, month-wise, by rail, road and sea; and

(b) the quantity of gur to be given to Gujarat in February, March, April, May and June, 1964, month-wise?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The quantity of

gur imported by Gujarat during the months of November, 1962 to June, 1963 by rail and river was as under:—

| | (figures in tonnes) |
|----------------|---------------------|
| November, 1962 | 4,603 |
| December, 1962 | 4,546 |
| January, 1963 | 14,361 |
| February, 1963 | 27,562 |
| March, 1963 | 1,05,959 |
| April, 1963 | 1,975 |
| May, 1963 | 12,064 |
| June, 1963 | 6,459 |

Figures of movement by road and sea are not available. Statistics in respect of imports from November, 1963 to 31st January, 1964 are also not yet available. The quotas for import of gur fixed for Gujarat during these months are as under:—

| | (tonnes) |
|----------------|----------|
| November, 1963 | 6,600 |
| December, 1963 | 14,500 |
| January, 1964 | 22,000 |

(b) The quota of gur fixed for import by Gujarat in February, 1964 is 30,000 tonnes. Quotas for the subsequent months have not yet been fixed, as these are fixed every month.

Calcutta Dum Dum Helicopter Service

- 17.** { **Shri Yashpal Singh:**
Shri Nath Pai:
Shri Shree Narayan Das:

Will the Minister of Transport be pleased to state:

(a) whether a request has been received for the grant of a licence for operating a helicopter service for connecting the city of Calcutta with Dum Dum airport, Midnapore and Asansol; and

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

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) and (b). Requests have been received

from certain private parties for permission for operating helicopter service for connecting the City of Calcutta with Dum Dum airport. The economics of operation of helicopter service is under examination.

Foreign Shipping Companies

18. Shri Yashpal Singh: Will the Minister of Transport be pleased to state:

(a) the number of foreign shipping companies operating in the country at present;

(b) the foreign exchange earned by them annually; and

(c) the specific steps Government proposes to take to encourage Indian shipping companies for the purpose of export?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) At present sixty foreign shipping companies are operating in the overseas trade of India.

(b) As no statutory power exists under which foreign shipping companies can be directed to furnish the requisite information, no statistics about their earnings are being maintained.

(c) The following steps have been taken by Government to encourage Indian shipping companies to acquire more tonnage and to take greater share of freight earnings of country's overseas trade:—

(i) Grant of loans at concessional rate of interest for acquisition of tonnage.

(ii) In the exercise of Shippers Preference the allocation of Government owned and controlled cargoes, subject always to freight rates being competitive.

(iii) Conclusion of bilateral shipping agreements with foreign

Governments to enable the trade between those countries and India being shared by national shipping of either country.

(iv) Tax concessions, like Development Rebate, exemption from Wealth Tax etc.

(v) Securing of foreign credit for acquisition of ships in view of foreign exchange difficulties.

Rural Indebtedness

19. { Shri Yashpal Singh:
Shri P. C. Borooah:
Shri Onkar Lal Berwa:
Shri Kolla Venkaiah:
Shri Bade:
Shri Ram Harkh Yadav:
Shri S. N. Chaturvedi:

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

(a) whether Government have assessed the rural indebtedness in the country;

(b) if so, the estimated amount thereof; and

(c) the steps contemplated to overcome the same at the earliest?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) to (c) The Reserve Bank of India undertook an All India Rural Debt and Investment Survey in 1961-62 with the object of obtaining reliable estimates regarding debt, borrowings, re-payments and other important aspects of rural economy. The processing of the material collected during the survey is now under way. However, in respect of some important items provisional estimates have been worked out. According to these provisional estimates, nearly 62 per cent

of the rural households reported outstanding loans at the end of June, 1962. The outstanding average debt per household in respect of all rural households for the country as a whole as on 30th June, 1962 was Rs. 406. This was 7.58 per cent of the average value of assets (Rs. 5358) per household.

Outstanding debt has to be related to value of assets held, the purposes for which loans were taken, productive or otherwise etc. Increase in debt in absolute terms does not in itself constitute an unhealthy feature provided such loans are utilised for productive purposes and they are available through institutional agencies at reasonable rates of interest. The Co-operative Credit structure with its long-term loans seeks not only to increase productivity but also to enable agriculturists to pay off their prior debts.

'Stop' Signals

20. { Shri Bhagwat Jha Azad:
Shri Yashpal Singh:
Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri Indrajit Gupta :
Shri Vishwa Nath Pandey:

Will the Minister of Railways be pleased to state:

(a) whether it has been decided to erect "stop" signals at all the level crossings in the country;

(b) if so, when the work is likely to be finished; and

(c) the expenditure likely to be incurred on this?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Presumably the Honourable Members are referring to the provision of 'Stop' Boards on road approaches and not 'Stop' Signals on train approaches at unmanned level-crossings and if so, the reply is as under:—

(a) Yes. At all unmanned level-crossings only.

(b) 30th April, 1964.

(c) Approximately Rs. 21 lakhs.

Trunk Calls

21. Shri Vishram Prasad: Will the Minister of Posts and Telegraphs be pleased to state:

(a) the number of trunk calls cancelled on Delhi-Pathankot and Delhi-Calcutta lines after waiting for several hours during the month of December, 1963; and

(b) the loss to the Telephone revenue on that account?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Ineffective calls cancelled due to delays are not classified separately in Trunk Exchanges. Ineffective calls are classified only as cancelled (i) due to subscribers' reasons ('S' category) and (ii) due to Departmental reasons ('D' category). Ineffective calls cancelled due to delays would fall under 'D' category.

The total number of calls booked and the number of calls cancelled on Delhi-Pathankot and Delhi-Calcutta routes in the month of December, 1963, are as follows:

| Route | Calls booked | Ineffective Calls under 'D' Category | |
|---------|--------------|--------------------------------------|----------------------|
| | | No. of Calls | %age of booked Calls |
| DLI-PKT | 600 | 160 | 26% |
| DLI-CA | 11349 | 467 | 4% |

(b) The revenue on a call is determined by—

(i) Priority of the call.

(ii) Period during which the call is completed e.g., Concessional period.

(iii) Duration of the call.

It is not possible to evaluate the loss of revenue in the case of ineffective calls as none of the above criterion would apply.

Railway Coaches

22. Shri Shree Narayan Das: Will the Minister of Railways be pleased to state:

(a) whether any assessment has been made on an-All-India basis as to the requirements of various categories of coaches that will be required if passengers occupy as many seats as are authorised in each compartment; and

(b) if so, the result of such assessment?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). No, not on that basis; but the provision of additional coaches required is made on the basis of a 15 per cent increase in passenger traffic over the 3rd Plan period, as approved by the Planning Commission.

On this basis, the additional stock programmed to be provided during the 3rd Plan period is—

| | |
|--------------|--------------|
| Broad Gauge | 1869 coaches |
| Metre Gauge | 1715 coaches |
| Narrow Gauge | 38 coaches |

A census is also taken of all trains twice a year, during April-June and again during October-December and on the basis of the overcrowding observed on each train, the approximate number of coaches required to remove overcrowding, on the overcrowded trains, is also worked out. This, however, does not give a correct assessment, as on the same section while some trains are overcrowded, others may not be fully occupied.

Samastipur Sugar Mill

23. { Shri Shree Narayan Das:
Shri Tridib Kumar Chaudhuri:
Dr. Mahadeva Prasad:
Shri Yogendra Jha:

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

(a) whether it is a fact that Samastipur Sugar Mill in the district of Darbhanga, Bihar, has stopped crushing sugar cane in this season;

(b) if so, the circumstances in which this happened;

(c) whether any steps have been taken to get the mill start crushing; and

(d) the arrangements made to get the sugar cane of that area crushed?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The Board of Management of Jamastipur Sugar Mills Ltd. had decided not to commence crushing operation in the season 1963-64 due to losses suffered by them in the past few years.

(c) and (d). The Government of India have taken over the management of the mill with effect from the 14th January, 1964 and the mill is now being run through an Authorised Controller. It started working on the 20th January, 1964.

Freight Rates

24. Shri P. C. Borooah: Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 495 on the 10th December, 1963, regarding increase in the freight rates by the India-U.K. Continent Conference and state:

(a) the decisions since taken to provide due protection to sensitive export commodities in consultation with the Conference; and

(b) the progress achieved in developing our tramp fleet as a long-term measure to protect India's export interests?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) Agreement of the Conference has been obtained in principle to special treatment being accorded to sensitive commodities and the matter is being pursued in consultation with the trade interests.

(b) The question of developing tramp tonnage is receiving the constant attention of Government. During the current plan period 20 tramp vessels, including bulk carriers, aggregating 2,90,534 G.R.T. have been acquired/ordered for operation in the tramp trade.

Katihar Railway Station

25. { Shrimati Savitri Nigam:
Shri P. C. Borooah:
Shri Vishwa Nath Pandey:

will the Minister of Railways be pleased to state:

(a) whether it is a fact that about 5,000 people who were stranded at the Katihar Railway Station on the N.E.F. Railway squatted on the railway track for hours together on the 19th December, 1963 to protest against the lack of accommodation in the trains;

(b) whether numerous representations had already been received from various organisations in Assam about the low frequency of services and lack of accommodation in the trains on the N.E.F. Railway; and

(c) the steps since taken to improve the conditions on that Railway?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawas Khan): (a) On 19th December, 1963, No. 21 Up Katihar-Gauhati Passenger

was held up at Katihar station for 25 minutes as some passengers who having failed to get accommodation in the train stood on the track. No other train was detained at Katihar on that day.

(b) There have been representations complaining about inadequacy of train services on N.F. Railway.

(c) Steps taken so far to relieve overcrowding on main line trains running on N.F. Railway include an additional pair of trains on Katihar-Siliguri section from 1-10-63 and augmentation of loads of the following train services:

- (i) 61 Up/62 Dn. Gauhati-Tinsukia Passenger by three third class coaches;
- (ii) 3 Up/4 Dn. Assam Mains by a composite first and third class bogie between Gauhati and Maniharighat.
- (iii) 5 Up/6 Dn. North Bank Expresses by three third class coaches.
- (iv) 1 Up/2 Dn. A.T. Mails by two third class coaches; and
- (v) 69 Up/70 Dn. Mariani-Tinsukia Passengers by three third class coaches.

It is also proposed to provide from April 1964:

- (i) a pair of passenger trains between Lumding and Tinsukia to be run during day light hours in lieu of 63 Up/64 Dn passengers which had been cancelled from 13-4-1963 consequent upon suspension of night running of trains on Lumding-Mariani section.
- (ii) a pair of mails and two pairs of passenger trains on the Khejuriaghat-Barosi-New Jalpaiguri B. G. section.

Restriction on Movement of Gur

26. { Shri P. C. Borooah:
 Shri Bhagwat Jha Azad:
 Shri Shree Narayan Das:
 Shri R. G. Dubey:
 Shri Yashpal Singh:
 Shri Vishram Prasad:
 Shri M. L. Dwivedi:
 Shri Jedhe:
 Shri Prakash Vir Shastri:
 Shri Himatsingka:
 Shri Mohan Swarup:
 Shri Krishnapal Singh:
 Shri Ram Harkh Yadav:

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

(a) whether question of liberalisation of the restrictions on the inter-State movement of gur with a view to achieving a more or less uniform price and balanced stock-position in different parts of the country has been considered since the enforcement of the current order; and

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

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Quotas for inter-state movement of gur are being allotted on a monthly basis having regard to the pattern of production in surplus States, movement in corresponding months of previous years and in consultation with the State Governments. No change in this is contemplated.

Crushing of Sugarcane

27. Shri Bibhuti Mishra: Will the Minister of Food and Agriculture be pleased to state the quantity of sugarcane crushed by sugar mills till 31st January, 1964. State-wise during the current season?

The Minister of State in the Ministry of Food and Agriculture (Shri

A. M. Thomas): The required information is given below:

| State | Cane Crushed from 1st November, 1963 to 31st January, 1964 ('000 tonnes) |
|----------------|--|
| U. P. | 6938 |
| Bihar | 1457 |
| Assam | 17 |
| West Bengal | 82 |
| Punjab | 567 |
| Orissa | 30 |
| Rajasthan | 77 |
| Madhya Pradesh | 124 |
| Maharashtra | 2722 |
| Gujarat | 188 |
| Andhra | 1140 |
| Madras | 403 |
| Mysore | 584 |
| Kerala | 69 |
| Pondicherry | 42 |
| All India | 14439 |

रेलवे सुविधायें

२८. { श्री विभूति मिश्र :
 श्री ए० ना० विद्यालंकार :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार अप्रैल, १९६४ से कुछ रेलवे सुविधायें बढ़ाने जा रही है; और

(ख) यदि हां, तो वे सुविधायें क्या हैं ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) और (ख). शायद माननीय सदस्य का आशय यात्रियों और दूसरे रेल उपयोगकर्ताओं को स्टेशनों पर दी जाने वाली सुविधाओं से है। जिन स्टेशनों पर तीसरे दर्जे का प्रतीक्षालय, बेंच, पीने का पानी, शौचालय, बुकिंग आदि

की मामूली सुविधाएं भी नहीं हैं, वहां इनकी व्यवस्था की जा रही है। इनके अलावा और जो जो सुविधायें यात्रियों और दूसरे रेल उपयोगकर्ताओं के लिए आवश्यक समझी जाती हैं, उनकी व्यवस्था भी रेल उपयोगकर्ता सुविधा समिति की सलाह से चुने गये, खास-खास स्टेशनों पर हर साल की जा रही है। इस समय सभी स्टेशनों पर स्वीकृत मान के अनुसार सुविधायें दी जा रही हैं और यात्रियों और दूसरे रेल उपयोगकर्ताओं के लिए किसी तरह की नयी सुविधा देने का कोई विचार नहीं है।

Theft of Copper Wire

29. { Shri R. G. Dubey:
Shri Yishram Prasad:
Shri R. Barua:

Will the Minister of Railways be pleased to state:

(a) whether some persons including a Chief Booking Clerk were arrested in Delhi recently in connection with the theft of copper wire; and

(b) whether it is a fact that an inter-state gang is indulging in such practices?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). Yes. A gang of four persons including Chief Booking Clerk, Subzimandi Railway Station Delhi, operating in Punjab and Delhi State was arrested in connection with Crime No. 623 dated 25-12-1963, U/s 5 of Unlawful Possession of Telegraph Wires Act and Sections 409 and 120-B I.P.C. The case is still under police investigation.

वजीराबाद पुल, दिल्ली

३०. श्री प्रकाशवीर शास्त्री : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में जो दूसरा पुल (वजीराबाद) बन कर चालू भी हो गया था वह क्यों यातायात के लिए बन्द कर दिया गया ;

(ख) फिर कब से वह चालू हो सकेगा; और

(ग) हुनायूं के मकबरे के पास बनने वाले पुल में और क्या प्रगति हुई है ?

परिवहन मंत्रालय में नीरहुन मंत्री (श्री राज बहादुर) : (क) और (ख). वजीराबाद पुल—

पुल के पहुंच मार्गों के निर्माण कार्य के पूरी तरह समाप्त होने से पहले वजीराबाद पुल अगस्त १९६३ में सीमित यातायात के लिए खोल दिया गया था। १९६३ में वर्षा ऋतु में पुल के पहुंच मार्ग भारी वर्षा के कारण कई स्थानों पर टूट गये। इन पहुंच मार्गों पर दूसरी ऊारी तह तथा डामर बिछाने के कारण पुल पर यातायात पर अस्थायी तौर से रोक लगा दी गई थी और भारी यातायात र्जित था। नवम्बर १९६३ के अंत से पुन यातायात के लिए खोल दिया गया है।

(ग) हुनायूं के मकबरे के पास का पुल

पुल के उंडरों के बारे में निर्णय कर लिया गया है और निर्माण कार्य मेसर्स उत्तम सिंह डुग्गल एण्ड कम्पनी को सौंप दिया गया है। पुन का निर्माण कार्य शुरू हो गया है और आशा की जाती है कि वह लगभग तीन वर्षों में पूरा हो जायगा।

Telegrams

31. { Shri Maheswar Naik:
Shri D. D. Mantri:

Will the Minister of Posts and Telegraphs be pleased to state:

(a) whether it is a fact that a fair percentage of telegrams is being des-

patched by ordinary post on the ground that a signaller is not found at work at signalling beyond certain specified limits;

(b) whether any attempt has been made to find out the actual state of things in this regard and if so, the result thereof; and

(c) whether any steps are being taken to improve efficiency and performance in our telegraphic communications?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) No. The percentage of the posted telegrams is on the average 1 and below.

(b) Yes. The subject of posting of telegrams is always under special scrutiny. Necessary remedial measures are taken wherever called for.

(c) These matters are constantly under examination of the P. & T. Board and of the Regional Organisations in the country and necessary steps to improve efficiency and performance are being taken from time to time.

Dead Body in Railway Compartment

32. { Shri Maheswar Naik:
Shri Yashpal Singh:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a dead body with a leg severed from it was recovered from a third class compartment near Ghaziabad sometime towards the end of December, 1963 and if so, whether the crime has been traced;

(b) whether more similar cases have been reported on the Northern Railway; and

(c) the specific steps being taken for the protection of life of railway travellers?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawas Khan): (a) Yes. The case is still under police investigation.

(b) No such cases reported on Northern Railway in 1963.

(c) Prevention and detection of crime and prosecution of offenders are the responsibility of the State Police. Police Train Guards are detailed by them in important night trains. Close co-operation is being maintained with the Government Railway Police at all times for the control of crime. Full assistance is given to them by the Railway Protection Force whenever necessary or required.

Shipping Facilities for Export of Iron Ore

33. { Shri Warlor:
Shri Vasudevan Nair:

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that export of iron ore from South Canara ports has been held up owing to lack of shipping facilities; and

(b) if so, the steps Government have taken or propose to take to overcome the snag?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) No, Sir. Government have not received any complaints in this regard.

(b) Does not arise.

Air Accident near Agra

34. { Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Dhaon:
Shri Yashpal Singh:

Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 42 on the 19th

November, 1963 regarding accident near Agra and state:

(a) whether the report of the court of enquiry has since been received by Government;

(b) if so, the findings thereof; and

(c) if not, the reason for delay?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin):

(a) No Sir.

(b) Does not arise.

(c) Detailed investigation by a panel of experts is still in progress. Reports on the various affected parts of the aircraft, despatched to the manufacturers in England, have not been received so far.

Accidents in Delhi

35. { Shri P. C. Borooah:
Shri Onkar Lal Berwa:
Shri Maheswar Naik:

Will the Minister of Transport be pleased to state:

(a) the number of road accidents in Delhi and New Delhi during the later half of 1963;

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

(c) the steps taken to prevent the same?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) 3620.

(b) 138 and 196 respectively.

(c) The following measures have been taken by the Delhi Administration to keep the incidence of road accidents under check:

(i) Enforcement of traffic rules and regulations specially in

regard to over-speeding has been continued.

(ii) Road markings and erection of cautionary road signals on dangerous intersections have been arranged.

(iii) safety weeks have been conducted to inculcate a better road sense in the general public. Pamphlets have been prepared and distributed to educate road users.

(iv) Cinema slides about road safety are being shown in a number of cinema houses in Delhi.

(v) One Sub-Inspector has been specially detailed to educate school children. Films on traffic problems were also shown in various schools.

(vi) Efforts have also been made to instruct drivers of heavy transport vehicles including D.T.U. bus drivers in traffic rules.

(vii) A special traffic drive has been organised to inculcate correct road sense among the different classes of road users.

(viii) It is proposed to augment the strength of the Delhi Traffic Police to meet the needs of the growing road traffic.

(ix) The Central Public Works Department authorities have been requested to construct over-bridges at level crossings and widen some of the intersections to ease traffic congestion.

(x) A systematic and organised plan for development of Delhi city and its suburbs has been drawn up in the Master Plan in order that the rapid-

ly expanding population, urbanisation and other factors do not lead to traffic hazards in future.

Train Robberies

36. Shrimati Savitri Nigam: Will the Minister of Railways be pleased to state the number of cases of running train robberies which occurred in October, November and December 1963 (Zone-wise)?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): The required information is given below:—

| Railway | 1963 | | |
|------------------------------|----------|----------|----------|
| | October | November | December |
| Central | | 1 | |
| Northeast Frontier | | 1 | |
| Southern | | | |
| Western | | 2 | |
| South Eastern | | | |
| Eastern | | | |
| North Eastern | | 1 | 1 |
| Northern | 2 | 2 | 3 |
| TOTAL | 2 | 7 | 4 |

First Class coaches

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

(a) whether it is a fact that some very out-moded first class coaches having no proper doors and broken bath-room taps have been attached to various trains recently; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

Telegrams

38. Shri Buta Singh: Will the Minister of Posts and Telegraphs be pleased to state:

(a) whether it is a fact that a large number of telegrams are lost every day in the Central Telegraph Office, New Delhi even before their transmission to other stations;

(b) if so, the causes thereof;

(c) the actual number of telegrams lost during the last two years; and

(d) the steps Government propose to take in the matter?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) No.

