

LOK SABHA DEBATES

(Tenth Session)



(Vol. XXXVI contains No. 11-20)

LOK SABHA SECRETARIAT
NEW DELHI

Price: Re. 1·00

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LOK SABHA

Friday, December 11, 1964|Agra-haryana 20, 1886 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Coal Mining Machinery Plant

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*465. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shrimati Savitri Nigam.
Shri Himatsingka:
Shri P. C. Borooah:
Shri M. L. Dwivedi:

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

(a) whether the Polish experts have submitted any report with regard to the setting up of the Second Coal Mining Machinery Plant in the country;

(b) if so, whether they have given any indication of the estimated cost of the project; and

(c) whether the site for the project has been selected?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) No, Sir. The whole concept of the proposed plant is under review in view of reduction of coal target for the IVth Plan.

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

Shri S. C. Samanta: May I know what are the suggestions made by the Working Group on the scope and products in the new plant that may come up?

Shri T. N. Singh: Sir, changes have occurred in regard to the proposed new plant because of the lower coal target envisaged in the Fourth Plan. As against 180 million tonnes of coal the present calculation is that the Fourth Plan target will be of the order of 130 million tonnes or so. That has in effect raised doubts about the necessity of a second plant altogether. Now the idea is to have a plant for only design and engineering. The second thing that will be taken in hand in this project is in regard to manufacturing of certain equipments which are not indigenously available at present in the Durgapur plant. For that purpose negotiations are going on with the Polish Delegation.

Shri S. C. Samanta: May I know how many coal mining machinery plants in the private sector are working at present and whether their expansion does not necessitate the setting up of another plant in the public sector?

Shri T. N. Singh: There are four firms at present licensed in the private sector for coal washeries. They are: M/s. Mc Nally Bird Engineering Company, Messrs. Britannia Engineering Company, Messrs. Tata Robins Fraser Limited and Messrs. Argent Engineers Company. The production in that regard has not been so far appreciable.

श्री भागवत शा आजाद : इस नई स्कीम की जो रूपरेखा सदन के सामने रखी गई है उसको ध्यान में रखते हुए क्या यह कहा जा सकता है कि अगर इस देश में इंडिजिनस पार्ट्स का उत्पादन होगा तो चतुर्थ पंचवर्षीय योजना के टारगेट्स को पूरा करने के समय तक वे सब यहीं बनने लगेंगे ?

श्री त्रि० ना० सिंह : जो इस वक्त दुर्गापुर प्लांट सोवियत कॉलेबोरेशन से चल रहा है उसके अनुसार कोल माइनिंग की करीब करीब 45,000 टन की मशीनें तैयार होंगी लिए। अभी अंदाज किया जाता है कि 130 मिलियन टन यदि हमारा कोल का टारगेट है तो इसके लिए यह काफी होंगी और जब पोलिश इक्विपमेंट प्राप्त हो जाएगा तो उससे काम चल जाएगा।

Shrimati Savitri Nigam: May I know whether the Government is intending to get in the existing plants some modern machinery to modernise those coal mining plants which are quite outmoded and which are un-economic?

Shri T. N. Singh: All the machineries that are going to be manufactured at Durgapur are modern machinery.

Shri Subodh Hansda: The hon. Minister stated that negotiation is going on with the Polish experts. I would like to know whether this negotiation was made with any other country?

Shri T. N. Singh: We have already got an agreement with the Polish people for a certain credit to manufacture coal mining machinery equipment. Therefore, there was no need for negotiating with any other party particularly when the demand for coal mining machinery in the Fourth Plan is estimated to go down.

Textile Industry

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*466. { **Shri Yashpal Singh:**
Shri Bishwanath Roy:
Shri Brajeshwar Prasad:

Will the Minister of Commerce be pleased to state:

(a) whether export promotion incentives for the textile industry have been revised;

(b) if so, what are the new incentives; and

(c) the reaction of the industry towards them?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) to (c). No, Sir, excepting that in order to accelerate modernisation, the import of machinery and equipment which was formerly 20 per cent of the f.o.b. value of exports, has been raised to 25 per cent. This will help all mills to modernise faster.

श्री यशपाल सिंह : क्या कारण है कि सरकार को ये इंसेंटिव रिवाइज करने पड़े ?

वाणिज्य मन्त्री (श्री मनुभाई शाह) : इसी का तो जवाब दिया है कि माडरनाइजेशन हो जाए, इसलिए 'च परमेंट' अधिक दिया गया है।

श्री यशपाल सिंह : क्या यह सही नहीं है कि सरकार ने इतने इंसेंटिव दे दिये हैं कि ग्राम पब्लिक को इस वक्त गर्म ऊनी कपड़ा नहीं मिल रहा है और ग्राम पब्लिक की बात तो क्या मेरे जैसे एम०पी० को भी ठंडा कोट पहन कर आना पड़ता है ?

श्री मनुभाई शाह : यह ऊनी के लिए नहीं है। जिस के लिए इंसेंटिव दिया गया है वह खाली काटन का कपड़ा है।

अध्यक्ष महोदय : पैसे नहीं हैं, इसलिए गर्म कपड़े नहीं मिलते हैं या आपको गर्मों वैसे ही ज्यादा लगती है ?

Shri Bishwanath Roy: In view of the incentives given to the textile industry may I know whether the export of textiles during the Fourth Plan will increase and, if so, to what extent?

Shri Manubhai Shah: Yes, it is bound to increase. In the current year also the exports have gone up from Rs. 50 crores to 58 crores—Rs. 8 crores in one year alone. In the Fourth Plan the total export of textiles is proposed to be increased from Rs. 97 crores in the Third Plan to Rs. 128 crores in the Fourth Plan.

Shri R. Ramanathan Chettiar: May I know to what extent the new surcharge levied by U.K. will affect the export of textiles to U.K.?

Shri Manubhai Shah: There is a separate question on this subject.

Shri Narendra Singh Mahida: May I know the names of countries to which textiles are exported from India?

Shri Manubhai Shah: Practically all the countries of the world, but principally U.K.

Shri Kapur Singh: Do Government realise that in view of the trends in textile industry in Far East, South East Asia and Middle East the Indian textiles have no great future in the foreign markets of the world and, if so, is our planning based on this recognition?

Shri Manubhai Shah: We do not agree with that view.

श्री जगदेव सिंह सिद्धान्ती : निर्यात के संबर्द्धन के लिए यह जो उद्योग आप कर रहे हैं क्या इस में जो देहाती गरीब जुलाहे हैं और जो अपनी मजदूरी कमाते हैं उनको म्हायता भी आप देंगे, उनकी तरफ भी क्या आपका ध्यान है ?

श्री मनुभाई शाह : उसी तरफ ध्यान है । हैडलूम के जो फैब्रिक हैं वे तो और एक्सपोर्ट हो रहे हैं ।

श्री क० ना० तिवारी : टैक्सटाइल, हैडलूम पावरलूम और खादी टैक्सटाइल जो हैं, इनको क्या इन्सैटिव दिया गया है एक्सपोर्ट के लिए और उनका कितना एक्सपोर्ट किया है ?

श्री मनुभाई शाह : अंदाजा वह भी बताया है कि हैडलूम के लिए खास है और इंडिया-मद्रास प्रोडक्ट्स ने साढ़ें पांच करोड़ रुपये का फारेन एक्सचेंज दिया है ।

Dr. Ranen Sen: In the Second Five Year Plan some crores of rupees were given to the textile industry for modernisation of plants. How far has

that money been utilized and what is the amount allotted in the Third Plan for that purpose?

Shri Manubhai Shah: If the hon. Member is referring to the National Industrial Development Corporation Scheme it was a great success. As per the recommendations of the Estimates Committee, however, that function has now been handed over to the IFC.

Picture of Lord Buddha as Trade Mark

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*467. { Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri Shree Narayan Das:
Shri Sarjoo Pandey:
Shri C. K. Bhattacharyya:

Will the Minister of Commerce be pleased to state:

(a) whether the Government of Ceylon have made any representation with regard to the use of the picture of Lord Buddha as a trade mark on the dhotis manufactured in India; and

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

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

(b) Does not arise.

Shrimati Savitri Nigam: May I know whether it has been brought to the notice of the hon. Minister or whether he has seen a news item to the effect that some company has used the picture of Buddha as a trade mark and printed it on dhotis?

Shri S. V. Ramaswamy: Under section 11(b) of the Trade and Merchandise Marks Act, 1958 no trade mark which comprises or contains any matter likely to hurt the religious susceptibilities of any class of citizens of India shall be displayed as a trade mark. I do not know the instance referred to by the hon. lady Member. She may kindly pass it on to me so that I may go into it.

Shrimati Savitri Nigam: May I know whether any representation has been received by the Textile Commissioner or the Ministry regarding this very important matter, which has hurt the feelings of many people practising Buddhist faith?

Shri S. V. Ramaswamy: Not to my knowledge.

Shri Bishwanath Roy: May I know whether in the light of the decision taken by Government trade marks of national leaders will also be prohibited?

Mr. Speaker: That is a different question altogether.

श्री हुकम चन्द कट्टराय: क्या ऐसे आदेश निकाले गये हैं कि भविष्य में जो राष्ट्रीय नेता हैं उनके फोटो का किसी वस्त्र पर लगा कर या किसी धंधे पर चिन्ह बना कर, उपयोग न किया जाए, यदि नहीं, तो क्या ऐसे आदेश निकालने का सरकार का विचार है ?!

श्री मनुभाई शाह: राष्ट्रीय नेताओं का यह सवाल नहीं है, यह महात्मा बुद्ध का सवाल है।

Shri Hem Barua: In view of the fact that traders have used not only Lord Buddha's picture but also recently they have used Shri Nehru's picture on hot water bottles, flasks, if so.....

Mr. Speaker: We are now concerned with whether a representation has been made about the use of Buddha's picture.

Shri Hem Barua: But then our Government should also be alert.

Mr. Speaker: Please do not open it out.

Shri Hem Barua: I find flasks, hot water bottles, carrying the picture of Shri Nehru. It is a recent case. That is why I wanted to know from Government as to what action they propose to take against these traders who

want to sell the name of our leaders for profit.

Mr. Speaker: That does not arise here.

Shri D. C. Sharma: One of the clauses of the Trade Marks Registration Act was read out by the hon. Deputy Minister. That clause is fairly vague. May I know if the Government has under contemplation any suggestion that this clause could be made more concrete and specific so that nothing like this can be done under this section or clause?

Shri Manubhai Shah: The hon. Member will notice that that clause is very comprehensive. The use of religious figures as trade mark has been prohibited. If the hon. Member feels that the use of pictures of any living person or national leader should be prohibited, there should be a suggestion to that effect.

Shri S. N. Chaturvedi: Now that this fact has been brought to the notice of Government, what action does the Government propose to take about it?

Shri Manubhai Shah: What has been brought to the notice?

Mr. Speaker: Order, order. Next question.

Diesel Electric Locomotives

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- *468. { **Shri Subodh Hansda:**
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri Yashpal Singh:
Shri Hem Barua:
Shri Vishram Prasad:
Shri Bade:
Shri Ram Sewak Yadav:
Shri Ram Sewak:
Shri P. G. Sen:
Shri M. Rampure:
Shri D. D. Mantri:
Shri Koya:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that India has placed orders for 54 diesel elec-

tric locomotives with Alco Products of New York;

(b) if so, when the delivery will be completed and what amount is involved; and

(c) whether the Alco Products have agreed to provide technical assistance for a manufacturing facility at Varanasi to build locomotives and diesel engines in India?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) The delivery will be completed by June, 1965. The total value of the contract is US \$12,240,456.44 equivalent to Rs. 5.83 crores FAS (Free Alongside Vessel), New York.

(c) Yes, Sir.

Shri Subodh Hansda: May I know whether this order for 54 diesel electric locomotives is a part of the contract for supplying technical equipment by Alco Products?

Dr. Ram Subhag Singh: This is a separate order. It was given in May this year. It is not a part of the Diesel Locomotives factory.

Shri Subodh Hansda: May I know whether these engines will be delivered complete or will they be assembled in India as a part of the training of our technical people?

Dr. Ram Subhag Singh: No; these engines will come in complete form; they are not a part of the training.

Shri P. C. Borooah: What arrangements have been made for training Indian personnel in the manufacture of diesel engines?

Dr. Ram Subhag Singh: We are setting up a first-class diesel locomotive workshop at Varanasi. The plan is to manufacture there 150 diesel locomotives a year by 1967-68. We can expand that to 250 diesel locomotives a year according to our expansion programme later on.

श्री भगवत झा आजाद : देश की आवश्यकता का खयाल करते हुए क्या 54 डीजल चालित रेलवे इंजिन हमारे लिये काफी होंगे। अगर नहीं तो एल्को तकनीकी सहायता के जरिये कब तक सम्भव होगा कि हमारे देश में काफी संख्या में एंजिनों का निर्माण हो सके।

डा० राम सुभग सिंह : असल में चौथी पंच वर्षीय योजना में अपने यहां 1158 डीजल लोकोमोटिव्स की जरूरत होगी, और जैसा मैंने पहले पूरक सवाल के उत्तर में कहा, 150 डीजल लोकोमोटिव्स प्रति वर्ष बनाने की योजना तैयार हो चुकी है। और सन् 1967-68 तक इतने एंजिन बनारस फैक्ट्री में बनाये जाने लगेंगे। इन के अलावा जितने एंजिनों की और जरूरत पड़ेगी वे बाहर से मंगाये जायेंगे।

श्री यशपाल सिंह : क्या सरकार बतलाने की कृपा करेगी कि पहले एंजिनों के मुकाबले उन की क्षमता क्या है और क्या उनमें सूरी इन्वेंशन का इस्तेमाल किया गया है।

डा० राम सुभग सिंह : असल में इस की क्षमता की तुलना पहले के एंजिनों से नहीं हो सकती क्योंकि अभी जो इंजिन हैं वे बाहर से आये हैं। जहां तक क्षमता का सवाल है वह सन्तोषप्रद है। अभी तक चूंकि एंजिन बाहर से आये हैं इस लिये किसी दूसरे एंजिन से उनका मुकाबला करने का अवसर नहीं मिला।

Shri Hem Barua: Is it not a fact that our Government are themselves manufacturing diesel engines in this country and are trying to exploit the market in South East Asia; if so, what is the purpose of importing diesel engines from abroad?

Dr. Ram Subhag Singh: As I said earlier, we are going into production and the first diesel locomotive was assembled and commissioned into action in January this year. Some others are also being constructed. But we will be able to manufacture

per year 150 only by 1967-68. So, there is no question of exploring market in South-East Asia because our own requirement will be much more than what we are going to produce.

श्री काशी राम गुप्त : जो डीजल एंजिन देश में बनाये जायेंगे उन की किस्म विलायती एंजिनों के मुकाबले की होगी अथवा नहीं और उनकी कीमत जो होगी वह दूसरे एंजिनों के मुकाबले कम होगी अथवा नहीं।

डा० राम सुभग सिंह : जो एंजिन बाहर से मंगाये जा रहे हैं उन के मुकाबले में इन की क्षमता जरूर बराबर होगी और कीमत कुछ कम होगी।

श्री रामसेवक यादव : मंत्री महोदय ने बतलाया कि एलको प्रोडक्ट्स, वाराणसी को तकनीकी सहायता देने के लिये आपने अपनी रजामन्दी दे दी है। मैं जानना चाहता हूँ कि यह काम शुरू हो गया है या नहीं। और अगर नहीं तो कब तक शुरू हो जायेगा।

डा० राम सुभग सिंह : यह काम शुरू हो गया है। पहला एंजिन जनवरी में असेम्बल किया गया बाहर के सामान से। अब वहाँ पर एंजिन बन रहे हैं। कुछ दिनों के बाद जो भारतीय पुर्जे हैं उन का उपयोग बहुत ज्यादा होगा और सारा एंजिन बनने लगेगा।

श्री तुलशोदास जाधव : सरकार जो लोकोमोटिव्स बनाती है, देश में उनमें क्या नैरो गेज के लोकोमोटिव्स भी हैं।

डा० राम सुभग सिंह : नैरो गेज के 50 एंजिनों की हमें जरूरत होगी, लेकिन वहाँ पर केवल ब्राड गेज के एंजिन बनते हैं।

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि जो 54 विद्युत एंजिन सरकार मंगा रही है उनमें मीटर गेज के एंजिन कितने होंगे। और अगर मीटर गेज के नहीं हैं तो क्या सरकार

मीटर गेज के लिये विद्युत एंजिन बनाने का विचार रखती है।

डा० राम सुभग सिंह : जैसा मैंने कहा, जो जरूरतें अपने देश में हैं उनके अनुसार 370 मीटर गेज के एंजिनों की आवश्यकता चौथी पंचवर्षीय योजना में पड़ेगी। बनारस की जो फैक्ट्री है उस में ब्राड गेज के एंजिन बनते हैं। बाकी हम लोग इम्पोर्ट करेंगे जब तक उसकी क्षमता पूरी नहीं हो जाती।

Shri Rama Chandra Mallick: May I know Sir, whether during the current financial year we are going to import electric locomotives from foreign countries and, if so, from which countries?

डा० राम सुभग सिंह : यह तो सवाल में ही है कि बाहर से मंगाये जायेंगे।

Shri R. Ramanathan Chettiar: May I know whether the production programme in Varanasi factory is behind schedule and, if so, what steps Government are contemplating to take to improve the production?

Dr. Ram Subhag Singh: Actually, the production programme at Varanasi is going on according to schedule. Whatever little difficulty that is being experienced is because some of our raw materials are not available. Some parts have also been ordered from the United States and the moment they come, the whole thing will go on well.

Shrimati Savitri Nigam: May I know what would be the percentage of various parts of those locomotives which will be produced in collaboration with Alco Products by 1967-68?

Dr. Ram Subhag Singh: According to our programme, it will go up to 90 per cent. At present, it is about 20 per cent.

Shri D. C. Sharma: May I know if the economics of diesel and electric locomotives production have been worked out and whether they compare

favourably with steam traction in this country?

Dr. Ram Subhag Singh: The economics of three types of traction programme, that is steam, diesel and electric, have been worked out and they work out favourably in diesel and electric locomotives because there the traction power can go upto 50 to 55 per cent more as compared to steam locomotives. We will not be able to solve our problem of providing better traction power unless and until we introduce diesel and electric locomotives.

Shri U. M. Trivedi: May I know from the hon. Minister whether his replies are with reference to diesel engines or with reference to the diesel electric engines, and if the production relates to diesel electric engines, do they refer to A.C. engines or do they refer to D.C. engines?

Dr. Ram Subhag Singh: Since the question was put regarding both diesel and electric engines, we answered this question with reference to both. But the original question was regarding diesel engines. As regards the question of A. C. versus D. C., at Chittaranajan, we have to manufacture some A.C. electric locomotives and also some D.C. electric locomotives, and so there is not much contradiction in the answer given.

Shri Narendra Singh Mahida: May I know how many will be goods engines and how many will be passenger engines? What is the quota for distribution to the different railways?

Dr. Ram Subhag Singh: I would require notice of that question.

Shri Kapur Singh: Is there any proposal to switch over, in the near future, completely, our steam engine manufacturing capabilities to diesel and electric engine manufacturing targets?

Dr. Ram Subhag Singh: I would not say 'completely', because up to

the Sixth Five Year Plan, according to our present thinking, there will be some steam locomotives, but gradually we shall have to switch over to diesel and electric locomotives.

श्री हुकम चन्द कछवाय : मैं यह जानना चाहता हूँ कि बाहर से जो इंजिन मंगाए जा रहे हैं उनमें से एक की कीमत कितनी पड़ेगी और हम जो निर्माण करने वाले हैं उनकी कीमत कितनी पड़ेगी ? क्या भाप इंजिनों से इनकी गति ज्यादा है, यदि हां, तो कितनी ?

अध्यक्ष महोदय : पिछले हिस्से का जवाब तो आ चुका ।

डा० राम सुभग सिंह : जो इंजिन बाहर से मंगाते हैं उसकी लैंडिंग कीमत 13-18 लाख है ।

श्री हुकम चन्द कछवाय : दूसरे भाग का उत्तर नहीं आया ।

डा० राम सुभग सिंह : यहां बनारस में जो इंजिन बन रहा है उसकी कीमत कुछ कम पड़ेगी ।

Shri D. J. Naik: May I know whether dieselisation will be equitable on all the railways?

Dr. Ram Subhag Singh: Yes, because dieselisation is being introduced according to the traffic requirements programme. Wherever there is a big industrial area we shall have to go in for dieselisation and electrification, but virtually all the railways are being covered by them according to programme.

Mr. Speaker: I have this experience that the more the time that I spend on a question is, the larger the number of Members who make up their minds subsequently to ask supplementary questions.

Now, next question.

Iron Ore Reduction Plant in Goa

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- *469. { Shri P. C. Borooah:
Shri P. Venkatasubbaiah:
Shri Ravindra Varma:
Shri Rameshwar Tantia:

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

(a) whether it is a fact that the ESSO Ltd., has offered to set up an iron ore reduction plant in Goa;

(b) if so, the terms of the offer, and Government's decision thereon; and

(c) the broad outlines of the project?

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): (a) Yes, Sir.

(b) and (c). The proposal is under consideration.

Shri P. C. Borooah: May I know whether it is a fact that the condition to purchase crude oil from the ESSOs in return for the setting up of the plant at Goa will undergo a change or it may even be cancelled, if their offer for collaboration in the Madras refinery is accepted?

Shri P. C. Sethi: All these details are yet to be settled, and the matter is in a very initial condition.

Shri P. C. Borooah: What will be the foreign exchange earnings per year through the export of the end-products of this plant?

Shri P. C. Sethi: It is said that the foreign exchange earning would be about \$ 30 millions.

Shri K. D. Malaviya: How are the ESSOs qualified, especially, to set up an iron ore reducing plant in Goa?

Mr. Speaker: The hon. Member could say that better.

The Minister of Steel and Mines (Shri Sanjiva Reddy): It is a new process which has been experimented,

and with naphtha, they think that they can process this ore and export it. It is a new process and they think that they can put it up. But it is tied up with the import of crude; and since they need naphtha, naturally, we cannot take a decision ourselves, and the Oil Ministry is closely connected with it.

Shri Shinkre: The Deputy Minister has just now said that the proposal is under consideration. May I know whether Government are considering this proposal with the ESSO Ltd. on one side and the Government of India on the other, or whether they are also considering this proposal on the basis of ESSO Ltd. on one side and some private individual or private company on the other?

Shri Sanjiva Reddy: As I said earlier, the establishment of this is dependent on the import of crude oil, because naphtha is necessary for the process. Negotiations are proceeding with the Ministry dealing with oil.

Mr. Speaker: Next question.

Shri Shinkre: My question has not been fully answered. The Minister is willing to reply.

Mr. Speaker: Some other time.

Transfer of Industrial Licences

- *470. { Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri P. C. Borooah:

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

(a) whether any cases involving the transfer of industrial licences before taking any steps for the establishment of units for which these licences had been granted, came to Government's notice during 1963-64 and 1964-65 so far;

(b) if so, how many; and

(c) the amount in all paid for the mere transfer of licences?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) No, Sir. In this connection I would invite the attention of the Hon'ble Members to the answer given in reply to Unstarred Question No. 435 on the 5th June, 1964.

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

Shrimati Savitri Nigam: Has the hon. Minister seen a news item where it has been mentioned that a few cases have been found where industrial licences have been transferred to other persons before any steps were taken for establishment of units for which licences were granted, and some profits have been earned by the licencees? If so, what action has been taken to verify and make inquiries?

Shri T. N. Singh: I do not know to what specific cases the hon. Member is referring. But the rule on the subject is very clear. It does not permit a licencee to do that. In the case of an established undertaking, the question is different because they are entitled to have change in their names according to the law . . .

Mr. Speaker: That is given in the statement.

Shri T. N. Singh: Yes, Sir.

Shrimati Savitri Nigam: Has any such case been brought to the notice of Government where they wanted permission from the Ministry to make such changes?

Shri T. N. Singh: Two cases were under consideration of the licensing committee. They were not inclined to favour such a change.

Shri Heda: May I know whether Government have come to know the *modus operandi* of those persons who transfer licences by selling away the firms and then the new owners change the names of the firms? Subsequently, have Government decided to go into their past actions, and then take action?

Shri T. N. Singh: I would like to clear up the position as there seems to be some misunderstanding. The licences are not permitted to be transferred. The rule made under the Act says that if there is any change in the ownership of a registered undertaking. . . .

Mr. Speaker: Members complain that in spite of the rule, transfers take place.

Shri T. N. Singh: No, Sir. It is not allowed. I can assure the House that if any such case is brought to our notice, appropriate action will immediately be taken.

Shri Nath Pai: Will the Minister deny that there is a flourishing market in Bombay on industrial licences, and before he denies, he should consult his colleague to his left, that licences are sold at a premium and leading industrial and commercial journals in Bombay give quotations of the different licences, showing the premia for the different kinds of licences? I can produce that.

Shri T. N. Singh: Industrial licences cannot be transferred and are not permitted to be transferred. Only established undertakings can be transferred. . . .

Shri Nath Pai: I do not ask the law whether it can be or cannot be transferred. I am asking about the practice, whether such a practice is there or not.

Mr. Speaker: He is not prepared to consult his colleague to his left and he does not know it himself.

Shri U. M. Trivedi: We also know it. He has also experience. He was Chairman of the Public Accounts Committee. How can he deny it?

Mr. Speaker: Order, order.

Shri P. C. Borooah: Has the Controller of Capital Issues asked Government not to allow any payment to mere promoters of industries for transfer of their licences? If so, what is Government's reaction thereto?

Mr. Speaker: Is he referring to an individual case?

Shri P. C. Borooah: No, I am asking generally.

Shri T. N. Singh: I could not understand the question of payment in this question.

Labour Co-operative Societies on Railways



*471. { **Shri Man Sinh P. Patel:**
Shri Vishram Prasad:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 545 on the 3rd October, 1964 and state:

(a) whether final decisions have since been taken regarding the handing over of contracts of the value of less than Rs. 5 lakhs on the Railways to the Co-operative Societies formed by the Labour; and

(b) if so, the main features thereof?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). The minutes of the meeting between the representatives of the Ministries of the Railways and that of Community Development and Co-operation held on 12-8-1964, have since been finalised.

The Labour Co-operative Societies of actual workers are eligible to be entrusted with earthwork contracts upto a limit of Rs. 5 lakhs and other simple works of small magnitude relating to amenity works, staff quarters, maintenance works, etc. The Labour Co-operative Societies of actual workers have, however, to tender along with other contractors and they are not eligible for any preference in that respect.

Shri Man Sinh P. Patel: Is the Minister aware that for such labour co-operatives in the CPWD or in the State PWD departments, special concession of 5 per cent is allowed?

Dr. Ram Subhag Singh: Yes, Sir. We are aware of all these things.

Shri Man Sinh P. Patel: Would Government continue the same system of getting tenders for the stalls at the different stations?

Dr. Ram Subhag Singh: We are going to give preference to the co-operatives, but the preference will be according to the decision that we took on 12th August, 1964 in the meeting with the Ministry of Community Development and Co-operation.

Shri Lahri Singh: Before the contract is given to such co-operative societies, may I know whether it is ascertained that the society is formed of genuine labourers?

Dr. Ram Subhag Singh: That is our point, because we are not going to give it to any persons who are not genuine labourers. Our intention is that the co-operative must be of labourers.