(b) Does not arise.

(c) 66 out of about 12 lakhs and 76 out of about 13 lakhs telegrams booked in Central Telegraph Office, New Delhi were lost during the years 1962 and 1963 respectively.

(d) Close and strict watch has been ordered to be kept at all stages to eliminate loss of telegrams.

Cotton Production

39. Shri G. Mohanty: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the superfine and fine cloth in Indian Textile mills is manufactured largely from imported cotton; and

(b) if so, the attempts being made to produce cotton of suitable quality in the country?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) About 50 per cent of the fine cloth is made from Indian cotton. All superfine cloth is mostly made from imported cottons.

(b) Soil and climatic conditions in the country are generally not suitable for production of cotton of 1-3/16" and above staple which are required for superfine cloth. Attempts are being made to produce, however, Andrews Sea Island cotton of these staple lengths in certain areas of Mysore, Kerala and Madras. The production of cottons between 1" and 1-3/16" has been rising and is at present about 5 lakh bales. It is expected that by the end of the 3rd Five Year Plan it will be possible to restrict imports only to cottons of 1-3/16" and above and all the remaining requirements of Indian Textile Industry for fine and superfine cloth will be met from indigenous sources.

Agricultural Production

40. { Shri N. R. Laskar;
Shri Ramachandra Ulaka;
Shri Subodh Hansda:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 34 on the 19th November, 1963 and state:

(a) whether various State Governments have since implemented the recommendations made by the "Working Groups" for closer integration of agriculture, community development and cooperation; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The Governments of Punjab and Rajasthan and the Pondicherry Administration have implemented this recommendation.

(b) The Government of Punjab has redesignated the post of Financial Commissioner Development and Secretary to the Government in the Panchayat and Development Department as 'Financial Commissioner, Agricultural Production and Rural Development.' He will now be directly responsible, under the Chief Minister, for

the departments not only of Development and Panchayats, but also, through their Secretaries, of Agriculture (and allied subjects) and Co-operation.

The Government of Rajasthan has decided to redesignate the present post of the Development Commissioner as 'Development Commissioner-cum-Secretary, Agricultural Production', who shall deal with Agriculture, Animal Husbandry, and Cooperation, in addition to Panchayat and Community Development. In order to assist him in dealing effectively with agriculture, animal husbandry and co-operation, as also to enable him to give adequate attention to field work and policy matters, the Development Commissioner-cum-Secretary, Agricultural Production shall be assisted by a Special Secretary for Agriculture and Animal Husbandry and Cooperation. For Panchayats and Community Development work, the Development Commissioner-cum-Secretary Agricultural Production shall be assisted by the Joint Development Commissioner, as heretofore.

In Pondicherry the Chief Secretary is the Development Commissioner and Secretary, Planning and Development Department is the head of all departments concerned with the Agricultural production such as Agriculture, Animal Husbandry, Fisheries, Community Development, Cooperation and allied Departments.

In other States the recommendations of the working groups have been examined by the Governments and while, they are agreed to, in principle, details of measures to be taken to implement them are under study.

M.O. Forms

41. { Shri N. R. Laskar;
Shri Ramachandra Ulaka;
Shri Subodh Hansda;
Shri Bhagwat Jha Aazad:

Will the Minister of Posts and Telegraphs be pleased to state whether

Government have come to any final decision regarding the proposal to allow private parties to print money order forms against free space for advertisement on them?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): It has been decided that private parties will not be permitted to print M.O. forms.

All India Agricultural Service

42. { Shri Vasudevan Nair:
Shri Subodh Hansda:
Shri S. C. Samanta;
Shri N. R. Laskar;
Shri Maheswar Naik:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 41 on the 19th November, 1963 and state:

(a) whether any decision has since been taken regarding the constitution of an All India Agricultural Service; and

(b) if so, the nature thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No.

(b) Does not arise.

Rice Price in Kerala

- *43. { Shri A. K. Gopalan:
Shrimati Renu Chakravartty:

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

(a) whether it is a fact that rice prices in Kerala and West Bengal have shown an upward trend in recent months;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to bring down the prices?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir. In West Bengal, the prices of rice which had been rising up to the middle of October, 1963, have been declining since. In Kerala, the prices had risen in some centres towards the end of November and in the first two weeks of December 1963. The prices in Kerala State also have since declined substantially.

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

New Trains on Trunk Routes

44. { Shri Subodh Hansda:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) whether it has been proposed to introduce new trains on some trunk routes;

(b) if so, which are the routes where it will be introduced and from when; and

(c) what are the considerations for choosing those lines?

The Deputy Minister in the Ministry of Railways (Shri Shahrawaz Khan): (a) to (c). The essential prerequisites for an additional service on any route are traffic justification and availability of requisite resources by way of line capacity, coaching stock and locomotives for such a service. Due regard has also to be given to the movement of goods traffic on the route concerned before putting on such a service. The proposals for additional trains having regard to these factors and to be implemented from 1-4-1964 are as under:

(i) One pair of bi-weekly express trains between New Delhi and Madras.

(ii) One pair of express trains between Patna and Ranchi.

(iii) One pair of Mails and two pairs of passenger trains on the Khejuriaghat-Barsoi-New Jalpaiguri section.

(iv) A pair of passenger trains between Hubli and Birur.

Travelling Ticket Examiners

45. Shri U. M. Trivedi: Will the Minister of Railways be pleased to state:

(a) whether special pay is sanctioned to T.T.E's, Headquarters flying squad on Central Railway; and

(b) whether similar pay is sanctioned to other flying squads of other zonal Headquarters?

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

(b) No. The question is under the active consideration of the Government.

Howrah Railway Station

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

(a) whether the Railway administration is aware of the total lack of facilities at Howrah station for troops in transit;

(b) whether army authorities have requested for provision of better facilities and if so, the result thereof; and

(c) the reasons for Howrah station lagging behind Dehi, Lucknow, and other transit stations in this respect?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Adequate facilities for troops in transit exist at Howrah railway station.

(b) and (c). No, however, this is being reviewed in consultation with the Defence authorities and any additional facilities required at Howrah will be provided to the extent feasible.

P. & T. Staff

47. Shri Indrajit Gupta: Will the Minister of Posts and Telegraphs be pleased to state:

(a) whether P. & T. employees have complained of acute shortage of staff in P and T offices;

(b) whether any survey has been made of the number of staff required and necessary posts sanctioned; and

(c) the steps proposed to be taken to speed up recruitment where most urgently required?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) A few representations for augmentation of staff on account of the growth of traffic have, as usual, been received in some circles.

(b) The growth of traffic is a continuous process and periodical reviews of establishment of P & T offices are made as laid down in rules and regulations and also as and when necessitated by increase in traffic. After such reviews action for sanction of justified posts is taken.

(c) Instructions have recently been issued that recruitment to the cadres of clerks and sorters should be made twice a year and in the case of telegraph and engineering cadres as and when required, instead of once a year as hitherto.

गन्ने से चीनी की प्राप्ति

४८. { श्री सरजू पण्डेय :
श्री मोहन स्वरूप :
श्री विश्वाम प्रसाद :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बानपुर के राष्ट्रीय चीनी प्रतिष्ठान ने किसी ऐसी विधि का पता लगाया

है जिससे गन्ने से चीनी की प्राप्ति बढ़ाई जा सकती है ; और

(ख) यदि हाँ, तो उसका विवरण क्या है और उसको देश भर में लंकात्रिय बनाने के लिये सरकार क्या कार्यवाही कर रही है ?

साथ तथा कृषि मंत्रालय में राज्य मंत्री (श्री प्र० म० यत्स) : (क) जाँ हाँ ।

(ख) राष्ट्रीय शर्करा, संस्था, कानपुर में एक विधि तैयार की गई है जिससे शर्करा कारखानों में गन्ना द्वारा साफ किये हुए गन्ने के रस को आयन-एक्सचेंज रेजिन द्वारा खनिज रहित किया जाता है इस विधि से खनिज अशुद्धि और गन्ने के रस को रंग देने वाले लगभग सभी पदार्थ दूर कर दिए जाते हैं और अधिक परिमाण में शर्करा मजि-भीकरण के लिये उपलब्ध हो जाती है । इससे प्र.प. शीरा ख.या भी जा सकता है । इससे विधि से शर्करा बनाने पर रूढ़ गंत्रक द्वारा शर्करा बनाने की विधि की अपेक्षा १ प्रतिशत अधिक की उन्नति होगी ।

तथापि, यह विधि विकास के उस स्तर तक नहीं पहुँची है जब कि इसे बड़े पैमाने पर उद्योग की अपनाने के लिए कहा जा सके । अभी भी कुछ रोज़े पहलू हैं जिनके ऊपर और परीक्षण करने आवश्यक है ।

Railways Establishment Code

49. { Shri Hari Vishnu Kamath:
Shri Yashpal Singh:
Shri Nambiar:

Will the Minister of Railways be pleased to state:

(a) whether his attention has been drawn to the recent judgment of the Supreme Court invalidating Rules 148(3) and 149(3) of the Indian Railway Establishments Code;

(b) the number of railway employees serving since the 15th August, 1947, whose services have been terminated under either of the said rules;

(c) whether those employees will all be now reinstated; and

(d) if not, the reasons therefor?

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

(b) 389, as far as information is available.

(c) and (d). Orders have been issued for the reinstatement of six of the seven ex. employees who were direct parties to the appeals before the Supreme Court. The case of Shri Priya Gupta, M.P., who also was one of the direct parties to the appeals before the Supreme Court, and of others mentioned in part (b) are under examination.

Assistance to Punjab for Agriculture

50. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Punjab State requested for a grant of Rupees five crores for boosting up agricultural production in 1964-1965;

(b) if so, the result thereof; and

(c) the purposes on which it is to be spent?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). According to the Annual Plan proposals for 1964-65 the Government of Punjab requested for an outlay of Rs. 751 lakhs for agricultural programmes for 1964-65, which include Agricultural Production, Minor Irrigation, Soil Conservation, Animal Husbandry, Dairy and Milk supply, Forests, Warehousing and Marketing. An outlay of Rs. 750 lakhs has been finally agreed to.

Amritsar Aerodrome

51. **Shri Hem Raj:** Will the Minister of Transport be pleased to state the steps taken or proposed to be taken for landing and offtake of heavy aeroplanes at Amritsar aerodrome?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): An estimate for strengthening the main runway, apron and taxi track at Amritsar with a view to making it suitable for heavy aircraft operations has been sanctioned. Tenders for this work have been invited and the work is expected to be completed in 18 to 24 months from the date of commencement.

गुड़, चीनी और खाण्डसारी की आवश्यकता

५२. श्री मोहन स्वरूप : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) चतुर्थ चवर्षीय योजना के अन्त तक चीनी, गुड़ और खाण्डसारी की वितनी अनुमानित आवश्यकता होगी ;

(ख) आवश्यकता की पूर्ति के लिये क्या क्या कदम उठाये जायेंगे ; और

(ग) कितने वर्तमान कारखानों को सुगठित करने और नये कारखानों को बनाने की व्यवस्था की जायेगी ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० धामस) : (क) से (ग). चौथी योजना के लक्ष्य इस समय बिबाराधीन हैं ।

पौष्टिक आहार

५३. श्री मोहन स्वरूप : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश के विभिन्न विकास खंडों में पौष्टिक आहार सम्बन्धी कोई विस्तृत कार्यक्रम कार्यान्वित किया जा रहा है ;

(ख) यदि हाँ, तो उसकी रूपरेखा क्या है ; और

(ग) उस पर कितना खर्च होने का अनुमान है ?

सामुदायिक विकास तथा सहकार मंत्रालय में उपमंत्री (श्री ब० सू० मूर्ति) : (क) से (ग). जी हाँ । यूनिसेफ, खाद्य और कृषि संगठन और विश्व स्वास्थ्य संगठन की सहायता से वावैरिक पंचवर्षीय कार्यक्रम कार्यान्वित किया जा रहा है । कार्यक्रम के उद्देश्यों, विषय वस्तु और कार्यक्रम के बारे में एक नोट समन्वयन पर रखा जा रहा है । [पुस्तकालय में रखा गया देखिये, संख्या एल० टी० २२५२/६४]

फतेहपुर-चुरू रेलवे लाइन

५४. { श्री मोहन स्वरूप :
श्री सिद्धेश्वर प्रसाद :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि फतेहपुर-चुरू रेलवे लाइन पर सामान्य दर के बजाय दुगुना किराया यात्रियों से लिया जा रहा है, जब कि ६ वर्ष से भी अधिक समय इस लाइन पर गाड़ियों की चलते हो गया है ;

(ख) क्या यह भी सच है कि बाहर से आने वाले खेतीप्राप्तों के दाम भी भाड़ा दुगुना होने से अन्य स्थानों की अपेक्षा यहाँ ज्यादा बड़े हुए हैं ; और

(ग) इस विषय में सरकार क्या कार्यवाही कर रही है ?

रेलवे मंत्रालय में उपमंत्री (श्री) सें.
बे० रामस्वामी) : (क) जाँ हाँ ।

(ख) दूरी बढ़ाकर भाड़ा लगाने के कारण अनाज के भाड़े में, जैसे जयपुर से चुरू तक के भाड़े में, प्रति विक्टन १३ नये पैसे की बढ़ती हुई है । भाड़े में इस मामूली सी बढ़ती की वजह से चुरू में अनाज की कीमत पर कोई खास अंतर पड़ने की संभावना नहीं है ।

(ग) जब तक इत लाइन में लगायी गयी पूंजी पर आर्थिक त्रिकल मिलना शुरू नहीं हो जाता, तब तक कोई कार्रवाई करने की जरूरत नहीं है इस संकेत की संचालन की वित्तीय समीक्षा हर साल की जाती है ।

Railway Colonies

55. Shri Nambiar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government have decided not to undertake major repairs of staff quarters and roads in Railway Colonies during the period of emergency;

(b) whether it is also a fact that as per above decision, repairs and white washing of staff quarters in Golden Rock Railway Colony of the Southern Railway have not been done for over a year; and

(c) if so, the steps taken to keep the quarters fit?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No; all repair works which cannot be deferred are attended to.

(b) and (c). Repairs and white washing of residential buildings are undertaken on condition basis and not as routine during the emergency and all inescapable works in Golden Rock Colony have been attended to.

Electrification of Sealdah Section

56. Shri Tridib Kumar Chaudhuri: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal for extending electrification of the Sealdah Section of Eastern Railway upto Lalgola which is only 228 kilometres from Sealdah; and

(b) if not, the reasons for the same?

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

(b) Traffic requirements do not justify extension of electrification beyond Krishnagar City upto Lalgola.

बिना टिकट यात्रा

५७. श्री श्रीकारलाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में बिना टिकट यात्रा करने वालों की संख्या बहुत बढ़ गयी है ;

(ख) यदि हाँ, तो अप्रैल, १९६३ से दिसम्बर, १९६३ तक कितने यात्रियों ने बगैर टिकट यात्रा की; और

(ग) उनसे कितना रुक्या प्राप्त किया गया और कितनों को सजा दी गई और कितनों को छोड़ दिया गया ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खान) : (क) १-४-१९६३ से ३१-१२-१९६३ तक की अवधि में, बिना टिकट सफर करते पकड़े गये यात्रियों की संख्या, पिछले वर्ष की सी अवधि की तुलना में, अधिक रही है । यह बढ़ती कुछ तो जांच की कड़ी व्यवस्था के कारण और कुछ यातायात बढ़ जाने के कारण हुई है ।

(ख) और (ग). एक बयान, जिसमें सूचना दी गई है समा पटल पर रखा जाता है। [उत्तकालय में रखा गया, देखिए संख्या एल० टी० २२५३/६४]

चर्च गेट और ग्रांट रोड के बीच रेलवे लाइन

५८. श्री श्रीकांतलाल बेरा : क्या रेलवे मंत्री १६ नवम्बर, १९६३ के अतिरिक्त प्रश्न संख्या ६८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे के चर्च गेट और ग्रांट रोड स्टेशनों के बीच तीसरी रेलवे लाइन बिछाने की योजना बना ली गयी है;

(ख) यदि हां, तो इसमें कितना रुपया खर्च किया जा रहा है और कितना रुपया जमीन अर्जित करने के लिये अपेक्षित है ; और

(ग) लाइन पर कार्य कब से शुरू किये जाने की संभावना है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० बें० रामस्वामी) : (क) से (ग). पश्चिम रेलवे में बढ़ते हुए उप नगरीय यातायात को सम्हालने के लिए चर्च गेट और ग्रांट रोड के बीच एक तीसरी लाइन और कुछ वर्षों के बाद एक चौथी लाइन भी बिछाने का विचार है। इस काम के लिए लगभग १४३ लाख रुपये की लागत से लगभग ६ एकड़ जमीन खरीदने का फैसला किया गया है और १९६३-६४ के निर्माण कार्यक्रम में इसके लिए व्यवस्था की गयी है। जमीन खरीदी जा रही है। जमीन खरीद लेने के बाद तीसरी लाइन बनाने का काम शुरू किया जायेगा। अभी इस काम के लिए कोई तारीख नियत नहीं की गई है, क्योंकि यह मुख्यतः इस बात पर निर्भर है कि जमीन खरीदने का काम कब तक पूरा होता है।

मझोला हाल्ट स्टेशन

५९. श्री श्रीकांतलाल बेरा : क्या रेलवे मंत्री १७ दिसम्बर, १९६३ के अतिरिक्त प्रश्न संख्या १८४१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि अलीगढ़-बरेली सेक्शन पर चन्दौसी और बहजोई के बीच मझोला हाल्ट फाटक को गेट नं० ४० से हटा कर गेट नं० ४१ पर ले जाने के बारे में में कब तक निर्णय किये जाने की संभावना है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० बें० रामस्वामी) : इस मामले पर पूरी तरह विचार करके यह फैसला किया गया है कि मझोला हाल्ट इस समय जिस जगह पर है, वहीं रहने दिया जाय।

Derailment of Frontier Mail

60. { Shri A. N. Vidyalkar:
Shri P. K. Ghosh:
Shri Yashpal Singh:
Shri Kapur Singh:
Shri Maheswar Naik:
Shri Vishwa Nath Pandey:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Bombay-bound Frontier Mail was derailed near Ratlam on the 6th January, 1964 near about midnight; and

(b) the cause of the accident and the loss in terms of men and money sustained?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Yes. At about 22.55 hours on 6th January 1964 the Bombay-bound 4 Up Frontier Mail train derailed between Anas 'A' cabin and Anas station of Western Railway.

(b) The Additional Commissioner of Railway Safety, Bombay who held his

statutory enquiry into this accident, has submitted his preliminary report. His provisional findings are that the derailment was the result of a deliberate act of sabotage committed by some unknown persons. There was no loss of life due to this accident. The cost of damage to railway property has been estimated at Rs. 14,500/- approximately.

Jagadhri Railway Workshop

61. Shri A. N. Vidyalkar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway management has recently withdrawn the concession enjoyed by railway workmen for the last 12 years to travel free between Jagadhri workshop and Jagadhri, which has affected nearly three thousand workers;

(b) whether there has been resentment among the workers on this account and the workers' organisations have made representations for the restoration of the concession;

(c) whether it is a fact that the overwhelming majority of the factory workers live in Jagadhri due to insufficient housing provision in the Railway colony; and

(d) whether Government have examined the demands of the workers and if so, the decision taken thereon?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) The position is as follows:

(1) In 1953, the General Manager, Northern Railway, had permitted the facility of free travel between Jagadhri Workshop station and Jagadhri Station to employees (their families and relatives) residing in the Workshop area and its vicinity.

With effect from 1st January 1964, the free travel facility enjoyed by the

Railway staff residing in Workshop area and its vicinity has been restricted to one pass per week to one member of the railway employee's family between Jagadhri Workshop Station & Jagadhri Station, to enable them to make purchases.

(2) From 1953, the Workshop staff living in Jagadhri Town and Yamunanagar, both served by Jagadhri Station, were also allowed free travel facility for themselves and their families between Jagadhri Station and Jagadhri Workshop Station. As the families of staff living in Jagadhri Town and Yamunanagar have not to go to Jagadhri Workshop Station area for shopping, the free travel facility in their favour has been withdrawn with effect from 1st January 1964. The Railway employees themselves have, however, continued to enjoy the facility of free travel daily between Jagadhri Station and Jagadhri Workshop Station for attending their duties in the Workshops.

(b) Yes.

(c) No. Out of 3,056 Workshop staff, only 959 are living in Jagadhri Town and Yamunanagar.