श्री श्रीकार लाल बेरवा : मैं यह जानना चाहता हूँ कि इन सहकारी समितियों को क्या कंसेसिलिटोज दी जायेंगी—सिक्कूरिटी, लोन और पेमेंट के विषय में उनको क्या सुहाय्यते दी जायेंगी ।

डा० राम सुभग सिंह : इसमें ग्रान्ट मनी का केवल 50 प्रतिशत देने की बात है और इनिश्ल सिक्कूरिटी डिपॉजिट में उनकी आय का करीब पांच प्रति शत की दर से काट लिया जायेगा ।

श्री श्रीकार लाल बेरवा : पेमेंट की कंसेसिलिटी क्या होगी ?

डा० राम सुभग सिंह : जो काम होगा, उस के अनुसार मिलेगा ।

श्री श्रीकार लाल बेरवा : मेरा मतलब यह है कि बिल का पेमेंट एक महीने में होता है । क्या उनको पन्द्रह दिन में पेमेंट किया जायेगा ? इसके अलावा गवर्नमेंट पांच लाख के ठेके पर सहकारी समितियों को बचास हजार रुपये का काम शुरू करने के लिए

देती है। क्या उनको यह रूपया दिया जायेगा ?

अध्यक्ष महोदय : अगर सरकार उनको और फ़ेसिलिटीज नहीं देती है, तो मैं क्या कर सकता हूँ ?

श्री ओंकार लाल बेरवा : इन फ़ेसिलिटीज के बिना वे काम नहीं कर सकती।

अध्यक्ष महोदय : श्री मलिक।

Shri Rama Chandra Mallick: May I know the number of labour co-operative Societies functioning in the railways at present?

Dr. Ram Subhag Singh: I require notice because a target has been laid down. We want vendors' co-operatives must have at least 25 workers. Labour contract societies for handling goods and parcels should have about 100 workers; labour societies for handling coal etc., should have at least 50 workers; labour contract and construction societies for execution of work should have at least 50 workers. As the different zonal railways are handling these detailed programmes. I will give this information after ascertaining the information from them.

श्री राम सेवक यादव : मैं जानना चाहूंगा कि श्रमिक सहकारी समितियों को ठेकेदारों के मुकाबले में कौन सी विशेष सुविधायें दी जायेंगी या दोनों के साथ समान व्यवहार होगा।

डा० राम सुभग सिंह : जैसा कि मैंने कहा है, जहां तक अर्नैस्ट मनी का सवाल है, वह केवल पचास प्रतिशत जमा की जायेगी।

अध्यक्ष महोदय : यही सवाल श्री ओंकार लाल बेरवा का था।

श्री राम सेवक यादव : मैं जानना चाहता हूँ कि निजी ठेकेदारों के मुकाबले में श्रमिकों की सहकारी समितियों को क्या सहूलियत दी जायेगी।

डा० राम सुभग सिंह : मैं इसका जवाब दे चुका हूँ।

Travel Concessions

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*472. { **Shri Ram Sewak:**
 Shri P. G. Sen:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway Board has announced travel concessions to participants in the different national meets to be held at different centres between November this year and January 1965; and

(b) if so, which are these national meets?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) A statement is placed on the Table of the House. [Placed in Library. See No. LT-3602/64].

Shri Ram Sewak: What is the quantum of the concession offered to these institutions?

Dr. Ram Subhag Singh: The nature of the concession was; first class travel on payment of second class mail fare; second class travel on payment of third class mail fare, and third class travel on payment of half third class mail fare; in the case of conferences return tickets are issued on payment of single fare.

Shri Ram Sewak: May I know what are the other institutions which have applied for such concessions and which have been refused?

Dr. Ram Subhag Singh: I will place a list of organisations. Those who have been granted, their number is 56. Those who had been refused are about 13; I will place the list on the Table.

श्री यशपाल सिंह : क्या यह सही है कि नवम्बर '64 से लेकर जनवरी तक जो कन्सेशन दिया गया है, उसका मूल कारण यह है कि कांग्रेस के दोनों अधिवेशन इसी काल में होने वाले हैं ?

डा० राम सुभग सिंह : यह हम लोगों के सिद्धान्तों के बिल्कुल खिलाफ होगा, क्योंकि राजनीतिक दलों को कोई सुविधा नहीं दी जाती है ।

Dr. Sarojini Mahishi: What is the main criterion for recognising an association for giving travel concessions?

Dr. Ram Subhag Singh: The main consideration is that it should be of All India character and its sphere of activity should not be local or sectional or regional; secondly it should not have a sectarian or political or religious bias. There are three or four other principles.

श्री भागवत झा आजाद : क्या यह सच है कि ऐसी राष्ट्रीय बैठकों में भाग लेने वाले एक एक व्यक्ति के पास एक से अधिक स्थायी पास होते हैं ; यदि हां, तो रेलवे मंत्री जी इस बात का कैसे समर्थन करते हैं और क्या वह ऐसे व्यक्तियों की लिस्ट सभा पटल पर रखेंगे, जिनके पास कई कई पास हैं ?

डा० राम सुभग सिंह : जहां तक मैं समझ पाया हूं, माननीय प्रश्न-कर्ता का तात्पर्य उन पासों से है, जो स्थायी रूप से दिये गये हैं । यह बात कुछ हद तक सही है और उसको काटा जा रहा है ।

Shri Basappa: May I know whether any instance of misuse of this concession has come to Government's notice and if so in how many cases?

Dr. Ram Subhag Singh: One case of misuse was noticed but we are taking action against that.

Shri U. M. Trivedi: How is the Andhra Pradesh Sarvodaya Sammelan or the Maharashtra Rashtrabhasha Sabha an All India association? How do they come into the picture of All India associations?

Dr. Ram Subhag Singh: That doubt also arose in my mind, perhaps when I was considered they had in mind

the Maharashtra Sahitya Sammelan of Marathi language, representing everybody who may be in other States and who may be speaking that language.

Dr. M. S. Aney: It is the Hindi Rashtrabhasha Prachar-Sabha in Maharashtra and not Marathi-Bhasha Sabha.

Shri Sivamurthi Swami: May I know if the same facility will be given to the All India voters council if they meet in Delhi?

Mr. Speaker: Let them apply.

श्री क० ना० तिवारी : राष्ट्रीय संस्थाओं की सभाओं में जाने के लिये जो पास और रियायत दी जाती है, क्या वह रियायत किसानों के उन दलों को भी दी जायेगी, जो कि दूसरे प्रदेशों में जाकर वहां की कृषि-व्यवस्था आदि को देखना चाहते हैं ?

डा० राम सुभग सिंह : ऐसी सुविधा दी गई है ।

British Export Aid Scheme

*473. **Shri D. C. Sharma:** Will the Minister of Commerce be pleased to state:

(a) whether his attention has been drawn to the British Export aid scheme; and

(b) if so, how far it is going to affect the Indian exports?

The Minister of Commerce (Shri Manubhai Shah): (a) In October this year, the British Prime Minister announced the introduction of a scheme of export incentive like grant of rebates of taxes on exported goods and other concessions.

(b) According to the British announcement, rebates given under this Scheme will average about 1½ per cent of the value of the exported goods and make British exports more competitive. This will promote British exports. It is, however, too early

to say whether the increased competitiveness of British exports on account of this Scheme will have any adverse effects on India's exports.

Shri D. C. Sharma: May I know what are those countries where we are in competition with the British exports and what are the items of those exports wherein we have competition with them?

Shri Manubhai Shah: The competition would mainly be in the commonwealth countries and to an extent in the European Common Market. The main items will be textiles, engineering products and leather goods and to some extent handicrafts.

Shri D. C. Sharma: Since the hon. Minister has mentioned the Common Market also, may I know what are the effects of this export promotion aid to the European free trade area and whether our exports to the European Free Trade Association will suffer?

Shri Manubhai Shah: To the EFTA-European Free Trade Association—there is going to be no damage to our exports as a result of these concessions, because we do not suffer from any handicap on the EFTA, but on the ECM, yes.

Shri R. Ramanathan Chettiar: May I know to what extent the United Kingdom surcharge of 15 per cent will affect our textile export to the United Kingdom?

Shri Manubhai Shah: I have mentioned it; we estimate about Rs. 10 crores not only for the textiles but for the whole gamut of manufactured goods.

Shrimati Savitri Nigam: In view of the fact that this concession is going to help British exports, in some of which there is keen competition with Indian exports, may I know whether the Government is intending to give some type of aid or scheme in respect of Indian export?

Shri Manubhai Shah: We have several schemes.

Shri Heda: May I know whether the Government have considered the different features of the British export incentives and do they find that any of those features are adaptable to our conditions?

Shri Manubhai Shah: There are some features. As a matter of fact, *The Financial Times* last week mentioned that the British Government would adopt some of the Indian systems. So, it is all reciprocal.

Shri Alvares: May I know what will be the total loss on the import of sugar into the United Kingdom on the basis of the reduced import trade announced this morning?

Shri Manubhai Shah: This does not arise out of this.

Shri Sham Lal Saraf: Now that the policy that will be followed for the imports into the United Kingdom on the part of that Government has been announced, may I know whether any advance action is necessary for our Government to see that the free flow of our exports to that country remains unaffected?

Shri Manubhai Shah: In the matter of foreign trade, particularly exports, we have to fight competition all along the line. There is no country in the world which does not give some incentive or other, as I have repeatedly stressed before the House. So we are constantly aware of these things and are changing the pattern of our assistance from time to time.

कानपुर अन्नवरगंज रेलवे स्टेशन पर दुर्घटना

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* 474. { श्री राम हरख यादव :
श्री विश्वनाथ दाण्डेय :

क्या रेलवे मंत्री यह बताने की
करेंगे कि :

(क) क्या यह सच है कि 4 नवम्बर,
1964 को कानपुर-अन्नवरगंज रेलवे स्टेशन

पूर्वोत्तर रेलवे) पर गोंडा-कानपुर 3 अप मालगाड़ी, मालडिब्बों से टकरा गयी थी जिसके परिणामस्वरूप कुछ बैगन पटरी से उतर गये थे ;

(ख) यदि हां, तो यदि कुछ व्यक्ति मरे हैं तो कितने तथा इसके परिणामस्वरूप रेलवे सम्पत्ति को अनुमानतः कितनी क्षति हुई है ; और

(ग) इस मामले में सरकार द्वारा क्या कार्यवाही की गयी है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाम नाथ):(क) जी हां ।

(ख) किसी की मृत्यु नहीं हुई । रेल सम्पत्ति को लगभग 850 रुप के नुकसान का अनुमान लगाया गया है ।

(ग) रेलवे अफसरों की एक समिति द्वारा दुर्घटना की जांच करायी गयी है और उसकी रिपोर्ट पर विचार किया जा रहा है ।

श्री विद्वनाथ पाण्डेय : दुर्घटना की जांच जो करायी गयी है और जो रिपोर्ट प्राप्त हुई है, उसमें दुर्घटना के क्या क्या कारण बताये गये हैं ?

अध्यक्ष महोदय : क्या रिपोर्ट प्राप्त हो गई है ?

श्री शाम नाथ : रिपोर्ट आ गई है कोईन अभी तक जो रिकमेंडेशन्स हैं, उन पर कोई फैसला नहीं हुआ है ।

श्री विश्वनाथ पाण्डेय : क्या स्टेशन मास्टर की लापरवाही के कारण यह दुर्घटना हुई या किसी और की लापरवाही के कारण से ?

श्री शाम नाथ : गालिबन लाइन जमादार की गलती से यह दुर्घटना हुई ।

Baby Food

*475. **Shri Man Sinh P. Patel:** Will the Minister of Industry and Supply

be pleased to state:

(a) whether the Planning Commission has accepted the proposal of his Ministry for the enhancement of the target of baby food production as originally fixed for the Third Five Year Plan; and

(b) the extent to which the total capacity licensed for the manufacture of baby food during the Third Five Year Plan has been achieved?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): (a) Yes, Sir.

(b) Approximately 71 per cent of the total licensed capacity has been achieved during the year 1963.

Shri Man Sinh P. Patel: Is it a fact that the working group of dairy co-operatives and animal husbandry recommended the milk products licences to be given only for the co-operatives and in spite of the non-recommendation of the Ministry of Food and Agriculture for the excess production of baby food and also the non-recommendation of the Ministry of Community Development, may I know whether it is a fact that the Government has licensed a private undertaking as against the requests of co-operative unions?

Shri T. N. Singh: The target has been increased after full consultation with the Food and Agriculture Ministry and the Planning Commission from 11,000 to 12,000 tons. It is not correct to say that any particular firm is being given preference over co-operatives. There are certain cases which are yet under consideration.

Shri Man Sinh P. Patel: In spite of the Minister's reply that the licensed capacity of production has not been reached and in spite of the recommendation of the Prime Minister in favour of the co-operatives and in spite of the fact that experienced co-operatives like the Kaira District Co-operative Union and other Unions' request for such licences is rejected, is

it a fact that this Ministry is interested in giving licence to a particular private undertaking which has not started its production of whole-skim milk powder, against the licences to be issued in favour of the co-operatives?

Shri T. N. Singh: I would not say that the Ministry is interested....

Shri Man Sinh P. Patel: That is my direct allegation.

Mr. Speaker: This is not the time for making allegations. The Question Hour is for eliciting information and not for making allegations or defamations, imputations, incriminations or whatever it may be.

Shri T. N. Singh: As a member of the Planning Commission in those days when this matter was under consideration, we have stressed, and I have particularly stressed the need for giving preference to co-operatives.

Shri Man Sinh P. Patel rose—

Mr. Speaker: I would not allow another allegation to be made.

Shri Man Sinh P. Patel: May I know whether the licences of two co-operatives, one of which is producing baby food, are rejected and the licence of this undertaking is sanctioned?

Shri T. N. Singh: No licence application from co-operatives has been rejected.

श्री भागवत झा आजाद : क्या मन्त्रालय ने यह जान लिया है कि देश में बेबी फूड न मिलने का कारण कम उत्पादन उतना नहीं है जितना कि स्टाक्स को होर्ड करना और ब्लैक मार्केटिंग करना है ? होर्डजं और ब्लैक मार्केटजं के पास जो बेबी फूड जमा है, उत्पादन किसी भी मात्रा में बढ़ाने के बावजूद भी बेबी फूड नहीं मिल सकेगा, क्या यह सही नहीं है ?

श्री त्रि० ना० सिंह : ऐसा मालूम होता है कि इसके बारे में कुछ कार्रवाई हुआ है । लेकिन फिर भी इसकी प्रोडक्शन कुछ

बढ़ाना चाहिये क्योंकि चौथे प्लान में चल कर इसकी मंग भी बढ़ जाएगी ।

Dr. Ranen Sen: May know whether the Minister is aware that the scarcity is due to large-scale hoarding of the baby food and what steps Government are taking along with increasing production, to dehoard this baby food?

Shri T. N. Singh: It is true that there have been cases of large hoarding reported and discovered. That itself shows that the Government is taking steps to discover and punish those who hoard.

Serving of Kosher Meat

*476. **Shri Kapur Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in the catering establishments and canteens under the Indian Railways, the meat served to customers is invariably Kosher meat;

(b) if so, whether Government are aware that Kosher meat is religiously forbidden to higher Hindu castes in general and to Sikhs in particular;

(c) whether Government are also aware that throughout Europe and civilised secular world, meat is, as a rule, obtained by slaughtering animals through the scientific 'Jhatka' method; and

(d) if so, the steps Government propose to set matters right?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (d). Under the extant policy, no directive stipulating that meat acceptable to any particular community should be used in catering establishments on Railways has been or is proposed to be issued.

Shri Kapur Singh: Is it true that it was, for the first time, during the thirties, when Sir Mohammad Zaffarullah Khan was the Railway Minister, that this practice of serving exclusively Kosher meat in railways was

introduced and the Government have persisted in it, since independence, through the Indian law of laziness, and if so, why it is not proposed to change it?

Dr. Ram Subhag Singh: The demand has been there, but there are other demands also and so we thought that it should be left to the discretion of the caterer to use a particular type of meat.

Shri Kapur Singh: My question has been evaded. My question was, is that practice being persisted in exclusively?

Shri Raghunath Singh: What is the meaning of Kosher meat, Sir?

Dr. Ram Subhag Singh: Halal.

Mr. Speaker: The first part of his question is that it is being persisted since 1930.

Dr. Ram Subhag Singh: That I have explained.

Shri Kapur Singh: The second part of my question was whether this practice is still exclusively being persisted in. He says, "We have left it to the caterer or the contractor". That is no answer. It is an evasion.

Mr. Speaker: What is his second question?

Shri Kapur Singh: Are the Government not ashamed of themselves about interfering in this manner in the religious susceptibilities of a large part of the population of this country?

Mr. Speaker: Would they say yes or no?

Dr. Ram Subhag Singh: It is a very ticklish question. We have in our country different types of religion. It is very difficult for any secular Government to meet the view points of each and every type of people. On a scientific basis we are going to introduce these things.

Shri Kapur Singh: Sir, my question has been....

Shri Nath Pai: Sir, you quickly....

Mr. Speaker: When two hon. Members are speaking what should I do?

Shri Nath Pai: Sir, he is only protesting, whereas I am only pleading.

Mr. Speaker: But both are directed against me. Only one at a time can be done.

Shri Nath Pai: Sir, you quickly grasped the significance of the question. The question was specific and a pointed reply should have been given. The reply though trying to be sympathetic is not to the point. The question is whether they are ashamed or not? What is the reply?

Mr. Speaker: Then I asked the hon. Member as to what they should say.

Shri Nath Pai: If you ask: "If you are the Minister what will you say"—but hypothetical questions are not to be answered according to you. (Interruptions).

Mr. Speaker: I accept it.

Shri Kapur Singh: Sir, my question has not been answered. It has been evaded.

Mr. Speaker: It so happens sometimes.

Shri Hem Barua: Sir, since it matters little or nothing how an animal is slaughtered for food and what matters is the meat and how it is cooked, may I know why it is that a secular Government like ours is taking interest in a matter like this?

Dr. Ram Subhag Singh: That question can be settled there on the table.

Shri D. C. Sharma: May I know why it is that when meat which is cooked in a particular way or which is obtained as a result of slaughter in a particular way hurts the susceptibilities of the people, this meat is served in these railway restaurants and railway cars?

Mr. Speaker: Next Question.

Shri D. C. Sharma: Sir, my question has not been answered.

Mr. Speaker: Because I have not allowed it.

Shri Hem Barua: This question should be confined to meat eaters only.

Metric Weights and Measures

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*477. { **Shri P. C. Borooah;**
 Shri Yashpal Singh:

Will the Minister of Commerce be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "Ministry First Culprit" appearing in the "Times of India" dated the 30th November, 1964, stating that the Ministry of Commerce still continues to use the old measures instead of metric weights and measures; and

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

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

(b) The figures of production are usually given both in FPS units and metric units; but, inadvertently in the press release referred to in the news item, production figures in yards only were given and production figures in metres were left out.

Shri P. C. Borooah: May I know the circumstances under which the Commerce Ministry had to maintain statistics regarding cotton yarn and cloth production in the country in pounds and yards instead of in kilograms and metres?

Shri S. V. Ramaswamy: Both the systems are ktp. As I said, it was inadvertently left out in the press release.

Shri P. C. Borooah: Is it a fact that even in the Fourth Five Year Plan, 1821 (Ai) LSD—2.

the target of production has been stated in yards and not in metres?

Shri S. V. Ramaswamy: No, Sir; it is kept in both.

श्री यशपाल सिंह : क्या सरकार ने यह ब्याल किया है कि जिस सिस्टम को बड़े बड़े आई० सी० एस० लोग और डाइरेक्टर नहीं समझ पाते हैं तो मामूली पब्लिक, ग्राम जनता, वह कैसे फालो कर सकेगी ।

बाणिज्य मन्त्री (श्री मनुभाई शाह) : मामला ऐसा नहीं है । जब स्विच ओवर चल रहा है तो दस साल तक लोगों की जानकारी के लिये दोनों फिगर्स देने पड़ते हैं ।

Electric Locomotives

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*478. { **Shri P. C. Borooah;**
 Shri P. R. Chakraverti;
 Shri Rameshwar Tantia:

Will the Minister of Railways be pleased to state:

(a) whether a scheme has been approved for expanding the Chittaranjan Locomotive Works for doubling the production of electric locomotives by the end of Fourth Plan;

(b) whether steps have been taken to lower the initial capital outlay by the utilisation of the existing facilities; and

(c) how far the indigenous manufacture of the electrical components are gaining momentum and the savings in foreign exchange secured?

The Minister of State in the Ministry of Railways (Dr. Ram Subhas Singh): (a) Yes, Sir.

(b) Yes, Sir.

(c) Indigenous manufacture of several electrical components is under development. Prototypes have been manufactured and are under service tests. Saving in foreign exchange is being achieved progressively with the development of indigenous manufacture, and by 1966-67, it is expected

that the foreign exchange content will be brought down to about Rs. 3.7 lakhs from the present level of Rs. 6.8 lakhs per locomotive.

Shri P. C. Borooah: What is the total capacity of production of electrical locomotives in Chittaranjan? Has the full capacity been utilized?

Dr. Ram Subhag Singh: The capacity is 72 electric locomotives per year. Currently, the capacity at Chittaranjan is being developed on those lines.

Shri S. N. Chaturvedi: What are our total requirements of locomotives and how they are sought to be met? What will be the break up of steam, diesel and electric locomotives?

Dr. Ram Subhag Singh: In reply to an earlier question, I have already given the figures for both the Third and Fourth Five Year Plan.

Shri Bhagwat Jha Azad: It is stated that the foreign exchange content of locomotives will be brought down from Rs. 6.8 lakhs to 3.7 lakhs by 1966. Will it be done only from 1966 only or it will be according to a phased programme? Is there any proposal to completely eliminate foreign components in due course?

Dr. Ram Subhag Singh: It will be according to a phased programme; it is not going to be done suddenly.

Shri D. J. Nalk: What are the comparative costs of three types of engines, namely, diesel, electric and steam?

Dr. Ram Subhag Singh: I require notice.

श्री श्रीकार लाल बेरवा : मैं जानना चाहूंगा कि इसके अन्दर कौन कौन से देश से पूज मंगाये जाते हैं ।

डा० राम सुभग सिंह : असल जो लोन मिलता है उसके अनुसार ज्यौदातर पुजें तो अमरीका, स्विटजरलैण्ड और दूसरी जगहों से मंगाये जाते हैं । वाज वाज के लिये ग्लोबल

टेंडर होते हैं, मगर यहां पर भी कुछ चीजें बनाई जाती हैं ।

Dr. Ranen Sen: Is it a fact that gradually the production of ordinary steam locomotives is going to be stopped and Chittaranjan will produce only electric locomotives? If so, how will our requirements of steam locomotives be met?

Dr. Ram Subhag Singh: The production of steam locomotives is not going to be completely stopped. There is a phased programme and it is based on our future requirements. In future our requirement of steam locomotive is going to be less and less.

Shri Basappa: May I know whether any new designs of electric engines will be prepared to cover the traffic of the Deccan plateau where it is difficult to operate the present engines?

Dr. Ram Subhag Singh: Our RDSO is constantly applying its mind to these problems.

Idle Wagon Capacity

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*479. { **Shri P. C. Borooah:**
Shri Oza:
Shri Ram Sewak:
Shri P. G. Sen:
Shri D. C. Sharma:
Shri Subodh Hansda:
Shri B. N. Tiwary:
Shri Brij Raj Singh-Kotah:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that considerable railway wagon capacity has remained unutilised during the current year; if so, to what extent (separately for both the Board & Metre Gauges);

(b) the steps being taken to make the maximum use of the available capacity; and

(c) the estimated loss in the freight traffic as a result of the short fall in its movement during the current year?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) to (c). A Statement is laid on the Table of the House. [Placed in Library. See No. LT-3603/64].

Shri P. C. Borooah: May I know to what extent the situation is attributable to rail-road competition?

Shri Sham Nath: As far as rail-road competition is concerned, it is there, Sir. But we are taking steps to improve our services and make them more efficient and popular.

Shri P. C. Borooah: May I know by what time the recommendations of the Neogy Committee on road and rail transport is going to be implemented?

Shri Sham Nath: I have no idea. I require notice, Sir.

Shri Oza: May I know whether it is a fact that the idle capacity arose because of sluggishness or sliding back of industrial development? Has the Railway Ministry contacted the Industries Ministry to find out to what extent this is the reason for the set back?

Shri Sham Nath: The idle capacity is due to less loading of certain particular items like coal and minerals. I do not think the main reason for idle wagon capacity is decrease in industrial production.

Dr. Sarojini Mahishi: Is it not a fact that coal and other commodities are lying idle for want of wagons at one end and there is idle wagon capacity at the other end in the country an example of which I brought to notice in the last session?

Shri Sham Nath: I do not think so, Sir.

WRITTEN ANSWERS TO QUESTIONS

Price Control on Commercial Vehicles

*480. { **Shri Yashpal Singh:**
Shri Himatsingka:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether representatives of the Automobile Industry made a plea for the removal of price control on commercial vehicles and jeeps at a meeting of the Development Council for automobiles;

(b) if so, the arguments advanced by them; and

(c) the reaction of Government thereon?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) Yes, Sir.

(b) The points made in favour of decontrol were as follows:

(i) Supply of commercial vehicles and jeeps is currently approximating to demand and, in view of continually increasing production, it is probable that demand would not outstrip supply in future. The consumer would, therefore, be protected against irrational price increases by the competition which, it is anticipated, would develop progressively.

(ii) Figures on which demand is based are to a considerable extent unrealistic because middlemen are registering orders with Dealers with a view to reselling the vehicles at a premium. This unhealthy state of affairs would disappear if controls are lifted with considerable benefit to the consumers.

(iii) The Commercial Vehicles industry is prepared to commit itself to self-discipline with a view to ensuring fair prices to the consumers; and it is considered unlikely that the removal of price control would result in any serious price increases.

(iv) It is illogical to control the price of an end product when no control exists over the price of components and units purchased from ancillary manufacturers.

(c) The Development Council which considered the proposal of the automobile manufacturers for price decontrol has not yet made any final recommendations to Government in this regard. Before taking a final view in the matter, the Council has requested the Association of Indian Automobile Manufacturers to furnish more informative data regarding demand, production, the extent to which the prices would increase in the event of decontrol and the manner in which control of prices by manufacturers would be exercised. It was also the majority opinion of the Council that the removal of distribution control should precede the removal of price control on commercial vehicles.

Powerlooms Enquiry Committee

***481. Shri Man Singh P. Patel:** Will the Minister of Commerce be pleased to refer to the reply given to Starred Question No. 551 on the 3rd October, 1964 and state:

(a) the decision taken by Government on various recommendations contained in the Powerloom Enquiry Committee Report; and

(b) the advance action taken to implement certain recommendations relating to the Fourth Five Year Plan?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) and (b). The recommendations of the Powerloom En-

quiry Committee are still under the consideration of the Government of India in consultation with the State Governments. Some State Governments are still considering the several aspects of this Report as the subject is naturally of great importance to their local economic development. However, it is hoped to finalise the decisions in the next two months.