(d) The demands have been examined. The staff residing in Jagadhri Workshop area and its vicinity have been allowed free travel facility to the extent of one pass per week for one member of the family for going to Jagadhri Town for shopping; in addition, children of staff are entitled to free passes for going to school daily. The Railway staff residing in Jagadhri Town and Yamunanagar have been allowed free travel facility daily between Jagadhri Town and Jagadhri Workshop Station by workmen's trains and other nominated trains for attending to their duty in Workshops; in addition, medical passes are allowed to staff and their families as and when required. These facilities are considered sufficient to meet the requirements.

Loss of Foodgrains

62. Shri Surendranath Dwivedy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that there has been considerable loss of foodgrains in Central Government food depots in the Eastern region during the last three years;

(b) the reasons for such losses and the amount of loss suffered; and

(c) whether any action has been taken against persons responsible for such losses?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Overall there has been no loss in storage of foodgrains in the Eastern Region food depots.

(c) Does not arise.

Attack on cattle traders

63. Shri C. K. Bhattacharyya: Will the Minister of Railways be pleased to state:

(a) whether a party of cattle traders were attacked in a train between Phubulia and Bethuadahari stations on the night of 9th-10th January, 1964;

(b) whether two cattle traders were killed and four injured and the money carried by the cattle traders was looted; and

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

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Yes, between Krishnagar and Dhubulia stations.

(b) Yes.

(c) The police have registered a case on Crime No. 8, dated 10-1-1964

u/s 396 I.P.C. They have arrested 18 persons so far and the investigation is progressing.

National Highway

65. Shri Basumatari: Will the Minister of Transport be pleased to state whether there is any proposal to construct a second National Highway road from Jamduar (the border of Bengal) to Bijni (Assam) connecting the present diverted National Highway road from North Salmara considering the present emergency?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): There is no proposal for providing a National Highway link from Jamduar on the West Bengal border to Bijni in Assam. A road is, however, proposed to be developed about 10-12 miles to the south of Jamduar which would connect Bhalka on the West Bengal Border with Bijni on the North Salmara-Amingaon National Highway. This is, however, a State road.

Railway line from Kolhapur to Ratnagiri

66. Shri Nath Pai: Will the Minister of Railways be pleased to state:

(a) whether Central Government have been approached by the Government of Maharashtra for laying a metre gauge line from Kolhapur to Ratnagiri which is being developed as an all weather port; and

(b) if so, the response of the Government of India thereto?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The State Government had included this proposal in their recommendations for new lines for the Third Five Year Plan assigning to it a low priority.

(b) The proposal is not included in the railways programme of construction during the Third Plan.

Bombay-Goa Highway

67. Shri Nath Pal: Will the Minister of Transport be pleased to state:

(a) whether work of improvement on certain portions of Bombay-Goa Highway has been proceeding according to schedule;

(b) the length of the road completed and the amount spent so far; and

(c) the approximate time by which the work will be completed?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Diva-Panvel Railway line

68. Shri Nath Pal: Will the Minister of Railways be pleased to state:

(a) the progress made on the Diva-Panvel Railway line so far;

(b) the amount of money spent; and

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

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Diva-Panvel forms part of the Diva-Panvel-Uran Project. Progress of works on this section upto end of December, 1963 is about 57 per cent.

(b) The expenditure incurred upto end of December, 1963 is about Rs. 1.26 crores.

(c) May, 1964.

National Welfare Board for Seafarers

69. Shri Kajrolkar: Will the Minister of Transport be pleased to state:

(a) the conclusions arrived at in the meeting of National Welfare Board for Seafarers held in Madras on the 11th January, 1964;

(b) whether the Tripartite Life Committee proposed to be set up will submit its report within 3 months; and

(c) how far the social security benefits will be modified to suit the requirements of the Seafarers?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) A statement showing the conclusions arrived at in the meeting of the National Welfare Board for Seafarers held in Madras on the 11th January, 1964, is placed on the Table of the Sabha. [Placed in Library. See No. LT-2254/64].

(b) A Tripartite Committee, consisting of the representatives of Shipowners, Seafarers and the Government, was set up with the request to submit its report by the 15th April, 1964. It is hoped that the Committee will submit its report by the stipulated date.

(c) This aspect of the question will be examined on the receipt of the report of the Tripartite Committee.

Freight rates on goods

70. Shri Sham Lal Saraf: Will the Minister of Railways be pleased to state whether the freight rates charged by Railways on goods vary when booked in bulk or in part and when destined to different stations?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Yes. Normal tariff rates vary for traffic in small lots and in wagonloads. They also vary for different stations, as rates charged are based on distance.

Seminar on Far East Farm Broadcasting

71. { Shri D. C. Sharma:
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Dhaon:

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

(a) whether the importance of radio in disseminating information to farmers to improve their agriculture has been studied; and

(b) if so, the result thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). No scientific studies have been conducted on the usefulness of the Radio in disseminating information to farmers to improve their agriculture. However, experience has shown in this country that the rural broadcasts beamed to farmers are very useful to them in their day-to-day agricultural work.

Useful agricultural programmes are planned and broadcast from All India Radio Stations every day for the use of farmers. Community listening and the organisation of Radio Farm Forums are being encouraged in the villages in all the States of India and necessary facilities are being provided for the purpose.

Arecanut Cultivation

72. Shri Himatsingka: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any development scheme for arecanut cultivation has been chalked out by the Indian Central Arecanut Committee; 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 Indian Central Arecanut Committee, in collaboration with the arecanut growing States, is executing a plan for increasing the per acre yield of arecanut in the country by employing various measures like distribution of seedlings and provision for irrigation facilities, plant protec-

tion measures and fertilisers. The production of this commodity in the country is targetted to be raised to a level of 1,05,569 metric tonnes at the end of Third Five Year Plan from a level of 96,031 metric tonnes at the end of Second Plan.

Besides the above programme the following schemes have been undertaken by the Committee under its direct control for the development of arecanut:

- (i) Scheme on cooperative marketing.
- (ii) Publicity and propaganda for arecanut development.
- (iii) Distribution of quality seedlings from its Research Stations.
- (iv) Advice to individual growers in the field of arecanut development.

गाड़ी में डाका

७३. श्री विश्वनाथ पाण्डेय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ७/८ दिसम्बर, १९६३ को रात्रि में मऊ से शाहगंज (पूर्वोत्तर रेलवे) जाने वाली सवारी गाड़ी में एक दम्पति को मुहम्मदाबाद-गोहाना एवं सठियात स्टेशनों के बीच में लूट लिया गया ; और

(ख) यदि हां, तो सरकार इस मामले में क्या कार्यवाही कर रही है ?

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

(ख) सवाल नहीं उठता ।

Shipping Tonnage

74. Shri Vishwanath Pandey: Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the National Shipping Board has set up a

Committee to assess the volume of traffic and shipping tonnage to be acquired during the Fourth Plan; and

(b) if so, the suggestions and recommendations of the Committee?

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

(b) The recommendations of the Committee have not been received by Government so far.

Double Platforms on Stations on N. Railway

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

(a) whether it is a fact that some cases of providing double platforms at various Railway stations on the Northern Railway are pending; and

(b) if so, the names of the stations which will be provided double platforms during 1964-65?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) No Sir; no such proposals are pending.

(b) Does not arise.

Quarters for Posts and Telegraphs Employees, Punjab

77. Shri Daljit Singh: Will the Minister of Posts and Telegraphs be pleased to state:

(a) the number of projects for construction of quarters for Posts and Telegraphs employees functioning in Punjab at present; and

(b) the time by which the proposed projects will be completed?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). 20 units of staff quarters are nearing completion.

20 units of staff quarters will be taken up shortly for construction.

Class I Posts in Posts and Telegraphs Department

78. Shri Daljit Singh: Will the Minister of Posts and Telegraphs be pleased to state:

(a) the number of posts of Class I Officers filled up in the Posts and Telegraphs Department during the last ten years, circle-wise; and

(b) the number of such Officers belonging to Scheduled Castes and Scheduled Tribes, circle-wise?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). It is presumed the question relates to direct recruitment to Class I Services. Recruitment to such Services/Grades/Posts in the Posts and Telegraphs Department is made on an all India basis and not on circle basis. 251 candidates were recruited in various Class I Services/Grades/Posts in the Posts and Telegraphs Department during the last ten years ending December, 1963, against the quota meant for direct recruitment out of which 8 belonged to Scheduled Castes and 2 to Scheduled Tribes.

Fertilizers

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

(a) the price of fertilizers produced in India, factory-wise, during 1963; and

(b) the price of fertilizers imported during 1963?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A statement giving the required information in so far as fertilizers marketed through the Central Fertilizer Pool of the Ministry of Food and Agriculture

ture are concerned, is laid on the Table of the House. [Placed in Library. See No. LT-225/64].

Air India Building

80. **Shri Bade:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that Air India is going to construct a building with a view to bringing all the administrative offices at Bombay under a single roof;

(b) if so, the name of the architect and whether he is an Indian or a foreigner; and

(c) if he is a foreigner the total foreign exchange released for this purpose and the cost of the construction of the building?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) to (c). The Air-India Corporation proposed to construct an administrative building to house their administrative offices excluding their stores Clearing Section at an estimated cost of Rs. 1.50 crores. An American architect, involving payment of a fee of \$60,000, was appointed by the Corporation with the approval of the Central Government. The Corporation had entered into an arrangement by which the architects fee will be paid by sale of transportation.

The Corporation have since revised their plans and propose to go in for a larger building. The whole matter is now under consideration of Government.

टी० ए० परीक्षा

८१. { श्री राम सेदक यादव :
श्री बागड़ी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १९५० में लेकर पदोन्नतियां टी० ए० (एल) और

टी० ए० (एच) की परीक्षा के आधार पर ही की जाती थीं ;

(ख) क्या अब पदोन्नतियां वरिष्ठता के आधार पर ही की जाती हैं और उस परीक्षा के आधार पर नहीं ; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) जी हां । ये परीक्षाएँ अब खत्म कर दी गयी हैं ।

(ख) और (ग). जैसा कि ऊपर भाग (क) में बताया गया है, टी० ए० (एल) और टी० ए० (एच) परीक्षाएँ खत्म कर दी गयी हैं । इसलिए , जिन ग्रेडों के लिए ये परीक्षाएँ अनिवार्य थीं, उनमें अब पदोन्नति वरिष्ठता और उपयुक्तता के आधार पर की जाती है ।

Navigation in Dhuleswari River

82. **Shrimati Jyotsna Chanda:** Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 497 on the 10th December, 1963 and state:

(a) whether the scheme submitted by the Assam Government to make river Dhuleswari in Mizo hills navigable has since been considered;

(b) if not, the reasons therefor; and

(c) if considered, when it will be given effect to?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). The matter is still under examination in consultation with the Government of Assam.

Railway Over-Bridge at Tirur

84. **Shri Koya:** Will the Minister of Railways be pleased to state whether

the Government of Kerala have agreed to meet their portion of the expenses in the construction of the railway over-bridge at Tirur (Kerala)?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Yes, Sir, during the year 1964-65.

Labour Cooperatives..

85. Shri P. R. Patel: Will the Minister of Community Development and Cooperation be pleased to state:

(a) the number of labour cooperatives registered in each State as on the 1st January, 1964;

(b) whether there are labour cooperatives executing works at places more than fifty miles from the permanent residence of labour members of cooperatives; and

(c) if so, how the labour members get work and how far principles of cooperation are implemented?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): (a) There were 2872 labour cooperative societies in the country as on 30-6-1962 as shown below:—

| | |
|-------------------|-------------|
| Andhra Pradesh | 217 |
| Assam | 3 |
| Bihar | 30 |
| Gujarat | 255 |
| J & K | 1 |
| Kerala | 69 |
| Madhya Pradesh | 79 |
| Madras | 48 |
| Maharashtra | 465 |
| Mysore | 24 |
| Orissa | 54 |
| Punjab | 1025 |
| Rajasthan | 439 |
| Uttar Pradesh | 81 |
| West Bengal | 3 |
| Union Territories | 79 |
| TOTAL | 2872 |

The figures as on 1-1-1964 are not available.

(b) and (c). This Ministry is not aware of any society executing works

at places more than 50 miles from the permanent residences of its members. The labour cooperative societies are democratic bodies. They execute works according to their capacity and as decided by their board of management. Normally a labour cooperative society works within the area of operation as defined in the bye-laws of the society.

Trains Between Kadi-Bechrajee-Chanasma

86. Shri P. R. Patel: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that slow speed is imposed on trains running between Kadi-Bechrajee-Chanasma (Ranoj) and between Chanasma-Harij and also Mehsana-Patan-Kakoshi due to worn out and light rails and sleepers; and .

(b) if so, when the rails and sleepers are proposed to be changed so that speed may be increased?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) There are speed restrictions over parts of these sections.

(b) Renewal on Chanasma-Harij section has been sanctioned and the work is expected to be completed by the end of 1965. Renewals on Katosan Road-Bechrajee-Chanasma-Ranuj and Mehsana—Patan—Kokoshi sections will be undertaken during the current (3rd) Plan and are expected to be completed in 1967.

Price of Fodder

87. Shri Karni Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the rate of Rs. 3 per maund for sale of fodder in the famine-affected areas of Rajasthan as decided in a meeting held on the 13th December, 1963 has since been implemented; and

(b) if not, when it is likely to be implemented?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). The Government of Rajasthan have issued instructions to all Collectors in the State on 13th January, 1964, that fodder from the fodder depots in the scarcity affected areas will be sold at the subsidised rate of Rs. 3 per maund. The subsidy i.e. the difference between the actual cost of fodder F.O.R. depot and the sale price of Rs. 3 will be met exclusively by the Government at the depots run by the Government and 50% by the Government and 50% by the charitable institutions where the latter are running the depots.

Railway Accidents

88. Shri D. D. Mantri: Will the Minister of Railways be pleased to state:

(a) whether there have been any railway accidents in India during the period December 22, 1963 till today; and

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

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). There have been 111 accidents in the categories of collisions, derailments, fires in trains and trains running into road traffic at level crossings on the Indian Government Railways during the period from 22-12-1963 to 21-1-1964. The details of these accidents are given below:—

| Category | No. of Accidents. |
|--|-------------------|
| Collisions | 5 |
| Derailments | 77 |
| Fires in trains | 15 |
| Trains running into road traffic at level crossings. | 14 |
| TOTAL | 111 |

Dangua Posi Railway Colony

89. Shri H. C. Soy: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that at Dangua Posi railway colony there does not exist daily marketing facilities; and

(b) if so, the steps to be taken in this respect?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) and (b). Though there is no marketing facilities in Railway Colony, a bi-weekly market is held just outside the Railway Colony. The provision of a market at this station is under examination.

Agricultural Production

**90. { Shri H. C. Soy:
Shri P. R. Chakraverti:**

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

(a) whether a conference was recently held for eastern region to boost up agricultural production in that region;

(b) if so, the decisions taken and the conclusions arrived at; and

(c) how they are going to be implemented?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a): Yes. The Conference was held at Calcutta on 23rd and 24th January, 1964.

(b) and (c). Important decisions arrived at in the Conference and the action proposed to be taken by the State Governments in the eastern region are as follow:—

(1) Need for administrative co-ordination at the State, District, Block and Village levels.

11 Feb, 1964

The State Governments are proposing to entrust a senior officer with the powers and duties to look after the co-operation of concerned Departments in the State and would also be making suitable arrangements for co-ordination at District, Block and Village levels, with such modifications as are considered necessary according to local conditions.

(2) Implementation of intensive cultivation programme in this region particularly for rice and jute.

States agreed to take up such schemes and strengthen the staff to the extent possible. They have also agreed to make necessary arrangements for adequate supplies of fertilisers, pesticides, seeds etc.

(3) Adequate provision of credit for agricultural development particularly in the intensive cultivation districts.

Reserve Bank has agreed to take a liberal view in the matter subject to the condition that State Governments would make utmost efforts for revitalising the co-operative structure in the States especially the Central Co-operative Bank and Primary Co-operative Societies, on the lines indicated by them.

(4) Need for the provision of funds for utilisation of un-utilised irrigation potential.

To facilitate simultaneous action in the agricultural fields in regard to advance development action, along with the construction of irrigation projects, it has been suggested that adequate funds may be provided under a new head 'Area Programme for Irrigation Projects' under the major head "Agricultural Programmes". During the recent Annual Plan discussions for the year 1964-65, this requirement was kept in view and some outlays were recommended for different States to be revised as considered necessary by them in due course after detailed examination.

(5) Reduction of electricity rates at least to the level of 9 np per unit which is considered economical for agricultural purposes.

State Governments agreed to consider the matter.

Railway Lines in Maharashtra

91 Shri Lonikar: Will the Minister of Railways be pleased to state:

(a) whether (i) Sholapur-Bhir-Aurangabad, (ii) Latur Parli-Varijnath, (iii) Adilabad-Chanda railway lines have been recommended by the Government of Maharashtra for inclusion in the Fourth Five Year Plan;

(b) whether Government is aware of the public demand of Marathwada for conversion of Manmad Purna rail line to broad gauge; and

(c) whether Government propose to consider the demands of this backward area and include the railway lines of this area in the Fourth Five Year Plan?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The Maharashtra government had included these proposals in their recommendations for the construction of new lines during the Third Five Year Plan. Fresh proposals for new lines for the Fourth Plan have not so far been called for from the State Governments.

(b) Yes.

(c) The frame work for the Fourth Plan has still to fully crystallise, and, as such, it is too early to say anything in the matter.

12.00 hrs.

OBITUARY REFERENCE

Mr. Speaker: I have to inform the House of the sad demise of Shri B. N. Khardekar who passed away at Kolha-

pur on the 26th December, 1963, at the age of 60. He was a Member of the Constituent Assembly of India during the period 1948-49, and of the First Lok Sabha during the years 1952-57.

We deeply mourn the loss of this friend. I am sure the House will join me in conveying our condolences to the bereaved family.

The House may kindly stand in silence for a short while to express its sorrow.

(The Members then stood in silence for a short while)

The Police presented the complaint at 4.45 p.m. on the 7th February, 1964, and the same day Shri Homi F. Daji, on pleading guilty, was convicted of the offence punishable under section 188 of the Indian Penal Code and was sentenced to pay a fine of Rs. 25 and in default to undergo simple imprisonment for five days. He failed to pay the fine and hence was sent to jail."

Shri A. P. Jain (Tumkur): He must be tried here also for making noise!

12.01 hrs.

CONVICTION OF MEMBER

Mr. Speaker: I have to inform the House that I have received the following communication, dated the 7th February, 1964, from the Magistrate, First Class and Additional District Magistrate (Judicial), Bhopal:

"I have the honour to inform you that Shri Homi F. Daji, Member, Lok Sabha.....

Some Hon. Members: He has already come here.

Mr. Speaker: It further reads:

"...was tried in the Court of Magistrate, First Class, Bhopal, Madhya Pradesh (before me), on the charge under section 188 of the Indian Penal Code, for wilfully contravening and disobeying the duly promulgated order of the Superintendent of Police, Bhopal, regarding the prohibition of more than 4 persons passing through the regulated area and creating noise and disturbance, thus causing or likely to cause annoyance and/or disturbance to the Members of the Vidhan Sabha, Madhya Pradesh, in session

12.03 hrs.

Re: MOTIONS FOR ADJOURNMENT

Mr. Speaker: I have got notices of a large number of adjournment motions and in many cases more than one from the same party, as well as a large number of calling-attention-notice.

It has been the rule here, since we started working this new Constitution of ours in 1950 under which the President has been pleased to give us his Address every year, that when the Address is being discussed, no adjournment motion is allowed during that period. That ruling by the Speaker of 1951 since we started this for the first time has gone on.

Shri Hari Vishnu Kamath (Hoshangabad): Not ordinarily allowed.

Mr. Speaker: In our rules, it is laid down that the matters which are mentioned in the Address can be discussed, but we have established a practice that even matters that are omitted in the Address can be discussed here.

There is one other thing. Simultaneously with the notices of those adjournment motions as well as calling attention notices, I have also received

notices of amendments in connection with the Address on the same subjects and, in many cases, by the same Members, where they have given it in the usual form, that they regret that this has not been done or that has not been done or some other situation exists.

Under these circumstances, hon. Members would kindly appreciate that it would only be a duplication if we set apart time first for separate discussions on the same subjects and then deal with them during the debate on the President's Address. What I would put before the House is that first we should discuss the Address of the President to Parliament and then if any particular subject is not sufficiently discussed during that discussion, we can see....

Some Hon. Members: No, no.

Mr. Speaker: Order, order. Let me conclude.

Shri S. M. Banerjee (Kanpur): There were mass killings in Pakistan and exodus from there....

Shri P. K. Deo (Kalahandi): An adjournment motion is a censure motion.

Mr. Speaker: The Opposition has always been claiming that. I have no dispute with them in that assertion, that it has an element of censure, though there is nothing in the rules that says that. But I do not want to join issue on that point. Even if it is so, and the Opposition has greater advantage if they have it in the adjournment motion, I would have no objection. But they would be the losers. They should think over it. I am requesting the hon. Members of the Opposition just to sit with me this afternoon and then decide what would be in their own interest in these circumstances. If they insist on the adjournment motions, probably I would not have any objection in admitting one. But each Group shall have to choose one adjournment

motion that it wants to press and then I will see whether it is in order and whether I can allow it or not.

That is my submission to the House, that probably it would be in the interest of the Opposition themselves, if we have the discussion on the Address first. Then they will have longer time to discuss....

An Hon. Member: No.

श्री बृजराज सिंह (बरेली) : भ्रान ए प्वाइंट आफ आर्डर, सर। इसी आशय का एडजर्नमेंट मोशन हमने दिया। आपने अपने निर्णय में उसे एडजर्नमेंट मोशन के बजाये कालिगएटेंशन मोशन बना कर हम लोगों का नाम उसमें जोड़ दिया है। हमारा मंशा इससे हल नहीं होता है, क्योंकि हम इस प्वाइंट पर गवर्नमेंट की निन्दा करना और उसको सैन्शुर करना चाहते हैं। आप जो राष्ट्रपति के भाषण पर डिस्कशन में हमको समय देना चाहते हैं, वह सैन्शुर के बराबर नहीं होता है। आपने इस विषय की गम्भीरता को समझ लिया है और इसको कालिग एटेंशन मोशन के रूप में ले लिया है। इस लिए मेरा निवेदन है कि आप हमारे एडजर्नमेंट मोशन को मंजूर करे और हम लोगों को इस विषय पर डिस्कशन का समय दें।

अध्यक्ष महोदय : तो क्या माननीय सदस्य एग्री करेंगे कि अगर हम इसको एडजर्नमेंट मोशन की शकल में ले लें और इसको डिस्कस करें, तो फिर प्रेजिडेंट के भाषण पर जो डिस्कशन होगा, उसमें हम इसको डिस्कस नहीं करेंगे ?

श्री बृजराज सिंह : वह तो हमारा प्रिविलेज है। उस समय तो हम जरूर इसको डिस्कस करेंगे।

अध्यक्ष महोदय : तो यह किसका प्रिविलेज है ? यह प्रिविलेज भी तो आपको ही मिल रहा है।

Shri Daji (Indore): Under what rule?

Mr. Speaker: It is simple procedure.

Shri Surendranath Dwivedy (Kendrapara): As you have already observed, there is an element of censure in an adjournment motion.

Mr. Speaker: I do not want to join issue on that.

Shri Surendranath Dwivedy: If we discuss the same matters during the course of the debate on the President's Address, I do not think we get that opportunity. On the adjournment motion, the House itself will vote and the House's opinion will be known on the specific matter, how the Government has failed.

Mr. Speaker: Shri Mukerjee.

Shri P. K. Deo: On a point of order.

Mr. Speaker: Shri Mukerjee.

Shri P. K. Deo: On a point of order.

Shri H. N. Mukerjee (Calcutta Central): There cannot be a point of order in regard to nothing.

Mr. Speaker: Nobody has any point of order when something is repeated.

Shri P. K. Deo: No, Sir. It will not be repeated.

Mr. Speaker: He may resume his seat. Let me hear the point of order.

Shri P. K. Deo: Before you proceed to the Calling Attention, I think you appreciate the importance of the whole issue, and we respectfully bow to your ruling that the leaders of the various parties should meet in the afternoon and decide regarding the fate of the adjournment motion, but before you make any decision on the adjournment motion, you should not allow this Calling Attention to proceed, because it is more or less on the same subject. If you concede the Calling Attention, then it loses all importance.

Mr. Speaker: I am taking up all the adjournment motions and the calling attention notices together at this moment to decide the principle.

Shri H. N. Mukerjee: If I may, I would submit, first of all that it is not so much a question of the convenience in the order of discussion as a matter of principle, a matter in regard to the rights of Members of the House which is involved. It is in regard to that that I would ask for your support. What has happened on this occasion is a very exceptional circumstance.

Mr. Speaker: Let him not go into the merits.

Shri H. N. Mukerjee: I am not discussing the merits of the matter, but in order to point out the kind of decision which the Chair should be assisted to make, I have to refer to that.

You have referred to an older decision of the Chair that when the President's Address is going to be discussed, no adjournment motion is to be permitted in regard to any of the matters mentioned in that Address. My submission is that, with all respect to that particular decision, it cannot be rigid and irrevocable like the laws of the Medes and Persians, because on this occasion very exceptional things have taken place. As we come to this House, we come agitated because of certain things which have taken place in our country as well as in a contiguous country. Therefore, we gave notice of the adjournment motions, and I think to the adjournment motions almost every party in the Opposition have been signatories.

As has been pointed out already, there is a qualitative difference between an adjournment motion and a Calling Attention matter. There is also a qualitative difference between discussion of an adjournment motion

and discussion in the course of the President's Address. The President's Address gives us a complete conspectus of the position, and we have to take the President's Address with all due respect, and we can, of course, concentrate on one or two particular points, but we have to fill the entire picture, and filling the entire picture, we may not be inclined towards censuring the Government in those precise terms which an adjournment motion, by implication, enables us to do. Therefore, it is quite important as a matter of principle, quite apart from the convenience of discussion in this House and the opportunities which more Members might have in regard to participation, quite apart from that, quite apart from the convenience aspect of the matter, it is a matter of principle that adjournment motions, which are the right of the Members to give notice of, should not be made light of.

What happens is that adjournment motions are sometimes converted into calling attention matters, because the idea is that we get information. In regard to information, we are not merely dependant upon what the Ministers choose to say, and you here can take judicial notice of already ascertained reports which have appeared in very reputable newspapers and other sources, and you, off your own bat, can surely assist Members of the Opposition in getting a discussion by way of an adjournment motion. This is a matter of principle involved. That is why I believe you should give permission.

Shri N. C. Chatterjee (Burdwan): With great respect, may I draw your attention to Chapter IX and Chapter XVI of the Rules of Procedure?

You have been good enough to allow this Calling Attention to a matter of urgent public importance. If you look at Chapter IX, the core of the matter there also is of urgent public importance. Having regard to the terrible things that have happened in East

Bengal and the consequent repercussions and other events that have happened, you have rightly pointed out and admitted that it is a matter of urgent public importance. May I point out that rule 58 in Chapter IX states:

"The right to move the adjournment of the House for the purpose of discussing a definite matter of urgent public importance shall be subject to the following restrictions, namely,...."

I submit that all these conditions we have fulfilled. When the rule or bylaw prescribes certain condition and if the conditions are fulfilled, it is mandatory, I submit with great respect, that the authority exercising the rule permits the discussion and the right of the hon. Members should not be made light of. I need not read clauses 1 to 8; all these conditions were fulfilled. The general debate on President's Address would not come within clause 6. The motion shall not anticipate a matter which has been previously appointed for consideration. No matter has been previously appointed for consideration at all. Therefore, I submit that the conditions prescribed under rule 58 have been fulfilled and no restriction should be imposed. So, I submit with great respect that our right should be respected. The essence of the matter is urgent public importance, continuing tension and threat to the peace and security of India. Therefore, I respectfully submit that the adjournment motion should be allowed.

Mr. Speaker: There is no doubt about that; I thought it was a matter of urgent public importance and therefore, I admitted it as a calling attention notice. (*Interruptions*). Order, order. Hon. Members should listen to me first. I shall read the ruling of the Chair on 7th August 1951. On a motion tabled by Prof. Shibbanlal Saksena to discuss the failure of Government to take adequate steps to prepare the civil population of India to meet the threatened inva-

sion of our territory by Pakistan, the Deputy-Speaker said while disallowing the motion:

"Only yesterday the President delivered his address to the House and I believe two days have been allotted for the discussion of the address and if hon. Members would like to have another day for the discussion, I hope Government will agree to it. The House has much time at its disposal and I feel that this is not a matter which should be raised in the House by way of an adjournment motion."

Shri Hari Vishnu Kamath: Is it not clear from that that the Deputy-Speaker said that the Members wanted another full day for discussion of that particular matter? That is, apart from the President's Address.

Mr. Speaker: If the House wants it, I will have no objection even to that.

Shri Nath Pai (Rajapur): But what we cannot grasp is the mysterious metamorphosis by which an adjournment motion gets converted into a calling attention motion.

Mr. Speaker: I was going to read that also. There is a proviso to rule 193 under which notices are given for adjournment motions. If an early opportunity is otherwise available for the discussion of the matter, the Speaker may refuse to admit the notice of that adjournment motion. That is provided there. Is there an early opportunity or not? I ask the Members.

Shri Nath Pai: Not in the form in which it is sought.

Mr. Speaker: The hon. Members may insist on the same thing again and again. The rules are very clear; the ruling of the Speaker is very clear. The hon. Minister has already informed me that he is going to make a statement.

Shri S. M. Banerjee: We have heard enough statements.

Mr. Speaker: If the hon. Members want that a particular time might be fixed during that debate for this particular subject alone, it can be done. Otherwise they would get only 2½ hours. They may have 3 or 4 hours.

Shri Hari Vishnu Kamath: The whole day.

Mr. Speaker: If the House wants whole day....

Shrimati Renu Chakravartty: If it is the will of the House—as this is a matter of such urgency, something that has emotionally and politically roused the people of this country—and you are prepared to give us time to discuss that for four or five hours or for a day which may be decided now, I do not understand why we cannot put aside other matters and discuss it today as an Adjournment Motion because it is a matter not only of urgent public importance but it is a matter about which certain acts of omission and commission have been made and on which I submit we want to censure the Government.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): So far as the allotment of time is concerned, the Government is prepared to abide by what you decide. We are thinking of having four days for discussion of this subject on the Business Advisory Committee's decision, but so far as the Government is concerned, we are proposing four days already which is quite enough; but if for this particular purpose, as you say, they want more time, the Government will be prepared to do that.

Shrimati Renu Chakravartty (Barrackpore): We want you to admit this as an Adjournment Motion. *(Interruption).*

Several Hon. Members rose—

Mr. Speaker: Order, order. How can I have it when there is a definite ruling of the Deputy-Speaker. I am not going to overrule that ruling that is there? (*Interruption*).

Shri S. M. Banerjee: The rulings may be there but you know very well, and we very well know—(*Interruption*).

Mr. Speaker: Shri Banerjee knows that much better than I: that the Speaker cannot overrule the Deputy-Speaker's ruling.

Shri S. M. Banerjee: Just a second, Sir. I submit that point for your reconsideration. It is a matter which should not be rejected merely on a technical ground. Lives have been lost and property has been destroyed; but you have said that we cannot discuss it merely because the Deputy-Speaker said something. (*Interruption*).

Mr. Speaker: Order, order. There ought to be respect shown to the ruling, whether it be by the Deputy-Speaker or the Speaker. (*Interruption*). Order, order. I am not able to hear.

Shri Tridib Kumar Chaudhuri (Berhampur): The ruling of the Deputy-Speaker which you have cited does not lay down any general principle as such. As we understand it, in 1950 or 1951, the Speaker had not laid down or given a direction from the Chair that no Adjournment Motion should be allowed at the time of discussion of the President's Address. The ruling that you read out only says that on a particular motion on a particular occasion, the Deputy-Speaker who was then in the Chair did not allow that. But that does not lay down as a general principle that in such circumstances as these, when the whole country is convulsed, when the entire army has to be moved, when the Commander-in-Chief goes to a particular town to see to the deployment of the army for a particular purpose, these things

cannot be discussed and that we cannot censure the Government for all its failure and acts of omission and commission. That is what I wanted to point out.

Mr. Speaker: I do not think there is any further discussion necessary.

Shri Tyagi (Dehra Dun): My party has not spoken at all on this matter and so may I also make a submission?

Mr. Speaker: Shri Surendranath Dwivedy.

Shri Surendranath Dwivedy: Since the Minister of Parliamentary Affairs was prepared to concede that we may get a day for this, may I suggest that we may discuss this specific matter tomorrow and start discussion on the President's Address the next day? I think that will be all right, because this matter is very urgent and it exercises the mind of the whole country, and so, when Parliament has met, it should first take up that matter, and let us discuss it. The whole of tomorrow may be allotted for it.

Shri Tyagi: May I also make a submission? It is a matter on which not only this House but the whole of India feels concerned. So, I welcome that idea, that suggestion which you gave, namely, instead of an Adjournment Motion—

Some Hon. Members: No, no. (*Interruption*).

Shri S. M. Banerjee: There is agitation in the country.

Mr. Speaker: Order, order.

Shri Tyagi: They can do as they choose. (*Interruption*).

Mr. Speaker: Order, order. He must be heard.

Shri Tyagi: I want to submit humbly that it is a matter which will have an effect on our foreign policy

[Shri Tyagi]
and also on foreign countries and their attitude.

Shrimati Renu Chakravartty: Have a secret session.

Shri Tyagi: If an Adjournment Motion on such an important issue is defeated, as it is sure to be defeated, it will have a bad effect, and the effect of that defeat will be against the interest of India. I therefore submit that the Opposition might co-operate. It is a joint effort of the whole nation. Let us come out—(Interruption).

Some Hon. Members: Hear, hear.

Shri Tyagi: Let us come out with a positive proposal which may be universally, unanimously accepted.

Mr. Speaker: Order, order. I do not think there is any further discussion necessary. I have already spent 25 minutes on this and nothing more is necessary. I know that hon. Members from Bengal are very much agitated, rather the whole country is agitated....

Shri S. M. Banerjee: I do not come from Bengal; I come from India.

Mr. Speaker: I know that he comes from India and he takes interest in anything that comes up. (Interruptions). So far as any doubt about the decision is concerned, that is not proper, because the decision is there and we ought to respect it. That is not the only one. There is another by the Speaker as well—I am sorry; it is not by the Speaker; it is also by the Deputy-Speaker.

Shri Nath Pai: What was the occasion when the decision was given? That should also be considered.

Mr. Speaker: Of course, I admit it is extraordinary. There is no doubt about it. But we should not depart from the wholesome practice that we have got. I agree with that ruling that when there is an immediate opportunity to discuss the same thing,

no adjournment motion can be allowed. That is very clear to me and I cannot depart from it. Now a suggestion has been given that it might be taken up tomorrow first of all. I am agreeable that this may be discussed first of all and let it be discussed for the whole day tomorrow. (Interruptions).

Shri Bade (Khargone): It may be in the form of an adjournment motion.

Shri S. M. Banerjee: In what form will it be discussed tomorrow?

श्री रामेश्वरानन्द : (करनाल) :
अध्यक्ष महोदय, मेरा निवेदन भी सुन लें ।

अध्यक्ष महोदय : मैंने सब को रोक दिया, अब आप भी बैठ जाइये ।

श्री रामेश्वरानन्द : सब की बात पूरी हो गई, मेरी बात सुन लें ।

अध्यक्ष महोदय : आप भी बैठ जाइये और मेरी बात सुन लीजिये ।

श्री बृजराज सिंह: अध्यक्ष महोदय ...

अध्यक्ष महोदय : जो कुछ मैं कह रहा हूँ उसको कह लेने दीजिये ।

Hon. Members have asked on what motion it will be discussed. Shri Tridib Kumar Chaudhuri has given an amendment that "At the end of the motion the following be added—

"but regret that there was inadequate reference to the communal holocaust directed against the minorities in East Pakistan in Khulna, Narainganj....

Shri Bade: Our request is that it may be discussed in the form of an adjournment motion. If by reading this you want to satisfy us, we will not be satisfied.

Mr. Speaker: If he is really determined not to be satisfied, then I have nothing to say. But I have already said that I stick to the ruling that has been already given that no adjournment motion would be allowed when the President's Address is being discussed.

श्री बृजराज सिंह : जहां तक आपकी व्यवस्था और आपके निर्णय का सवाल है, हम लोग सिर झुका कर उसे मंजूर कर लेते। मगर हमारा तो कहना यह है कि यदि आपने हमें समय दिया और एडजर्नमेंट मोशन की तरह नहीं दिया, तो गवर्नमेंट को सेंसर करने का जो हमारा मूल अधिकार है वह हमें प्राप्त नहीं होता।

अध्यक्ष महोदय : आप बैठ जाएं, मैं इसका जवाब दे दूंगा।

मैं आपको कहना चाहता हूं कि अगर आप गवर्नमेंट को सेंसर करना चाहते हैं तो उसके लिए एड्रेस की वहस के दौरान भी बाकायदा सेंसर का मोशन क्यों नहीं लाते।

श्री बृजराज सिंह : एडजर्नमेंट मोशन का मतलब यह है कि बाकी जो सदन के सामने कार्रवाई है उसको स्थगित कर दिया जाए। क्योंकि इसको आपने जरूरी समझा है और कालिग एटेंशन मोशन को मान लिया है, तो और कार्रवाई स्थगित करके इसे लिया जाए। अगर और कार्रवाई के बीच में इसको लिया जाएगा तो इसको वह स्थान नहीं मिलता।

Shri A. K. Gopalan (Kasergod): It is not only an urgent matter, Sir, but it is a very serious matter. If it is only discussed during a regular motion and not as an adjournment motion, where is the seriousness of the subject. How can the seriousness of the subject be stressed if it is only taken as a regular motion? Whatever the procedure is and whatever the rulings on the subject may be, this is a very important and serious matter concerning the life and property of

the people and therefore this must be considered on a special footing.

Mr. Speaker: I would appeal to hon. Members one thing. I have taken the decision that I cannot accept it as an adjournment motion. I am sorry, I will stick to that ruling.

Shri S. M. Banerjee: Even if anything may happen in the country, even if people may be slaughtered....

Mr. Speaker: Order, order. He will kindly remain silent. I have heard all sections of the House and I am giving my reaction. Certainly, they may not agree; they may be sometimes right as well. But I am just giving my decision at the moment, that I cannot admit these adjournment motions.

Shri S. M. Banerjee: Should I take it that no adjournment motions will be admitted?

श्री बृजराज सिंह : क्योंकि पूर्वी पाकिस्तान में हत्याकांड हुआ है और गवर्नमेंट ने माइनारिटी कम्यूनिटी को जो प्रोटेक्शन का आश्वासन दिया था उसको पूरा नहीं किया है, इसके विरोध में और इस कारण कि आप हमें आज गवर्नमेंट को सेंसर करने का मौका नहीं दे रहे हैं, हम लोग वाकआउट करते हैं।

श्री त्यागी : आप पाकिस्तान की गवर्नमेंट को सेंसर करते हैं या यहां की गवर्नमेंट को ?

(*Shri Brij Raj Singh and some other hon. Members then left the House.*)

Shri A. K. Gopalan: We do not agree with this and, therefore, we are also walking out.

Shrimati Renu Chakravartty: We want to make it very clear that we are concerned not only about the minorities in East Pakistan but the failure of the Government to protect the minorities in India.

Shri S. M. Banerjee: This Government has failed....

(*Shri A. K. Gopalan, Shrimati Renu Chakravartty, Shri S. M. Banerjee and others then left the House*).

Shri Surendranath Dwivedy: Sir, I take it that we are discussing this matter tomorrow. There should be a motion either by the Government or by some of us saying that this matter be taken into consideration. Then we can move amendments and all that.

Mr. Speaker: We cannot do that.

Shri Surendranath Dwivedy: Then, how is it to be done?

Mr. Speaker: Amendments have been given already.

Shri Nath Fai: Please give us some guidance in this matter. So far as the ruling is concerned, what we have followed is that there will be a full day debate on this subject and it will be held tomorrow. But it is not yet clear as to in what form we are supposed to raise it. We have also given some adjournment motions. We have not walked out because you have been good enough to allow a full day for this debate instead of 2½ hours which is the normal procedure. May I know in what form the motion is to be moved and whether we are supposed to move it?

Shri Ranga (Chittoor): May I suggest, Sir, that on such important occasions the Government themselves should come forward and say that such and such a situation be taken into consideration?

Shri A. C. Guha (Barasat): Will it mean that this subject will not be discussed in the debate on the President's Address? That has to be clarified.

Mr. Speaker: I have not said anything about it.

Shri Nanda: I am very sorry that some of our friends there have chosen to walk out. If they were really keen to have a proper and full discussion,

after my full statement was before them we could have discussed it apart from any discussion taking place during the debate on the President's Address. If you will permit me, Sir, I shall make that statement and that could be the subject matter for discussion.

Mr. Speaker: He says he is going to make a statement. Then a notice can be given by any Member that this be discussed.

Shri Nanda: I will move it myself.

Mr. Speaker: All right. He offers to move that this subject should be discussed.