Alloy Steel Project at Durgapur

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

(a) whether there has been considerable delay in the setting up of Alloy Steel Project at Durgapur;

(b) if so, the reasons therefor; and

(c) when this project is likely to start functioning?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) to (c). There has been some delay in setting up the Alloy Steel Project at Durgapur. Initially it took some time to obtain and complete the scrutiny of the tenders for plant and machinery as alternative proposals had been submitted by the tenderers. This necessitated some revision of the design in the plant and in the buildings after consultations with the Production Advisers, i.e. M/s. Atlas Steel Ltd. of Canada and the suppliers of plant and machinery. More recently, delay in the fabrication of steel structurals and their erection due to labour trouble has retarded the construction schedule. There has also been some delay in the supply of certain technical data by the consortium of equipment suppliers from Japan. This and the heavy rains this year have also contributed to the slowing down of civil engineering work in some important sections of the project.

It is now estimated that the first unit, namely, the Steel Melting Shop II will be commissioned early next year and the project will be completed by the middle of 1967.

Trade with East European Countries

- *483. { Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Brajeshwar Prasad:
Shri Bishwanath Roy:
Shri D. C. Sharma:
Shri Rameshwar Tantia:
Shri Sham Lal Saraf:
Shri Vishwa Nath Pandey:
Shrimati Renuka Barkataki:

Will the Minister of Commerce be pleased to state:

(a) whether a trade delegation led by the Deputy Minister for Commerce visited Czechoslovakia, Rumania, Bulgaria, Hungary and Yugoslavia recently;

(b) whether the delegation has been able to explore the possibilities of stepping up the growth of trade with these countries in the coming years;

(c) to what extent trade with these countries has increased during the last three years; and

(d) the outstanding problems that demand early settlement with these countries to give a spurt to trade transactions?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). Yes. Sir. The trade delegation visited Czechoslovakia, Rumania, Bulgaria and Hungary and reviewed the position of trade during 1964 with these countries and also explored possibilities of increased trade in 1965.

(c) The imports from the 5 countries have increased from Rs. 3288 lakhs in 1961-62 to Rs. 3967 lakhs in 1963-64 and the exports to these five countries have increased from Rs. 2316 lakhs in 1961-62 to Rs. 3709 lakhs in 1963-64.

(d) There are no specific outstanding problems. Such problems, as arise, are discussed for settlement on mutually satisfactory basis under the existing provisions of the Trade and Payments Agreements concluded with each of the East European countries.

Cotton Textile Industry

- *484. { Shri P. C. Borooah:
Shri P. R. Chakraverti:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that a United Nations Survey has revealed that Textile Industry in India is suffering from the problems of obsolete equipment, high cost of production and excess capacity; and

(b) if so, what schemes are envisaged to tackle these problems?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) The Economic Commission for Asia and the Far East in its Economic Survey Report, 1963, has made a reference to some obsolete equipment and the high cost methods of production in the textile industry in India.

(b) Within the limitations of the country's balance of payments situation, all possible facilities are being allowed for the rehabilitation and modernisation of the industry and for bringing existing units to the optimum economic size.

Import of Domestic Animals

1254. Shri Rama Chandra Mallick: Will the Minister of Commerce be pleased to state:

(a) the total number of sheep, cows and other domestic animals imported from foreign countries during 1962, 1963 and 1964 so far;

(b) the names of the countries from where imported; and

(c) how much foreign exchange was involved thereby?

The Minister of Commerce (Shri Manubhai Shah): (a) to (c). A statement showing the number and value of live domestic animals imported into India during the period 1961-62 to 1964-65 (upto September 1964) and the countries from where imported, is laid on the Table of the House. [Placed in Library. See No. LT-3604/64].

Corruption Cases on S.E. Railway

1255. Shri Rama Chandra Mallick:
Will the Minister of Railways be pleased to state:

(a) the number of corruption cases detected against the railway employees during 1963-64 in Kharagpur Division of the South Eastern Railway; and

(b) the nature of such cases?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Sixteen.

(b) The classification of these cases is as under:

| | |
|--|---|
| 1. Acceptance of illegal gratification | 1 |
| 2. Fraudulent drawal and mis-use of Passes and P.T.Os. | 3 |
| 3. Securing employment on false declaration or submitting false certificate | 1 |
| 4. Possession of assets disproportionate to the known sources of income | 1 |
| 5. Engaging in private trade, violating service Conduct Rules | 1 |
| 6. Fraudulent drawal of refund of Rly. Quarters' rent | 1 |
| 7. Illegal extortion of money from outsiders | 1 |
| 8. Fraudulent drawal of other's salary | 1 |
| 9. Subletting of Railway quarters for pecuniary advantages | 1 |
| 10. Obtaining employment in Railway, suppressing the fact of previous conviction in the Court of Law | 3 |
| 11. Misappropriation of Railway materials | 1 |
| 12. Extortion of money with a promise to secure Railway jobs and issuing bogus appointment letters | 1 |

Total 16

L.S.O. Conference

1256. { **Shri Ram Harkh Yadav:**
Shri Baswant:
Shri Vishwa Nath Pandey:
Shri Balkrishna Singh:
Shri Yamuna Prasad Mandal:

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

(a) whether it is a fact that 29 Delegates to the International Standards Organisation Conference in New Delhi were seriously injured in a bus accident near Fatehpur Sikri, Agra;

(b) if so, the details of the accident and the victims involved therein; and

(c) the steps taken by Government to render help to the injured members of the Organisation?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) to (c). Yes, Sir.

A bullock cart carrying long iron girders protruding out of the cart was going ahead of the bus. While the bus was overtaking it, the bullock cart turned left and the girders struck the bus. The bus driver lost control and the bus struck a tree and rolled down a side slope.

Out of 42 passengers in the bus 29 persons including officers of Indian Standards Institution received injuries in the bus accident. Immediately after the accident, the injured persons were rushed to the hospital in Agra. Most of the injured persons were discharged immediately after first aid was given; the remaining persons were discharged in the evening of the same day. All of them were brought back to Delhi the same night. A few delegates who had complained of continued pain, were admitted to hospitals in Delhi from where they were discharged after necessary medical aid. All the expenses for medical aid were borne by the Indian Standards Institution.

Third Class Sleeper coaches

1257. Shrimati Ramdulari Sinha: Will the Minister of Railways be pleased to state:

(a) whether the sleeping berths as provided in the Third Class Sleeper coaches on North Eastern Railway are unsuitable in length for sleeping purposes;

(b) if so, what steps are being taken to bring them on par with those on Northern or Eastern Railways;

(c) whether it is also a fact that third class sleeper coaches are provided on a longer route; and

(d) if so, why no sleeper has been provided on Naharkatiaganj, Palezaghat via Motihari route instead of Narkatiaganj, Palezaghat via Darbhanga route which is a longer route?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a). No, Sir. However, the sleeping berths provided in the existing III class three-tier sleeper coaches on the Metre Gauge (e.g., on the North Eastern Railway) are shorter in length than on the Broad Gauge (e.g. on the Eastern Railway).

(b) Building of Metre Gauge III class three-tier sleeper coaches with longer sleeping berths as on the Broad Gauge has been programmed.

(c) Generally the policy is to provide sleeper coaches on long distance trains before considering introduction of sleeper coaches on trains running for shorter distances.

(d) A third class sleeper coach has already been provided between Narkatiaganj and Palezaghat via Motihari. The question of introducing a sleeper coach between Narkatiaganj and Palezaghat via Darbhanga is under examination.

Licence for Coal

1258. Shri Vidya Charan Shukla: Will the Minister of Steel and Mines be pleased to state:

(a) whether it is a fact that Government are not giving "prospecting licences or new leases for coal; and

(b) if so, the reasons therefor?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) No, Sir.

(b) Does not arise.

Pilferage of Goods on S.E Railway

1259. Shri Vidya Charan Shukla: Will the Minister of Railways be pleased to state:

(a) the number of cases of thefts, pilferage and/or missing goods which took place in course of transit of booked goods by Motor Transport between Armenian Ghat Goods Booking Agency and Shalimar and vice versa on the South Eastern Railway;

(b) the amount of claims paid by the Railway for goods booked from Armenian Ghat since August, 1961 up-to-date and the number already registered but still awaiting settlement;

(c) the amount debited against Transport Contractors for the theft, pilferage and shortage of goods in transit while in their custody between Shalimar and Armenian Ghat Out-Agency;

(d) the amount recovered from Transport Contractors for delay in clearance of goods for non-availability of trucks between Armenian Ghat and Shalimar and Vice-versa; and

(e) the amount of penalties discovered as due but not paid and/or realised in terms of clause 7(a) and (b) of the Contract since August, 1961 and steps taken by the Railway to realise Government dues?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Four during the period from May, 1962 to October, 1964.

(b) Claims are dealt with by destination Railways. It will, therefore, be difficult to collect information specifically in regard to consignments booked from Armenian Ghat to different destinations on all Railways.

(c) Rs. 1060 during May, 1962 to October, 1964.

(d) Rs. 100 for non-supply of any trucks on 23-4-1964.

(e) Under Clause 7(a) of the Agreement, no amount, so far discovered as due, is outstanding. In terms of clause 7(b) of the Agreement, 29 cases of delay in clearance of goods by the Contractors, involving a penalty of Rs. 4761 are under investigation.

Cotton Prices

1260. { Shri Ram Harkh Yadav:
Shri Murli Manohar:
Shri D. S. Patil:

Will the Minister of Commerce be pleased to state:

(a) whether Government propose to adopt more stringent measures to prevent undue speculation and rise in cotton prices in the country; and

(b) if so, the main features of the scheme?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) and (b). Situation is being kept under constant review, and suitable action is being taken.

Bharat Heavy Electricals

1262. { Shri Ram Harkh Yadav:
Shri Murli Manohar:

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

(a) whether Government have formed a new company under the name and style of Bharat Heavy Electricals;

(b) if so, the specific items to be manufactured by this company; and

(c) the places where the company has set up its factories and plants?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): (a) to (c). With the formation of a new company under the name and style of Bharat Heavy

Electricals Ltd., the Heavy Electricals (India) Ltd. has been bifurcated. The new company has taken over the Heavy Electrical Equipment Plant, Hardwar, the Heavy Power Equipment Plant, Hyderabad and the High Pressure Boiler Plant, Tiruchirapalli.

The Hardwar Plant will manufacture steam turbo sets, with a total annual capacity of 1.5 million KW, hydro turbo sets with a total annual capacity of 1.2 million KW, heavy and medium size AC and DC electric motors with a total capacity of 5,15,000 KW per annum and starting and control apparatus, for completing the turbines, turbo generators and electric motors.

The Hyderabad Plant is designed to manufacture annually 800 MW of steam turbines and turbo alternators in sizes upto 100 MW each.

The production programme of the Tiruchirapalli plant is as follows:

- (i) manufacture of high pressure boilers with a total capacity of 750 MW per year;
- (ii) manufacture of boiler fittings not only to meet its own requirements but also to the extent of 1800 tonnes per annum for meeting the needs of other enterprises; and
- (iii) manufacture of 10 packaged boiler units.

Over-crowding in Trains

1263. Shri Rama Chandra Mallick: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a serious overcrowding leading to great inconvenience to the public in the express as well as in the passenger trains running from Howrah to Puri on the South Eastern Railway; and

(b) if so, whether it is proposed to solve the problem by attaching additional bogies to these trains?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Some overcrowding has been noticed on 8 Up Howrah-Puri Express on the Howrah-Bhadrak Section. There is, however, no overcrowding on 317 Up and 359 Up Howrah-Puri Passenger trains.

(b) With effect from 1st October, 1964, the load of 359 Up Howrah-Puri Passenger has been increased by one third class bogie. It is not feasible to augment the load of 8 Up Howrah-Puri Express, as a regular measure, due to load limitations. However, this train is augmented by one third class coach as and when feasible and justified.

Diesel Locomotives

1264. { Shri P. C. Borooah:
Shri Y. S. Chaudhary:

Will the Minister of Railways be pleased to state:

(a) the progress so far made in the manufacture of diesel locomotives in India; and

(b) when the first Indian-made diesel locomotive is expected to be manufactured?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). A start has been made at the Diesel Locomotive Works, Varanasi, during 1963-64, in the assembly of diesel locomotives from imported components and sub-assemblies, and upto the end of October 1964, 11 such locomotives have been completed. Even in these locomotives, a few fittings of indigenous manufacture valued approximately at Rs. 20,000 per locomotive have been used.

A start has also been made, during 1964-65, in the manufacture, at the Diesel Locomotive Works, Varanasi of the Chassis and Super-structure portion of the locomotive (other than the diesel engine and the electric generating and traction equipment), and the first such locomotive

with an indigenous content of about 17.5 per cent of the total cost of the locomotive was completed in July, 1964.

In the first instance, at Diesel Locomotive Works, during 1964 and 1965, the manufacture of the Chassis and Super-structure portion is programmed and during 1966, the diesel engine. A start in the manufacture of the electrical equipment is also expected to be made by Heavy Electricals (India) Ltd., Bhopal, in 1966.

The indigenous content of the locomotive is expected to be progressively increased, ultimately reaching the level of about 90 per cent in the latter part of the 4th Plan. Some specialised items only will be required to be imported thereafter.

Public Relations Officers

1265. **Shri Yashpal Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is proposed to ask the Public Relations Officers in the various railway zonal Headquarters to go through the letters to the editors published in the various newspapers and journals and try to reply to them; and

(b) if so, whether the scheme has been welcomed by the public?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) This is already a long-established practice.

(b) Does not arise.

Private Sector

1266. **Shri Yashpal Singh:** Will the Minister of Steel and Mines be pleased to state:

(a) whether his attention has been drawn towards the speech of the President of the Geological, Mining and Metallurgical Society of India wherein he stressed that the private sector was in a more advantageous position than the public sector to achieve an increase in production more quickly and economically without any financial burden to the Exchequer; and

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

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). Yes, Sir. The observations made in the speech are in the nature of a suggestion which has been noted. The task of developing coal production to the desired level leaves ample scope for both the private and public sectors to play significant roles. In assigning to the private sector its share of the overall production target, the private sector's capacity to make its contribution region-wise and also in terms of quality and quantity has been taken into consideration. At the same time, the public sector has also a contribution to make where this is considered to be in the larger interest.

मेल और एक्सप्रेस गाड़ियों का चलना

*1267. { श्री विभूति मिश्र :
श्री क० ना० तिवारी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्वतन्त्रता प्राप्ति के पश्चात् भी मेल तथा एक्सप्रेस गाड़ियां केवल कुछ मेन लाइनों पर ही चलती हैं ;

(ख)⁴ क्या देश में कुछ क्षेत्र ऐसे भी हैं जिनमें कोई भी मेल या एक्सप्रेस गाड़ी नहीं चलती है ; और

(ग) उन क्षेत्रों में ऐसी गाड़ियां चलाने के लिये सरकार क्या कदम उठाने का विचार कर रही है ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) जी, नहीं ।

(ख) जी, हां ।

(ग) जिन स्टेशनों के बीच रेलवे की लाइन की हालत और परिचालन-सम्बन्धी दूसरी बातों को देखते हुए भारी इंजन लगा कर नेज रफ्तार से गाड़ियां चलाई जा सकती हैं और जहां यातायात अधिक होता है,

वहां तेज गाड़ियों की सुविधा देने के उद्देश्य से उपलब्ध सवारी-डिब्बों, रेल-इंजनों और अतिरिक्त लाइन क्षमता की स्थिति के अनुसार मेल और एक्सप्रेस गाड़ियां चलाई जाती हैं और चलाई जाती रहेंगी । जिन सेक्शनों पर मेल/एक्सप्रेस गाड़ियों को तेज रफ्तार से चलाना सम्भव नहीं है, वहां रास्ते के बहुत से स्टेशनों पर गाड़ियों का ठहराना बंद कर के तेज सवारी गाड़ियां चलाने का प्रयास भी किया जाता है, वहाँकि सेक्शन पर यातायात की आवश्यकताओं को पूरा करने के लिए वहां काफी तादाद में गाड़ियां चलती हों । इससे अलावा मुख्य लाइन सेक्शनों पर जो मेल एक्सप्रेस गाड़ियां चलती हैं, जंक्शन स्टेशनों पर दूसरी गाड़ियों से उनका मेल कराने की उपयुक्त व्यवस्था भी की जाती है ताकि शाखा लाइन सेक्शनों के यात्रियों को मेल लेने वाली कोई तेज गाड़ी मिल सके ।

Price of Jute

1268. { **Shri Bibhuti Mishra:**
Shri K. N. Tiwary:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the price of jute was higher in India than Pakistan before September, 1964 and whether it is also a fact that the Indian Jute Mills Association wants to reduce the jute price lower than September, 1964; and

(b) if so, whether Government have taken or propose to take any steps to check the rise in the jute prices?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Yes, Sir. Jute prices in India are generally higher than in Pakistan.

(b) The following steps were taken to arrest the rise in prices:

(i) The East India Jute & Hessian Exchange imposed margins on T.S.D. contracts at specified levels of prices;

- (ii) No minimum purchase quotas are being issued to the jute mills;
- (iii) The Jute Buffer Stock Association was authorised to release its holdings;
- (iv) A maximum limit for holding stocks of jute has been prescribed for each mill to ensure equitable distribution and to discourage the more prosperous mills from buying large quantities.

The price of Assam Bottom variety delivered at Calcutta, which had risen to Rs. 125.92 per quintal (equivalent to Rs. 47 per maund) has remained at almost Rs. 96.45 per quintal (equivalent to Rs. 36 per maund).

नियंत

1269. { श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :
श्री स० चं० सामन्त :
श्री सुबोध हंसदा :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) 1962-63 की अपेक्षा 1963-64 में भारतीय वस्तुओं के निर्यात में और अधिक वृद्धि करने के लिये सरकार ने क्या कदम उठाये हैं ; और

(ख) अफ्रीकी-एशियाई देशों में भारतीय वस्तुओं के प्रचार की दिशा में सरकार ने क्या कदम उठाये हैं और भारतीय वस्तुओं की सबसे अधिक खपत किन देशों में है ?

वाणिज्य मंत्री (श्री अनुभाई शाह) :

(क) 1963-64 में भारत के निर्यात को बढ़ाने के लिए वाणिज्य मन्त्रालय ने दोनों ही तरीकों से भारतीय माल को ग्रहण करने की विकासशील शक्यता वाले विभिन्न देशों से व्यापार करार करके तथा इस उद्देश्य के लिए विदेशों में बहुत से व्यापार प्रतिनिधि मण्डल

भेज कर, सम्मिलित प्रयत्न किये । 1963-64 में सोवियत रूस, चेकोस्लोवाकिया, बल्गारिया, हंगरी, जोर्डन, इंडोनेशिया तथा पाकिस्तान के साथ करार किये गये । फ्रांस, जर्मन जनवादी गणराज्य, आस्ट्रिया, यूनान तथा चिली के साथ हुये इसी प्रकार के करारों का पुनर्नवीकरण किया गया । ईराक के साथ हुये व्यापार करार का अनुसमर्थन किया गया । भारत-मिश्र व्यापार करार में एक नया संलेख जोड़ा गया जिससे यह फरवरी 1966 के अन्त तक वैध हो गया है । पोलैण्ड के साथ हुये एक व्यापार तथा भुगतान करार पर हस्ताक्षर किये गये । ब्राजील तथा कोरिया गणराज्य के साथ स्वीकृत मसौदों का आदान-प्रदान करने के लिये कार्रवाई आरम्भ की गई । पश्चिम जर्मनी, आस्ट्रिया तथा फ्रांस ने अन्य मर्दों के साथ-साथ भारतीय मृत्ती कपड़ों, जूट-निर्मित वस्तुओं, सिलाई की मशीनों, कार-निर्मित वस्तुओं तथा हथकरघा कपड़ों के लिए आयात कोटे दिये । आस्ट्रेलिया के साथ भी बातचीत हुई ।

स्वयं वाणिज्य मंत्री ने ब्रिटेन, फ्रांस, बेल्जियम, पश्चिमी जर्मनी तथा बर्मा का दौरा किया । सरकारी तथा गैर-सरकारी प्रतिनिधियों ने संयुक्त अरब गणराज्य, मोरक्को, ट्यूनिशिया, अल्जीरिया, श्रीलंका, पाकिस्तान तथा अफगानिस्तान का दौरा किया और इन देशों में भारत का निर्यात बढ़ाने की सम्भावनाओं का सफलतापूर्वक पता लगाया । तत्पश्चात् मलेशिया, जापान, कोरिया गणराज्य, हांगकांग, दक्षिण वियतनाम, कम्बोडिया तथा थाईलैण्ड का भी उसी तरह दौरा किया गया । ईरान के साथ भी बातचीत की गई । फिलीपीन, दक्षिण अमरीकी देशों, आस्ट्रेलिया, थाईलैण्ड, जापान, इण्डोनेशिया, ट्रिनिडाड, इटली तथा पश्चिम जर्मनी को भी प्रतिनिधि-मण्डल भेजने की योजना बनाई गई । मैक्सिको, ब्राजील, जोर्डन, आस्ट्रेलिया, इण्डोनेशिया, कोरिया गणराज्य, ईरान, अफगानिस्तान, बल्गारिया, रूमानिया तथा यूगो-

स्लाविया से प्रतिरूप प्रतिनिधि-मण्डल भारत आये और उन्होंने परस्पर व्यापार के लिए आवश्यक सम्पर्क स्थापित किये। विभिन्न निर्यात-संवर्धन परिषदों के तत्वाधान में, सामूहिक प्रतिनिधि-मण्डलों का आदान-प्रदान करने के अतिरिक्त, भारतीय व्यापारियों के व्यक्तिगत दौरों को भी प्रोत्साहित किया गया और उन्हें हमारे विदेश-स्थित वाणिज्यिक प्रतिनिधियों द्वारा सभी आवश्यक सुविधाएं दी गईं।

(ख) विशेषतः एशिया तथा अफ्रीका के साथ व्यापार बढ़ाने और इन दोनों महा-द्वीपों में भारतीय वस्तुओं को लोकप्रिय बनाने के विचार से, अन्य बातों के साथ-साथ, इन देशों के साथ आर्थिक सहयोग के लिए भारत के अवसरों को बढ़ाने की सम्भावनाओं पर विचार-विमर्श करने के लिए अक्टूबर, 1963 में, नई दिल्ली में एशिया एवं अफ्रीका के हमारे मिशन के प्रधानों का एक सम्मेलन बुलाया गया। भारत तथा इस क्षेत्र के अन्य देशों के बीच संयुक्त आर्थिक विकास की ओर विशेषतः ध्यान दिया गया। इस विषय में तब से ठोस प्रस्ताव प्रस्तुत किये गए हैं।

अभी हाल में हमने अल्जीरिया, ट्यूनिस्, बेरूत, दार-एस-सलाम तथा डाकर में वाणिज्यिक कार्यालय खोले हैं। इसी प्रकार के कार्यालय, दक्षिण तथा दक्षिण-पूर्व एशिया और पश्चिम यूरोप में स्थापित किये जा रहे हैं। वाणिज्य मन्त्रालय को कुवैत तथा वाणिज्य-स्थित भारतीय मिशनों का नियन्त्रण हस्तांतरित करने के रूप में प्रशासकीय पुनः व्यवस्था से भी सामान्यतः व्यापार-विकास पर ध्यान केन्द्रित करने में सहायता मिलने की आशा है।

एशियाई तथा अफ्रीकी देशों को भारत से जो निर्यात किया गया, उसका विवरण अन्तर्राष्ट्रीय व्यापार मन्त्रालय की 1963-64 की रिपोर्ट में दिया गया है, जो कि संसद को इस वर्ष के आरम्भ में उपलब्ध करा दिया

गया था। संक्षेप में, एशिया में जापान, हांग-कांग, श्रीलंका, अफगानिस्तान तथा बर्मा और मलेशिया में भारतीय माल की अच्छी मांग है। अफ्रीका में हमारे प्रमुख आयातक देश संयुक्त अरब गणराज्य (मिस्र), केनिया, सूडान तथा नाइजीरिया हैं।

कुछ सम्बद्ध विकासों का एक विवरण, जिनका निर्यात-संवर्धन पर मूर्त प्रभाव यथासमय अनुभव किया जायेगा, सभा पटल पर रखा गया है। **बेल्जिये संख्या एल-टी—3605/64]**

गजरीला-नजीबाबाद ब्रांच लाइन

1270. श्री प्रकाशवीर शास्त्री : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) गजरीला-नजीबाबाद ब्रांच लाइन (उत्तर रेलवे) पर जिन स्टेशनों पर तार घर और प्रतीक्षालय की सुविधा नहीं है क्या उसकी व्यवस्था हो रही है ; और

(ख) यदि हां, तो कब तक यह कार्य पूरा हो जायेगा ?

रेलवे मन्त्रालय में राज्य-मन्त्री (डा० राम सुभग सिंह) : (क) जिन स्टेशनों पर प्रतीक्षालय और तार-घर नहीं हैं, वहां इनकी व्यवस्था करने का अभी विचार नहीं है। जहां प्रतीक्षालय नहीं हैं, वहां इनकी व्यवस्था क्षेत्रीय रेल उपयोगकर्ता परामर्श समिति की सिफारिश पर की जाती है। फ्लैग और हाल्ट स्टेशनों को छोड़ कर सभी स्टेशनों पर तार-घर हैं। फ्लैग और हाल्ट स्टेशनों पर तार-घर की व्यवस्था करने का औचित्य नहीं है।

(ख) सवाल नहीं उठता।

Committees in the Ministry of Industry and Supply

1271. Shri Daljit Singh: Will the Minister of Industry and Supply be pleased to state:

(a) the total number of Committees and sub-Committees which are functioning in his Ministry; and

(b) the total number of members on those Committees?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): (a) 86.

(b) 1,126. (This does not include representatives of State Governments who are co-opted as members on one Committee and the members of another Committee whose membership is not fixed).

New Railway Stations on Northern Railway

1272. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to open new railway stations on the Northern Railway during the remaining period of the Third Plan; and

(b) if so, the details thereof and the names of places?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Yes.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-3606/64].

Scout Certificates

1273. { **Shri Yashpal Singh:**
Shri P. R. Chakraverti:
Shri U. M. Trivedi:
Shri Hukam Chand
Kachhavaia:
Shri S. M. Banerjee:
Shri Dinen Bhattacharya:

Will the Minister of Railways be pleased to state:

(a) whether the Northern Railway has demanded payment of about Rs. 40,000 from the District Scouts Commissioner, Bharat Scouts and Guides, Kanpur, who allegedly gave false "Scout Certificates" to 100 local Congressmen at the time of the last Congress Session held at Bhubaneswar;

(b) if so, how such a large number of certificates were entertained by the Railways without any verification; and

(c) the measures proposed to be taken so that such mistakes are not repeated?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) The Northern Railway have demanded payment of about Rs. 4,000 (not Rs. 40,000) from the District Scout Commissioner, Bharat Scouts & Guides, Kanpur, who issued concessional certificates to 107 persons, as it was subsequently found out that they were not *bona fide* scouts/guides travelling on scout duty. Some of them were Congressmen.

(b) As the concession certificates issued by the District Scout Commissioner, Kanpur, were *prima facie* in order and were not considered suspicious, the concession orders were issued.

(c) The concession allowed to scouts and guides of the Kanpur District has been withdrawn so long as the present District Scout Commissioner continues in office. Instructions are also being issued by the Northern Railway to ensure that scouts/guides certificates for concession tickets at other stations are not misused.