Shri Hari Vishnu Kamath: If I remember right, some time ago, during the last session you told the House that, apart from adjournment motion, there is a separate provision in the rules for censure of the Government. So, Sir, will you kindly allow us to table a motion for censure tomorrow?

Mr. Speaker: Not under the present circumstances. At that time, I suggested it but nobody took the hint. Now the Home Minister.

Shri Hari Vishnu Kamath: When did you suggest, Sir? I could not follow.

Mr. Speaker: I made that suggestion when there was so much heat and excitement; but nobody took the hint. Now, papers to be laid on the Table.

12.35 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER THE MOTOR VEHICLES ACT AND MERCHANT SHIPPING (APPRENTICESHIP TO SEA SERVICE) SECOND AMENDMENT RULES

The Minister of Shipping in the Ministry of Transport (Shri Raj

Bahadur): Sir, I beg to lay on the Table a copy each of the following papers:

(i) Following Notifications under sub-section (3) of section 133 of the Motor Vehicles Act, 1938, making certain amendments to the De'hi Motor Vehicles Rules, 1940:—

(a) Notification No. F 12/54/61-PR (T) published in Delhi Gazette dated the 17th October, 1963.

(b) Notification No. F. 12/221/62-PR(T) published in Delhi Gazette dated the 14th November, 1963.

[Placed in Library. See No. LT-2234/64].

(ii) The Merchant Shipping (Apprenticeship to Sea Service) Second Amendment Rules, 1963 published in Notification No. G.S.R. 1838 dated the 30th November, 1963, under sub-section (3) of section 458 of the Merchant Shipping Act, 1958. [Placed in Library. See No. LT-2235/64].

(iii) Report of the Enquiry Committee about the accident at the Multani Ghat in the river Yamuna. [Placed in Library. See No. LT-2236/64].

NATIONAL CO-OPERATIVE DEVELOPMENT CORPORATION (AMENDMENT) RULES

The Minister of Community Development and Co-operation (Shri S. K. Dey): Sir, I beg to lay on the Table a copy of the National Co-operative Development Corporation (Amendment) Rules, 1963 published in Notification No. G.S.R. 1933 dated the 21st November, 1963, under sub-section (3) of section 22 of the National Co-operative Development Corporation Act, 1962. [Placed in Library. See No. LT-2237/64].

Shri P. K. Deo (Kalahandi): Sir, this statement may be circulated.

Mr. Speaker: Yes.

AUDIT REPORTS OF INDIAN CENTRAL OILSEEDS COMMITTEE, LAC CESS COMMITTEE, ARECANUT COMMITTEE, INDIAN COUNCIL OF AGRICULTURAL RESEARCH AND THE INDIAN CENTRAL COCONUT COMMITTEE

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): Sir, I beg to lay on the Table a copy of the following papers:—

(i) The Fertiliser (Control) Second Amendment Order, 1963 published in Notification No. S.O. 3428 dated the 14th December, 1963, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-2238/64].

(ii) Audit Report on the accounts of the Indian Central Oilseeds Committee, for the year 1961-62. [Placed in Library. See No. LT-2239/64].

(iii) Audit Report on the accounts of the Indian Lac Cess Committee for the year 1961-62. [Placed in Library. See No. LT-2240/64].

(iv) Audit Report on the accounts of the Indian Central Arecanut Committee for the year 1961-62. [Placed in Library. See No. LT-2241/64].

(v) Audit Report on the accounts of the Indian Council of Agricultural Research for the year 1961-62. [Placed in Library. See No. LT-2242/64].

(vi) Audit Report on the accounts of the Indian Central Coconut

Committee for the year 1961-62. [Placed in Library. See No. LT-2243/64].

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

Mr. Speaker: Shri Hem Barua.

Mr. Speaker: All right.

The communal disturbances in East Pakistan resulting in heavy loss of life and property of the members of minority community and their influx to India and consequential disturbances in West Bengal.

communal hatred in Khulna and Jessore districts in East Pakistan commencing from the 3rd of January, 1964. This led to repercussions in Calcutta and the Districts of 24 Parganas, and Nadia in West Bengal. While the disturbances in West Bengal were checked and the situation speedily brought under control the ravages of communal rioting continued and spread in East Pakistan.

2. The theft of the holy relic in Hazratbal Shrine in Jammu and Kashmir on 27th December provided the background for this agonising series of outbursts in East Pakistan. The loss of the holy relic deeply affected the religious sentiments of the Muslims of Jammu and Kashmir and was strongly deplored and condemned by members of all the communities in the State and the rest of India. The holy relic was recovered on 4th January, 1964 and has now been identified as genuine and accepted as such by the people of the State. Throughout this period there was complete communal harmony and accord among all the communities in Jammu and Kashmir. Pakistan, however, gave a communal twist to the incident and the leadership and the Press....

Shri D. C. Sharma: Radio also.

Shri Nanda... went all out to exploit it for anti-Indian propaganda. The communal disorders in Khulna and Jessore may be traced directly to this extremely inflammatory campaign. There was extensive looting and arson of shops and houses belonging to the minority community in Khulna, Daulatpur and Khalispur. The trouble quickly spread to adjacent areas of Khulna town and became so serious as to require the calling in of the army. Disturbances broke out in the district of Jessore also and Rampal Bazar was completely burnt down. According to the press release of the East Pakistan Government 29 persons were killed in these disturbances, whereas the figures were put as high as 200 by non-official sources.

[Shri Nanda]

other hand, it made efforts to shift the entire blame for the riots on to us. It is also unfortunate that the Press in Pakistan should have adopted a similar attitude and come out with extremely exaggerated, false and inflammatory accounts of incidents in West Bengal. Largely as a result of the incitement thus provided violent disturbances started in Dacca and Narayangunj. Extensive attacks on the life and property of the minority community in this area and several surrounding villages continued unchecked for nearly a week. There were reports of whole villages like Rayer Bazar and Baidyer Bazar inhabited by the minority community being completely wiped out. The exact number of casualties is not known on account of strict censorship imposed by the authorities. Pakistan official hand-outs claim that not more than 150 have been killed (including deaths due to police firings). Unofficial estimates put it at well over a thousand. The number of refugees in Dacca and Narayangunj reached nearly a lakh and there are reports that the Government was unable to cope with the needs of the refugee camps where, due to unsatisfactory arrangements and hunger and exposure, many deaths occurred.

7. The Government of India communicated to the Pakistan Government their deep concern at the loss of life and property of the minority community resulting from the recrudescence of communal riots in Dacca and neighbouring areas. The President, in his reply to Pakistan President's message on the West Bengal disturbances, proposed a joint statement appealing for communal peace and avoidance of incitement and provocation to communal passions and expressing the determination of the two Governments to assure to the respective minorities a sense of security and well-being. The Government of India also made a further suggestion that in view of the situation in Dacca and Jessore, the Home Ministers

of India and Pakistan accompanied by the Chief Minister of West Bengal and the Governor of East Pakistan should meet urgently either in Dacca or Calcutta to impress upon the people of both countries the earnest desire of the Governments of India and Pakistan to establish harmony and peace amongst all communities in their respective territories and to take all measures necessary to that end. The Government of Pakistan rejected this basically human approach with its usual cynicism and apathy. In the meantime, a large number of refugees affected by this wave of communal violence in East Pakistan began crossing over to Assam, Tripura and West Bengal. The total of such refugees is estimated to be over 25,000; more are coming in.

8. The large scale exodus from East Pakistan is the inevitable consequence of Pakistan's irresponsible attitude and its disinclination to accept its minimum responsibility to create conditions to help restore the confidence of the minority community. Nevertheless, the policy of the Government of India is to treat the rehabilitation of the new migrants from Pakistan as a national problem. Instructions have already been issued to ease the conditions for the grant of migration certificates to intending Hindu migrants from East Pakistan to this country. In addition to the already existing normal categories qualifying for the issue of Migration Certificates, it has been decided to include the following categories also to meet the realities of the present situation:—

- (i) Girls of marriageable age; unattached women and orphans who may have no sponsors in India as well as girls approaching marriageable age;
- (ii) Families seriously affected due to arson, looting and killing;

(iii) Petty traders who have lost their wherewithal as well as industrial labour, skilled or unskilled, who have been badly affected;

(iv) Cases for Deputy High Commissioner's discretion; this would also take care of borderline cases.

In view of the very large number of applicants, the procedure for the issue of the certificates has also been shortened. As far as possible, it is the Government's intention to reduce to the minimum the period of uncertainty and hardship for the migrants coming in and, for that purpose, to draw up suitable plans and schemes for their re-settlement. To consider certain practical questions arising out of this and to explore possibilities of obtaining lands for the migrants, a meeting of the Chief Ministers of Andhra Pradesh, Madhya Pradesh, Maharashtra, Orissa and West Bengal was called on February 8, 1964. The State Governments concerned have assured us that they would take immediate steps to make available nearly two lakh acres of land for the re-settlement of migrants families, both agriculturists and non-agriculturists. Members will appreciate that the various processes connected with the development of the land thus made available are bound to take time; however, efforts will be made to make the land ready for settlement as quickly as possible. Meanwhile, pressure would be maintained on Pakistan Government to see reason and to follow internationally recognised canons of behaviour in respect of their duty towards the minorities.

Shri Hari Vishnu Kamath: Pressure too gentle.

Some Hon. Members rose—

Shri Hari Vishnu Kamath: You have ruled, Sir, that the hon. Minister will himself move a motion, but

as far as I understand the Rules, there will be a procedural difficulty because you have appointed tomorrow as the day for discussion of this matter, and unless he gives notice of his motion today we will not have adequate time to move substitute motions.

Mr. Speaker: He is moving it just now.

Shri Nath Pai: We should get it.

MOTION RE: COMMUNAL DISTURBANCES IN EAST PAKISTAN

The Minister of Home Affairs (Shri Nanda): Sir, I move:

"That the situation arising out of the communal disturbances in East Pakistan resulting in heavy loss of life and property to the members of minority community and their influx to India and consequential disturbances in West Bengal, be taken into consideration."

Shri Hem Barua (Gauhati): May I ask a question?

Mr. Speaker: Those questions are allowed only when no discussion is allowed. Because we are having the discussion, no questions can be allowed.

Shri Kapur Singh (Ludhiana): We do not want to have any discussion. We want to ask a few clarificatory questions. He has stated certain facts and we want to understand them.

Mr. Speaker: Under rule 197(2) there shall be no debate on such statement at the time it is made, but we have so established the practice that I allow a few questions at that moment. Now that we are having a regular discussion on this, we will have no questions.

Shri Kapur Singh: We do not want to have any debate now. We want to have only clarifications.

Shri Surendranath Dwivedy (Kendrapara): That will help us. That is the purpose. It is only for the purpose of eliciting information.

Mr. Speaker: I will allow one clarification.

Motion moved:

"That the situation arising out of the communal disturbances in East Pakistan resulting in heavy loss of life and property to the members of minority community and their influx to India and consequential disturbances in West Bengal be taken into consideration."

Now it is for the Members of the House to give amendments or other things.

Shri Surendranath Dwivedy: The motion should be circulated today.

Mr. Speaker: It will be circulated.

Shri Kapur Singh: The hon. Minister has made a very happy statement about the conduct of the saner element of Hindus in West Bengal and this may be so also of Muslims in East Bengal. I would like to ask whether the hon. Minister has anything to say about the conduct of the large number of Sikhs in Calcutta.

Shri Nanda: They helped a great deal in dealing with the situation.

Shri Hem Barua: In view of the fact that the Nehru-Liaquat Ali Pact stipulates that whenever there are communal disturbances in one country, the diplomatic representatives of the other country would be allowed to visit the riot-affected areas, may I know whether our diplomatic representatives were allowed to visit the riot-affected areas in East Pakistan and whether we allowed their diplomatic representatives to visit the riot-affected areas in West Bengal?

Shri Nanda: I will give that information tomorrow. I have to read the statement in Rajya Sabha now.

Mr. Speaker: This information would be given tomorrow.

Shri Hem Barua: He is running away.

Shri Surendranath Dwivedy: In the midst of discussion, he cannot go like this. (*Interruption*).

Shri Hem Barua: May I submit this for your consideration? You were very good enough to allow me to put a question. I wanted a clarification from the Minister and the Minister instead of giving the reply to the question has just walked out. Is it not an insult to the House?

Mr. Speaker: If he had done that, that would have been insult of the House. I agree there. But he just told me that he had to read the statement in the Rajya Sabha and that he would give this information tomorrow morning before the discussion starts. I will get this information and then we will start the discussion.

Shri P. K. Deo (Kalahandi): I want to say something about the procedural matter.

Mr. Speaker: I am not allowing that.

Shri P. K. Deo: There are two motions before the House. One is the Motion of Thanks and the other is this one which has been moved by the Minister just now. So, both the motions are to be taken up simultaneously?

Mr. Speaker: You decide among yourselves which motion you want first to be discussed. If the Opposition itself suggests, this motion may be discussed first.

Shri Hari Vishnu Kamath (Hoshangabad): You will please waive the rule for notice of a substitute motion,

and admit all motions received till tomorrow morning before the House meets.

Mr. Speaker: I will do that.

12.55 hrs.

PRESIDENT'S ASSENT TO BILLS

Secretary: Sir, I lay on the Table the Indian Tariff (Second Amendment) Bill, 1963 passed by the Houses of Parliament during the last Session and assented to by the President since a report was last made to the House on the 16th December, 1963.

Sir, I lay on the Table copies, duly authenticated by the Secretary of Rajya Sabha, of the following twelve Bills passed by the Houses of Parliament during the last Session and assented to by the President since a report was last made to the House on the 16th December, 1963:—

(1) The Public Premises (Eviction of Unauthorised Occupants) Amendment Bill, 1963.

(2) The Textiles Committee Bill, 1963.

(3) The Administrators-General Bill, 1963.

(4) The Specific Relief Bill, 1963.

(5) The Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1963.

(6) The East Punjab Ayurvedic and Unani Practitioners (Delhi Amendment) Bill, 1963.

(7) The Preventive Detention (Continuance) Bill, 1963.

(8) The Unit Trust of India Bill, 1963.

(9) The Companies (Amendment) Bill, 1963.

(10) The Central Boards of Revenue Bill, 1963.

(11) The Banking Laws (Miscellaneous Provisions) Bill, 1963.

(12) The Delhi Development (Amendment) Bill, 1963.

12.56 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1963-64.

The Minister of Railways (Shri H. C. Dasappa): Sir, I beg to present a Statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1963-64.

CONSTITUTION (SEVENTEENTH AMENDMENT) BILL

EXTENSION OF TIME FOR PRESENTATION OF REPORT OF JOINT COMMITTEE

Shri S. V. Krishnamoorthy Rao: Sir, I beg to move:

"That the time appointed for the presentation of the Report of the Joint Committee on the Bill further to amend the Constitution of India, be further extended upto the 31st March, 1964."

Mr. Speaker: The question is:

"That the time appointed for the presentation of the Report of the Joint Committee on the Bill further to amend the Constitution of India, be further extended upto the 31st March, 1964."

The motion was adopted.

12.57 hrs.

RAILWAY BUDGET, 1964-65

Mr. Speaker: The Minister of Railways.

The Minister of Railways (Shri Dasappa): Mr. Speaker, Sir, I rise to present the Railway Budget for the year 1964-65—my first Budget after taking over as Minister of Railways.

2. As is customary, I shall begin with an outline of the financial results of 1962-63, the latest year for which complete accounts are available. The net surplus came to Rs. 42.06 crores, as compared to the Revised Estimate of Rs. 23.20 crores. The larger surplus was almost entirely due to the increase in traffic receipts which came to Rs. 566.79 crores, or an increase of more than Rs. 17 crores over the Revised Estimate of Rs. 549.62 crores. The goods earnings in the concluding three months of the year alone amounted to Rs. 101.78 crores, as against Rs. 247.74 crores in the first nine months. This was proportionately a much greater increase towards the end of the year, than could be anticipated in the Revised Estimate on the basis of the normal increase in goods traffic accruing in the closing months every year.

Ordinary Working Expenses amounted to Rs. 362.38 crores,—just Rs. 76 lakhs, or about one-fifth of one per cent, short of the revised estimate of Rs. 363.14 crores. A reduction of Rs. 82 lakhs, from the Revised Estimate of Rs. 11.77 crores in the expenditure on works chargeable to Revenue, also contributed to the increased surplus, apart from other minor variations. From the net revenue, dividend to the tune of Rs. 68.76 crores was paid to General Revenues at 4.25 per cent on the Railways' Capital-at-charge, the rate fixed, for five years from 1961-62, on the recommendations of the Railway Conven-

tion Committee, 1960, before it was increased to 4.50 per cent, from 1963-64, with the approval of the Parliament. After paying the General Revenues a further sum of Rs. 12.50 crores, the annual payment in the Third Plan period recommended by the Railway Convention Committee, 1960, as being due from the Railways for transfer to the States in lieu of passenger tax merged in passenger fares from 1st April 1961, the net surplus came up to Rs. 42.06 crores. This was just 2.22 per cent on the Capital-at-charge of nearly Rs. 1,900 crores, as compared to 1.5 per cent in 1961-62 and 2.1 per cent in 1960-61.

3. Coming to the Revised Estimates for the current year, the present forecast of Gross Traffic Receipts is Rs. 622.22 crores, or Rs. 22.53 crores more than the Budget Estimate of Rs. 599.69 crores. Apart from an increase of Rs. 2.38 crores under 'Sundry' earnings and allowing for a small variation of rupees four lakhs more under suspense, or earnings awaiting realisation at the end of the year, the bulk of the increase is expected to accrue under passenger and goods earnings. The forecast of increase, over Budget Estimate, under passenger earnings is Rs. 7.53 crores and that under goods earnings Rs. 12.66 crores. Rail transport capacity has continued to increase steadily; and while the overall demand of goods traffic has not been sufficient to absorb fully this increasing capacity, traffic in the category of general goods has been higher than was envisaged in the budget. The consequent increase in goods earnings is expected to more than compensate for shortfalls, on the budget anticipation, under export ore, coal and raw material for the steel plants.

4. The Revised Estimate of ordinary working expenses comes to Rs. 393.34 crores net, against a Budget provision of Rs. 379.04 crores. The increase of Rs. 14.30 crores is mainly the effect of certain developments which could not be anticipated in the Railway Budget for 1963-64. These post-bud-

get developments, by way of general taxation changes (inclusive of increase in diesel oil price) and increase in the prices of controlled materials like coal and steel, beyond what had been envisaged in the Budget, have resulted in an increase in the working expenses of the Railways, in the current year, of about rupees six crores over the Budget provision. In addition to this, an increase of Rs. 3.5 crores is anticipated under staff expenditure. This is due to the increase, during the current year, in the rates of dearness allowance to lower-graded Central Government employees and increases in the house rent and city compensatory allowances, payable from 1st January 1964, in certain cities and towns. Staff and fuel costs alone account for approximately 75 per cent of the total Ordinary Working Expenses. The House will therefore appreciate that significant increases under these two items involve an unavoidable increase in working expenses over the Budget provision. The rest of the increase anticipated under working expenses, over the budget provision, is about Rs. 4.3 crores—just 1.26 per cent. This represents the aggregate cost, according to latest computation, of a variety of other items, which could not be assessed precisely, nor could be foreseen, in the budget. Briefly, these items cover provision under retirement benefits with the raising of the age of retirement from 55 to 58 from 1st December 1962, post-budget enlargement in the scope of night duty allowance, increases in the rates of mileage and overtime to staff and increase in the proportion of higher grade posts in a few non-gazetted cadres.

The aggregate net increase of Rs. 14.30 crores in ordinary working expenses, over the budget, is fully accommodated in the anticipated increase of Rs. 22.53 crores in gross traffic receipts. The net surplus is thus expected to be better than the Budget Estimate. Supplementary Demands for the gross extra funds required are being presented separately. These are further to the Supple-

mentary Demands voted by Parliament in April 1963, which covered just the effect of the increases in the price of coal effective from 1st March 1963 and 1st April 1963.

5. The contribution to the Depreciation Reserve Fund, charged to Revenue Working Expenses, will be Rs. 80 crores, the same as provided in the Budget Estimate for 1963-64. After providing for normal variations under Miscellaneous Revenue Expenditure and a slight increase in the amount of dividend payable to General Revenues due to increased capital outlay, the surplus creditable to Development Fund is now expected to be Rs. 37.75 crores, or Rs. 6.75 crores more than the Budget Estimate of Rs. 31 crores. Against the steadily increasing expenditure chargeable to this Fund, the surplus of Rs. 37.75 crores, anticipated in the Revised Estimate of 1963-64, is just about 'adequate.' Honourable Members will appreciate that the surplus has to be judged not by itself but in relation to the growing investments in the Railways. Taking into account the present greatly increased Capital at-charge, the surplus of Rs. 37.75 crores, expected in 1963-64 barely corresponds to an annual surplus of about Rs. 18 crores in the First Plan Period.