Automobile Transmission Chains

1274. Shri P. C. Borooah: Will the Minister of Industry and Supply be pleased to state:

(a) whether a group of Indian manufacturers propose to set up a factory near Bombay to manufacture automobile transmission chains;

(b) whether any foreign collaboration is sought for the project; if so, from where it is likely to be available; and

(c) the broad details of the project?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): (a) No proposal has been received

from any group of Indian manufacturers for manufacture of automobile transmission chains in the large-scale sector. One unit in Bombay is already licensed under the Industries (Development and Regulation) Act for manufacture of roller chains used in automobiles and it is yet to commence production. Besides, the request of one existing bicycle chain manufacturing unit in Bombay for permission to produce automobile chains is under consideration of the Government.

(b) and (c). In the case of the unit licensed under the Industries (Development and Regulation) Act, there is a technical know-how agreement with M/s. Techno-export, Czechoslovakia, involving a small lump-sum payment for supply of drawings, production data etc. In the other case, no foreign collaboration is contemplated.

रेल दुर्घटनायें

1275. श्री प्रकाशवीर शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन मासों में हुई रेल दुर्घटनाओं में क्या कहीं किसी प्रकार के षड्यन्त्र का पता चला है ;

(ख) यह दुर्घटनायें किस क्षेत्र (जोन) विशेष में हुई हैं ; और

(ग) उनमें कितनी घन जन की हानि का अनुमान लगाया गया है ?

रेलवे मन्त्रालय में राज्य-मंत्री (डॉ० राम सुभग सिंह) : (क) जी, नहीं ।

(ख) और (ग) . सवाल नहीं उठते ।

Equipment for Irrigation Projects

1276. { Shri P. R. Chakraverti:
Shri P. C. Borooah:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the Soviet Trade Delegation which arrived

in India on the 13th October, 1964, expressed its readiness to increase supplies of construction and earth-moving equipment for irrigation projects in 1965 upto Rs. 10 crores;

(b) whether Government have entered into negotiation with U.S.S.R., seeking their assistance is carrying out measures against floods and droughts; and

(c) if so, the response received?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir, During the trade negotiations the Soviet Delegation offered to supply Construction and Earth-moving equipments for a value of Rs. 10 crores. But keeping in view the country's need for over-all imports and also to accommodate equally important and higher priority imports, we have agreed upto Rs. 4 crores.

(b) No, Sir.

(c) Does not arise.

Racket in Import Licences

1277. { Shri P. R. Chakraverti:
Shri Bibhuti Mishra:
Shri Bhagwat Jha Azaad:
Shri S. N. Chaturvedi:
Shri Daji:
Shrimati Vimla Devi:
Shri Hukam Chand Kachhavaia:

Will the Minister of Commerce be pleased to state:

(a) whether the Special Police Establishment of the Government of India in Ludhiana has detected a large-scale racket in import licences using names of bogus concerns, forged signatures of high Government officials and spurious stamps;

(b) whether it is a fact that the headquarters of the concern behind the racket have been traced in Amritsar; and

(c) whether this gang has been indulging in inter-provincial network of frauds practised on the officials connected with import licences?

The Minister of Commerce (Shri Manubhai Shah): (a) The Special Police Establishment has detected a couple of cases where attempts have been made to get import licences on names of bogus concerns with forged signatures on the Essentiality Certificates; the two cases so far known are of small value licences. Further investigations are in progress.

(c) No, Sir. The question of headquarters as mentioned in (b) therefore does not arise.

Level Crossings

1278. { **Shri Y. S. Chaudhary:**
Shri P. C. Borooah:
Shri P. R. Chakraverti:

Will the Minister of Railways be pleased to state:

(a) the number of level crossings on the Indian Railways that have been provided with automatic warning bells, automatic falling and flashing signal device this year, so far;

(b) how many more are to be so provided with such equipments;

(c) the number of unmanned level crossings still without such automatic equipments; and

(d) other schemes contemplated to check the hazards of unmanned level crossings on the Railways?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) Automatic warning bells have been provided at 13 level crossings and automatic flashing signals at 4 level crossings.

(b) It is proposed to provide automatic warning bells with automatic falling barriers and flashing signal device at four level crossings, as a trial measure.

(c) Most of the unmanned level crossings are without this equipment. The question of their installation on busy crossings will be considered after trials are completed.

(d) These are:—

- (i) Provision of Stop Boards on approaches to unmanned level crossings to warn road users to stop and cross cautiously.
- (ii) Provision of whistle boards on approaches to unmanned level crossings, enjoining on the driver to whistle continuously while approaching the level crossing.
- (iii) Manning, in consultation with State Governments, of unmanned level crossings where traffic has increased.

Salt Factories

1279. **Shri Jena:** Will the Minister of Industry and Supply be pleased to state:

(a) the total number of salt producing factories in different States and their annual production capacity State-wise and factory-wise; and

(b) whether salt factories in Orissa have received any aid or grant from Government so far?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) A statement (Annexure 'A') showing the number of salt factories in each salt producing State and the production of each factory during 1963 is attached. Another statement (Annexure 'B') showing State-wise the total number of salt factories, production during 1963, target of production for 1965-66 and target of capacity for 1965-66 is also laid on the Table of the House. [Placed in Library. See No. LT-3607/64].

(b) No, Sir.

Andhra Pradesh Minister's Visit Abroad

1280. **Shri Kolla Venkaiah:** Will the Minister of Commerce be pleased to state:

(a) whether the Minister of Industry and Finance of Andhra Pradesh Government visited the East European

countries and U.S.S.R. with a view to explore the possibilities of the development of trade with those countries and for getting aid, technical and otherwise for new factories and units in Andhra Pradesh; and

(b) if so, what are the achievements?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir. The Minister of Finance and Industries, Government of Andhra Pradesh visited Czechoslovakia, Hungary, Rumania, Yugoslavia and U.S.S.R. between 18th September and 10th October, 1964.

(b) His visit was mainly in connection with the collaboration agreements entered into with these countries; he utilized the visit for acquainting himself with further possibilities of industrial development and he had useful discussions with manufacturing organizations and Foreign Trade Ministries in these countries.

Pig Iron Plant at Hissar

1281. Shri Y. S. Chaudhary: Will the Minister of Steel and Mines be pleased to state:

(a) the capacity of the proposed pig iron plant at Hissar in Punjab and the anticipated investment by the Central Government in this project;

(b) the share of the State and the Central Governments in the capital outlay on the project; and

(c) when the project is expected to start functioning?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) to (c). A letter of intent has been issued in favour of the Government of Punjab for establishing a pig iron plant at Hissar with an annual capacity of 100,000 tonnes. The project report has been received by the State Government recently and is being scrutinised by them. Details relating to capital structure, date of commissioning etc. can be finalised only after the examination of the project report has been completed.

Export of Bananas to Arab Countries

1282. Shri Subodh Hansda: Will the Minister of Commerce be pleased to state:

(a) whether any study has been undertaken for the export of bananas to Arab countries; and

(b) if so, the result thereof and who conducted it?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). Arab countries are traditional buyers of Indian bananas and Indian businessmen are constantly visiting these countries to explore possibilities of increasing exports of bananas to them. The Banana Delegation consisting of representatives of the Co-operative Societies of growers of bananas in Maharashtra and Gujarat also visited Iraq, Lebanon and Syria in August-September, 1963.

Panchkura-Haldia Railway Line

1283. Shri B. K. Das: Will the Minister of Railways be pleased to state:

(a) whether the time-schedule for the construction of the Panchkura-Haldia Railway line is being maintained;

(b) whether it is a fact that there has, of late, been reduction of staff and shrinkage in other directions in the project; and

(c) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) to (c). Construction of this line is being planned to match with the schedule for execution of the Haldia port. In view of this, and also due to shortage of funds the Railway had to limit expenditure as far as possible on works on this project. However, there has been no reduction worth mentioning in the departmental establishment, so far, as initially the full complement of staff had not been posted. Care will be taken to be quite certain that the line is ready simultaneous with the readiness of the port.

Commercial Clerks

1284. { Shri Onkar Lal Berwa:
Shri Omkar Singh:
Shri Gulshan:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that by the introduction of Common Carriers' Liability, the individual responsibility of a Commercial Clerk has increased proportionately;

(b) if so, whether it is a fact that the pay scales of the Commercial Clerks have not been increased correspondingly nor the strength of the staff has been increased to shoulder the increasing liability; and

(c) whether it is proposed to examine the question of responsibility, strength and emoluments of the commercial staff in true perspective?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) Individual responsibility of the Commercial Clerk has not increased by the introduction of Common Carriers' Liability.

(b) In view of the answer to (a), raising of pay scales, as a result of assumption of Common Carriers' Liability does not arise. But the percentages laid down for distribution of posts of Commercial Clerks between their different grades have been revised with a view to provide them with better promotion prospects and thus offering on them greater financial fits. The strength of Commercial staff has also been augmented, never justified, on the basis of the increase in their work load due to all causes.

(c) Does not arise, in view of the reply to part (b) above.

रेलवे में माल की चोरी

1285. श्री बादशाह गुप्त : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि उत्तर 1821 (Ai). LSD—3,

रेलवे में 1963-64 में कितने मूल्य के माल की चोरी हुई ?

रेलवे मन्त्रालय में राज्य मन्त्री (डा० राम सुभग सिंह) : (1) 2,78,147 रुपये का माल चुराया गया ।

(2) 86,399 रुपये का माल बरामद हुआ ।

(3) 1,91,748 रुपये का नुकसान हुआ ।

Commonwealth Exports Council

1286. { Shri A. K. Gopalan:
Shri Umanath:
Shri M. N. Swamy:

Will the Minister of Commerce be pleased to state:

(a) whether Government have received any proposal from the British Government regarding the Commonwealth Exports Council; and

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

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). No proposal regarding the Commonwealth Exports Council has so far been received from the British Government.

Casual Labourers on S. Railway

1287. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that about 500 casual labourers with 3 to 8 years of service who attained temporary status in the Tiruchirapalli Division of the Southern Railway have been stopped from work recently;

(b) if so, the reasons therefor;

(c) whether new recruits have been put in their places; and

(d) the steps taken to decasualise the permanent posts in the Engineering Department of the Southern Railway?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Only 173 casual labourers, and not 500, employed against specific works on the open line have been

stopped from work. Out of these 109 had attained the temporary status and only 44 out of these had 3 to 6 years of service.

(b) The stoppage was due to completion of works on which they had been employed.

(c) No.

(d) Does not arise as no casual labourer has been engaged against a permanent post.

Import of Fertilisers

1288. **Shri K. C. Pant:** Will the Minister of Commerce be pleased to state the total quantity of fertilisers imported by the State Trading Corporation and other private parties in 1963 and 1964 (up-to-date)?

The Minister of Commerce (Shri Manubhai Shah): A statement is laid on the Table of the House.

STATEMENT

| | Quantity in '000' tonnes Value in Lakhs of Rupees | | | |
|------------------------------|--|------|-------|---------------------|
| | 1963 | | 1964 | |
| | Qty. | Val. | Qty. | Val. |
| Total Imports of Fertilizers | 1053 | 2515 | 796 | 1731 (Jan-Sept.) |
| S.T.C.'s Imports | 553 | 1174 | 343.6 | 826 (Jan-Nov.) |

Blast Furnace Bricks

1289. { **Shri Ram Sewak:**
 Shri P. G. Sen:

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

(a) whether a factory set up at Latkata (Orissa) with the collaboration of an American Company has started manufacturing quality blast furnace bricks;

(b) if so, what is its full capacity of production; and

(c) whether it can meet all the requirements of steel industry?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) and (b). One party has been issued licence for two plants—one at Barang and the other at Latkata, both in Orissa State for manufacturing quality blast furnace bricks. Their combined capacity is 60,000 tons per annum. Latkata plant has started production.

(c) No, Sir.

Vision Test of Train Clerks

1290. **Shri Hukam Chand Kachhaviya:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the Central Railway Train Clerks who were appointed prior to 1st July, 1957 are required to pass the vision test class B1 and the Train Clerks appointed after 1st July, 1957 are required to pass the vision test in class A3 which is a higher class for vision test; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No. They were examined in A2, a higher medical category than B1 prior to 6-1-1957 and afterwards the medical classification of Train Clerks was downgraded to lower medical category of A3.

(b) Does not arise.

Accident at Kaithalkuchi Station

{ **Shrimati Jyotsna Chanda:**
 Shri P. C. Borooah:
1291. { **Shri P. R. Chakraverti:**
 Shri Y. S. Chaudhary:
 Shri Onkar Lal Berwa:

Will the Minister of Railways be pleased to state:

(a) whether the inquiry into the cause of the collision between 5-UP Kamrup Express and Down Assam Express at Kaithalkuchi station on the Silliguri-Gauhati line on the 19th September, 1964, has been completed;

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

(c) the action taken against those found responsible for the accident?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). The Additional Commissioner of Railway Safety, Construction Circle, Calcutta who held a statutory enquiry into this accident, has not finalised his report so far.

Japanese Aid for Steel Plant

1292. { Shri D. C. Sharma:
Shri Surendra Pal Singh:
Shri P. Venkatasubbaiah:
Shri D. N. Tiwary:

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

(a) whether Japan has been extended an invitation to set up a steel plant in India; and

(b) if so, whether there has been any response?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). In the course of informal discussions with certain Japanese parties who have shown an interest in exploring the possibilities of setting up a steel plant in this country, the Government of India have made it clear that such collaboration/assistance would be welcome.

Aluminium Plant at Mettur

1293. Shri Dharmalingam: Will the Minister of Steel and Mines be pleased to state:

(a) whether the commissioning of the aluminium smelter plant being established at Mettur (Madras State), which was due in December, 1964 has been delayed; and

(b) if so, the reasons therefor?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). The private sector undertaking which is putting up the plant has informed us that they expect to commence production of alumina in January 1965 and aluminium metal a month or so later. The delay is, therefore, marginal.

उदयपुर-हिम्मतनगर निर्माण परियोजना

1294. श्री ओंकार लाल बेरवा : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे में उदयपुर-हिम्मतनगर निर्माण परियोजना पर कार्य करते हुए अनेक मजदूर पहाड़ टूट जाने से मारे गये अथवा घायल हुए;

(ख) क्या इस मामले की जांच कराई गई है; और

(ग) यदि हां, तो उसका क्या परिणाम निकला ?

रेलवे मन्त्रालय में उपरन्त्री (श्री शाम नाथ) : (क) 20-10-1964 को बिचौबारा और जगबोर के बीच मील नं० 95 पर एक दुर्घटना हो गयी जिसमें ठेकेदार के 9 मजदूर मर गये और 3 घायल हो गये।

(ख) जी हां, रेलवे के दो प्रशासनिक अफसरों की एक समिति द्वारा।

(ग) समिति की राय में कटिंग के पथरीले किनारों का एक हिस्सा एकाएक धंस जाने के कारण यह दुर्घटना हुई।

Railway Engines

1295. Shri U. M. Trivedi: Will the Minister of Railways be pleased to state:

(a) the particular types of engines which are in use on the Ghat Sections of Ajmer Division of Western Railway and since how long these engines have not been replaced;

(b) whether any attempt has been made to utilise YG Engines to replace them and whether such engines have proved to be failures; and

(c) if so, what steps have now been taken to replace the present engines?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) 'GR' and 'YG' types of Metre Gauge Steam locomotives are

being utilised on the Ghat Section of the Ajmer Division. These 'GR' type locomotives are only between 27 to 31 years of age. The 'YG' engines on the Western Railway are of less than 14 years of age. Neither the 'GR' nor the 'YG' locomotives are due replacement.

(b) 'YG' Engines have been introduced on the Ghat Section since 1962, and these have been working satisfactorily since then.

(c) Does not arise.

Tractor Plant

1296. { Shri Tan Singh:
Shri Yamuna Prasad Mandal:
Shrimati Savitri Nigam:
Shri Vishwa Nath Pandey:
Shri Hari Vishnu Kamath:
Shri N. C. Chatterjee:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether the U.S.S.R. has expressed its desire to set up a tractor plant in India;

(b) whether Government have agreed to the proposal; and

(c) if so, the broad details thereof?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh):

(a) to (c). An offer has been received from Messrs. Prommash export of U.S.S.R. for the establishment of a unit for the manufacture of agricultural tractors in the 12-18 DBHP range. The offer is under consideration.

Export of Bicycles to U.S.A.

1297. **Shrimati Renuka Barkataki:** Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that some importers from U.S.A. have shown interest in the import of Indian bicycles; and

(b) if so, whether any steps have been taken by Government to promote the export of Indian bicycles to U.S.A.?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir. Display of Indian Cycles at the New York World Fair has elicited a few trade enquiries from U.S. importers for bulk supply of Indian bicycles. These have been transmitted to the Indian manufacturers for urgent follow-up action.

(b) In addition to general facilities available to bicycle exports Government considers on merits applications for import of special components required to be incorporated in bicycles to suit American markets.

S.Ms and A.S.Ms on Central Railway

1298. **Shri Hukam Chand Kachhaviya:** Will the Minister of **Railways** be pleased to state:

(a) the number of posts in the following categories in the scales of Rs. 205/280 (AS) on the Central Railway, (i) Station Masters (ii) Assistant Station Masters; and

(b) the number of posts of the Assistant Station Masters in the scale of Rs. 150/240 on the Central Railway?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) (i) Station Masters: 714

(ii) Assistant Station Masters: 748

(b) There is now no scale like Rs. 150-240 (AS) for Assistant Station Masters on Railways. The number of posts in scale Rs. 130-240 (AS) (initial start at Rs. 150) is, however, 2420.

Incident at Bareilly Railway Station

1299. **Shri Gokulananda Mohanty:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a group of railway workers turned unruly and violent on the 27th September, 1964 at Bareilly Railway Station in consequence of which the senior station staff ran away for safety; and

(b) the action taken against the workers and also the senior staff?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No, but such an incident took place at Izatnagar on that day which did not, however, involve dereliction of duty on the part of the senior station staff.

(b) So far, no individual Railway employee has been found responsible against whom action could be taken on account of the incident at Izatnagar. This aspect is still under examination.

सीमेंट का उत्पादन और निर्यात

1300. श्रीमती जोहराबेन चावड़ा : क्या उद्योग तथा संभरण मन्त्री यह बताने

बताने की कृपा करेंगे कि :

(क) 1959 से 1964 तक प्रतिवर्ष हमारे देश में कितना सीमेंट तैयार हुआ और कितना खपत हुआ ; और

(ख) 1959 से 1964 तक (वर्ष-वार) विभिन्न देशों को कितना सीमेंट निर्यात किया गया ?

उद्योग तथा संभरण मन्त्रालय में भारी इंजीनियरिंग तथा उद्योग मन्त्री (श्री त्रि० ना० सिंह) : (क) और (ख). 1959 से 1964 तक सीमेंट का उत्पादन, उपभोग और निर्यात इस प्रकार रहा : —

| वर्ष | उत्पादन | उपभोग | निर्यात |
|--------------------|--------------------------|---------------------------|---------------------------|
| (मेट्रिक टनों में) | | | |
| 1959 | 6,933,000 | 6,779,000 | 155,000 |
| 1960 | 7,844,000 | 7,731,000 | 113,000 |
| 1961 | 8,246,000 | 8,118,000 | 114,000 |
| 1962 | 8,586,000 | 8,559,000 | 48,000 |
| 1963 | 9,355,000 | 9,324,000 | 57,000 |
| 1964 | 8,794,000 | 7,107,000 | 21,000 |
| | (केवल नवम्बर 1964 तक) | (केवल सितम्बर 1964 तक) | (केवल सितम्बर 1964 तक) |

Limestone Deposits near Udaipur

1301. **Shri Shiv Charan Mathur:** Will the Minister of Steel and Mines be pleased to state:

(a) whether it is a fact that the Department of Mines and Geology, Rajasthan has discovered a new deposit of limestone of good quality in close proximity of Udaipur;

(b) if so, the extent of reserves estimated to be available in this deposit; and

(c) how Government propose to exploit these reserves?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) According to an estimate made by the Government of Rajasthan, the reserves are of the order of 205 million tonnes.

(c) The State Government propose to exploit these reserves for the manufacture of cement.

Co-operative Spinning Mills in Kerala

1302. **Shri Maniyangadan:** Will the Minister of Commerce be pleased to refer to the reply given to Unstarred Question No. 1763 on the 3rd October, 1964 and state:

(a) whether any proposal has since

Grants (Railways) for 1964-65.

- (3) Consideration of a motion for reference of the Companies (Second Amendment) Bill 1964 to a Joint Committee.

- (4) Consideration and passing of: The official Trustees (Amendment) Bill, 1964, as passed by Rajya Sabha.

The Repealing and Amending Bill, 1964, as passed by Rajya Sabha.

The Gold (Control) Bill, 1963, as reported by Joint Committee.

The Indian Tariff (Amendment) Bill, 1964.

- (5) Discussion on the Thirteenth and Fourteenth Reports of the Union Public Service Commission on a motion to be moved by the Minister of State in the Ministry of Home Affairs.

- (6) Discussion of the statement made on the 20th November, 1964, by the Minister of Defence Production on the Establishment of new Ordnance Factories on a motion to be moved by Shri N. G. Ranga and others on Wednesday, the 16th December, at 3 p.m.

- (7) Further discussion on the manufacture, consumption and price of cars at 4 p.m. on Thursday, the 17th December.

Shri Nambiar (Tiruchirapalli): It was promised that a Bill on the Bonus Commission's Report will be brought before this House before the end of this session, but after yesterday's tripartite labour talks which have failed there is no possibility of that Bill forthcoming during the course of this session. Therefore, is it possible to arrange, as promised earlier, to have a discussion on the Bonus Commission's Report which is long overdue and which has already been promised?

श्री रामसेवक यादव (बाराबंकी) : अध्यक्ष महोदय, पिछड़े वर्ग आयोग के प्रतिवेदन पर माननीय यशपाल सिंह का एक प्रस्ताव था, उस पर चर्चा चल रही थी। उसके बारे में पता नहीं कि क्या हुआ, कब उस पर डिसकशन आवेगा, और दूसरी चीज जिसके बारे में मैं जानना चाहता हूँ वह यह है कि प्रधान मंत्री के खिलाफ जीप के सवाल को ले कर और भूटान के प्रश्न को ले कर एक निन्दा का प्रस्ताव था, उसके बारे में क्या हो रहा है, उसे कब तक लाया जायेगा।

श्री प्रकाशबीर शास्त्री (बिजनौर) : मैं यह जानना चाहता हूँ—संसद्-कार्य मंत्री को शायद ध्यान हो—कि उन्होंने आश्वासन दिया था कि विधि मंत्री सर्वोच्च न्यायालय के निर्णय के सम्बन्ध में इस सप्ताह एक वक्तव्य देंगे और उस वक्तव्य के ऊपर अगले सप्ताह किसी समय एक चर्चा रखी जायेगी। अभी सरकार की ओर से जो कार्यक्रमों की घोषणा की गयी है उसे देखने से यह पता नहीं लगता कि वह वक्तव्य देंगे या नहीं और उस पर चर्चा होगी या नहीं। सरकार का मन इस सम्बन्ध में आखिरकार क्या है, यह मैं जानना चाहता हूँ।

Shri Hem Barua (Gauhati): I submitted a "No-day-yet-named" motion on the peace talks in Nagaland and that motion has been admitted as far as I know. I will request the hon. Minister, through you, to find some time for that during this session.

श्री हुकम चन्द कश्यप (देवास) : मुझे बड़े दुःख के साथ कहना पड़ता है कि बोनस कमीशन की रिपोर्ट पर विचार के लिए समय नहीं दिया जाता। इसके बारे में बार बार घोषणा की जाती है पर इसके लिए समय नहीं दिया जाता।

अध्यक्ष महोदय : मेरी माननीय सदस्य से विनय है कि जब इस तरह का सवाल पूछा

[अध्यक्ष महोदय]

जाता है और एक माननीय सदस्य एक चीज को ले लेता है तो फिर उसको दुहराने की जरूरत नहीं रहती।

श्री हुकम चन्द कछवाय : हम हर सप्ताह इस बारे में माननीय मंत्री का ध्यान दिलाते हैं . . .

अध्यक्ष महोदय : वह तो नोटिस में आ गया।

श्री सत्य नारायण सिंह : शास्त्री जी के सवाल का मैं सब से पहले जवाब देना चाहता हूं क्योंकि उन्होंने कहा था कि शायद मुझे ध्यान हो। उनके पास घंटे दो घंटे में एक निमंत्रण जायेगा। कब्ल इसके कि यह मामला हाउस के सामने लाया जावे, इस विषय पर लीडर्स आफ पार्टीज़, जिनमें माननीय सदस्य भी शामिल हैं, के साथ सोमवार को कुछ परामर्श किया जायेगा। उसी मीटिंग में यह तै होगा कि इसको हाउस के सामने रखना है या नहीं। जैसा निर्णय होगा उसके मुताबिक काम किया जायेगा।

दूसरी बात बोनस कमीशन के बारे में है . . .

Shri N. Sreekantan Nair (Quilon): Speak in English. We are not able to understand your Hindi.

Mr. Speaker: Is there no translation?

Shri N. Sreekantan Nair: I submit that it is not fair, when the question was put in English, for the Minister to reply in Hindi. There was an earlier ruling. . .

Mr. Speaker: If the same is being interpreted in English, there ought not to be any objection. This much of accommodation should be there.

Shri Satya Narayan Sinha: This was put in Hindi as well. Anyway, it does not matter.

As I explained last time, because of the tripartite conference which was being held, this matter was under consideration. Now, I am told—perhaps yesterday—it has failed. I will certainly consult the Minister concerned and let the Members know about it. If he agrees—I do not know; I will have a discussion with him—I would like to place this matter before the House.

श्री हुकम चन्द कछवाय : उसको टाला जाता है।

श्री सत्य नारायण सिंह : कोई टालने की बात नहीं है।

श्री हुकम चन्द कछवाय : टाला जाता है।

अध्यक्ष महोदय : आर्डर, आर्डर। उन्होंने जवाब दे दिया। क्या आपको इस बात की इजाज़त न दी जाये कि मिनिस्टर से पूछ कर जवाब दे दें।

श्री हुकम चन्द कछवाय : अब वह यह कह रहे हैं, पहले क्यों नहीं कहा था।

श्री सत्य नारायण सिंह : मैं ने कहा कि यह मामला ट्रिपार्टाइट कानफरेंस के लिए रुका हुआ था, वह फेल हो गयी। यह कौन जानता था कल को भूकम्प आ जाये तो इसके बारे में कौन क्या कह सकता है।

Shri K. N. Pande (Hata): May I say one thing in this connection?

Mr. Speaker: Not now.

Shri K. N. Pande: That will facilitate him.

Mr. Speaker: Probably, he does not want that.

श्री राम सेवक यादव : जीप और चीन के बारे में बताया जाये।

श्री सत्य नारायण सिंह : जीप के सवाल के बारे में, आप को मालूम होगा, कुछ लिखा पढ़ी चल रही है। जीप का तो आज रिजोल्यूशन भी है।

श्री राम सेवक यादव : श्रीमन्, . . .

अध्यक्ष महोदय : उनको कहने तो दीजिये।

श्री सत्य नारायण सिंह : माननीय सदस्य की पार्टी के एक सदस्य की तरफ से यह सवाल उठाया गया है और जो कुछ उस सम्बन्ध में कहना होगा वह कहेंगे। वह बात आप के सामने आवेगी।

दूसरी बात चीन के सम्बन्ध में है, उसके बारे में पता नहीं चला कि किस स्टेटमेंट के बारे में माननीय सदस्य ने, जो कि आज मौजूद नहीं हैं, ऐतराज किया है। मैं ने आप के द्वारा उन से पुछवाया है कि उनका क्या सवाल है। वह मालूम हो जाये तो उसके बारे में कुछ कहा जा सकता है।

Shri Hem Barua: He has not replied to my query about the No-Date-Yet-Named Motion on Naga Peace Talks.