6. The Revised Estimate of net expenditure for the current year, on Works, Plant and Machinery and Rolling stock, has been placed at Rs. 350.00 crores, as against the Budget provision of Rs. 325 crores. The net increase in the 'Capital Budget' over Budget Estimates, as modified by the more or less nominal additional provision of Rs. 21 lakhs secured through Supplementary Demands in April, 1963 and September, 1963, is Rs. 24.79 crores. Supplementary Demands to cover the gross amount of this excess are also being separately presented, in addition to the Supplementary Demands for Revenue Working Expenses already mentioned. Out of the net increase of Rs. 24.79 crores, an increase to the extent of Rs. 10 crores was envisaged even when the original

[Shri Dasappa]

Budget Estimate of Rs. 325.00 crores was fixed in consultation with the Ministry of Finance; but this was left over to be regulated later to the figure actually found necessary. The balance of the increase includes additional provision of over rupees eight crores resulting from the increase in customs duties on imported locomotives and other railway material and in the Central Sales Tax on indigenous purchases, as well as the rise, beyond budget forecasts, in the prices of materials such as cement, steel, cast-iron sleepers, wheels, tyres, and axles, wheel-sets, rails and fish plates. After excluding these two ingredients of Rs 10 crores and a little over rupees eight crores, from the total net excess of Rs. 24.79 crores, there is a balance of slightly under rupees seven crores, which is required to cover better deliveries of material and accelerated pace of execution of Plan works during the current year as compared to budget anticipation. The improvement in surplus to the extent of Rs. 6.75 crores, which is expected over the budgeted surplus, will just about meet this residual increase of slightly under rupees seven crores.

7. I shall now review briefly the progress made by the Railways during the Third Five Year Plan. The House will recall the reference to the satisfactory position on the Railways made by my colleague, the Finance Minister during the debate in the last Session on the mid-term appraisal of the Third Plan. The originating tonnage of goods traffic, I may recall, had risen from 93 million tonnes in 1950-51, to 115.9 million tonnes in 1955-56 and to 156.2 million tonnes in 1960-61, the last year of the Second Five Year Plan. The magnitude of the development can be viewed in its proper perspective when it is compared with the peak traffic of about 102 million tonnes lifted by the larger undivided Indian Railway system before partition during the heaviest year of the Second World War. In terms of tonne-kilometres freight traffic

nearly doubled itself in the ten-year period covered by the first two Plans. The number of passengers increased by 310 million, or by 24 per cent, during the same period. The rate of growth of traffic has been further accelerating. Whereas the total increase in originating goods traffic during the Second Plan period as a whole was 40.3 million tonnes, the increase in just three years of the current Plan is estimated to be nearly 38 million tonnes. The last two years especially have seen particularly good. Railway performance, by way of the large goods traffic carried in addition to the traffic for defence requirements carried in connection with the Emergency the greater portion of which falls in the category of 'Other Coaching traffic'. The position today is that all the freight traffic generated by the country's developing economy, which the Railways are called upon to transport, is moving more or less as and when offered. The supply of railway wagons for coal movement, which was a cause of some concern two years ago, is now fully adequate; in fact, further spare capacity is available and awaiting demand. The Railways expect to lift traffic of the level of 194 million tonnes in 1963-64 and this is expected to increase to about 211 million tonnes at the end of 1964-65. After allowing for a reduction in the assessment of traffic relating to steel plants, coal and cement, on present trends, the aggregate traffic expected to materialise in the last year of the current plan period is now placed at about 245 million tonnes in the Mid-Plan Appraisal.

8. The aggregate increase in non-suburban passenger traffic in the first two years of the Third Plan has been less than four per cent. It is expected that, in the remaining years of the Third Plan, the overall increase will mount up to the 15 per cent provided in the Plan. The rate of overall increase in suburban passenger traffic in the Electric Suburban Sections of Bombay, Madras and Calcutta

as well as other suburban sections, in the same two year period, was of the order of 18 per cent. This increase in suburban traffic is both handled by increasing train lengths as well as the frequency of services on the suburban sections to the maximum extent possible. The recent introduction of electric suburban services in certain sections in Sealdah Division in the Calcutta area will also progressively ease the situation there.

9. Honourable Members will recall that my predecessor, Sardar Swaran Singh, had indicated, in his Budget Speech in February 1963 that a Railway Programme of Rs. 1,470 crores had been approved by Government for the Third Plan. A further sum of rupees seven crores was added for creating some additional capacity for the movement of iron ore to steel plants and for export purposes. The recent mid-term appraisal of freight traffic prospects at the end of the Third Plan envisaged that, out of the total of 245 million tonnes, the component of general goods traffic may reach a target of about 110 million tonnes, an increase of 10 million tonnes over the original target for this component. There might, however, be some shortfall in the short lead traffic, owing to a revision in the assessment of the likely production of the steel, coal and cement industries. An additional outlay of Rs 45 crores, towards the cost of extra rolling-stock required for handling the increased quantum of general goods traffic which involves comparatively long leads, has been authorised. Adding to the programme another sum of Rs. 59 crores towards the cost of the strategic lines in Assam and North Bengal, the total outlay at present approved for the Railways stands at Rs. 1,581 crores. In fact, this may have to be increased somewhat to take the impact of the increase in costs arising from the direct and indirect effect of changes in taxation. I may, however, refer at this stage to the very striking improvements in operating efficiency, particularly in the utilisation

of rolling stock, which have avoided increases in investments to a great extent. This improvement achieved in the last twelve years has enabled us to keep down additions to rolling stock and other equipment well below the proportion of increase in traffic and to effect substantial saving in the capital requirements that would otherwise have been necessary. This is a feature that has been brought out in the latest Review of operating performance, which is being given to Honourable Members along with the budget documents.

13.13 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

10. During the three years up to March 1964, the Railways expect to utilise about Rs. 900 crores, out of the total approved outlay of Rs. 1,581 crores. It is expected that the provision for Railways in the Third Plan, including any increase that may yet be granted, will be utilised fully by the end of the Plan period. This is a reasonable expectation based on the gathering tempo of execution of Plan works already sanctioned and in progress. On present indications, the Railways expect to meet about a third of the cost of the development programme in the Third Plan from their own resources, including the sums annually set apart for depreciation. Of the 283 crores or thereabouts, of foreign exchange now estimated as required, an amount of nearly Rs. 200 crores has already been arranged. This includes an aggregate of Rs. 48.7 crores obtained since the last Budget, as loans for the Indian Railways, from the International Development Association—an affiliate of the World Bank—the U.S. Agency for International Development and the Export-Import Bank of the United States. The balance is expected to be arranged in the next two years. This balance is required to cover the import of components for the manufacture of diesel and electric locomotives, electric multiple units, electric signalling, overhead equipment for electric traction,

[Shri Dasappa]

wagon components and a few other items.

11. The phasing of the construction of new Railway lines in different parts of the country, during the Plan period, has been constantly under review. For the time being priority has to be accorded to the completion, within the target dates, of the lines in Assam and North Bengal and the lines required for the export of iron ore. In the former category is the metre gauge extension of the Rangapara North-Lakhimpur line to Murkong Selek, the construction of which has been resumed after some set back it suffered in 1962-63 during the emergency. In the same category is the extension of the broad gauge line eastwards to Jogighopa in Assam (266 kilometres or 165 miles, in continuation of the already opened broad gauge line up to Siliguri. The extension of this broad gauge line eastward from Siliguri has assumed special importance since the Emergency. Work on the project is in full swing. Works necessary for increasing the capacity of the ferry across the Ganga between Farakka and Khejuriaghat have also been started. In the second category, namely lines required for the export of iron ore, the major construction from Bailadilla to Kottavalasa is progressing according to schedule. The laying of a broad gauge line alongside the existing metre gauge line between Hospet and Guntakal, which is also in progress, serves the same objective.

Of the Third Plan new lines under construction last year, the Virudhunagar-Manamadurai line has been opened to traffic this year up to Arupukottai as also the Hatia-Nawagaon line. The Kalkalighat-Dharmanagar line is expected to be opened to traffic shortly. Three major lines—the Sambalpur-Titilagarh and Bimlagarh-Kiriburu lines, undertaken in connection with the movement of export ore, and the Robertsganj-Garhwa Road line, for movement of coal to the North and West,—have been completed and opened to traffic.

The Salem-Bangalore line is being constructed from both ends and has made appreciable progress. To facilitate the export of iron ore from Chitaldurg, Chikanayakanhalli and Kemmangundi areas in Mysore State, the construction of the Hassan-Mangalore line had been included in the Third Plan. A mixed broad-metre gauge link from the present Mangalore station to the projected port site at Panambur, has been sanctioned as a first step in the construction of the Mangalore-Hassan line.

The conversion of the Poona-Miraj metre gauge section (261 kilometres or about 162 miles) to broad gauge has been taken in hand in order to meet the increased traffic needs of the region. There has been some thinking, since the last Railway Budget was presented, in regard to the requirements connected with the development of Marmugao Port. The handling of traffic in imported food grains requiring to be moved northward via Poona would be facilitated by a broad gauge rail link from the port connecting with the projected Miraj-Poona broad gauge section. A similar proposal for providing a broad gauge line, in substitution of the existing Hospet-Londa metre gauge line en route Marmugao port, is dependent on the prospects of iron ore exports in substantial quantities from the Hospet-Bellary region over and above the ore exports now going from the Goa area. Two preliminary engineering and traffic surveys are in progress to examine whether broad gauge lines to serve these two objectives would be justified.

As my predecessor explained, in the course of the general discussion of the Railway Budget in March 1963, the availability of resources does not permit of wholesale, or even large-scale, conversion of narrow or metre gauge line to wider gauge, however desirable it may be. This objective can only be achieved in stages, de-

pending on the urgency of the traffic requirements of each particular area from time to time.

The line capacity and remodelling works, doubling of track and track renewal works, provided in the Railway Development Programme, are all making good progress. The Railways can now look forward with confidence to their being able to handle the still larger traffic envisaged during the rest of the current Plan period.

12. The House is aware of the efforts the Railways are making towards the modernisation of traction and rolling stock to handle effectively and economically their fast increasing freight and passenger traffic. Selected sections with heavy density of traffic are being progressively switched over from steam to diesel or electric traction. In the first two years of the Plan, electrification of 867 route kilometres had been completed. The total route kilometrage electrified on the Indian Railways since the commencement of the Second Plan has risen from 388 to 1,463. Electrification of the Third Plan lines, including the spill-over from the Second Plan, is expected to be substantially completed by the end of the Plan. Adequate power supply for these has been arranged. As a result of rephasing, adopted mainly to conserve foreign exchange, only two sections, namely, the Howrah Khargpur section of the Southeastern Railway and the Nandgaon-Bhusaval section of the Central Railway will be carried over to and completed early in the Fourth Plan. The Indian Railways' fleet of diesel locomotives of all gauges has grown from 171 units on 31st March 1959 to 454 units at present and of electric locomotives from 92 to 240 during the same period. It should be a matter for some satisfaction that, even with the existing modest complement of such locomotives of the modern type over 21 per cent of total net ton miles of rail traffic carried in 1962-63 was hauled by diesel and electric locomotives. This percentage has increased in the current year. Indigenous manufacture of

both electric and diesel locomotives will further accelerate the pace of dieselisation and electrification of the vast Indian Railway system.

13. The procurement of carriages and wagons is expected to be adequate for the traffic load now envisaged at the end of the Plan period. The increase in the indigenous capacity to produce wagons has been from 3,700 units (in terms of 4-wheelers) per annum in 1950-51, to 12,000 in 1960-61, 19,000 in 1961-62 and 26,000 wagons in 1962-63; the out-turn has just reached about 3,000 wagons per month and the target of production in 1964-65 is 40,000.

14. The House will be interested to know that, in 1962-63, the Railways lifted 178.8 million tonnes of goods traffic, against 160.5 million tonnes lifted in 1961-62—an increase of 18.3 million tonnes which was three million tonnes above the target of 15.24 million tonnes set for the year and strikingly better than the performance of any earlier year. According to present trends the Railways expect to lift, in the current year, a further 15 million tonnes in the aggregate against an estimated increase of 17 million tonnes. Due to reduced demands on rail transport, the increase under coal is now expected to be about four million tonnes only, against about 9.5 million tonnes anticipated earlier—a shortfall of 5.5 million tonnes. This is notwithstanding the availability of both production potential and transport capacity up to the earlier forecasts. The increase in the loading of export ore is now expected to be 0.5 million tonnes, against an earlier anticipation of one million tonnes. In regard to raw materials for steel plants other than coal, the input to meet their full actual demand is now expected to be about one million tonnes less than the anticipated increase of 1.50 million tonnes.

15. The slower increase in the above categories of goods traffic, as compared to budget anticipation, is expected to

[Shri Dasappa]

be made up to some extent by additional tonnage under general goods. An increase of 9.3 million tonnes is now expected under general goods, or nearly double the increase of 4.8 million tonnes anticipated earlier.

16. As already mentioned, the second and third years of this Plan have been years of really good Railway performance, with freight transport capacity growing rapidly. The present position is that the rail transport capacity is ahead of the consumer demand in principal sectors like coal and raw materials. The additional transport capacity, particularly in respect of line capacity and specialised rolling stock, like BOBS, BOX and BOI wagons, had been designed to meet the specific needs of coal ore and steel plant traffic. It is difficult to transfer such capacity to other purposes. Nevertheless much has been achieved in stepping up the carriage of general goods and easing the transport position generally. It has been found possible to abolish most of the quota regulations that had to be maintained in earlier years to prevent serious congestions on major trunk routes such as *via Waltair*, *via Vijayawada* and *via Moghalsarai* and withdraw ceiling limits on the registration of indents and the nominated loading of small consignments.

17. There are practically no limitations now on the registration of traffic with the Railways, except sometimes for movement to east of Siliguri. This is a difficult but important route the capacity of which is being progressively developed and is now on the average, 100 per cent more than it was at the beginning of the current Plan. The stabilisation of the Assam link route, the completion of the Grahmaputra Bridge and the dieselisation of the section have augmented line capacity for traffic to and from North Bengal, Assam and North East Frontier Agency. Several line capacity works are currently in progress on the Kathihar-Siliguri, Siliguri-Alipurduar-New Gauhati, Mariani-tinsukia, Lum-

ding-Badarpur, and Rangiya-Rangapara North-Tezpur sections. After the completion of the broad gauge line from Siliguri to Bongaigaon, work on which is in progress, and the installation of the projected Centralised Traffic Control on the Bongaigaon-Gauhati section, it should be possible to meet all demands and do away completely with quota regulations on this route as well.

18. The average daily coal loading during the year 1962-63, in all the coalfields was 6,669 wagons, as against 5,999 wagons during 1961-62—registering an increase of 11.2 per cent. During the first nine months of the current year 1963-64, the daily coal loading averaged 7,047 wagons, against 6,512 wagons for the corresponding period of the previous year, an increase of 8.2 per cent.

Loading from the Bengal and Bihar coalfields rose from 4,799 wagons in 1961-62 to 5,288 in 1962-63—an increase of 10.2 per cent. In the first nine months of the current year, the daily average loading has risen further to 5,621 wagons, against 5,177 wagons during the corresponding period of last year—an increase of 8.6 per cent. The Railways continue to move in full all the coal offered for rail transport in the Bengal and Bihar, as well as the outlying, coalfields, to all consumers—including steel plants and washeries—as in the previous year. In every way the Railways are fully geared to maintain the lead they have secured over the transport demands.

19. In this context, it would not be out of place to invite the attention of the House to the interim report of the World Bank Team on coal transport of the country. This report has commended the Indian Railways for handling successfully, within their limitations, the increase in traffic density of almost unprecedented rapidity during the last twelve years. The Team has generally assessed the operating performance of the Indian Railways as comparing very favourably

ly with that of Railways of other, more developed, countries. Certain recommendations have been made in the report such as the need to review the adequacy of the Railways' Rolling Stock procurement programme. These are receiving attention.

20. Turning now to the estimates for the Budget year 1964-65, these have to take into account the continuous effect of the general taxation changes affecting the prices of materials and of the various benefits for staff sanctioned by the Government in the course of the current year.

21. One significant item of additional commitments under staff expenditure is on account of pensions. It is expected that many Railway employees, who have hitherto preferred to continue under the Railway Contributory Provident Fund Scheme of retirement benefits, will now elect pension with the enhanced benefits of lower rated pensions sanctioned from 11.10.1963 and the improvement in the family pension scheme from 1-1-1964. A large addition to the number of pensionable staff, under various age groups, is expected to give rise to widely fluctuating expenditure from year to year on account of pensions. Such fluctuations will continue for many years, until reasonable stability is reached some thirty years hence, when staff joining railway service since 16th November, 1957, who are all governed by pension, begin to retire. A special procedure is therefore necessary even out these fluctuations. In other Government departments, where employees have always been pensionable, pension payments are currently charged in the year in which the payments are made and normally there is no wide fluctuation in such payments from year to year. The same procedure now obtains on the Railways, with relatively few pensionable railway staff. However, for the non-pensionable railway staff, there is a procedure of crediting Government Contribution to the Provident Fund as expenditure each year in the accounts as and when it accrues.

It is essential that the Railways, as a commercial department, should adopt a similar procedure in respect of pensions, to reflect not only the amounts actually paid as pension each year but also the potential cumulative liability for the pension benefits earned by each year of service without the inconvenience of a fluctuating burden. It is computed that the actual cost on account of pensions, which at present is of the order of rupees three crores a year, will progressively rise to higher and higher levels until it reaches an amount of Rs. 38 crores or thereabouts. On the basis of actuarial calculations, taking the number of staff in different pay groups, it is calculated that a sum of Rs. 30 crores paid each year into a Fund from now on, will just suffice to finance, and fully cover, liabilities on account of ordinary, invalid and family pensions of ten lakhs of railway employees—taking only this number as coming over to pension out of the total staff strength of 12.12 lakhs on the Railways.

It is accordingly proposed, after consultation with the Comptroller & Auditor General and the Ministry of Finance, that a Pension Fund may be set up on the same lines as the Depreciation Reserve Fund on the Railways. The Fund will be instituted in 1964-65 with an initial contribution from Revenue of Rs. 19 crores, part of which will be by reduction in the provision for Government Contribution to Provident Fund creditable in that year. This *ad hoc* contribution of Rs. 19 crores after meeting out goings on pension payments in 1964-65 estimated at rupees four crores, will leave a balance in the Fund, at the end of that year of about Rs. 15 crores, or about half of what is expected to be the minimum annual expenditure eventually on this account. This is considered a reasonable provision at this stage. Depending on how many non-pensionable employees elect to come over to pension, the position will be reviewed later. Pension demands made each year from 1964-65 onwards will be charged to the Pension Fund. The

[Shri Dasappa]

provision for the initial credit to the Pension Fund and for the withdrawals from it expected in 1964-65 are covered by two separate Demands for Grants, in the same way as contributions to and withdrawals from the Railway Depreciation Reserve Fund.

22. The aggregate additional expenditure on staff in 1964-65, both on account of setting up of the Pension Fund and on account of the increases sanctioned, during 1963-64, in the rates of dearness allowance and city compensatory and house rent allowances, is estimated at Rs. 20.5 crores allowing for the reduction of rupees five crores in the provision for Government contribution to Provident Fund.

23. The proposal of the Government that Railways should pay interest at 5.75 per cent of Capital made available to the Railways after the 31st March 1964 represents another factor for which extra provision has to be made in the Budget year. Capital provided up to the end of the current financial year will continue to pay dividend to the General Exchequer at 4.50 per cent. It is perhaps only appropriate that, having regard to the increased cost of raising capital and the still higher rate of interest on some of the foreign loans made available to the Railways, the Railways should now undertake to pay the General Revenues a higher charge than 4.50 per cent on future capital. The additional contribution to the General Exchequer on this account will be about Rs. 1.5 crores in 1964-65; this is with reference to half the annual anticipated capital outlay as it will stand at the end of that year. It will increase in 1965-66—the last year of the current Plan—to an additional contribution of nearly rupees five crores, assuming the same capital outlay in 1965-66 as in 1964-65. The rate of dividend will come up for review, in the usual course, by the next Railway Convention Committee in 1964. When this arrangement too would be reviewed amongst other things.