Shri Satya Narayan Sinha: I cannot say exactly. This matter has been just mentioned. I would consult the Minister concerned and let you know.

श्री राम सेवक यादव : मैं ने कहा था कि चीन और जीप के सम्बन्ध में एक निन्दा का प्रस्ताव दिया गया है। मंत्री महोदय ने कह दिया कि जीप के सम्बन्ध में एक प्रस्ताव हमारे दल के एक सदस्य ने दिया है। पर वह निन्दा का प्रस्ताव नहीं है। इसलिए दोनों को एक में नहीं मिलाया जा सकता। न मालूम वह अपने प्रस्ताव के बारे में क्या कहें। इसलिए मैं निन्दा के प्रस्ताव के बारे में जानना चाहता था।

अध्यक्ष महोदय : हमारे पास नोटिस आया था डाक्टर साहब का। उनको इस बारे

में लिखा गया है। उनसे इत्तला मिलने पर जवाब दिया जायेगा। उसका इन्तिजार है।

श्री सत्य नारायण सिंह : उन्होंने खुद कहा है कि वह निन्दा का प्रस्ताव है। यही तो हमारा भी ऐतराज है कि निन्दा का प्रस्ताव करना है तो सीधी चोट कीजिये। नो-डेट-यट-नेम्ड मॉशन के रूप में निन्दा का प्रस्ताव नहीं लाया जा सकता।

Shri Hem Barua rose—

Mr. Speaker: He has replied that he will consult the Minister.

Some Hon. Members rose—

Mr. Speaker: I will not allow new things to be raised now. Shri Hem Barua has pointed out that his enquiry has not been answered.....

श्री राम सेवक यादव : अध्यक्ष महोदय, उस प्रस्ताव के बारे में अभी जवाब नहीं मिला है, जो कि चल रहा है। उस पर चर्चा होगी या नहीं ?

अध्यक्ष महोदय : मैं इस बारे में फ़रवर एन्वयरी कर रहा हूँ। मैं ने डाक्टर साहब को जो चिट्ठी लिखी है, उस का जवाब आने से पहले मैं कोई फ़ैसला नहीं कर सकता हूँ।

श्री राम सेवक यादव : अध्यक्ष महोदय, मेरा तात्पर्य पिछड़ा वर्ग कमीशन की रिपोर्ट पर चर्चा से है। वह चर्चा शुरू हो चकी है।

श्री सत्य नारायण सिंह : वह बहस तो हो रही है।

Shri Surendranath Dwivedy (Kendrapara): It is not very clear from what the hon. Minister has announced whether the Report of the Backward Classes Commission and also the Report of the Scheduled Castes Commissioner would be taken up together or separately

Shri Satya Narayan Sinha: I have already announced in regard to the Report of the Commissioner for Scheduled Castes and Scheduled Tribes.

Shri Ram Sewak Yadav: That was a separate resolution.

Mr. Speaker: Shri Hukam Chand Kachhavaia gave me to understand that there was a part-heard discussion on the Backward Classes Commission's Report.

श्री सत्य नारायण सिंह : वह तो पार्ट-हर्ड डिस्कशन है । वह तो इसी सेशन में आ जायेगी ।

Shri K. N. Pande: In regard to the Bonus Commission's report, I would like to point out that the question has got so many complications. As a result of the decision at the tripartite conference, the matter has been put before a sub-committee consisting of labour representatives as well as the representatives of the employers. Let them resolve it first. If the matter is taken up here for discussion before that, it will create further complications. Therefore, my suggestion is that let the report of that sub-committee come first, and then the question can come up before the House.

12.12½

BUSINESS ADVISORY COMMITTEE

THIRTY-THIRD REPORT

Shri Rane (Buldana): I beg to move:

"That this House agrees with the Thirty-third Report of the Business Advisory Committee presented to the House on the 10th December, 1964".

Mr. Speaker: The question is:

"That this House agrees with the Thirty-third Report of the Business Advisory Committee presented to the House on the 10th December, 1964".

The motion was adopted.

12:13 hrs.

MOTION RE: ANNUAL REPORTS OF UNIVERSITY GRANTS COMMISSION FOR 1961-62 AND 1962-63—
Contd.

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri M. C. Chagla on the 9th December, 1964, namely:

"That the Annual Reports of the University Grants Commission for the years 1961-62 and 1962-63, laid on the Table of the House on the 21st August, 1963, and the 19th February, 1964, respectively, be taken into consideration."

The hon. Minister may now continue his speech.

श्री बालकृष्ण सिंह (चन्दौली) : अध्यक्ष महोदय, गोरखपुर यूनिवर्सिटी अधिनियम के कारण पोस्ट-ग्रेडेंट कक्षाएँ खोलने के सम्बन्ध में पूर्वी उत्तर प्रदेश के चौदह जिलों के डिग्री कालेजों में जो वैधानिक कठिनाई उपस्थित है, शिक्षा मंत्री के बोलने से पहले मझे उस के बारे में कुछ कहने के लिए दो मिनट का समय दे दीजिये, ताकि उन का उत्तर आ जाये ।

अध्यक्ष महोदय : मिनिस्टर साहब बोल रहे हैं । उस से पहले और स्पीच की इजाजत नहीं दी जा सकती है ।

The Minister of Education (Shri M. C. Chagla): I had just commenced yesterday afternoon when the House rose, and I was thanking the Members for participating in a very interesting debate. May I say this that I have received what I might call a mixed bouquet, partly of flattering compliments and partly of very strong and adverse criticisms? I do not certainly deserve the first, and I hope I also do not deserve the second. I

do not think it is necessary for me to explain to the House why I do not deserve the first. But it is my bounden duty to satisfy the House that I do not deserve the adverse criticism that has been advanced against what I said in presenting the two reports of the University Grants Commission.

The main criticism advanced against me by my hon. friends Shri Prakash Vir Shastri and Shri U. M. Trivedi was with regard to the medium of instruction. I have been accused of having changed Government policy. I have been told that I have given expression to views which do not represent the views of the Government and that I have deviated and departed from what was the settled policy of Government. This question goes on being raised from time to time. It has become like King Charles's head, and once and for all, I want to satisfy the House from documentary evidence that whatever I have been saying, whatever policy I have been enunciating, has been the policy of the Government and continues to be the policy of Government.

Now my hon. friend, Shri P. V. Shastri, said that when I returned from the USSR I pointed out that they had many republics, that the language of each republic was developed, that every encouragement was given to it by the Russian Government and yet there was an overall Russian language which everybody spoke. Then he said that although I said this after my return from the USSR—I complimented the scheme of education there—in my recent statement I have changed my views. That, again, is entirely erroneous.

Let me enunciate what is the policy about the medium of instruction. We are all agreed—Government is agreed—that ultimately the medium of instruction in the universities will be the regional language. There is no doubt about it. That must be the logical evolution of our policy. Once

we introduce the mother tongue in the secondary schools, when these boys go up to the universities, it must follow that the best system of education would be to impart to them education in universities in their own mother tongue. There is no doubt about it. But....

श्री किशन पटनायक (सम्बलपुर) :
यह "बट" कितने साल का है ?

श्री मृ० क० चागला : अगर माननीय सदस्य जरा मेहरबानी करेंगे, तो मैं बताऊंगा कि कितने साल का है और क्या करना है ।

अध्यक्ष महोदय : मिनिस्टर साहब उधर ध्यान न दें ।

Shri M. C. Chagla: This, again, is the policy of Government—I shall presently read it out—that the transition from English as the medium of instruction in universities to the regional languages should be careful, well-thought-out and after proper preparation was made.

Shri Ram Sewak Yadav (Barabanki): Precisely what is that?

Shri M. C. Chagla: If the hon. Member will have a little patience, I am going to satisfy him.

It is also the policy of Government that when you have 14 States and 14 languages . . .

Shri Hem Barua (Gauhati): 16 States.

Shri M. C. Chagla: 14 languages in the Constitution. When we have 14 languages, there should be a language which constitutes a bond and a link between the different parts of our country.

My hon. friend, Shri Shastri, said that I might be a jurist but am not an educationist. I lay claim neither to be a jurist nor to be an educationist. But I do lay claim to one thing, and I shall go on laying claim to that, and that is my passionate devotion to

[Shri M. C. Chagla]

the unity of this country. That is my faith and my creed. And I will not permit my hon. friend, Shri Shastri, or any other hon. Member on that side to make me deviate.....

Shri Kapur Singh (Ludhiana): On that side also.

Shri M. C. Chagla: Both sides. I will not permit my hon. friends on that side or on this side to permit me or to force me to deviate one inch or an iota from that policy that I have enunciated.

Shri Narasimha Reddy (Rajampet): Quite right.

श्री किशन पटनायक : क्या रिजनल लैंग्वेजिज की हिमायत करना हिन्दुस्तान की एकता, इंडियन यूनिटी, के खिलाफ जाना है ?

Shri M. C. Chagla: I am coming to that.

Shri Raghunath Singh (Varanasi): There should be no interference.

श्री किशन पटनायक : यह आरोप है ।

Mr. Speaker: Order, order. Let us hear the Minister patiently . . . (*Interruption*). He should hear me at least. Before I have spoken half a sentence, some hon. Members interrupt me. I was going to say that if some Member has to ask some questions or seek a clarification, I would allow it at the end.

श्री किशन पटनायक : सरकार एकता और राष्ट्रीयता को खत्म कर रही है और दूसरों पर आरोप लगाती है ।

Shri M. C. Chagla: I do not understand my learned friend's agitation. Is he not interested in the unity of India?

Shri Kishen Pattanayak: More than you.

Shri M. C. Chagla: I am very happy to learn that. If anyone is more interested than me in the unity of India, then I bow to him. Therefore, let us pursue an educational policy which will not undermine the unity of India.

May I again repeat the policy of Government? The policy of Government is—and I am going to support it by reading out excerpts from educational authorities—that we will work for the substitution of English by the regional languages as medium of instruction in the universities, but the transition must be careful, slow, well-prepared, and it is very important that, while we are working for that, we must not destroy the language which acts as a link between the different parts of our country.

There again, the policy of the Government of India is clear. We must work for the day when our own national language becomes the link language, that is Hindi, but till Hindi takes the place, English must continue.

श्री रामसेवक यादव : वह दिन कभी नहीं आयेगा अगर आप निश्चित हो कर बैठ रहेंगे ।

Mr. Speaker: I will request him to continue to face me.

Shri Raghunath Singh: He is more partial to the Opposition Benches.

Shri M. C. Chagla: I was facing them because the criticism came from them. I am sorry. I feel more encouragement if I look at you.

Mr. Speaker: Sometimes I become envious that he is looking towards them!

Shri M. C. Chagla: I have been told that we have been slow in substituting Hindi for English. I have been accused of not supporting the propagation of Hindi. That is a libel. I shall again satisfy this House as to what I have done in the course of one year that I have been Minister.

Let me tell the House that you cannot ram Hindi down the throats of South India.

श्री राम सेवक दादव : प्रान्तीय भाषाओं के बारे में आपका क्या कहना है ?

Shri M. C. Chagla: South India and Bengal are not prepared for this operation to open their throats for Hindi to be rammed down them.

Shri Kapur Singh: I do not want to interpret the hon. Minister, but does he mean that Hindi can be rammed down the throats of North Indians?

Shri M. C. Chagla: Therefore, I appeal to my hon. friends in the interests of the unity of India, in view of the fact that north, south, east and west constitute one country, that we should go slow. Let us carry the South and Bengal and other parts of India with us.

Therefore, my attempt has been to argue with them, to persuade them, to counsel them but I will not be a party to forcing Hindi upon the South or Bengal or any part of the country.

श्री किशन पटनायक : संविधान में फोर्सिंग की बात लिखी हुई है क्या ? भाषा के बारे में जो धारा है, उसके बारे में क्या यह लिखा हुआ है कि इसको किसी पर फोर्स किया जायेगा, किसी के साथ कमपलशन बरती जायेगी ?

अध्यक्ष महोदय : अब आप . . .

श्री राम सेवक दादव : अध्यक्ष महोदय, ऐसा कहा जाता है जैसे कोई हिन्दी जबर्दस्ती किसी पर लादना चाहता है । मंत्री महोदय अंग्रेजी लाद रहे हैं । जब वह हिन्दी और दूसरी भारतीय भाषाओं का दूँ बनावते हैं ।

अध्यक्ष महोदय : आप सब ने अपनी अपनी तकरीरें खत्म कर लीं और जो कुछ कहना था, कह लिया । अब गवर्नमेंट की जो पालिसी है

वह बताई जा रही है, उसको भी आप को सुनना चाहिये ।

श्री किशन पटनायक : गवर्नमेंट की पालिसी संविधान के खिलाफ . . .

अध्यक्ष महोदय : जो पालिसी है, उसको सुन तो लें ।

श्री किशन पटनायक : सुन नहीं सकते हैं । मैं वाक आउट करता हूँ ।

12.25 hrs.

[Shri Kishan Pattanayak then left the House.]

Shri M. C. Chagla: Whether the House approves of it or not, the policy of the Government is here. I had enunciated it in the other House, I have enunciated it here, and now I shall point out how this policy has been....

Shri Harish Chandra Mathur (Jalore): It is too much for the hon. Minister to say that the policy is there, whether the House approves it or not. The policy is there because the House has approved of it. You cannot have a policy which the House does not approve.

Shri M. C. Chagla: I accept the correction of Shri Mathur.

Shri Shinkre (Marmagao): If the House has already accepted it, there is no need for the Minister to speak.

Shri M. C. Chagla: This is the policy of the Government approved by the House, whatever any section of the House might say.

Let us see what the various educational authorities have said. Shri Shastri has said that I am not an educationist. I am not.

I plead guilty to the charge. He will at least respect what the educationist have said from 1948-49, what the Chief Ministers have said, what the Vice Chancellors have said and what the inter-university board has said. This is what our President Dr. Radhakrishnan said in the Commission's report of 1948-49:

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"But some time will elapse before such a consummation is reached. During the interval, whose length depends upon the earnestness of Governments, what is to be done? It is neither feasible nor desirable to create a void in the Centre by immediately abandoning the language which is in use. English will have to continue as the medium for federal business till the provinces are ready for the change and the provincial educational institutions have spread the federal language adequately...

English, however, must continue to be studied. Unable to have access to this knowledge, our standards of scholarship would fast deteriorate and our participation in the world movements of thought would become negligible. Its effects would be disastrous for our practical life, for living nations must move with the times and must respond quickly to the challenge of their surroundings. English is the only means of preventing our isolation from the world, and we will act unwisely if we allow ourselves to be enveloped in the folds of a dark curtain of ignorance."

That is what Dr. Radhakrishnan said. The Inter University Board says as follows:

"The Board feels that if fissiparous tendencies are not to develop and extreme provincialism spread, there is need for the Universities to have a common language. A common language is also necessary to enable students and teachers to migrate from one university to another, and generally for inter-university contacts"

We have passed that stage and unfortunately we have not been able to get agreement of our universities to

have a common language and they have now accepted that different universities will have different regional languages. What was emphasised was that we must see that the fissiparous tendencies in our country did not increase and that the bonds between different universities remained and that is why I have been emphasising the importance of a link language. The Board goes on to say:

"The Board realises that in certain areas the regional language of the State is considered suitable for being introduced as the medium at the university stage. But even in such cases, at this stage of development of higher education, there will be serious difficulties in producing suitable text books of highest standards and in finding teachers in sufficient numbers in the higher grades of learning. Educational institutions should not, therefore, be deprived of the freedom to continue to use English as the medium of instruction for the time being."

This is exactly what I have been saying. The Board says: All India institutions of teaching and research should for sometime to come continue to have English at least as one of the media of instruction."

I shall also read an extract from the official language Commission report of 1954-55:

"In any case the trend has been unmistakable in recent years and we have no doubt whatever that a change-over of the general medium from the English language to the Indian languages would come in our universities progressively in the near future and we entertain no misapprehensions as regards this trend, *provided* complete and satisfactory preparations are made and the change is suitably phased and graduated so as not to affect academic standards."

That was what the Official language Commission report of 1954-55 says... (Interruptions.)

The Kunzru Committee report of 1957 says:

"That the change from English to an Indian language as the medium of instruction at the university stage should not be hastened."

"That the change to an Indian language should be preceded by an adequate preparation both in the cultivation of the Indian language concerned as a medium of expression for learned purposes and by the preparation of a sufficient body of learned literature in that language in all subjects of study." I am sure this Committee will be accepted as a committee of eminent educationists.

Then we come to the Committee of Parliament on the Official Language, in 1959, It says:

"The gradual replacement of English in official work by Hindi and the regional languages does not mean severance of our ties with English. The special place which it must continue to have in the intellectual and scientific fields and as a means of international contacts is not conditional upon the perpetuation of the existing arrangements. English will continue to be of great help to us and remain an important subject of study especially for those engaged in advanced scientific work. The number of scientific and technical terms already runs into lakhs. Thousands of new words are being coined every year. Our scientists and technologists are familiar with English terms. The task of translating the existing and future scientific and technical terms into all Indian languages is immense and the risk that such translations may be artificial or inexact and unfamiliar to present day scientists and technologists has to be guarded

against. Different terminologies in different Indian languages may cause confusion and will make the interchange of scientific and technical knowledge within the country difficult."

Shri Hari Vishnu Kamath (Hoshangabad): I submit that the new words coined should be a little simpler.

Shri M. C. Chagla: It goes on to say that it is obviously desirable that there should be uniformity in the use of the scientific and technological words in all Indian languages. I have pointed out that.

Then, I may refer to the extracts from the resolution passed by the Chief Ministers' Conference in August, 1961. It shows that not only the Government of India's policy has not changed but has received the support of all the Chief Ministers. I will read that resolution:

"The question of the medium for university education was discussed at length. The tendency of regional languages to become the media for university education, though desirable in many ways, may well lead to the isolation of such universities from the rest of India unless there is a link in the shape of an all-India language."

This is a paraphrase of what I have been saying and repeating day in and day out.

"Teachers and students will not be able to migrate easily from one university to another and the cause of education will suffer for lack of a common link, between universities in different linguistic areas. The importance of such a common linguistic link between universities was emphasised. Such a common link can only be English or Hindi; ultimately it will have to be Hindi. And it is necessary, therefore, that every attempt should be made to make Hindi suitable for this

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purpose. The change-over to Hindi and generally to a regional language as a medium of instruction will only be effective when such a language has adequately developed for the purpose of modern education and more especially for the scientific and technical subjects. Every effort should be made to develop Hindi and other languages for this purpose. Till such time as this happens, English may be continued. It may also be possible and desirable for the change-over from English to Hindi or a regional language to be phased or divided up into subjects. Thus scientific and technical subjects will be taught for as long as necessary in English while other subjects may be taught with Hindi or the regional languages as media. In any event, the standard of teaching both in Hindi and English should be improved and maintained at a high level in schools and colleges."

Then we come to the views of the Inter-University Board of India, the University Grants Commission and the Vice-Chancellors' Conference; they all supported and approved the resolution passed by the National Integration Council at its meeting held in June, 1962. I shall read out the resolution. But before that—this is very important—may I read out the statement issued by the National Integration Conference held at New Delhi from September, 28 to October 1st, 1961:

"The Conference recognised that Hindi must develop ultimately as a link for inter-State communication. As, however, it would take some time for the language to evolve sufficiently to express all modern concepts, English will continue to serve the purpose till Hindi is adequately developed."

Shri Maurya (Aligarh): Is there any limit to it?

Shri M. C. Chagla: I will point out what we have done for Hindi. I would request the hon. Member to remain patient.

"As regards the medium of university education, while a plea was made for the use of Hindi as the medium of an all-India basis, the general view was that the regional languages are bound to replace English as the medium of instruction as soon as the necessary preparations for the change-over could be made acceptable to the academic world. But it was agreed that in such an agreement, there would be the necessity of a link in the shape of a language understood all over India. It was felt that this link must ultimately be Hindi, but since Hindi, like any other regional language, will take some time for its full development, English will continue to be such a link. This implied that Hindi must continue to be taught as a second language as in the secondary stage of education, where necessary; and it also implied that English, apart from continuing as a transitional link will remain as a language of international importance for the enrichment of our languages in regard to science and technology."

Finally, this is the extract from the proceedings of the National Integration Council held in June, 1962.

"The Council reaffirms the conclusions set out in paragraph 15 of the Statement issued by the National Integration Conference in September-October, 1961. The Council recalls that these conclusions did not differ materially from the decisions in regard to the medium of instruction at the university stage arrived at by the Chief Ministers' Conference in August, 1961, as also that they had since been accepted by the Emotional Integration Committee in its preliminary report.

The Council considers that, while generally speaking, the replacement of English as medium was thus an inevitable and which should be actively pursued, every care should be taken by universities to ensure that the transition is made without jeopardising the quality of education and after careful preparation, e.g., the cooperation of teachers and the availability of good standard books written by university teachers or other experts for which every incentive should be provided by the authorities concerned.

The Council lays stress on the importance of teaching English, as a compulsory subject, whether in any transitional scheme of the adoption of regional languages as medium of instruction, or even after the replacement has been fully carried out at a future date. In the transitional stage, English will serve as the link among university men, and between university and university in respect of exchange of professors or migration of students; whilst, at all times, as a language of great international importance, English would furnish a link with the outside world, constitute an indispensable tool for further study and assist in the development of the regional languages. The Council hopes that while English would thus be an international link at all times, its place as an internal link will gradually be taken by Hindi as it develops. The Council, therefore, urges that at the university stage, the students should be equipped with a progressively better command of Hindi in addition to good working knowledge of English such as would enable them to follow lectures delivered in that language.

"The change in the medium of instruction in a university is primarily a question for the university."
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sity to decide. While it seems natural that regional languages would gradually become the media of instruction at the university stage, the Council sees no reason why there should be any bar to the use of English or Hindi as a medium of instruction in a university, or in some of its colleges. Indeed it foresees that in some special circumstances, the establishment of such a college might become a desideratum."

I ask those who accused me yesterday, in the face of all these, is it justified, is it tenable to suggest that in whatever I have said, I have departed from the policy laid down by Government supported by all these educationists and approved by Parliament?

Some Hon. Members: No; you have not departed.

Shri M. C. Chagla: I repeat again. The policy is very simple. We are working towards the regional languages becoming the media of instruction in the universities.

The transition from English to the regional languages must be carefully phased and well prepared. We must not be faced with a situation where all universities will have regional languages and we will lose our link language. Therefore, our link language should ultimately be Hindi. But in the meanwhile, till Hindi takes the place, till it is accepted by the southern States, till it is accepted by Bengal, English must continue. Finally, even when all this is done English must remain as the international language, an asset which we possess which we should not throw away.

Shri Maurya: Sir, even yesterday I put a specific question. Is there any time limit for it?

Shri M. C. Chagla: I will mention about the time. My hon. friend knows it as much as I do, that education is a State subject. The uni-

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versities are autonomous bodies. It is for my hon. friend to tell the State to prepare for this. We will give every assistance, but we cannot do it. It is for the university to decide what the medium will be, what text-books should be prepared and what preparations should be made. Education is not a concurrent subject. My hon. friend cannot lay the blame at my door and say that universities still continue to have English as the medium.

Shri Maurya: Some of the universities are aided by the Centre.

Mr. Speaker: Aid is a different thing altogether.

Shri M. C. Chagla: Shri Prakash Vir Shastri laid another charge at my door which is again an equally unfair charge. The charge was that when I went to Gujarat I gave expression to something which differed from what the Prime Minister said when the Prime Minister visited Gujarat just a few days before. I fully believe in the collective responsibility of the Cabinet and I have the greatest loyalty for my Chief, the Prime Minister. I assure this House that in what I said I in no way departed from the policy of Government or from what the Prime Minister said a few days before. As a matter of fact, the subject of controversy in Gujarat which raged on me when I returned was not considered by the Prime Minister at all. What was the question? It is a very narrow question. In Gujarat they start teaching English from the Eighth Standard.

Shri Frank Anthony (Nominated—Anglo-Indians): Absurd. They can't learn it.

Shri M. C. Chagla: There is a strong demand that it should be started from the Fifth Standard. The Government does not agree to it. Deputations of secondary school headmasters visited me. All that they asked me was to

persuade the Government to make the teaching of English from the Fifth Standard optional. They said that if students come and want to learn from the Fifth Standard they will give all the facilities and they do not want any additional grant.

Shrimati Yashoda Reddy (Kurnool): Very reasonable.

Shri M. C. Chagla: I am glad that at least somebody thinks that this is reasonable, and this is exactly what I said.

Shri Narendra Singh Mahida (Anand): We also say that.

Shri M. C. Chagla: In my public speech I said: "I hope and trust the Government will consider this point of view because it seems to be very reasonable."

Shri Narendra Singh Mahida: But the Government is not thinking in those terms.

Shri M. C. Chagla: The Government of Gujarat takes the view that the Union Minister has no right to go to Gujarat, make a speech and say something which is contrary to the policy of the Government of Gujarat.

An Hon. Member: Undemocratic.

Shri M. C. Chagla: I entirely disagree with that point of view. Is it only the duty of the Centre to give money to the States for education?

Some hon. Members: No, no.

Shri Hari Vishnu Kamath: Advice and guidance also.

Shri M. C. Chagla: I have a right to speak to the people of Gujarat. In a democracy people must come before any Government. It is the people who create the Government. It is through the people that the Government

exists. I have a right to enunciate and elucidate the policy of the Centre in any State, in any part of India even if it happens to disagree with the policy of the State concerned.

Shri Narendra Singh Mahida: Gujarat is the only State which is not listening to the advice of the Education Minister (*Interruption*).

Shri M. C. Chagla: It is very surprising. This is a matter of record and Shri Shastri can find it out—I will send him the papers. Every Gujarat paper in Ahmedabad, after I made my speech, fully supported what I said, including the Congress paper—the leading Congress paper is *Gujarat Samachar*. It came out with headlines supporting the view I had taken.

Shri Prakash Vir Shastri (Bijnor): The Gujarat Provincial Congress Committee wrote a letter to the Prime Minister.

Shri M. C. Chagla: I am talking of the people of Gujarat and not of the Congress Committee. I will give an instance to Shri Shastri. We in Parliament, I am assuming, are in favour of education being made a concurrent subject. The Sapru Committee has recommended to that effect. The States do not agree. Is it suggested, if I go to Gujarat, I cannot appeal to the people to try to persuade their Government to make education a concurrent subject? Without the consent of the majority of States I cannot do so. To say that a Minister from the Centre can only tell the people what the Government of that State pleases or likes, I think it is an entirely untenable position.

Shri J. P. Jyotishi (Sagar): Let us not differ so much in public.

An Hon. Member: Even if it is a public issue?

Shri M. C. Chagla: My constituency is the whole of India. I have a right to speak to the people anywhere.

Dr. M. S. Aney (Nagpur): As a member of the Government you cannot do that under the Constitution.

Shri M. C. Chagla: As a member of Government I cannot take a view which is contrary to the policy laid down by the Centre.

श्री यशपाल सिंह (कैराना) : यह तो बहुत अच्छा हुआ कि माननीय मंत्री जी ने साफ कर दिया कि गुजरात की प्रदेश कांग्रेस कमेटी जनता का प्रतिनिधित्व नहीं करती है ।

Shri M. C. Chagla: I have not said that (*Interruptions*).

Mr. Speaker: Order, order. Democracy should not be carried too far here.

Shri Hari Vishnu Kamath: Sir, I want to seek a point of clarification. May I ask whether the very fine attitude he has displayed towards a provincial party organisation will be emulated by his colleagues on the Treasury Benches?

Mr. Speaker: That he may ask of his colleagues. Let us listen to the Minister now.

Shri M. C. Chagla: For the record I have not said anything about the Gujarat Provincial Congress Committee. I only mentioned, which is a fact, that the whole Press of Ahmedabad supported the view that I took and I think the view, as somebody said, was a very reasonable one. Give the option to those who want to study from the Fifth Standard.

Mr. Speaker: That "somebody" was Shrimati Yashoda Reddy.

Shri M. C. Chagla: Now, Sir, we do believe in this, that so long as English continues to be a part of our educational system it should be taught well. And,—I have got the statement here—almost all the States start teaching English from the Fifth or Sixth Standard. Many States are now going

[Shri M. C. Chagla]

to start it from the Third Standard itself.

Shri Frank Anthony: Quite right.

Shri M. C. Chagla: Uttar Pradesh and Madras have decided to do it. West Bengal has started it. Even Bihar has done so.

श्री राम सेवक यादव : यह सरकार और अंग्रेजी दोनों एक साथ साथ बंधी है ।

अध्यक्ष महोदय : दो तकरीरों तो साथ साथ नहीं चल सकती ।

Shri M. C. Chagla: Therefore, if we take the view that it would be good for education if English is started earlier, surely it is not such a crime or such a terrible thing that the Union Minister gave expression to the idea. So much for Gujarat and what my bon. friend has said.

Now I come to another point. I have been charged with not supporting the propagation of Hindi. I shall point out what the Ministry has done as far as Hindi is concerned.

Shri Nath Pai (Rajapur): Why is he all the while considering himself as an accused in the dock?

Mr. Speaker: Probably he has been longer in the judiciary and here in the Parliament he is new. He will get used to it. It is the job or duty of the Members to blame him and to charge him. Therefore, he should not take them so seriously.

श्री राम सेवक यादव : मंत्री का मतलब भारत सरकार से है । यह मंत्री की व्यक्तिगत नुक्ताचीनी नहीं है ।

Shri Hari Vishnu Kamath: "Sir, you too have been a Judge.

Shri M. C. Chagla: I confess, I have not been accustomed to the Parliamentary life. My feeling is that

Ministers should not be accused unjustifiably. Parliament has the right to be vigilant and to criticise; but the criticism should not be misguided and it is the duty of the Minister to answer to the criticism. That is my view of parliamentary life.

Coming to the subject, financial assistance is given to voluntary organisations to expand their activities in the propagation and development of Hindi. The allocation for the Third Plan was Rs. 25 lakhs. In the first three years we have spent Rs. 12.42 lakhs and for the current financial year the provision was raised from Rs. 6 lakhs to Rs. 29 lakhs.

Shri Frank Anthony: What a waste of public money?

Shri M. C. Chagla: Then there is appointment of Hindi teachers in non-Hindi speaking States. Hundred per cent assistance is given to the non-Hindi-speaking States for the appointment of Hindi teachers in higher secondary schools. The State Governments of Andhra Pradesh, Kerala, Maharashtra, Mysore, Orissa, West Bengal, Gujarat and Madras are participating in this scheme. For the Hindi teachers training college in non-Hindi speaking States one hundred per cent financial assistance is given. Under this programme teachers training institutions have already been set up one in Kerala, three in Mysore, three in Andhra Pradesh, one each in Madras and Gujarat. The Governments of West Bengal and Orissa propose to open a college each next year. The Maharashtra Government have provided facilities for the training of Hindi teachers in their existing colleges for which cent per cent grant is given by the Centre.

We have set up a Central Hindi Institute at Agra for the training of Hindi teachers, particularly for the non-Hindi-speaking States. Scholarships for advanced studies in Hindi are being given to the students of various

States. The number of scholarships has been raised from 200 to 1,000 this year.

Then we have a scheme of free gift of books to educational institutions in non-Hindi-speaking areas. Under this scheme selected books are purchased in bulk and distributed to schools and colleges and public libraries in the non-Hindi-speaking States. Books worth Rs. 2 lakhs are distributed each year.

Then I come to the Commission for Scientific and Technical Terminology. The Commission has revised and finalised scientific and technical terms up to the first degree standard in physics, chemistry, mathematics, botany, zoology, geology and geography. A consolidated English-Hindi glossary of about 50,000 terms in the subjects has been brought out. The Hindi-English version of this glossary is nearing completion. The Commission has also reviewed and finalised about 14,000 terms of medical sciences and about 4,000 terms in agriculture. For evolving terminology in three branches of engineering—civil, electrical and mechanical—an organisation has been set up in the University of Roorkee and the finalisation of the terminology in these three branches up to the first degree standard is likely to be completed within a period of two years.

Then there is the preparation and translation of standard scientific books at the university level. This scheme has been launched to facilitate a smooth change-over from English to Hindi and other Indian languages and also for popularisation of the scientific and technical terminology evolved by the Government of India. Under this scheme, 527 books have been approved for translation. The translation rights of 272 books have been procured. The programme of translation into Hindi is being implemented through universities, academic bodies of State Governments and literary societies of all India status engaged

in similar jobs for which hundred per cent assistance is given by the Government of India. Whole-time cells have been established at Delhi, Bhopal and Banaras and it is proposed to set up similar cells at two other places. Similarly, a Translation Bureau has been set up in the Central Hindi Directorate as well. The Gujarat State and the Punjabi University are also taking advantage of the scheme of translation of standard works into Gujarati and Punjabi.

Then there is the translation scheme for preparation, translation and publication of books in collaboration with the publishers. This scheme also aims at bringing out scientific and worthwhile books within the easy reach of common readers.

Does this record show that I have tried to suppress Hindi and I am not giving full support to it?

Shri Muthyal Rao (Mahbubnagar): Rs. 20 lakhs is not sufficient.

Shri M. C. Chagla: My hon. friend says that Rs. 20 lakhs is not sufficient. If I get Rs. 20 crores, I will use the whole of it.

I think the excitement is now over. Let me deal with the normal subject of the University Grants Commission. I did not introduce this topic. When I opened the debate on the University Grants Commission, I kept aloof from it; my hon. friends, Shri Trivedi and Shri Prakash Vir Shastri brought it out. So, I thought it was time that this matter should be finally settled and the House should know where I stand and where the Government stands.

श्री प्रकाशवीर शास्त्री : मंत्री महोदय ने बिल्कुल उल्टा समझाया। अगर अध्यक्ष महोदय ने इजाजत दी, तो मैं उन को बताऊंगा।

अध्यक्ष महोदय : आज तो नहीं।

Shri M. C. Chagla: There are some people who cannot be convinced.

[Shri M. C. Chagla]

Coming to the University Grants Commission, those who have spoken on this subject have overlooked the fact that the University Grants Commission functions under two important limitations. The first limitation is that of funds and the second, which is equally important, is that of the constitution of the Commission. Under the Act, it can only spend money on Central universities for maintenance. In case of universities, other than Central universities, it can only spend for development. My hon. friend, Shri D. C. Sharma, is not here. He said that everybody should be equal before the law and the universities should be equal before the University Grants Commission. But they are not and they cannot be. The law itself makes a distinction between Central universities and non-Central universities. The Central universities are under the Central Government. The rest are under the State Government. The law does not permit us to spend money on those State universities for the purpose of maintenance.

May I also point this out? There was criticism from various hon. Members about the appointment of Vice-Chancellors, about the appointment of university staff, about the appointment of the Syndicate and Senate, about the framing of statutes and rules and so on in different universities. But these hon. Members forget the fact that university is a State subject. Then there is such a thing as the autonomy of the university. So, we have no voice. Even when I read in the papers that a bad Vice-Chancellor has been appointed, what can I do? If I find that unsuitable people have been appointed to the staff of the university, I am helpless. Therefore, until this subject of university and higher education is made a concurrent subject this criticism in this House has no validity. I can control it only up to a point by writing to the Chancellor and appealing to him. But, under the law, under the Constitution, it is for the State to rectify and remedy these things.

An Hon. Member: Amend the law.

Shri M. C. Chagla: The same thing applies to affiliated colleges. I am painfully conscious how bad the standard of affiliated colleges is. But, there again, affiliation is in the hands of the university or of the States. We cannot tell the university: why did you affiliate this college which is not fit, disaffiliate this college and soon. But I may say that even there the Commission has prepared a scheme of selection of 100 colleges which could be given special assistance for their development, especially for post-graduate teaching.

Then, my hon. friend, Shri Pant, referred to two colleges at Nainital and Gyanpur. He said these were very good colleges but now the emoluments of teachers there had been downgraded. The other day a Member of Parliament told me that the Agra college, which has great traditions for the last one hundred years, has downgraded the salary scales of its teachers.

13 hrs.

Curiously, the State Government has taken the view that because the University Grants Commission has laid down a certain scale of remuneration all colleges should receive the same even though in the case of some colleges they were receiving more than what the University Grants Commission recommended. The object of the University Grants Commission was not that the salary scales in some colleges should be downgraded; their object was to upgrade the salary scales. But the State Government has taken this curious view. I assure my hon. friend, Shri Pant, that I have already taken this matter up with the University Grants Commission and we will see what we can do about it.

Then, my hon. friend, Shri Baja, mentioned about text books and said

that the U.G.C. should produce standard text books. I may mention for the information of the House that we have three schemes now working which will help us to enable our university students to get cheap text books—one is in collaboration with the United Kingdom, the other is in collaboration with the United States and the third, which has just been set up after my visit to the USSR, is in collaboration with that Government. The way it functions is that joint boards are set up and these joint boards decide the titles of books which should be put on the Indian market at cheap rates. In the case of Russian text books, of course, they will have to be translated. We have selected the most important text books in medical, technological and technical subjects because I realise how expensive these books are and these books should be made available to the students at cheap rates. These books are now being sold at one-third the price at which they are sold in the United States, the United Kingdom and the USSR.

Dr. Ranen Sen (Calcutta East): In which language is this translation being done?

Shri M. C. Chagla: It is done in English at present but it is open to any State to translate it into the regional language. These are very high class books dealing with technological, technical and medical subjects.

My hon. friend, Shri Barua, mentioned the need for 200 universities.

Shri Hem Barua: 250, I said.

Shri Nath Pai: Do not under-estimate.

Shri M. C. Chagla: Our hands are full with 61 universities and Shri Barua will realise what 250 universities will mean. As a matter of fact we do not want to have, as far as possible, any more universities if we

can help it. A university is not a college. A university is not an isolated academic centre. A university by its very name implies universality. That means, it must have different faculties.

Shri Hari Vishnu Kamath: No more for all time or only for the present?

Shri M. C. Chagla: No; I do not say that. We are going to be very strict about it. I am sure, Shri Barua did not mean it very seriously. He said that discipline would improve; but I do not think I need go any further into this.

A lady Member of this House Shrimati Lakshmikanthamma, mentioned women's education. May I say about this that the percentage of women students has risen in colleges and institutions of higher learning from 18.5 in 1962-63 to 19.5 in 1963-64.

An Hon. Member: Very slow progress.

Shri M. C. Chagla: The Commission shares 75 per cent of the expenditure on women's hostels against 50 per cent in the case of men's hostels.

An Hon. Member: Why this distinction?

Shri M. C. Chagla: The additional expenditure on the revision of salaries of women teachers is also shared to the extent of 75 per cent.

Shri Hem Barua: Why this bias for women?

Shri M. C. Chagla: Because women are still backward. That is why we have a bias.

Shri Hari Vishnu Kamath: They are in the House already.

An Hon. Member: How many?

Shri Hari Vishnu Kamath: More than enough.

Shri M. C. Chagla: I plead guilty to that bias. I hope, I shall continue to have it.

My hon. friend, Shri Sharma, and several other hon. Members complained about the delay in bringing these University Grants Commission's Reports before this House. I am not responsible for the business of this House. They should complain to the Minister of Parliamentary Affairs. The report is submitted in time and it is for my colleague to find time for it.

Shri Ram Sewak Yadav: What about joint responsibility?

Shri M. C. Chagla: Not for the business of the House. But I sympathise with my colleague, the Minister of Parliamentary Affairs, for whom I have great regard. There are more important matters which always come cropping up and this poor University Grants Commission goes on being postponed.

My hon. friend, Shri Sharma, mentioned that Dr. Kothari is a part-time Chairman of the Commission and that he has also been appointed part-time Chairman of the Education Commission. I wish to assure the House that it was with great difficulty that I could persuade Dr. Kothari to become the Chairman of the Education Commission. He is very hard worked and I think, we should pay a tribute to him that he agreed to serve as Chairman of that commission.

That is also an answer to the criticism made by Shri Shastri that I do not have representatives of regional languages. Dr. Kothari is a Hindi-speaking person. He knows the problem of Hindi; he comes from Rajasthan. As I said in the other House, after all, we can only have a few members on the Commission but that will not prevent anyone from coming and giving evidence or from submitting any memorial or statement and the Commission will consider any and every point of view. Therefore, Shri Shastri need not be afraid that the

point of view which he represents and which he so eloquently expressed in this House will not be placed before the Commission.

My hon. friend, Shri Sharma, said that 100 national scholarships were not enough. But he overlooks the fact that these are only granted by the University Grants Commission. The Ministry grants 90,000 post-matric scholarships for Scheduled Castes, Scheduled Tribes and other Backward Classes; 15,000 national scholarships for meritorious students and 24,000 national loan scholarships. Every year our Budget for scholarships is increasing.

An hon. Member mentioned that there was discrimination in grants to the Banaras Hindu University and the Aligarh Muslim University. Let me give the facts. The maintenance grants to Central universities are related to their size in terms of the number of departments and enrolment. During the year 1961-62, the total enrolment in all the departments which numbered 30 in Aligarh Muslim University was 5,042 whereas in Banaras Hindu University the total enrolment in 52 departments was 7,372. The maintenance grant to Aligarh Muslim University during the period, 1953-64 to 1961-62 went up 3.47 times from Rs. 15 lakhs in 1953-54 to Rs. 52 lakhs in 1962 while in the case of Banaras Hindu University the corresponding increase was from Rs. 27.50 lakhs to Rs. 75 lakhs, that is, 2.73 times. This will indicate clearly that Aligarh Muslim University is not suffering any discrimination so far as maintenance grants are concerned.

With regard to the development programmes, grants are released to the universities periodically keeping in view the progress achieved in their implementation. Similarly, the amount given to the two universities for revision of salary scales of teachers is dependent on the number

of teachers working there. In Banaras Hindu University the total teaching staff in 1961-62 was more than that of Aligarh Muslim University by about 70 per cent.

My hon. friend, Shri Shastri, mentioned, if I remember aright, how dare the Aligarh Muslim University teach Hindi in the Roman script. I had a talk with the Vice-Chancellor. I quite agree that our Constitution lays down that Hindi should be taught in the Devanagari script and the House knows that I have been trying to work for the Devanagari script. But what was pointed out to me—and I felt that there was considerable force in it—was that there were many students from the South in Aligarh who would not be prepared to study a new script in order to learn Hindi, but if it was Roman script because they knew English they would be able to learn Hindi. Which is better—not to know Hindi at all because you are not prepared to learn in that script or to know Hindi although it is taught in the Roman script? I thought this was done in the interest of Hindi. But if you have a prejudiced eye, you see everything distorted.

Shri Raghunath Singh: We will prefer Urdu script to a foreign script.

Shri M. C. Chagla: They have to learn that.

श्री जगदेव सिंह सिद्धान्ती (झज्जर) :
हिन्दी का उच्चारण शुद्ध नहीं हो सकता है।
बहुत खराब पालिसी यह है।

श्री राम सेवक यादव : हर प्रश्न का उत्तर हो सकता है, उसी तरह से यह जवाब है।

Shri M. C. Chagla: But this is not a policy. This was only intended for a few students from South India who expressed a desire to study Hindi. They said that the Devnagari script was difficult for them and that they knew the Roman script. They said that if they could get some books in

Roman script, they would like to learn Hindi. Facilities were provided for them.

श्री राम सेवक यादव : हिन्दी सीखना चाहते हैं लेकिन उसके अक्षरों से बैर।

Shri Raghunath Singh: Hindi and Devnagari script are two different things. Devnagari script is used in other countries too; it is international. It is taught in Nepal, Fiji, Mauritius and also here in Maharashtra and Gujarat and other areas. All the Sanskrit literature is in Devnagari script. That is not Hindi.

Shri M. C. Chagla: That is the script recommended by the Constitution. I realise this....(Interruption).

Shri P. R. Patel (Patan): What is the number of South Indian students in that University as compared to the number of other students?

Shri M. C. Chagla: Very few; about 10 or 15.

Shri Raghunath Singh: For 10 or 15 students you are doing this. (Interruptions).

Mr. Speaker: Order, order. Why these interruptions from all sides?

Shri M. C. Chagla: I need not repeat what I have said.

Then, Mr. Singh talked about education in rural areas and he complained that that aspect of education has been neglected. There are two important points in this connection. The new colleges which are being established at the rate of 100-150 per year in the country are being established in rural or semi-rural areas where high school education has already developed. The first need is to establish high schools in the rural areas and generally where there are 10-15 high schools, establishment of a college normally follows.

[Shri M. C. Chagla]

Then, there are 14 rural institutions of higher education in the country which cater to some specific programmes for rural requirements. On a reference from the Ministry of Education, the University Grants Commission considered if some of those could be brought under Section 3 of the UGC Act for being deemed as universities. The matter is under consideration and it is hoped that about 3 institutions could be deemed as universities.

Then, Shri Krishnapal Singh said that the UGC did not pay sufficient attention to physical side and character of students. May I say what the UGC has done? Grants are being provided to universities for the establishment of health centres. 32 Universities have so far been assisted for this purpose. The Commission has appointed a Committee under the Chairmanship of Dr. A. L. Mudaliar to examine the proposal for introducing a health service scheme in the universities for their staff and students. The Commission has agreed to help universities to engage sports coaches trained by the National Institute of Sports, Patiala. Universities and colleges are providing facilities for games and sports out of their normal budgets and grants from State Governments. Funds for physical education are being disbursed by the Ministry of Education.

As regards the promotion of character, may I say that my hon. friend Mr. Barua—I do not think he would deliberately do so; it is not fair of him if I may say so—perhaps he had not read fully my Convocation Address to the Delhi University. He said that in that Address I blamed the politicians for students' indiscipline. That was only one of the causes. I also stressed the emotional and psychological causes.

Shri Hem Barua: But that particular theme was reported in the papers, you blaming the politicians.

Shri M. C. Chagla: You know what the papers do. They pick out something.

Shri Ram Sewak Yadav: He is himself a politician.

Shri Hem Barua: That means he has accused himself.

Shri M. C. Chagla: I gave three or four causes.....

Shri C. K. Bhattacharya (Raiganj): The Radhakrishnan Commission on University Education blamed the teacher-politicians for all the troubles in the Universities.

Shri M. C. Chagla: I also said, the home surroundings were not satisfactory. They had nothing to do in the vacations. I asked the Delhi University authorities to tell their students to do something creative. They do nothing. They go to coffee houses and cinemas and they suffer from frustration. I said that one of the important things to do is to find something for the students to do during the leisure hours and during the vacations.

May I point out, as regards character, that the Commission has generally accepted the recommendations of the Sri Prakasa Committee relating to the institutions of Chairs in the field of comparative religion, ethics and moral philosophy? Such Chairs are to be instituted in the Universities of Allahabad, Bombay, Calcutta, Kuruksheetra, Madras, Magadh, Osmania, Poona, Rajasthan and Visva-Bharati.

Shri Krishnapal Singh (Jalesar): Not Agra.

Shri J. P. Jyotishi: Nothing to improve the character of boys of other Universities?

Shri M. C. Chagla: The problem of student indiscipline was examined by a committee appointed by the U.G.C. The Commission has been trying to provide the necessary amenities to the student community and suitable con-

ditions for work and study which are conducive to an improvement in the general academic atmosphere and student behaviour. Now, as to what has been done, I referred to it in my opening speech. So, I will not repeat that.

Then, a very important question was raised with regard to corruption in education. Two or three Members spoke about it. Well, I have already used fairly strong language about capitation fees charged in some parts of India. I said it was black-marketing in education. This matter was taken up when we met in Bangalore in the Central Advisory Board of Education.

Shrimati Yashoda Reddy: It is black-marketing in education.

Shri Shinkre: Not black-marketing; there is stock exchange in education.

Shri M. C. Chagla: And all the Ministers agreed that something should be done about this. What is worse is, unqualified people, inexperienced people, put up boards and say they are prepared to teach students and they charge fees. They have commercialised education. I told the Chief Ministers, "If you want to drive a car, you need a licence. But you can set up yourself as an educationist without any permission at all." They agreed with me that if I could send them a model Bill, they will try to introduce it in their respective States so that some control should be kept over those who pose as educationalists without any qualifications.

Shri Hari Vishnu Kamath: Rank cheating it is.

Shri Nath Pai: Quacks and pedlars.

Shri M. C. Chagla: I told them that they can prosecute them. They said that it is difficult. I am looking into it. But I think the problem of corruption in education is the same as the problem of corruption everywhere.

Shri Narendra Singh Mahida: What about guide books and other unauthorised books?

Shri J. P. Jyotishi: This is the root of all corruption.

श्री योगेन्द्र झा (मधुबनी) : ज्यादा सम्पन्न लोग ज्यादा करप्ट हैं, ऐसा क्यों ?

Shri M. C. Chagla: In my opinion, corruption is always due to scarcity. When we have a society of scarcity, there is corruption; when we have a society of plenty, there is no corruption.

Shri Hem Barua: No; not always.

Shri Nath Pai: You may say there is scarcity of character in leadership, particularly in the leaders and in the Treasury Benches.

Shri M. C. Chagla: We can avoid this if we had sufficient number of institutions. Therefore, we must have more facilities for these students so that they are not tempted to pay these large capitation fees.

Then, a legitimate criticism was made about the failure of these matching grants. I entirely agree there. I think the matching grants have failed because when the University Grants Commission says, they are prepared to pay 50 per cent, the State is not in a position to pay the other 50 per cent. Apart from that, after five years or so, even this 50 per cent becomes a committed expenditure. Therefore, we have taken it up with the Finance Ministry that this idea of matching grant has not worked not only in the realm of higher education but even in the realm of primary and secondary education. But I might point out that in the following matters, the University Grants Commission has provided cent per cent assistance—so, the question of matching grants does not come in here—namely, for the development of

[Shri M. C. Chagla]

facilities in an established department engaged in post-graduate teaching and research, for the development of selected university departments as centres of advanced study, for books and journals needed by universities, for text-book libraries in colleges, for research and learned work, for summer schools and seminars etc.

Then, a point was made, to which I entirely agree, that higher technical, medical and agricultural education should all be brought under the purview of the Ministry of Education. I think that it is wrong to fragment education. All institutions of higher education should come under the same umbrella. Other Ministries are concerned in this matter, and we shall see whether we can arrive at some settlement on this question.

A point was also made that sufficient attention had not been given to examination reform and the problem of wastage. The report on examination reform prepared by the expert committee appointed by the commission has been published. Many universities have expressed their general agreement with the recommendations of the committee and are contemplating the introduction of certain measures of reforms such as selective admissions, provision of tutorial guidance and the giving of due weight to sessional work in the final assessment. Assistance has been given to some universities to set up examination reform units, and a centre of advanced studies in educational research is being established in the Baroda University.

The problem of wastage is being tackled by improving library and laboratory facilities and the standards of instruction and providing essential opportunities and incentives for advanced study and research.

I believe that I have dealt with most of the points that have been raised in the course of the debate. I hope, if I may repeat what I said

while introducing this motion—you may criticise me as a Minister; you may criticise the Government policy, but as far as the University Grants Commission is concerned, you will agree with me that during the two or three years the report for which we are discussing now, they have done very fine work and they have rendered very good service to the cause of higher education.

Shri Raghunath Singh: What about my point about marine engineering and maritime law? That has not been replied to.

Shri M. C. Chagla: The point raised by my hon. friend Shri Raghunath Singh was that we should have a course of marine engineering in this country which has a very long sea-board and which has had great marine traditions in the past. As my hon. friend knows, I replied to that point, and pointed out what the position was. But perhaps I think it is better if I place the facts before the House.

The training of engineers and navigation personnel for the merchant navy is the direct responsibility of the Ministry of Transport. It has set up a merchant navy training board to advise it on various matters. That Ministry has established a marine engineering college at Calcutta and a nautical engineering college at Bombay. In the college at Calcutta, hundred students are admitted every year for training as marine engineers for ships. The college at Bombay provides facilities for part-time courses to engineering apprentices in order that they may prepare themselves for the competency certificate examination held by the Ministry of Transport. Nobody who does not hold a competency certificate of the Ministry of Transport can be employed by the shipping companies in a responsible engineering position on a sea-going vessel. The merchant navy training

board is at present considering a proposal for starting a training academy in Goa which will give one-year common basic training both to engineers and to navigators. After the common course, the two streams will proceed to their respective training establishments to have higher specialised training.

Engineering courses in universities, about which my hon. friend spoke, and colleges affiliated to them are designed to train persons who can be employed in production work, developmental work or design and research. Since marine engineers for ships are needed solely for maintenance, courses in marine engineering as such have not been introduced in any of the university colleges as yet. When the manufacture of ships is undertaken in this country in a big way, the demand for marine engineering graduates will arise which can be fulfilled by providing courses in selected university colleges.

The shipping industry requires another type of engineer called the naval architect. There is a difference in the case of the naval architect. The marine engineer looks after the engine, whereas the naval architect looks after the building of the ships, whose task it is to design and build ships. Facilities for the degree in naval architecture have been provided in the Indian Institute of Technology, Kharagpur for some years now. The offtake of graduates in this field is small, and, therefore, the course is run only by one institution in the country. The admissions to the course which is run in co-operation with shipyards vary from 15 to 20 every year. Practical training in the shipyard forms an integral part of the course. If the shipping industry should require more naval architects, facilities could be easily expanded at Kharagpur.

Shri Ragunath Singh: What about maritime law? At present, this is not taught in any university.

Shri M. C. Chagla: I have already written to the University Grants Commission to see whether they can help the Banaras Hindu University to include maritime law in the law course.

So many points had been raised, and I hope that I have not overlooked any. I have tried to answer as many as I can. Once again, I thank the House for the patience with which it has heard me.