24. The aggregate of these additional commitments in 1964-65 will be of the order of Rs. 22 crores, made up of Rs. 20.5 crores under staff, including the net requirements of the Pension Fund, and Rs. 1.5 crores for additional dividend payment to General Revenues. The expenditure chargeable to the Development Fund is also mounting steadily, with the persistent demand for more facilities for the rising level of passenger traffic, operational improvements which are not directly remunerative but are necessary to deal effectively with the growing traffic and staff welfare works and quarters—which do not pay for themselves—for the increasing number of railway staff. This Fund is fed solely from the annual revenue surpluses. The annual railway surplus averaged about Rs. 14 crores during the First Plan and about Rs. 19 crores in the Second Plan. This was inadequate for meeting all the obligations from this source in the Second Plan, and the Railways had to borrow from General Revenues. It is essential that an annual surplus of the order of Rs. 30 to 35 crores is secured in the Third Plan period, both to finance the works chargeable to the Development Fund and to enable the Railways to maintain a reasonably satisfactory return on the present enhanced capital. It follows therefore, that means should be found for raising sufficient additional revenue to meet at least part of the additional commitments, since the net additional earnings accruing from the normal increase in traffic will not suffice.

25. I do not intend to add anything in the budget year to passenger fares or to parcel rates. It is proposed to make a small increase of two per cent in the supplementary charge on goods freight rates, including coal, rates, raising the surcharge from the present ten per cent to twelve per cent. Export ore, however, will exempt from this further surcharge. The surcharge will not also apply to Defence and Posts & Telegraphs traffic, which is governed by separate tariffs, nor to the Railways' own departmental

traffic. Since the increase will be only two in 110, it would effectively amount to 1.8 per cent only. The House will recall what my predecessor said this time last year in regard to freight levels on the Indian Railways. He explained that, although the Freight Structure Enquiry Committee had recommended increases averaging about 13% in the level of freights as early as 1957, when wages and prices of raw materials were substantially lower, the Railways had affected freight increases in stages and had reached that level of increase only five years later—by July 1962. The increase of seven per cent since July 1962 by way of surcharge on freight including the two per cent now proposed, has to be viewed in the context of the 33.5 per cent rise in the *per capita* cost of staff and the 33.4 per cent rise in the price of coal, since 1957. These two items alone together constitute as much as 75 per cent of the total ordinary working expenses of the Railways as already mentioned.

Simultaneously, I propose to make a downward adjustment in the classification of certain high rated commodities covering different items of finished products in consumer goods. I also propose to adopt a measure which, while raising some additional revenue, will serve as a step in the rationalisation of coal freight. The existing coal freight rates taper off sharply with distance. For instance, the existing rate per tonne kilometre, including supplementary charge, is 4.43 nP at 300 Km, 3.43 nP at 400 Km, 2.46 nP at 1,000 Km, 2.02 nP at 1,500 Km, and 1.74 nP at 2,000 Km. Under my proposals, there will be no increase in coal freight rates up to 500 kilometres except for the two per cent addition to the supplementary charge. Beyond this distance, the differences in freight rates, which amount to a subsidy to long distance coal movement, will be reduced to some extent. Thus the charge per tonne kilometre will increase to 4.51 nP at 300 Km, to 3.49 nP at 500 Km, to 2.58 nP at 1,000 Km,

to 2.17 nP at 1,500 Km. and to 1.92 nP. at 2,000 Km. In other words there will be a graduated increase for distances from 501 kilometres up to 2,100 kilometres, but in no case will it be more than rupees three per tonne in the basic rate. In making these increases I have kept in view the results of cost studies which indicate that the existing taper in coal freight rates for long distances requires revision so as to make freight rates on coal for such distances conform more nearly to the cost of its haulage.

About 45 per cent of the total coal traffic moves for distances up to 500 Km. and will not be affected by the proposed rationalisation, though two per cent supplementary charge on basic rates will apply. Another 31 per cent of the coal traffic, which moves between 501 and 1,275 Km. will bear increases in basic rates of less than a rupee per tonne. Only about five per cent of the total coal traffic moves beyond 2,100 Km, and will be subject to the maximum increase of rupee three per tonne in the basic rates. For consumers who get coal by rail, say from a distance of 2,100 Km, this will have the effect of increasing the all-in cost of Grade I Bengal Bihar coal F.O.R. destination, inclusive of the proposed two per cent surcharge, from Rs. 62.86 to Rs. 66.87 per tonne on present price structure. On the other hand, downward adjustment in the classification of certain commodities, which now bear the highest rates, will involve an appreciable reduction in the freight rates for these commodities, ranging between 3.9 per cent and 23.5 per cent. The adjustment in their case as in the case of coal, will serve to bring freight rates a little closer to the cost of haulage and somewhat reduce the present wide spread in the freight rates. At 600 Km. the rate for traffic, in wagon loads of acid nitric will be reduced from Rs. 103.10 by Rs. 18.10 per tonne, of safety matches from Rs. 88 by Rs. 15 per tonne, and of rectified spirit, furniture and confectionery, from Rs. 73 by Rs. 2.90 per tonne. There will be corresponding

[Shri Dasappa]

reductions for traffic in smalls. As regards the two per cent increase in the supplementary charge, it is too insignificant to affect retail prices. For instance, for a distance of 600 Km. (375 miles approximately), which is about the average lead of general merchandise, the levy will amount to about one-twentieth of a naya paise per kilogramme of salt, about one-twelfth of a naya paise per kilogramme of sugar, and about one twenty-fifth of a naya paise per kilogramme of food-grains. For commodities charged at lower classification, the increase will be even less.

26. The additional revenue from the two per cent general increase in the supplementary charge is estimated at Rs. 7.5 crores. The net increase from the other adjustments in freight rates is estimated at Rs. 3.5 crores. The total increase of Rs. 11 crores in revenue will still be only about half the estimated value of the new commitments which, as already explained, is likely to be of the order of Rs. 22 crores in 1964-65.

27. The estimate of gross traffic receipts has been placed at Rs. 668 crores, which is Rs. 45.78 crores more than the Revised Estimate of Rs. 622.22 crores for 1963-64. Passenger earnings are expected to amount to Rs. 184 crores, allowing for about two per cent increase in passenger traffic over 1963-64. This keeps in view the average annual increase in non-suburban passenger traffic in the first two years of the current Plan, which was a little less than two per cent a year. Goods earnings, including the estimated additional revenue of Rs. 11 crores expected to accrue from the additional surcharge and the proposed small adjustments in freight rates, have been estimated at Rs. 432 crores. The estimates of 'Other Coaching earnings' and 'Sundry earnings' have been placed at slightly more than the Revised Estimates for 1963-64, namely, at Rs. 35 crores and Rs. 18 crores respectively.

It is estimated that the railways may have to lift goods traffic aggregating 17

million tonnes more in 1964-65 than in 1963-64. This is expected to consist of seven million tonnes more of coal from Bengal and Bihar, two million tonnes more of coal from the outlying coalfields, one million tonnes of other raw materials for, and finished products from steel plants, one million tonnes of export ore, and six million tonnes of general goods. The Railways will prepare themselves to move this additional traffic, but it is too soon to forecast with any confidence whether the extra traffic will, in fact materialise to this extent, especially in coal and in general goods.

28. The Budget Estimate of Ordinary Working Expenses for 1964-65 is a net provision of Rs. 414.68 crores, which is Rs. 21.34 crores more than the Revised Estimate of Rs. 393.34 crores for 1963-64. The effective increase would be Rs. 24.34 crores, if allowance is made for the reduction of rupees five crores in the provision under government contribution to Provident Fund and the increase of rupees two crores on account of the full year's effect in 1964-65, of the enhancement in dearness and other allowances sanctioned in the course of 1963-64. The additional revenue from increased traffic in 1964-65, over 1963-64, is estimated at Rs. 34.78 crores, excluding the effect of the freight rate adjustments now proposed, as against additional working expenses of about Rs. 24.34 crores excluding the additional commitments not related to increased traffic. The increase in working expenses (Rs. 24.34 crores) is a reasonable proportion of the increases in revenue at 1963-64 rates (Rs. 34.78 crores). The contribution to the Depreciation Reserve Fund is provided at Rs. 83 crores, including the additional contribution of Rs. 10 crores approved by Parliament last year. After adding the estimate of net miscellaneous expenditure, provision has been made for dividend (or interest payable to General Revenues at the higher rate of 5.75 per cent on the fresh capital for 1964-65. Allowing for the further payment of Rs. 12.5 crores in lieu of tax on passenger fares for transfer to the

States, the surplus of 1964-65 is estimated at Rs. 30:87 crores. This will be credited to the Development Fund. The expenditure chargeable to this Fund in 1964-65 being estimated at Rs. 33 crores, there will, in fact, be a small reduction in the balance in the Fund.

29. All steps for economising in expenditure, eliminating waste and plugging loopholes for loss of revenue will be continued vigorously. The most significant economies, as the House will appreciate, are secured by sustained measures of improved operation and through maximising the utilisation of the Railways' principal assets as already explained. The Railway Freight Structure Enquiry Committee, 1957, before concluding that additional revenue by way of increases in freight rates was essential, went into the whole question of the Railways' operating efficiency. They indicated that, with about 13 per cent increase in capital since 1952-53, representing only about three per cent increase in the quantum of equipment, the Railways were able to lift more than 17 per cent of tonnage and obtain 26 per cent increase in net ton miles. The improvement has been even more striking since 1957. In spite of all these measures—and these will be maintained and accelerated,—it is not possible to achieve the minimum surplus of the order necessary, without recourse to the proposed measures of adjustments in goods freight rates which, as I have explained, are only marginal

30. The Budget Estimates for Works, Machinery and Plant and Rolling Stock, including 'Open Line Works—Revenue', for 1964-65, has been placed at Rs. 370 crores. The progressive stepping up of the annual Capital Budget is necessary, so that the Railways' Development Programme in the Third Plan may be fully implemented. The provision of Rs. 370 crores includes nearly rupees four crores for railway users' amenities. This will make up for some shortfalls in expenditure under this head in the earlier years of the Plan and will enable speedy comple-

tion of the programme of providing basic amenities at all stations. The details of the provision of Rs. 370 crores are given in the relevant portions of the Explanatory Memorandum on the Railway Budget.

31. The need for conserving the limited resources of better qualities of coking coal in the country for the steel plants and the growing metallurgical industry has inevitably meant the operation of steam locomotives designed for burning selected grades of coal on coal of lower grades. As, however, the use of grade I and the still lower grades of coal tends to increase coal consumption, the Railways have had to rely on continuing measures of fuel economy to keep down the fuel bill as much as possible. The House will recall that an inspection organisation was set up under railway control in 1962, to ensure that, coal loaded by the collieries conforms to the specified grade for which payment is to be made by the Railways. This organisation has been built up progressively as qualified personnel have become available.

32. The House is aware that the question of administrative reforms so necessary to ensure effective, expeditious and economical implementation of Plan targets is very much in the forefront. The linked question of having an adequate machinery to fight corruption and to deal effectively with complaints and grievances is also engaging the Government's attention. In these matters, the Railways, as a public utility service working on a commercial basis, had instituted several measures which are being progressively improved over a period of years.

Sardar Swaran Singh, in his Budget Speech last year, had referred to certain measures for achieving operational and administratively improvements. In this context I may mention that the Efficiency Bureau of the Railway Board has been continuing its study of the work-loads and the operating-cum efficiency indices of the different zonal Railways. This is with a view

[Shri Dasappa]

to have data handy for any re-organisation that may be necessary at any time on operational and administrative considerations or on considerations of improving the service to railway users. The Bureau has also conducted studies of some other important aspects of railway working, such as the utilisation of electric and diesel locomotives and periodical overhaul of wagons in railway workshops.

The Complaints Organisations set up on the zonal Railways and the counterpart in the Railway Board's Office have now functioned usefully for many years. So has the section in the Railway Board's Office dealing with grievances represented by staff or ex-staff, or on their behalf, to the Ministers and to the Railway Board.

In pursuance of the recommendations of the Enquiry Committee headed by Shri J. B. Kripalani, an already existing Anti-Corruption Organisation on the zonal Railways was strengthened and reorganised as the Vigilance Organisation. There is also a corresponding organisation, assisted by an independent Investigating Agency, under the direct control of the Railway Board. In 1962-63, the Vigilance Organisation on zonal Railways finalised enquiries in some 1,600 cases; departmental action against those found responsible was completed in most of these cases. The punishments awarded included several dismissals and removals, compulsory retirements and reductions to lower rank, apart from lesser penalties. Four private contractors were blacklisted for certain irregularities committed by them. In the same year, the Central Investigating Agency of the Railway Board dealt with 292 cases, out of which two were handed over to the Special Police Establishment and one hundred and eleven to the zonal Railways for departmental action. The timely intervention of vigilance staff, who pay attention also to remedial and preventive aspects, resulted in an amount of nearly rupees nine lakhs

being saved for the Railways as demurrage and wharfage and through recoveries from contractors and others.

33. The incentive scheme of payments by results, introduced gradually in railway mechanical workshops during the last three years, is proving to be a reform in the right direction. It shows promise as regards feasibility of its adoption in certain other spheres of railway working. The scheme now covers 81 per cent of the staff who were to be brought within its ambit in 28 major workshops. With practically no increase in workshop staff in the last few years, there has been a substantial improvement in workshop production, enabling the workshops to handle the increased repair load and new lines of production. The average emoluments of the worker have increased and retrenchment has been obviated. "Workshop committees" in eight major railway workshops—one on each zonal railway—, having functions of a more or less general character, have been replaced by "workshop productivity councils". These councils deal with specific productivity aspects of the workshops. Two representatives from each recognised trade union, chosen in consultation with the unions concerned, are included on each of these councils.

34. I must also refer in this context to the Railway Protection Force, an organisation of the Railways which, during the few years in which it has functioned, has shown its increasing usefulness. The thefts of booked consignments as well as of carriage and wagon fittings and other railways materials from yards, workshops, stores and loco sheds have been controlled. The number of such theft in 1962-63 was reduced appreciably below the number in 1959-60, notwithstanding the 22 per cent increase in the volume of freight traffic. The value of property recovered has also shown improvement. With the assistance of the State Police, the Force has been able to liquidate a few gangs of active

criminals engaged in looting loaded wagons en route. Strict vigilance exercised by the Force on suspected personnel has led to a large number of persons being prosecuted. It may interest the House to know that dog squads for tracking criminals have been used with good results and have also been deployed to assist the Government Railway Police and the Civil Police. It would be appropriate here to refer also to the splendid performance, during the Emergency, of the Railway Protection Force personnel, who were augmented for this purpose by a special Emergency Force Reserve of six battalions. They guarded vulnerable points, areas and installations, especially on the Northeast Frontier Railway, to ensure safe movement of defence personnel and equipment. It is in the fitness of things that personnel of the Railway Protection Force have now been made eligible for the award of the 'President's Police and Fire Services Medal' and 'The Police Medal' for gallantry and meritorious services.

35. A significant administrative reform, which is currently in hand, may be of some interest to the House. The rapid and progressive increase in the number and magnitude of the Railways' traffic and other financial transactions, over the last decade, has resulted in a more or less proportionate increase in the strength of the accounts checking and compiling staff. With the further heavy increases in traffic and other activities in sight, it was felt necessary to review and simplify procedures of accounting. Having regard to the heavy impact of increased traffic on station staff and on the traffic accounts offices, the procedures for accounting of earnings have received first attention. Several directives have already issued to Railways in the current year (1963-64), in consultation with the Comptroller and Auditor General where necessary. These aim at simplification of procedures and elimination of wasteful labour and unduly meticulous accounting. The Railways for

several years have been using data-processing equipment for Statistics. Some changes in accounting are proposed to be introduced in the coming year by the integration of accounts and statistics through a more intensive use of the machines. With only a few extra machines, it will be possible to take over a proportion of the arithmetical checks now being done manually by accounts staff. This will also reduce substantially the compilation work at the stations. There will, however, be no retrenchment, as the staff released by the changes in procedure will be utilised to handle the increasing volume of work resulting from the growing traffic. It is proposed to gradually extend simplification of procedures to other branches of the accounts department and to other departments of the Railways.

36. Before I finish this outline of organisational and administrative improvements, I may refer to the Estimates Committee's recent study of the estimates of the Northeast Frontier Railway, the Chittaranjan Locomotive Works and the Integral Coach Factory. We await with interest the recommendations of the Committee.

37. The Research, Designs and Standards Organisation while largely concerned with problems special to railway operation, has continued to function in close coordination with the National Research Institutions in the country. It has been decided to shift the designs and standards sections now located in Simla to Lucknow. The entire organisation—excepting only the Chemical and Metallurgical wing at Chittaranjan—will be located in Lucknow, where the Research Centre and some design and standards sections are already located. The shift is being made in phases.

38. The implementation by the RDSO of the short-term plan recommended by the Khosla Committee, in connection with determination of

[Shri Dasappa]

waterways and connected details of railway bridges, is practically complete; the long term plan is being processed with the Planning Commission and the Ministries concerned.

39. Inexpensive acid and alkali-resisting paints suitable for locomotives and anti-corrosive primers and abrasion-resistant coatings for railway rolling stock have been developed from indigenous materials by the metallurgical and chemical sub-centre of the RDSO. Spheroidal graphite cast iron, as a replacement material for bronze bearing shells used for carriage and wagon axle boxes, has been successfully produced by the Research Centre of the RDSO from hot blast Cupola, instead of the conventional electric process, for the first time in the country. Action for setting up its commercial production in one of the railway workshops is in hand. This will reduce the Railways' dependence on the costly non-ferrous alloy "bronze", whose constituents are in short supply in the country. Methods for the refining of used lubricating oils, transformer oils, and axle oils have also been evolved by the RDSO and pilot plants started.

40. The first design developed in the country for a 25 KV alternating current motor coach—for use in suburban services in the Calcutta region—was evolved by the RDSO in collaboration with the Integral Coach Factory, Madras, and the two suppliers of electrical equipment for the coach. prototype motor coaches have already been manufactured and are being tested out for operating performance.

41. A start has also been made on a main line section towards basic research on the strength of track. This is necessary to evolve standards for the track structure suitable to carry the future intensive traffic on the main line and trunk routes. A new track-recording car for the broad gauge and a new dynamometer car for the metre gauge have been commissioned. A Joint Director, Safety

Research, has been posted recently to carry out research into methods and equipment required to ensure safe operation of trains.

42. Proposals for strengthening the RDSO generally, and in particular the Research Wing, are under way.

43. The drive towards self sufficiency continues. The locomotive manufacturing unit at Chittaranjan has maintained and even slightly improved on its target of annual output of 168 WG freight type locomotives. It is also now turning out WP locomotives for fast mail and express passenger trains. Capacity is being developed for the manufacture of 72 electric locomotives per year in addition. The first alternating current (A.C.) broad gauge electric locomotive turned out from these works was commissioned recently by the Prime Minister. 21 direct current (D.C.) electric locomotives had been turned out earlier. During the entire Third Plan period, 100 to 110 AC electric locomotives are expected to be turned out, with electrical equipment partly imported and partly supplied by Heavy Electricals, Bhopal. The Steel Foundry being set up in the works, in collaboration with a well-known British firm, for a capacity of ten thousand tons of castings a year, has made good progress and has just commenced production.

44. All the requirements of metre gauge steam locomotives in the Third Plan will be met by the production of the Tata Locomotive Works, under the existing agreement between the Government and the Company extending up to 31st March, 1966. The Railway Board are currently examining what arrangements with the Company will be necessary for supplies of steam locomotives beyond the Third Plan period.

45. The Diesel Locomotive Factory being set up at Varanasi took a significant step, when the first locomotive, assembled from imported components,

was recently commissioned by Shri Lal Bahadur Shastri. Practically all the machinery required for the factory has been ordered and many of the shops are ready to receive machinery as it arrives. The factory expects to turn out two more broad gauge main line diesel locomotives in the current year, and 25 more such locomotives and a few diesel shunters in 1964-65.

46. The Integral Coach Factory has been progressively intensifying second shift working. As a result, its capacity has increased and the out-turn at present is about 600 broad gauge shells a year equivalent to 650 in terms of standard broad gauge third class. The target of 700 shells is expected to be reached during 1964-65. The permanent Furnishing Unit attached to the factory has facilitated the equipping of the out-turn of shells with the necessary ancillary fittings. This has released capacity in other railway workshops, which were previously doing this work of "furnishing", for the increased quantum of their normal repair and other load. From 1964-65 onwards the furnishing unit will furnish all the shells produced in the shell factory. The production in the Integral Coach Factory has been diversified to include electric multiple unit coaches and metre gauge coaches. The manufacture of broad gauge electric multiple unit trailer coaches is being done on a regular schedule. Over 150 such coaches have already been completed. The regular manufacture of motor coaches, of which two prototypes have been turned out, will be taken in hand after the prototypes have been tested. It is expected that 162 more broad gauge trailer coaches and 26 broad gauge motor coaches (including the two prototypes) will be manufactured by 31st March 1965. The production of metre gauge A.C. electric multiple coaches in the Integral Coach Factory is also being planned.