Some Hon. Members rose—

अध्यक्ष महोदय : अगर आप लोग खामोशी से खड़े हों तो मैं एक एक को बुला लूंगा, लेकिन अगर खड़े हो कर एक साथ आप सवाल करना शुरू कर देंगे तो मेरे लिए मुश्किल हो जायगा। और कोई सवाल एक मिनट से ज्यादा का न हो।

श्री यशपाल सिंह : अंग्रेज यह फाल्स लाजिक पेश करता था कि जब हिन्दू और मुसलमान मिल जायेंगे तो हम यहाँ से चले जायेंगे। वही फाल्स लाजिक मिनिस्टर साहब पेश कर रहे हैं कि जब हिन्दी और अन्य भारतीय भाषायें प्रबल हो जायेंगी तो अंग्रेजी चली जायगी। लेकिन आज जो हिन्दी के मुहाफिज बैठे हुए हैं उन के होते हुए हिन्दी या भारतीय भाषायें कैसे प्रबल हो सकेंगी? इस बारे में संविधान में जो आपने पवित्र वायदा किया था उस का क्या होगा।

अध्यक्ष महोदय : आप तो नए सिरे से स्पीच देने लगे।

श्री यशपाल सिंह : मैंने एक मिनट में ही कहा है, ज्यादा वक्त तो नहीं लिया।

अध्यक्ष महोदय : इस का यह मतलब तो नहीं कि जो कुछ मर्जी में आवे कह दिया जाये।

श्री यशपाल सिंह : मैंने पूछा है कि जो सरकार ने वायदा किया था उस का क्या हुआ ?

श्री राम सेवक यादव : संविधान के निर्माताओं ने अंग्रेजी को समाप्त करने और उसकी जगह देशी भाषाओं और हिन्दी को रखने के लिए एक समय निर्धारित किया था और वह था 1965 । माननीय मंत्री महोदय भी कहते हैं, सरकार की ओर से आश्वासन दिया जाता है कि हिन्दी या दूसरी भाषायें अपना स्थान लेंगी लेकिन जब वे इस लायक बन जायेंगी । मैं जानना चाहता हूँ कि जिस तरह से संविधान निर्माताओं ने एक समय निर्धारित किया था, क्या वैसी ही कोई चीज इस मंत्रालय के दिमाग में है ? कब तक यह सम्भव हो सकेगा ? नहीं तो आज जो उत्तर और दक्षिण के बीच में या हिन्दी और दूसरी अन्य भाषाओं के बीच में जो द्वन्द्व शुरू कर दिया गया है इस की सारी जिम्मेदारी इस मंत्रालय पर ही है ।

श्री बोर शास्त्री : कल मैंने कहा था कि श्री चागला शिक्षा शास्त्री होने के बजाय न्याय शास्त्री अधिक हैं, लेकिन आज मैं बल पूर्वक उन अपने शब्दों को दुहराना चाहता हूँ । दुर्भाग्य से अध्यक्ष महोदय, आप उस समय कुरसी पर नहीं थे जब मैं बोल रहा था, उस समय उपाध्यक्ष महोदय कुरसी पर थे । अगर श्री चागला मेरे उस भाषण की एक पंक्ति में भी यह बता सकेंगे कि मैं जबरदस्ती किसी भी राज्य में हिन्दी लादने के पक्ष में हूँ, तो मैं इस भरे हाउस में अपनी भूल स्वीकार कर लूंगा । और अगर उस भाषण की आड़ में श्री चागला ने यह कह कर हिन्दी और दूसरी भाषाओं के बीच में भेद उत्पन्न करना चाहा है, तो मैं चाहूंगा कि शिक्षा मंत्री श्री चागला इस भरे हाउस में अपनी भूल को स्वीकार करें । एक बात . .

अध्यक्ष महोदय : इस तरह एक दूसरा भाषण तो नहीं दिया जा सकता ।

श्री प्रकाशबीर शास्त्री : मैं भाषण नहीं दे रहा, मैं तो प्रश्न पूछना चाहता हूँ ।

अध्यक्ष महोदय : प्रश्न करना हो तो उस तरह से करिए ।

श्री प्रकाशबीर शास्त्री : जब संविधान में कहा गया है कि हिन्दी वह है जो देवनागरी लिपि में लिखी जाय, तो क्या अलीगढ़ यूनी-वर्सिटी में 15 बच्चों के लिए अलग से हिन्दी पढ़ाने के लिए रोमन लिपि की व्यवस्था करके क्या देश में अनेकता का वातावरण पैदा नहीं किया जा रहा है? यदि कल को कोई कहे कि हिन्दी को फारसी या किसी और लिपि के द्वारा पढ़ाया जाय तो क्या उस का आप प्रबन्ध कर देंगे? क्या इस प्रकार अनेकता की स्थिति पैदा नहीं हो रही है ?

Shri Narendra Singh Mahida: May I know whether Government propose to change the name of the Aligarh Muslim University to 'Aligarh University'?

डा० रानेन सेन : श्री-लैंग्वेज फार्मूला के अन्तर्गत यह तय हो गया था कि हिन्दी-भाषा-भाषी राज्यों में एक माड्रन इंडियन लैंग्वेज कम्पलसरी तौर पर मिखाई जाये । हम लोगों को खबर मिली है कि हिन्दी-भाषा-भाषी राज्यों ने पंजाबी, या तामिल, बंगला आदि कोई माड्रन इंडियन लैंग्वेज सिखाने से इन्कार किया है । मैं यह जानना चाहता हूँ कि इस बारे में इस मंत्रालय का क्या कहना है और क्या करना है ।

श्री बालकृष्ण सिंह : ईस्ट्रन यू० पी० के चौदह जिलों में तीस डिग्री कालेज गोरखपुर यूनिवर्सिटी से एफिलिएटेड हैं । गोरखपुर यूनिवर्सिटी अधिनियम के कारण उन कालेजों में पोस्ट-ग्रेजुएट शिक्षा नहीं दी जा सकती है, जबकि यू० पी० के बाकी चालीस जिलों

में वह शिक्षा दी जाती है। गोरखपुर में एंग्लो-कल्चर की शिक्षा नहीं दी जाती है और एंग्लो-कल्चर की कोई फ़ैकल्टी नहीं है। इस प्रकार इन तीस डिग्री कालेजों में न तो कृषि की पोस्ट-ग्रेडुएट शिक्षा दी जा सकती है और न दूसरे विषयों की उत्तर स्नातकीय शिक्षा दी जा सकती है। मैं यह जानना चाहता हूँ कि ईस्टर्न यू० पी० के साथ यह भेदभाव क्यों है और गोरखपुर यूनिवर्सिटी जो ईस्टर्न यू० पी० के लिए शिक्षा के सम्बन्ध में "डाग इन दि मेंजर" बनी हुई है, उस की इस नीति को बदलने के लिए क्या किया जा रहा है।

Shrimati Yashoda Reddy: In view of the fact that now there is so much of agitation by the Hindi fanatics....

Mr. Speaker: She should ask the question straight.

Shrimati Yashoda Reddy:with their intolerant and emphatic attitude about sticking to the time-limit fixed in the Constitution, and in view of the fact that we have amended the Constitution many times, do Government think it possible to amend the Constitution to extend the time-limit till such time as the South Indians and other non-Hindi speaking people are able to accept Hindi as the official language so that till that time English is allowed to continue to have its present status?

Dr. M. S. Aney: No.

Mr. Speaker: Order, order. There ought to be some minimum standard observed at any time. I do not know whether that explosion was deliberate or otherwise.

Shri Mohammad Elias (Howrah): Will the Government take any action with regard to the agitation of professors of West Bengal who have decided to boycott examining of the

papers from the end of this month because if it is allowed to happen, there will be a disaster in West Bengal? Will the Central Government intervene in the matter?

श्री तुलशीदास जाधव (नांदेड़): कालेजों में पुस्तकें तो इंग्लिश की दी जाती हैं और पढ़ाया जाता है मात्र-भाषा में। यह जो विरुद्ध-दिशा चलती है, उस के लिये क्या किया जा रहा है ?

श्री ज्व० प्र० ज्योतिषी: देश के लिए हमारे जंगलों का उत्पादन बहुत महत्वपूर्ण स्थान रखता है। इस सम्बन्ध में शिक्षण देने के लिए देहरादून में जो संस्था है, वह अच्छा काम कर रही है। मुझे पता चला है कि शासन उस को यूनिवर्सिटी का रूप देने जा रहा है। मैं यह जानना चाहता हूँ कि मंत्री महोदय इस बारे में क्या सोच रहे हैं।

Shri C. M. Kedaria (Mandvi): In view of what has been stated by the Minister about the demand for the teaching of English, is he aware that in Gujarat there is a resolution passed by the Secondary School Teachers' Association that English should be taught from the 8th, and there is also a great demand from the rural areas that English should be taught from the 8th standard? So is he aware that, looking to the spirit of the people who have advocated the teaching of English, from 8th? Is it also not the fundamental right of the citizens?

Mr. Speaker: That is all right. Shri Kapur Singh.

Shri Kapur Singh: Has the Minister of Education informed himself of the state of affairs prevailing in the Punjab in which the Punjab Government have set themselves on the deliberate policy of eliminating all Sikh influence from the senates of the four universities of Punjab? If he has, does he propose to register any positive reaction to this?

Shri M. C. Chagla: I do not know whether I am expected to reply to all the questions. I think I will give an omnibus reply.

I have carefully listened to every question. I shall pay attention to them and wherever necessary, take action.

श्री रामसेवक यादव : जो प्रश्न पूछे गए हैं, उन का जवाब तो आना चाहिए ।

अध्यक्ष महोदय : मैंने ये प्रश्न बक्क के बाद पूछने की इजाजत दी थी । मिनिस्टर साहब कहते हैं कि वह एक एक प्रश्न का उत्तर नहीं दे सकते ।

This has been considered by the House. We will take up the next item.

12.35 hrs.

MOTION RE: TWELFTH REPORT OF
THE COMMISSIONER FOR SCHEDULED
CASTES AND SCHEDULED
TRIBES

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): I beg to move the following:

"That this House takes note of the Twelfth Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1962-63, laid on the Table of the House on the 24th November, 1964".

13.33½ hrs.

[MR. DEPUTY-SPEAKER in the Chair].

In this connection, I would like to place before the House some of the broad objectives of the programme that is implemented by Government. This Report of the Commissioner for Scheduled Castes and Scheduled Tribes, was submitted to us on 31st October, 1963 which was the due date. But copies were laid on the

Table only after a year. So I owe an apology to the House for the delay. The delay was due to the delay in printing....

Shrimati Renuka Ray (Malda): One year!

Shrimati Chandrasekhar: Delay in placing the Report on the Table of both Houses was due to the time it took in the printing press. Actually the first part of the Report was received by us on 17th September, though the manuscripts were sent to the printing presses on 23rd November. The second part was available to us only on 10th November. Therefore, we could lay copies of this Report only on the 24th November. Even the Hindi version of the Report was laid on the Table only a few days back. So we realise this delay. Henceforth we intend to have the Report printed by private printing presses so as to let the House have the Report as early as possible.

The Commissioner has made 231 recommendations on various aspects of the problem relating to the scheduled castes and scheduled tribes and the other backward classes. By the very nature of the problem, most of the recommendations call for action by State Governments. The recommendations that call for action by the Government of India are being dealt with by the Central Government in consultation with the concerned Ministries. Some action has already been taken.

Art. 46 of the Constitution specially enjoins on the State the duty to promote with special care the economic and educational interests of the weaker sections, in particular the scheduled castes and the scheduled tribes and to protect them against social injustice and all forms of exploitation.

The House is aware that ever since independence, Government having been taking various measures for the welfare of the backward classes. This

work, which was formerly the responsibility of the Home Ministry, has recently been transferred to the newly-constituted Department of Social Security, and it will be the endeavour of this department to take all possible steps to raise the economic standard of the backward classes so that they may be able to stand on their own feet.

Coming to the broad objective of the welfare plans, the objective is to bring about the material development of the scheduled castes and scheduled tribes, so that they can come to the level of the general population. The material benefits do not include only giving certain scholarships, providing schools and hostels and hospitals and drinking water supply, but also include economic development, where the department intends to give certain assistance in the setting up of cottage and village industries, and also to improve the agriculture of these backward classes. The Department of social security having been entrusted with the work of khadi and village and cottage industries, I think it will be easier for us now to think of certain schemes and plans for the benefit of these communities.

The House is aware that for the last few years the programme for the welfare of backward classes is being implemented, and that every year the outlay on the schemes has been increasing. We felt there should be more contact by the Government of India with the field where the programmes are actually implemented. So, a special officer called Director, Backward Classes Welfare, was appointed and his duty is to ensure that the amounts are properly spent, and also to review the results to find out whether they are commensurate with the expenditure, and to suggest measures for the speedy rectification of defects. The Director took over in December, 1963, and since then he has visited most of the States—Andhra Pradesh, Bihar, Gujarat, Madhya Pradesh, Madras, Mysore, Orissa, West Bengal and Pondicherry. He has given comments

and suggestions in respect of various schemes, particularly Central schemes, to the State Governments.

In addition, the Commissioner is submitting a report every year, making an assessment of the progress of the welfare schemes that are carried out for these communities. To carry out this work effectively, the Commissioner's organisation has been strengthened, and there will be now two Assistant Commissioners in Madhya Pradesh, and one in each of the remaining States. However, there are three posts which are still lying vacant at present, for which we are taking steps to have suitable officers installed as early as possible.

Coming to the programme for the backward classes, the backward classes plan comprises a Central Sector programme of high priority schemes relating to disabilities requiring intensive country-wide measures over a considerable time, and also the State Sector programme of pre-matric scholarships, economic uplift, health, housing etc. The Central Government bears the entire expenditure on the Central Sector schemes, while for State Sector schemes, assistance to the extent of 75 per cent is given for schemes of pre-matric education and 50 per cent for the other schemes. The Central Sector schemes for the Scheduled Tribes include: (1) Tribal Development Blocks, (2) Co-operation, (3) Tribal Research and Training, (4) Tribal Girls' Hostels, and (5) Post-Matric Scholarships.

For Scheduled Castes, the Central Sector schemes are: (1) Improvement of the working conditions of persons engaged in unclean occupations, including eradication of the practice of carrying night-soil, (2) subsidy for housing of sweepers and provision of house sites for Scheduled Castes who are engaged in unclean occupations or landless labourers,....

श्री तुलाराम (घाटमपुर) : उपाध्यक्ष
महोदय, विरोधी पार्टी के सभी वैंच खाली

[श्री तुलाराम]

पड़े हैं। इस से यह पता लगता है कि इस विषय में वे कितनी दिलचस्पी . . .

श्री हुक्म चन्द कछवाय (देवाम) :
 सब भरे हुए हैं। सवाल आप से करने वाले बड़े हुए हैं। आप घबराते क्यों हैं ? नौद में बोल रहे मालूम देते हैं। यहाँ आ कर सोते हैं।

Mr. Deputy-Speaker: As long as there is quorum, there is no point in these interruptions.

Shrimati Chandrasekhar:(3) Hostels for Harijan Girls, and (4) Post-matric scholarships. The other matters included in the Central Sector are schemes for the welfare of the de-notified tribes and grants to non-official organisations of an All-India character.

The scheme for the grant of post-matric scholarships is one of the most important, both for the Scheduled Castes and for the Scheduled Tribes. Not only is higher education essential to enable members of these classes to obtain better employment, but it also gives them self-confidence and status. The progress of the post-matric scholarships scheme has been encouraging. During the First Plan 45,571 scholarships were distributed to the Scheduled Castes and Scheduled Tribes, while the number distributed during the Second Plan period was 1,87,058—a four-fold increase. In the first three years of the Third Plan, 1,83,541 scholarships have been awarded, which is almost equal to the total number in the Second Plan. The expenditure has gone up from about Rs. 2 crores in the First Plan to Rs. 7.36 crores in the Second Plan, and during the first three years of the Third Plan, Rs. 8.96 crores were spent. The allocation made for this scheme during the Third Plan will be exceeded, but in view of its great importance, it is proposed to provide additional funds as may be required

during the Third Plan. It is a happy augury for the future that the Scheduled Castes and Scheduled Tribes are taking such advantage of this scheme.

The main reason for the under-development of the Scheduled Tribes has been isolation. With the development of communications, this isolation has been broken down but at the same time the need was recognised for a more intensive development of the areas predominantly inhabited by the Scheduled Tribes. Accordingly, 43 Special Multipurpose Tribal Blocks were started during the Second Plan in some Community Development Blocks in Scheduled Areas. To each Block an amount of Rs. 15 lakhs was made available, by the Backward Classes Sector over a period of five years in addition to the normal allotment of Rs. 12 lakhs per block by the Ministry of Community Development and Co-operation. Since the programme of such Multipurpose Blocks was favourably reported by the Elvin Committee, the Dhebar Commission recommended as an alternative to declaring predominantly tribal areas as Scheduled Areas, that this programme of Tribal Blocks may be expanded. This approach was accepted during the Third Plan. It was decided to start 450 Blocks known as the Tribal Development Blocks, so as to cover all areas with a minimum tribal concentration of 66-2/3 per cent in an area of 150-200 sq. miles with a total population of 25,000 which had to function as a normal administrative unit.

To each of these Tribal Blocks an amount of Rs. 10 lakhs during Stage I of five years is made available by the Department of Social Security, to have better development. By the end of 1964-65 it is estimated that 288 of the Tribal Blocks will have been started. The programme will be further expanded in the Fourth Plan to cover

areas having a tribal concentration of 50 per cent and over. On a very rough estimate, this means that about 500 further Tribal Development Blocks will have to be opened during the Fourth Plan.

Taking into account the additional population which will be served by the Tribal Development Blocks in the Fourth Plan, it is certain that a substantial proportion of the tribal population of the country will still remain outside the Tribal Development Blocks at the end of the Fourth Plan. It will be necessary to give *ad hoc* assistance for the intensive development of such tribals.

Co-operation, including the setting up of forest labourers' co-operative societies, and of marketing-cum-consumers' co-operative societies, is another of the very important Centrally sponsored schemes for the improvement of the economic conditions of the Scheduled Tribes. The whole question was gone into by a Special Working Group who made several important recommendations for the development of co-operatives and in particular suggested the setting up of Labour Co-operative Societies and Forest Labour Co-operative Societies to progressively replace contractors. The recommendations of the working group were discussed at a conference of State Ministers in charge of the welfare of the backward classes, and of co-operation held on the 6th May, 1964. The conference accepted the working group's recommendation and in particular reiterated the national forest policy which aims at the replacement of forest contractors. Further steps are being taken in consultation with the Ministry of Community Development and Co-operation and Planning Commission to expand and vitalise the programme of co-operatives for Scheduled Tribes.

During the Third Plan, it was proposed to set up 4075 co-operative societies of various kinds for the Scheduled Tribes. By the end of 1963-64, it is estimated that 1829 societies

would have been set-up, or about 45 per cent of the target in the first three years of the Third Plan.

For Scheduled Castes the most pressing problem is that of untouchability. The State Governments have been advised to take active steps to ensure that the untouchability offences Act implemented fully. We have also requested them to appoint special magistrates to try cases under the Act to avoid delays. Besides legal measures publicity and propaganda work has been strengthened. The current report of the Commissioner states that this practice has been gradually disappearing and in some parts of the country it is even dying out but in some parts of the country however the practice is still prevalent in an acute form particularly in respect of the use of drinking water wells. We have to take full stock of the situation and devise measures to eradicate this practice completely. This matter was discussed at length at the meeting of the Central Advisory Board of Haryana welfare this year and it has been decided to constitute a committee to go into this matter as well as the problem of economic uplift of the Scheduled Castes. There are two important central sector schemes: firstly, the scheme for improvement of the working conditions of sweepers and scavengers and the other is the scheme for grant of houses to sweepers and scavengers and also house-sites to scheduled castes who are engaged in unclean occupations or landless labourers. Under the scheme for the improvement of working condition of the sweepers and scavengers, grants-in-aid are given to municipalities and local bodies for the purchase of wheel barrows and other implements. Municipalities with a population of one lakh and above receive 50 per cent grant-in-aid while those with less than one lakh gets 75 per cent. Out of a total allocation of 144.19 lakhs, 68.35 lakhs will have been spent by the end of 1963-64. The actual provision made for the first three years is 80.79 lakhs, and the utilisation has been about 84 per cent.

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Under the scheme for housing, subsidies are given to the scheduled castes to 75 per cent of the cost of the house, the balance to be contributed by the beneficiary in the form of voluntary labour. The maximum cost of the house was fixed at Rs. 1000/- but this ceiling has been raised to Rs. 1200 in view of the increased cost of materials. In special and deserving cases, State Governments have been given the discretion to raise the subsidy to Rs. 1200 per house, while the contribution of the beneficiary will be Rs. 400, i.e. the ceiling may be raised to Rs. 1600. Out of a total allocation of Rs. 299 lakhs in the Third Plan, it is anticipated that Rs. 159 lakhs will have been spent by the end of 1963-64, or about 53% of the total Plan provision. The provision made for these three years was Rs. 169.20 lakhs and the utilisation was therefore 93%.

To sum up the position in regard to the Plan schemes, during the first three years of the Third Plan, out of a total allocation of Rs. 53.45 crores in both the Central and State sectors, it is estimated that an amount of Rs. 49.70 crores would have been spent. This means a performance of about 93.2%. In the case of Scheduled Castes, the average performance for the country as a whole is 98.4%. For Assam, it is 102.6%; Kerala, 124.2%, Madras 121.0%, Orissa, 101.6%; and Manipur 104.7%; these have exceeded their targets. In the case of scheduled tribes, the average performance is 89.9%. Himachal Pradesh has exceeded its target, that is 104.4%. With increased tempo during the remaining two years of the Plan it is expected that the Plan targets will be achieved.

The problems of the scheduled castes and scheduled tribes call for sustained endeavour on the part of all. It is only through untiring efforts and sympathy that the condition of these unfortunate classes can be improved. Government are fully alive to their

problems, and have been taking earnest steps in this regard, and the progress of expenditure shows that the schemes are gathering momentum. With a view to assess the impact of the steps taken so far and to explore what further measures are necessary to bring about more rapid improvement in the condition of the backward classes, a panel on welfare of backward classes has been set up by the Planning Commission to go into the working of the schemes during the Third Plan and formulate schemes for the Fourth Plan. Members of Parliament are also represented on this panel.

The financial targets so far achieved according to the figures I have given seems good, but as regards the physical targets, we feel much more has to be done. To carry out these welfare programmes effectively we are planning to have better supervision from the Centre. We are sure to benefit by the suggestions and comments that will be forthcoming in the course of this discussion from the hon. Members. With these words, Sir, I move the motion.

Mr. Deputy-Speaker: Motion moved:

"That this House takes note of the Twelfth Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1962-63, laid on the Table of the House on the 24th November, 1964."

Is Mr. Sivamurthi Swamy moving his amendment?

Shri Sivamurthi Swamy (Koppal): Sir, I beg to move:

That at the end of the motion, the following be added namely:—

"and is of opinion that the State and Central Governments have utterly failed—

(a) to provide free housing plots or to erect free mud-huts as

shelters for all those Scheduled Castes and Scheduled Tribes who are homeless,

- (b) to distribute waste lands and tenancy lands physically with full ownership or right of cultivation without any middle agency,
- (c) to form Co-operative Farming Societies among Harijans and Scheduled Tribes within the framework of planning objectives,
- (d) to establish cottage and small scale industries to provide means of livelihood for these people,
- (e) to educate them generally on State expenditure especially in higher and technical education,
- (f) to provide employment in Government and non-Governmental agencies, and
- (g) to improve their general economic and social conditions."

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, समय बहुत कम है। यह इतने महत्व की रिपोर्ट है कि इस पर विचार के लिए कम से कम दस घंटे होने चाहियें।

एक माननीय सदस्य : इस पर कम से कम बीस घंटे होने चाहियें।

श्री हुकम चन्द कछवाय : सभी नरफ से मांग हो रही है कि समय बढ़ाया जाये।

श्री गुलशन (भटिंडा) : दो साल बाद आई है।

Mr. Deputy Speaker: We will see; we will extend the time.... (Interruptions).

Shri Rama Chandra Mallick (Jajpur): Sir, I thank you very much for

giving me this opportunity to speak some important points in this debate. Hon. Members are discussing the report of the Commissioner for Scheduled Castes and Scheduled Tribes, at this critical moment, when all people are worried about the problems of national integration. This is also a very big problem and it is high time, we thought over the matter. I can say that this Ministry is considered to be a key ministry and carries with it a very heavy responsibility. So, I congratulate the hon. Minister here and the Deputy Minister and their able officers.

14 hrs.

I would like to focus attention on some problems of the Scheduled Castes and Scheduled Tribes of the country about which much has not been done so far. The Government should consider the matter very sympathetically. Through you, Sir, I want to submit humbly a suggestion of mine. The hon. Minister is also in charge of the Law Ministry which is of course more important, but in my opinion, there should be a separate ministry with a Minister of Cabinet rank for the welfare of the Scheduled Castes and Scheduled Tribes and for the downtrodden people, a both at the Centre and in every State of India, for the rapid and smooth running of the schemes at the nick of time. This is a big problem, because two-thirds of the population of the country is constituted by these people. It is known to all that these people are economically, educationally, socially and politically backward. The Scheduled Caste and Scheduled Tribe people take shelter under the trees, in the forest, mountain caves, on the banks of the rivers, on the banks of tanks and also outside the villages in broken huts or *jhompri* as is called in Hindi. If two-thirds of the total population consists of these people who remain half-fed, and half-clad or ill-clad, I could not realise how it is possible to have real national integration. If

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a large number of people feel frustrated, that they are not being looked after properly, I cannot think how national integration would be possible in respect of these people.

Then I come to welfare schemes. In the first, second and third Five Year Plans, some welfare schemes had been drawn up for the uplift of these downtrodden people, but unfortunately, most of these schemes have not been implemented successfully as they should have been. The so-called Savaran people enjoy the benefit of these schemes in the name of the backward people. There is a proverb in Orissa, in Oriya language which says: *Udigala Lia Govindaya Swayay*. That means when a priest worships God or Goddess and keeps some 'Bhogos' in a plate to offer to the God or Goddess, 'Lia'—you may say in English 'fired-rice'—and when the Lia or fired rice flies away from 'Bhogo plate' by air, the priest at once says that 'I am offering this Lia to God' and says "Swayay". Like that, where some schemes are not fully implemented and the sanctioned amount lapses, some say that these amounts were sanctioned for the welfare of the Scheduled Castes and Scheduled Tribes! The amounts sanctioned for the welfare of the Scheduled Castes and Scheduled Tribes are not fully utilised by the Central as well as the State Governments.

Coming to the economic conditions of the people, if you will go to the field, especially in South India, and to my State, Orissa, you will find that 90 per cent of the Scheduled Castes and Scheduled Tribes are landless labourers. In every State, they have passed some resolutions to give some land to the landless people. They remain on paper only as paper proposals or resolutions. Even some of them who are living at a particular place for more than 20, 30 or 40 years with their family members are depressed, oppressed and harassed by some rich and powerful people who occupy their

homesteads. It is impossible on their part to go to court, the High Court or the Supreme Court, because they have got no money to fight against these people. I have seen that some States have sanctioned some amounts by way of legal assistance to the Scheduled Castes and Scheduled Tribes but they are not getting them.

Then I would like to place before the House one point about the Harijan colonies, whether constructed by the welfare department or any other department. In every State, the money sanctioned for each colony is quite insufficient and the sanctioned amount for each colony is not also fully spent.

Then I come to scholarships. Since the State Governments are not able to meet the expenditure on this account in view of their limited resources to give more scholarships to the Scheduled Caste and Scheduled Tribe students, I request that more money should be given to the students for their education. It is also known that the students get their stipend after so many months and not in proper time. At least the actual expenses incurred by the students in the hostel should be given. I have seen that while a student is getting Rs. 20 per month in a school, another student is getting only Rs. 10 or Rs. 12 who is in the same school, the same class and in the same hostel. Supposing, somebody wants to pay Re. 1 for the same meal and another only ten annas, how can the hostel serve these students the same meal? The scheme of payment of scholarships was introduced in order to attract the Scheduled Caste and Scheduled Tribe students for education. But from the figures it appears that it benefits only a few. Since education is one of the most important factors to bring them to the level of the general population, it is necessary to implement the scheme extensively to benefit at least 50 to 60 per cent of such children coming for education at different levels. Due to the increase in the cost of living and

in order to have a uniform rate of scholarships, the amount should be increased.