47. The Hindustan Aircraft Ltd., Bangalore (H.A.L.) and the private

sector together have continued to supplement the out-turn of the Integral Coach Factory in the matter of providing coaching vehicles. H.A.L. is now turning out some 230 to 240 broad gauge passenger coaches a year on the average. Jessops' out turn of metre gauge passenger coaches, at present in the neighbourhood of 220 coaches a year, is expected to increase to 278 in 1964-65. They are producing, in addition, Direct Current electric multiple unit coaches for which capacity has been developed to the extent of six to seven coaches a month. 56 electric multiple unit coaches have been delivered against the first order for 100 such coaches and a further order for another 100 coaches has been placed.

48. All mechanical signalling equipment is now being manufactured indigenously. Some components of electric signalling are also being manufactured in the country and there are plans for expansion in this field. Though sustained efforts there has been considerable increase in the indigenous manufacture of all kinds of railway equipment, including track materials and bridge girders. This has resulted in a steady decrease in the purchase of imported materials from 30.03 per cent of total railway purchases in 1951-52 to 14.27 per cent in 1962-63 and consequent proportionate saving in foreign exchange.

49. In the task of development of indigenous capacity for railway equipment, the Development Cell of the Railway Board has continued to function in close co-ordination and liaison with the Department of Technical Development and other government departments and with representatives of the industries concerned. Steps have been taken to develop adequate capacity in the country for a number of additional rolling stock components, including ancillaries and spare parts required for diesel and electric locomotives and electric multiple units, as well as overhead traction fittings.

[Shri Dasappa]

50. A reference was made by my predecessor last year to the export of some items of track fittings, rolling stock components and train lighting equipment. The scope for increasing such exports and for exporting also complete rolling stock, like freight wagons and passenger coaches, is being actively pursued in close liaison with the Ministry of International Trade and the Indian Missions abroad.

51. I have already made a brief reference to an increased allocation next year of nearly rupees four crores for railway users' amenities, to step up the programme of providing basic amenities at all stations. While keeping within the overall allocation for this purpose in the Third Plan, this means an increase over the allotment in any previous year for this purpose.

52. The electrifying of stations, wherever power is available at reasonable rates, has proceeded steadily. At the end of 1963-64, the total number of stations electrified on the Indian Railways will be nearly 3,000, out of a total of about 6,700 stations.

53. I am conscious of the imperative need to eliminate over-crowding in trains. According to the periodical census of third class occupation in non-suburban trains, the percentage of overcrowding was reduced from 14.6 per cent in 1961 to 13.8 per cent in 1962 on the broad gauge and from 15 per cent in 1961 to 14.5 per cent in 1962 on the metre gauge. I am, however, not satisfied with the small reduction achieved so far. I can but assure the House that the Railways are taking all possible steps to ease overcrowding in trains within the resources available after giving due priority to freight traffic in the interest of national economy. The aggregate increase in the number of passenger-carrying vehicles during the first two years of the current Plan, other than additions made to electric multiple unit coaches in Bombay, Calcutta and Madras suburban areas, was 7.54 per cent, as against less than 4 per cent

overall increase in the number of non-suburban passengers over the same period. The very much higher rate of increase of suburban passenger traffic, particularly in Bombay, Calcutta and Madras, is being served to the maximum extent possible in various ways, as I explained while outlining the progress of the Third Plan. I may mention that even here the Railways provided, over these two years, 8 to 10 per cent more of passenger services in terms of train and vehicle kilometres and seat and standing accommodation kilometres; the increase in the number of passengers in the electric suburban areas, however, rose to a little more than 20 per cent.

54. While on the subject of suburban passenger traffic, I may refer in passing to the very low charge that is made for monthly season tickets. The advantage of a low charge is even more so for suburban ticket holders in Bombay, Calcutta and Madras than elsewhere. Even as between these three suburban areas there are differences in the charges. The monthly third class charge in these areas is equivalent to the mail fares for 18 to 9 single journeys, with the benefit of a taper as distances increase; in other cities there is no such taper. The Railways have to incur large expenditure in dealing with the heavy suburban season ticket traffic in the three areas, which accounts for about 30 per cent of the total journeys by passengers on the Indian Railways as a whole. The season ticket charges were revised, for the first time, after 1948, only in 1962; even the passenger fare tax levied in 1957 did not apply to these charges. The increase in 1962 was limited to about five per cent, against a higher increase averaging about 10 per cent in other passenger fares. The question of what adjustments are necessary in the basis of charge for season tickets is a matter which requires examination.

55. During the first seven months of the current year, 59 non-suburban

new trains were introduced—41 on the broad gauge, 16 on the metre gauge (including a pair of metre gauge Janata Express trains between Madras and Madurai) and two on the narrow gauge—involving an addition of 7,195 train kilometres daily in the aggregate. In suburban services, 23 new broad gauge trains have been introduced, involving 607 additional train kilometres per day. There have also been extensions, in the runs, of existing trains—26 on the broad gauge and 19 on the metre gauge—making up an additional 1,899 train kilometres daily. The runs of 18 existing suburban trains have also been extended, giving an additional 224 train kilometres per day. As one of the measures to carry more passengers in each train, the loads of 208 train services—114 on the broad gauge and 94 on the metre gauge—have been augmented as a regular measure in the current year. 826 special trains—430 on the broad gauge and 396 on the metre gauge—have been run to clear extra traffic during melas and festivals.

56. As regards the provision of amenities in trains, the number of third class sleeper coaches has been steadily increased. At present there are 196 two-tier sleeper coaches and 187 three-tier sleeper coaches on 46 pairs of broad gauge trains and 54 two-tier coaches and 168 three-tier coaches on 40 pairs of metre gauge trains. The Railways plan to construct 145 more third class sleeper coaches on the broad gauge and 150 more of such coaches on the metre gauge during the remaining period of the Third Plan. This will be increased further to the extent possible, as there is a growing appreciation of, and demand for, the extension of this facility. Many of these sleeper coaches are also used as slip coaches for through passengers. In order to overcome certain difficulties expressed regarding the length of berths in the metre gauge three-tier sleeper coaches, a new design has been evolved and will be taken up for construction

shortly. Ten second class sleeper coaches have been introduced on an experimental basis on a few trains. This facility, which appears to be generally appreciated, will be gradually extended to all important trains.

57. As the House is aware, all new third class coaches are fitted with fans. In addition, nearly 3,200 fans were fitted, in 1962-63, in 410 old coaches, as and when these coaches came into workshops for periodical overhaul or other repairs.

58. The overall punctuality of passenger trains in the current year, as compared to the corresponding period of the previous year, has improved. I have impressed on railway administrations the importance of further improving on the performance.

59. Likewise I have suggested sustained attention to improving the quality of departmental catering which now obtains at 95 stations and on 24 pairs of trains. The improvement to be aimed at will be both by way of service and quality of food.

60. The Railway Accidents Committee have submitted their final report. Copies thereof, together with the comments of the Railway Board on the observations and recommendations of the committee, have been placed on the table of the House. I would invite Honourable Members to join me in paying a special tribute to the Committee and to Dr. Kunzru, its Chairman, who in spite of indifferent health, gave himself unstintingly to this work. Steps are being taken to implement as many recommendations as possible to ensure a safe and secure service to the rail users. Happily, the incidence of train accidents having risk potential has exhibited a declining trend.

14.08 hrs.

[MR. SPEAKER in the Chair]

61. While on the subject of accidents, I may refer particularly to accidents at level crossings. It should be appreciated that it is neither practicable, nor obligatory under the

[Shri Dasappa]

Indian Railways' Act, to man every one of the 19,000 and more unman-
ned level crossings in the country.
Nor is this done in any other country.
In the circumstances it was considered
by my predecessor reasonable and
equitable that the incidence of cost of
manning selected level crossings,
where there has been a growth of
road traffic, should be shared equally
between the Road Authority and the
Railway. As the House is aware, this
formula of apportionment on 50:50
basis was accordingly put forward by
him to Chief Ministers of States and
it found favour with the Accidents
Enquiry Committee and also generally
with the Press. Honourable Members
will readily agree that it is for the
users of the road to exercise reason-
able care and vigilance in crossing
railway track at level crossings if
accidents are to be avoided and that
the Railways have gone to the maxi-
mum length in offering to assume
half the financial liability. It has even
been suggested that the Road Autho-
rities, in the alternative, would be
exempted from meeting any share of
the recurring expenditure if they pay
the full initial cost. Most of the
State Governments have signified
acceptance of the principle of sharing
costs and in these cases the Railways
have been directed to proceed with
the manning without waiting for
other formalities being satisfied.

The Railways have also been in-
structed to provide 'STOP' signs on
the approach roads on either side of
every unmanned level crossing at
suitable points near the railway land
boundary. Such signs will be erected
whether Road Authorities have put
up any road signs or not.

62. I should also mention at this
stage that Railways have recently
been addressed to check up on the
working of automatic warning bells
where provided at manned level cross-
ings, to see if these have been effec-
tive in reducing detentions to road
traffic. Concern has been expressed
from time to time by Honourable
Members of either House in regard to

the need for replacement of level
crossings at different places by over-
bridges or underbridges. The position
has been explained on several occa-
sions but the House may like to have
an elucidation of this important matter
once again. The position briefly is that,
when the provision of a bridge—either
in replacement of a level crossing or
otherwise—is necessitated by the
growth of both railway and road
traffic, the Railway will bear the cost
of the bridge proper, while the Road
Authority will bear the cost of the
sloping approaches and the extra
width of the bridge such as may be
required by the Road Authority.
The Railways, in fact, have gone to
the extent of assuming financial liabi-
lity for a minimum width of such
bridges of 24 feet even where the
width of the level crossing replaced is
less than 24 feet.

63. One significant measure in
regard to improving service for freight
traffic, which will interest the House,
is the proposal to introduce, experi-
mentally and in a limited way, 'Con-
tainer Services' on the lines of those
offered by other industrially advanced
countries in Europe and America.
Door to door service will be provided
between a few selected cities, to begin
with, by conveying goods in large
unit loads from the premises of a
consignor at the forwarding station to
those of the consignee at the destina-
tion station. This would eliminate
intermediate manual handling of in-
dividual packages, reduce the inci-
dence of damage and contribute to a
reduction in packing costs.

64. The Railways also continue to
take various measures for improving
their freight services, like the running
of 'quick transit' services, opening of
out-agencies and city booking agen-
cies and introduction of street collec-
tion and delivery services in major
cities.

65. It will not be out of place to
refer in this context to a proposal to
amend the Indian Railways' Act to
enable Railway Administrations to
make interim payments speedily to

claimants for compensation in respect of death or personal injuries. These payments will be subject to adjustment against what may be awarded later by the Claims Commissioners appointed under the Act.

66. As the House is aware, several export commodities were already enjoying rail freight concessions ranging from five per cent to 50 per cent. From 1st January, 1964, a rebate of 25 per cent in railway freight has been allowed to 65 more commodities comprising products of the engineering industry, for movement from any station to any port for export. I may also refer in this context to the introduction of low wagon rates for the movement of bananas from certain stations on the Central and Western Railways to Bombay Port for export.

67. In the context of the national emergency and with a view to relieve pressure on rail accommodation, a number of concessions had been withdrawn from 1st January 1963. After further review, it has been decided to grant concessions, in special cases to persons attending the annual conferences of all-India bodies of educational, cultural, social and technical importance, as well as conferences of national significance.

68. The evil of ticketless travel has not shown any significant decline in spite of sustained measures to combat this menace. In this, as in many other matters, public conscience and social awareness have to be aroused. This can be achieved only through the sustained and whole-hearted co-operation of the Honourable Members, State Governments and public leaders.

69. Complaints have been received that, in certain cities, tickets for rail journeys are purchased and seats or berths are reserved in railway trains by persons other than bonafide passengers. This is with the motive of subsequently making them over unauthorisedly to others for wrongful gains. Since these malpractices, apart from anything else, cause hardship and inconvenience to genuine passengers, a bill has been introduced seek-

ing to amend the Indian Railways Act. This legislative measure will prohibit the transfer of a ticket against which reservation of a seat or berth has been made and will, I hope, act as a curb.

70. I acknowledge gratefully the valuable assistance received by the Railway Administrations from the various advisory committees at the numerous levels and from the honourable Members serving on these Committees. We are now furnishing written statements to the Honourable Members concerned serving on the Informal Zonal Parliamentary Consultative Committees, in advance of the meetings, indicating the action taken on the suggestions made by them in earlier meetings. This slight change in the procedure meets the wishes expressed by certain Honourable Members, without entailing any formal correspondence and without altering the informal character of the meetings, which is so useful.

71. In the context of a social welfare state, and particularly as the largest single employer, the Railways have adopted continuing measures to improve the working and living conditions of staff. The House is aware of the measures of social security recently sanctioned by the Government, by way of improved family pension and increases in lower rated pensions, benefits which the railwaymen will share with other Central Government employees.

72. The number of staff employed on the Indian Government Railways is just over 12.12 lakhs. The cost of the staff is about 60 per cent of the total revenue working expenses, which is more or less of the same order as obtains on the Railways in a number of more advanced countries. Staff expenditure thus comprises the largest single item of expenditure and the Railways are conscious that the staff must be looked after and encouraged to give of their best in return.

73. Besides steadily expanding medical facilities, the preventive

[Shri Dasappa]

aspect of health of employees is also being looked after. The National Malaria Eradication Scheme and Small Pox Eradication Programme have been carried out, in collaboration with the States, on the basis of schemes formulated by the Ministry of Health. The Family Planning Programme is being substantially developed and enlarged on lines indicated by the Ministry of Health. The House will be happy to note that the Railway Accidents Committee, in their recent report, have recorded their impression that the medical facilities, both in scale and quality, on the Railways are second to those of no other organisation in India.

74. Nearly 4,26,000 railwaymen were housed in Railway quarters at the end of 1962-63, representing more than a third of the total staff strength. Within the resources available in the Plan, for this purpose, about 11,000 additional quarters on the average are being provided every year and improvements are also being carried out to existing quarters of the old type.

75. Educational facilities for employees' children have progressively increased. There are now 652 Primary Schools for the education of children of railway employees and 63 schools for secondary and higher education. Subsidised hostels for the children of railway staff at important educational centres, for the benefit of staff who are transferred away elsewhere, as well as holiday homes for railway staff and their families continue to be extensively availed of. The House is aware of the scheme for awarding 1,000 scholarships every year, from the Staff Benefit Fund, for the technical education of railway employees' children. This scheme costs approximately Rs. 10 lakhs every year. Handicraft Centres, which are also financed from the Staff Benefit Fund and provide training for women members of Railwaymen's families in various handicrafts, are given encouragement by placing orders on them for the fabrication of simple articles of stationery and

clothing required by the Railways. This supplements the income of railway families and adds to their well being.

76. Adequate training of staff in different categories, in the context of the increasing workload, continues to receive sustained attention. "In-plant" training facilities exist on the different Zonal Railways and Manufacturing Units. There are in addition a number of central training institutions. I may refer to the Railway Staff College, Baroda, for gazetted officers, the Training Centre at Jamalpur for apprentice Mechanical Engineers, Advanced Permanent Way Training School, Poona, the Indian Railway School of Signal Engineering and Telecommunications, Secunderabad, Diesel Training Centre, Gaya and the Loco Training School for the Operation and Maintenance of A.C. Electric Locomotives at Asansol. The Railways also continue to take advantage of the offer of training facilities abroad, extended under the various technical aid plans or by foreign Governments and agencies.

77. Facilities continue to be afforded to the Railway employees for undergoing training in different Workers' Education Centres. The number of employees volunteering for this training is encouraging and is an indication of a desire for intelligent participation in union affairs and better performance of duties.

78. The House may be interested to know that recently I decided, as an experimental measure, that some deserving workshop employees with outstanding record may be selected for going round the country, with their families, on an organised tour. One such party has started on their tour. The facility of a sleeper coach for the entire tour has been provided and a senior welfare inspector has been deputed to accompany the party. There are already several recognised awards for good work. I felt that an award in this new shape, of a free "Educational tour on wheels", will acquaint the railway workers with industrial advancement in different parts of the country and the compara-

tive conditions of work in various units. The scheme, besides contributing to national integration, will develop in the workers an added sense of national pride and pride in their own work as part of their contribution to the nation.

LABOUR RELATIONS

79. Six quarterly meetings of the Railway Board were held during 1963 with the two Federations, under the Permanent Negotiating Machinery, at which several important decisions were taken. The relations with railwaymen have continued to be cordial and harmonious on the whole.

80. The number of joint committees of officers and staff at various levels on the Railways increased to 480, during 1963, and served as a useful medium to enlist the cooperation of the staff in suggesting ways and means of improving operational and administrative efficiency and securing economy.

EXTRA CURRICULAR ACTIVITIES

81. Railwaymen have maintained their excellent record in the field of sports. The Railways won the national championships in hockey, volleyball, boxing, kabaddi, water polo, table tennis (women), badminton (women), senior and junior weight-lifting. They were the runners up in swimming and secured third place in basketball, cycling, football and wrestling. Twelve railwaymen had the privilege of representing the country as members of the Indian contingents in various international events held during the year 1963. Two sportsmen from the railways were the recipients of Arjuna Award during the year.

Shri Hari Vishnu Kamath (Hoshangabad): Congratulations!

Shri Dasappa: The Indian Railways constitute the biggest national undertaking. Important always as constituting the major transport system in

the country, they have had to assume added responsibilities in a defence-oriented economy and during a period of continuing Emergency. Last year my predecessor made a special reference to the ready and spontaneous response of railway workers when overtaken suddenly by the Emergency. We have in the Railways an organisation qualified and eager to serve the nation, one of which I venture to state the country could well be proud notwithstanding certain shortcomings of which I am only too conscious. I have no doubt that, with the increasing tempo of work before them in the years ahead, the Railwaymen will rise to yet greater heights of performance. In my stewardship of this vast undertaking I look to the Parliament and the members of the public for support and encouragement. Before I conclude, I am sure the House will wish to join me in paying a warm tribute of appreciation to the vast army of Railwaymen at all levels, who are maintaining, operating and administering the Indian Railways and who have been giving such a good account of themselves.

Shri Hari Vishnu Kamath: Sir, now that the Railway Budget has been presented to a somewhat absent-minded if not somnolent House, may I request that in the fitness of things you may kindly adjourn the House, particularly in order to mark and to enable the solemn observance of Shivaratri. I believe, the House never used to sit in the past on the occasion of Shivaratri, as far as I remember. Last year probably it fell on a Sunday; so, we did not notice it. I wonder why there has been this departure from precedent this year. . . . (Interruption).

श्री बजराम सिंह (बरेली) : अध्यक्ष महोदय, राज्य सभा भी स्थगित हो चुकी है ।

अध्यक्ष महोदय : यह तो कोई बात नहीं है ।

Shri Hanumanthaiya (Bangalore City): I am indeed glad that Hari Vishnu.....

An Hon. Member: Kamath.

Shri Hanumanthaiya:has supported the observance of Shivaratri. We, of the Congress Party, for once support Shri Kamath, though these holidays have to be cut down. I think, there ought to be a review of all these holidays so that we may work harder and avoid these unnecessary holidays..... (*Interruption*).

Shri C. K. Bhattacharyya (Raiganj): The Rashtriya Panchang published by the Government of India holds today to be the Shivaratri. I do not know why the Government does not follow the Panchang published by itself.

Mr. Speaker: Parliament has been following the schedule of holidays observed by the Government of India offices and because there was no holiday put down there, Parliament did not put it down as a holiday. It had been represented to me—two hon. Members had written to me—that it ought to be a holiday today. But it was very difficult because the presentation of the Railway Budget had already been put down and by the leave of the President it had to be done today. Therefore we had to do it. But if it is the desire of the House, we can adjourn now. Is it the desire of the House that it should be observed as a holiday in future? (*Interruption*).

Shri Hari Vishnu Kamath: I did not suggest a holiday at all.

Shri Brij Raj Singh: Now you cannot divide a day into two parts, half of it being a working day and the other half to be a holiday. That is not possible.

Mr. Speaker: I do not quite follow the significance of this.

Shri Nath Pai (Rajapur): I fully share what Shri Hanumanthaiya said and I would like the number of holidays to be curtailed. What Shri Kamath had in mind—and I endorse it—was not a holiday but to enable the devout to offer prayers, meditations and penance and in that I am prepared to join, not in a holiday.

Mr. Speaker: Hon. Members do not want to give their opinion about the future and so I will confine myself only to today. And about that I have said that I am prepared to adjourn the House. I was talking of the future that if it was the desire then we would take care.

Some Hon. Members: Yes.

Mr. Speaker: We will see it later; I do not take any decision at this moment.

14.26 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, the 12th February, 1964/Magha 23, 1885 (Saka).