I would like to place a few more points for the consideration of the Ministry. The population of Orissa, according to the Census Report of 1961, is 1,75,48,846. The population of Scheduled Castes is about 28 lakhs; the population of Scheduled Tribes is more than 42 lakhs and the population of other backward classes is about 40 lakhs. So, the total population of these backward people comes to more than a crore. If the total population of the State is 1,75,48,846, and the total population of these backward classes—the Scheduled Caste, the Scheduled Tribe and other backward classes—comes to a crore, the rest of the population comes only to about 75 lakhs. Many hon. Members of this august House said both at the Bhubaneswar Conference and in this House that Orissa is the most backward and poorest State in the country. If that is the case, I humbly request the hon. Minister and the Deputy Minister to give special attention to the State of Orissa and allot more funds to the development of the backward people there.

To solve the problem of these people and to bring these downtrodden people to the same level of the rest of the population, special attention should be paid to Orissa. More small-scale industries should be established at the block level to give more employment to them. They should be given more facilities. There is reservation for them in every office, and in every department, but actually they are not reaping that benefit.

I now wish to quote some figures from the Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1963, Part II, page 152. On that page, there is a statement showing the number of Scheduled Caste applicants registered with the employment exchange, and the number of applicants placed in employ-

ment during 1958-1962. In 1962, the number of Scheduled Caste applicants who had registered was 4,20,368. Out of them, the number of those placed in employment was only 14,901. The total registration was a little over four lakhs. That is as far as the Central Government is concerned. For the State Governments, the placement was 24,472. This is for the period from 1958 to 1962. Now, we are in 1964. The number may be much more than double.

Then, I must refer to one point about untouchability. It has come to my notice that even some graduates, belonging to Scheduled Castes, were not allowed to remain in the Savarna peoples houses even in Delhi, the capital of India. Even the Untouchability Offences Act is not available in some police stations. This Act is not fully known to some police officers. I request the Minister to throw some light on this and necessary instructions should be issued that this Act should be available in every police station in the country. Steps should also be taken to amend the Act to make it more effective.

After 17 years, these people are not allowed to use public wells, water stands, tanks, hot-springs, hotels, shops, entry into temples, burial and cremation grounds, fairs, festivals, public meetings, dharmasalas, primary schools, and even some hospitals and dispensaries. The barbers do not serve the scheduled castes, customers in almost all the places in the country though in some towns a few hair-cutting saloons serve these people. Here I want to quote some points from the Report of the Commissioner for Scheduled Castes and Scheduled Tribes—12th Report, Part I, page 18, last para:

“The offences of untouchability which occur most, relate to refusal of service to the Scheduled Casters by barbers and dhobis and also to refusal to them of the use of public wells. Such occurrences,

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however go unnoticed, because the Scheduled Caste persons against whom these offences are committed, usually do not dare—I want to underline this word 'dare'—to report the cases to the police, for fear of the caste Hindu co-villages, on whom they economically depend."

I also want to quote from 12th Report, Part II, Appendix III, page 7:

"In the remaining five villages, the Scheduled Castes have no access to public wells nor have they been provided with separate wells; there, they are compelled to use river water, or have to beg water, throughout the year, from the caste Hindus."

On page 8, it is said:

"Barbers do not serve Scheduled Caste customers almost in all the places visited, during the survey, except in towns where a few hair-cutting saloons serve these people also."

On page 9, it is said:

"In one village only, though the services of medical personnel are available to the Scheduled Castes, whenever required even at their residences, the Scheduled Castes are advised to attend the dispensary a little earlier (in out-door cases) in order to avoid any possible difficulty with the caste Hindus of that village, who are reported to be rather orthodox."

"Hiring of living accommodation: The difficulties experienced by scheduled caste persons to get houses on rent, in localities other than those of the Scheduled Castes, were also reported, during the study. School teachers, clerks and even some officers from amongst the Scheduled Castes, fail to procure suitable houses on rent in localities inhabited by the Savarnas."

"Playground: Except at two places out of the 32 visited, playground activities among school children are reported without any distinction of caste or creed. The playground can indeed play a very important role in the eradication of untouchability among the younger generation and it is regretted that Social Workers often neglect utilising this medium to the fullest extent possible."

Sir, this is a very good proposal that they have made which should be considered.

I once again request the hon. Minister and Deputy Minister to pay special attention to the problems of the Scheduled Castes.

श्री गुलशन (भटिंडा) : उपाध्यक्ष महोदय, मैं शिड्यूलड कस्ट्स और शिड्यूलड ट्राइब्स के कमिश्नर की 1962-63 की रिपोर्ट के सम्बन्ध में बोलने के लिए खड़ा हुआ हूँ। इस रिपोर्ट पर इस सदन में इस से काफ़ी पहले बहस होनी चाहिए थी। इस बारे में जो डीले की गई है, उस से सरकार की हरिजनों के प्रति नीति का पता लगता है और यह प्रकट होता है कि सरकार के मन में पिछड़े वर्गों के हित के लिए कितना खयाल है।

इस रिपोर्ट में छुआछूत को खत्म करने, पिछड़े वर्गों की अनपढ़ता तथा गरीबी को दूर करने, उन का ज़मीन के हक़ देना तथा सेवाओं में उन के लिये सुरक्षित स्थानों की पूर्ति वगैरह सब विषयों का उल्लेख किया गया है।

छुआछूत के सम्बन्ध में रिपोर्ट के पन्ना 23 में लिखा है कि इस बारे में 399 शिकायतें मिली हैं, जिन में से 180 शिकायतों का फ़ैसला करने में 1 से 6 महीने, 52 शिकायतों का फ़ैसला करने में 7 से 12 महीने और 12 शिकायतों का फ़ैसला करने में एक साल

से ज्यादा लगा है। इस के अलावा बहुत से केसिज का अभी तक फ़ैसला नहीं हो पाया है। प्रदेश-सरकारों ने इस तरफ़ कोई तबज्जह नहीं दी है। कमिश्नर ने यह स्पष्ट किया है कि हरिजनों के साथ अच्छा सलूक नहीं किया जाता है। सरकारी सर्विसिज में भी यही स्थिति है। समाचारपत्रों की सूचना के अनुसार इसी वर्ष महाराष्ट्र में चार नौजवान हरिजन औरतों का गांव वालों ने नंगे रूप में जलूम की शकल में गलियों में घुमाया। इसी तरह राजस्थान में एक गांव में हमला कर के तीन हरिजनों को घायल किया गया। पंजाब में संगरूर और नारनौल में हरिजनों का सोशल बायकाट किया गया है। आज महंगाई के कारण नव्वे फ़ीसदी पिछड़े वर्ग भूखे मर रहे हैं। उन को मजदूरी भी नहीं मिलती है।

मुझे “हरिजन” शब्द कहते हुए लज्जा आती है, क्योंकि यह न तो कोई श्रेणी, न कोई जात और न कोई गोत्र है। जिन के मां-बाप न हों, क्या उन के लिए “हरिजन” शब्द इस्तेमाल नहीं किया जाता? क्या “हरिजन” कहना पीने नौ करोड़ लोगों का अपमान नहीं है? क्या उनके मां-बाप ही नहीं हैं? अगर यह शब्द उचित है, तो उच्च जातियों ने इस को स्वीकार क्यों नहीं किया है?

अब मैं पिछड़े वर्गों की उन्नति की तरफ़ आता हूँ। भारत सरकार ने पिछले पंद्रह बरसों में तीन योजनाएँ बनाई हैं, जिन की समाप्ति का समय होने वाला है। शिड्यूल्ड कास्ट्स के लोगों के कल्याण के लिए पहली योजना में 30.4 करोड़ रुपये, दूसरी योजना में 79.41 करोड़ रुपये और तीसरी योजना में 113.87 करोड़ रुपये रखे गए, जिन का कुल ज़ाँड़ 223.32 करोड़ रुपये होता है। इस में से शिड्यूल्ड कास्ट्स के लोगों के लिए हिस्से 80.84 करोड़ रुपये आते हैं।

श्री बाल्मिकी (खुर्जा) : माननीय सदस्य ने “हरिजन” शब्द की व्याख्या करते हुए कहा कि जिन के मां बाप नहीं हैं। उस से उन का क्या मतलब है ?

श्री गुलशन : हरिजन आज उनको कहा जाता है जो मन्दिरों में रहते हैं, जिनके मां बाप नहीं होते हैं। हमारे तो मां बाप हैं। हमारा अपराध यही है कि हम मां बाप वाले हैं।

उनकी जन संख्या 8 करोड़ 10 लाख 50 हजार है। उनके हिस्से में प्रति वर्ष प्रति व्यक्ति एक रुपया भी नहीं आता है। इसी से अन्दाज़ा लगाया जा सकता है कि कहां तक उनका कल्याण करने में हम सफल हो सकते हैं, उनका कल्याण किस तरह से हो सकता है। यह तो उनकी आँखों में धूल झोंकना हुआ। इतनी कम रकम से क्या उनकी आर्थिक तथा सामाजिक उन्नति की जा सकती है, क्या उनको उंचा उठाया जा सकता है, नित्य-प्रति जीवन की उनकी जो आवश्यकताएँ हैं, उनको पूरा करने में उनकी सहायता की जा सकती है, स्वच्छ पानी पीने का उनके लिये प्रबन्ध किया जा सकता है छोटी छोटी सन्तें उनके लिये चलाई जा सकती हैं, अच्छे सेहत, सुन्दर मकान, मुफ्त ज़मीन, इंडस्ट्री, प्राइमरी तथा हाई स्कूल की मुफ्त शिक्षा और वजीफे आदि का प्रबन्ध किया जा सकता है? यह रकम बहुत ही कम है और नहीं के ही बराबर है।

यह कहा जाता है कि 330 उन्नति ब्लाक अनुसूचित जाति के लोगों के कल्याण के लिए खोले जाने हैं। यह तथा जो जो काम गिनाये जाते हैं कि उनके लिये किये जा रहे हैं, चित्र तो बहुत सुन्दर उपस्थित करते हैं लेकिन अमल में क्या हुआ है, उन्नति उनकी किस हद तक हुई है, यह शिड्यूल्ड कास्ट और शिड्यूल्ड

[श्री गुलशन]

ट्राइब्ज और बैकवर्ड क्लासिस के कमिश्नर की 1960-61, 1961-62, 1962-63 और 1963-64 की रिपोर्टों तथा गृह मंत्रालय की रिपोर्टों से जाहिर है। इन चीजों को विस्तार के साथ बतलाने तक का कष्ट नहीं किया गया है।

1962-63 के बजट सेशन में गृह मंत्रालय की डिमांड्स पर हुई बहस के समय 37 माननीय सदस्यों ने भाग लिया था जिन में से 30 माननीय सदस्यों ने सरकार की कुटिल नीति की कड़ी नुक्ताचीनी की थी। 7 सदस्यों ने सरकार की ढीले दिल से श्लाघा की थी। अनुसूचित जातियों की उन्नति के बारे में छोटी बजीर रानी साहिबा ने 28 मार्च, 1963 को उत्तर देते हुए बताया था कि आदिम जातियों की स्थिति सुधारने के सम्बन्ध में प्रगति उत्साहजनक नहीं रही। उन जातियों के कल्याण के लिए अधिकारियों ने पूरी तरह से काम नहीं किया, दिल लगा कर काम नहीं किया। इस कार्य में अधिकारीगणों में उत्साह की कमी थी।

उपाध्यक्ष महोदय, 1 अप्रैल, 1963 को भूतपूर्व गृह मंत्री तथा आज के प्रधान मंत्री श्री लाल बहादुर शास्त्री जी ने बहस का उत्तर देते समय माना था कि यह सत्य है कि सुदूर क्षेत्रों में तथा गांवों में जहां संचार साधनों की कमी है, जहां संचार व्यवस्था नहीं है, अस्पृश्यता विद्यमान है, वहां की स्थिति बहुत खराब है। उन्होंने यह भी कहा था कि मैं इस बात से सहमत हूँ कि सेवाओं में अनुसूचित जातियों और अनुसूचित आदिम जातियों के लिए जो स्थान सुरक्षित रखे गये थे, उनको पूरा भरा नहीं गया। उन्होंने यह भी कहा था कि जो कुछ अभी तक किया गया है, उससे अधिक करने की आवश्यकता है। प्रगति की गति में तेजी लाई जानी चाहिये। मैं चाहता हूँ कि इस और भी आपका ध्यान जाय।

इसी तरह 1959-60, 1960-61 और 1961-62 की शैड्यूल्ड कास्ट एंड शैड्यूल्ड ट्राइब्ज कमिश्नर की रिपोर्ट पर बहस के समय 23 माननीय सदस्यों ने भाग लिया था और उन में से 19 माननीय सदस्यों ने सरकार की कड़ी निन्दा की थी, कड़ा विरोध किया था। मैं चाहता हूँ कि सरकार इस विरोध की तरफ ध्यान दे और जो कमियां बताई जाती हैं, उनको दूर करने की कोशिश करे।

मैं समझता हूँ कि यह हमारे लिए लज्जा की बात है कि आज भी सतरह वर्ष स्वतन्त्र हुए जब हमको हो गये हैं, छुआछूत को हम मिटा नहीं पाए हैं। अब भी यह रोग देश के भिन्न भिन्न राज्यों में मौजूद है। इसकी एक मिसाल समाचारपत्रों में प्रकाशित एक समाचार पढ़ कर मैंने आपको दे दी है। इसकी मिसालें हर रोज आपको भी अखबारों में पढ़ने को मिल जाती हैं।

जहां तक नौकरियों का सम्बन्ध है, इसके सम्बन्ध में बहुत कुछ कहा जाता है। हमेशा ही इसके बारे में काफी कुछ कहा जाता रहा है। हमारे सामने पंजाब की, दूसरे प्रान्तों की तथा स्वयं केन्द्रीय सरकार की तथा उसके विभागों की मिसालें मौजूद हैं। जो जमीनें दी जाती हैं उनके बारे में भी हमारे पास कुछ शिकायतें हैं। एक तरफ तो अनुसूचित जातियों को जमीनें देने का एलान कर दिया जाता है और दूसरी तरफ जमीनों की नीलामी की जाती है, यह कैसी विचित्र बात है, इसको आप देखें क्या यह भी सरकार का एक आर्ट नहीं है? क्या सरकार कमिश्नर की सिफारिश को शीघ्र ही अमल में लाएगी?

डिप्टी स्पीकर साहब, अब मैं कुछ नौकरियों की तरफ आपका ध्यान खींचना चाहता हूँ। पंजाब में पुलिस विभाग की क्या स्थिति है, यह ही मैं आपको बतलाता हूँ। वहां पर, असेम्बली में एक प्रश्न

के उत्तर में बताया गया था कि अप्रैल, 1962 से लेकर मार्च 1964 तक के दो सालों में 3325 कांस्टेबलों को हेड कांस्टेबल बनाया गया। इन पोस्ट्स में से 50 प्रतिशत पोस्ट्स यानी 1662 पोस्ट्स जो रिजर्व की गई थीं उन में से केवल 298 ही इन जातियों के लोगों को मिली और इसी तरह से 1364 की कमी रही। 745 आदिमियों को ए० एस० आई० बनाया गया। 21 प्रतिशत पोस्ट्स रिजर्व थी। इसका मतलब हुआ कि 156 रिजर्व पोस्टें थीं। इन में से 32 ही इन लोगों को मिलीं और 124 पोस्टें दूसरों को दे दी गईं और इनको नहीं मिलीं। 418 एस० आई० की पोस्टें थी जिनमें से साढ़े बारह प्रतिशत रिजर्व थीं यानी 52 रिजर्व पोस्टें थीं। इन में से चौदह ही इनको मिलीं, 38 नहीं मिलीं। 304 इंस्पेक्टरों की पोस्टों में से साढ़े बारह परसेंट के हिसाब से 38 इनको मिलनी चाहिये थी जब कि मिलीं कुल दो और इस तरह से 36 की कमी रही। 80 डी० एस० पी० की पोस्टें थी और साढ़े बारह परसेंट के हिसाब से दस इनको जानी चाहिये थीं लेकिन इनको मिली केवल एक और नौ दूसरों को दे दी गईं। 318 एस० पी० की पोस्ट्स थीं और साढ़े बारह परसेंट के हिसाब से 39 इनको मिलनी चाहिये थीं लेकिन कोई भी नहीं दी गई।

इसी तरह से सेंट्रल गवर्नमेंट के महकमों के बारे में मेरे पास आंकड़े मौजूद हैं लेकिन चूंकि समय नहीं है मैं उनको पढ़ना नहीं चाहता हूं। पोस्ट्स एंड टेक्नीशियल डिपार्टमेंट में जो पोस्ट्स रिजर्व की गई थीं उन में से बहुत कम इन जातियों के लोगों को मिली हैं। इसी तरह से दूसरे डिपार्टमेंट्स में कमी है। सरकार की कथनी और करनी में बहुत अन्तर है। वह दिखाने को कुछ दिखाती है और करने को कुछ और ही करती

है। नेवी में एक भी अफसर गजेटिड पोस्ट पर नहीं है। जब कोई बड़ी पोस्ट खाली होती है तो जो लोग लगे होते हैं उनमें से ही किसी को लगा दिया जाता है। इस तरह की बे-इंसाफियां जो शैड्यूल कास्ट के लोगों के साथ हो रही हैं, इनका अन्त होना चाहिये। इनका अन्त कैसे हो सकता है, इसके बारे में मैं कुछ सुझाव देना चाहता हूं।

पहला सुझाव तो मैं यह देना चाहता हूं कि इसके लिए एक अल्ट्रा मंत्रालय होना चाहिये। दूसरा यह कि हर प्रदेश में एक कमिश्नर सेंटर की तरफ से होना चाहिये। यह जो मंत्रालय है यह इलेक्शन कमिशन की तरह स्वतन्त्र होना चाहिये और राष्ट्रपति के अधीन होना चाहिये। जो इनके अफसर जिलों में लगे हैं, वे पोस्ट्स भी गजेटिड होनी चाहियें, वे भी गजेटिड पोस्ट्स पर होने चाहियें।

Mr. Deputy-Speaker: The House will now take up Private Members' Business:

Shri Hem Raj.

14.29 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS.

FIFTY-THIRD REPORT

Shri Hem Raj (Kangra): Sir, I beg to move:

"That this House agrees with the Fifty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 9th December, 1964."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Fifty-third Report of the Committee on Private Members' Bills and Resolutions presented

[Mr. Deputy-Speaker]

to the House on the 9th December, 1964."

The motion was adopted.

12.29½ hrs.

RESOLUTION RE: MANUFACTURE OF NUCLEAR WEAPONS—contd.

Mr. Deputy-Speaker: The House will now take up further discussion of the following Resolution moved by Shri Hukam Chand Kachwai on the 27th November, 1964:

"This House is of opinion that Government of India should manufacture nuclear weapons."

Shri Kachhavaia is to begin his reply.

श्री हुकम चन्द कछवाय (देवास) :

उपाध्यक्ष महोदय, मैंने जो प्रस्ताव 27 नवम्बर, 1964 को रक्खा था सभी माननीय सदस्यों ने उसका हृदय से स्वागत किया था और सब ने यह इच्छा प्रकट की थी कि इस देश में अणु बम अवश्य बनाया जाये। मैं उन सब सदस्यों का बहुत आभारी हूँ जिन्होंने इस प्रस्ताव का समर्थन किया। जिन माननीय सदस्यों ने इसका विरोध किया वे वही लोग थे जो चाइना को चाहते हैं या जो रूस को चाहते हैं। दक्षिणपन्थी और वामपन्थी सदस्यों ने, जो चाइना गुट को चाहते हैं, इस रूप में इसका विरोध किया कि यदि भारत भी अणु बम बनाने लग जाये तो उनके जो इरादे हैं, वह हिन्दुस्तान में जो चाहते हैं, वह सफल नहीं होंगे। इसलिये उन्होंने अपना ऐसा विचार इस सदन में व्यक्त किया कि भारत को अणु बम नहीं बनाना चाहिये। मुझे याद है कि श्री हीरेन मुकर्जी ने इस प्रस्ताव का विरोध करते हुए यह बतलाया कि भारत को रूस से हर प्रकार की सहायता लेनी चाहिये। उन्होंने रूस की ओर अपना झुकाव दिखलाते हुए कहा कि वे चाहते हैं कि भारत रूस के गुट में मिल जाये। मगर चूँकि दोनों में से किसी गुट में न मिलते हुए हम चीन का डट कर मुकाबला करना चाहते हैं इसलिये मैंने प्रस्ताव रक्खा था

कि चीन के पास जिस प्रकार के हथियार हैं उसी प्रकार के हथियारों का निर्माण हमें करना चाहिये। हथियारों का निर्माण करने का अर्थ यह नहीं है कि उनको हम किसी पर चलायें। हम तो केवल यही चाहते हैं कि हमारे पास इतनी शक्ति हो कि हम अपने ढंग से अपना बचाव कर सकें, हमारी शक्ति को देख कर पड़ोसी शत्रु को लगे कि हम से टकराना उनके लिये कठिन होगा। इसलिये हमारे सामने आज जो समस्या है उसको देखते हुए हमें अणु बमों का निर्माण करना चाहिये परन्तु हमारी सरकार इस बात के लिये राजी नहीं होती।

हमारे प्रधान मंत्री ने बार बार अनेकों भाषणों में यह कहा कि हमें अणु बम नहीं बनाना चाहिये। जब भी उनके भाषण हुए, जहाँ भी उनके भाषण हुए उन्होंने इसी बात को दोहराया कि हम को अणु बमों का निर्माण नहीं करना चाहिये। देश की अणु बम बनाने की भावना को जानते हुए भी जब प्रधान मंत्री कहते हैं कि हम अणु बम न बनायें तो उन को भारत की जनता की चिन्ता को भी समझना चाहिये, उन्हें उस पर ध्यान देते हुए काम करना चाहिए। मैं इस सम्बन्ध में यह कहना चाहता हूँ कि उनको अपनी ओर से ऐसी घोषणा नहीं करनी चाहिये। उन को हिम्मत के साथ सारी जनता की भावना को जान कर और इस सदन की इच्छा को जान कर उस का आदर करना चाहिये। हाल में ही जेनेवा में अमरीकी अणुबम विशेषज्ञों का सम्मेलन हुआ। वहाँ पर लोगों ने कहा कि अणु बम बहुत सस्ते दामों में बन सकता है, उस के ऊपर कुल साढ़े सतरह लाख रुपया खर्च आयेगा। लेकिन हमारी सरकार जनता में एक गलतफहमी फैलाना चाहती है कि इस में काफी रुपया लगेगा। उन का कहना है कि इस में 40 करोड़ रुपया खर्च होगा। मैं इस चीज को नहीं मानता। जब अमरीका के अणु बम विशेषज्ञों

ने इस बात का सुझाव दिया है, और डंके की चोट पर कहा है कि साढ़े सतरह लाख रुपये में अणुबम बन सकता है तो साढ़े सतरह से बढ़ कर बीस लाख, पच्चीस लाख, तीस लाख या र्तीस लाख रुपये खर्च कर के हम उसे बना सकते हैं । इस सम्बन्ध में मैं इतना जरूर कह सकता हूं कि हम बहुत सस्ती कीमत में इसे बना सकते हैं । इस का मुख्य कारण यह है कि भारत एक ऐसा देश है जहां ऐसे पदार्थ मिलते हैं जो दुनिया के और देशों में नहीं मिलते । हमें ऐसी रिपोर्ट मिली है कि अणुबम बनाने के लिये भारत में ऐसे खनिज हैं, ऐसे ऐसे पहाड़ हैं जिन से हम बहुत मदद प्राप्त कर सकते हैं । लेकिन पता नहीं हमारी सरकार क्यों इस प्रकार की नीति अपनाये हुए है और शांति का डंडा हाथ में पकड़े हुए है । हम भी चाहते हैं कि इस समय शांति होनी चाहिये, दुनिया के सभी देशों में शांति होनी चाहिये, लेकिन शांति तभी होती है जब कि हाथों में शक्ति होती है । जिस के पास शक्ति है उस को दुनिया पूछती है । शक्ति के सामने दुनिया झुकती है । इसलिये आज हमारे पास शक्ति होनी जरूरी है । आप बताइये कि आज क्या कारण है कि एक ओर तो हम शांति का नारा लगाते हैं दूसरी ओर प्रति वर्ष प्रतिरक्षा मंत्रालय के ऊपर आठ सौ करोड़ रुपये खर्च करते हैं हथियार खरीदने के लिये, नये से नये हथियार लाने के लिये । यह भी एक नया हथियार है । हमें इस को बनाने में कोई हिचकिचाहट नहीं होनी चाहिये ।

अणुशक्ति के निर्माण के सम्बन्ध में सोलते हुए पिछली बार प्रधान मंत्री ने कहा था कि हम उसे बनायेंगे परन्तु उस का उपयोग विकास के कार्यों के लिये करेंगे, देश की तरक्की के लिये करेंगे । मुझे खुशी इस बात की है कि चलो उन्होंने स्वीकार तो किया कि हम अणुशक्ति बनायेंगे भले ही वह भारत की उन्नति और विकास के लिये उसे बनायें । मुझे पूर्ण विश्वास है कि हमारे प्रधान मंत्री

इस बात का मान गये हैं कि जिन देशों में अणु शक्तियां बन रही हैं उस से बचाव के लिये भले ही हम अणुबम न बनायें परन्तु दूसरे साधन ढूंढे जायेंगे । ऐसे साधनों नें राडार का जो यंत्र है उस के केन्द्र भी हमें ज्यादा से ज्यादा स्थानों में खोलने चाहियें ताकि अगर कोई पड़ोस का देश हम पर हमला करे, और हमें इस बात के संकेत ऐसे यंत्रों के द्वारा मिलें कि चाइना हम पर हमला करने वाला है, उस वक्त हम अपना बचाव कर सकें । जिन देशों ने यह घोषणा की है कि हम भारत को मदद करेंगे उन को ठीक समय पर हम सन्देशा पहुंचा सकें, इस के लिये हम को राडार यंत्र का निर्माण करना होगा और उस के ज्यादा से ज्यादा केन्द्र खोलने होंगे । मैं ने सुना है कि ऐटम बम वाले हवाई जहाजों की गति बड़ी भयानक होती है । एक सेकेन्ड में वह सात सौ मील चलता है । हमें ऐसे यंत्र लगाने चाहियें ताकि जब शत्रु हम पर हमला करे तो जो हमें सहयोग देने वाले देश हैं उन को हम समय पर सन्देशा पहुंचा सकें और वे शत्रुओं के जहाजों को रास्ते में रोक सकें ।

उसके अलावा मैं चाहता हूं कि हम डा० भाभा के ऊपर निर्भर न रहें, जिन्होंने हमारे पिछले प्रधान मंत्री से यह कहा था और भारत सरकार को यह राय दी थी कि चीन भारत से दस साल पीछे है अणुबम बनाने में । शासन को ऐसी गलत रिपोर्ट देना और शासन का उनके भरोसे रहना, मैं उचित नहीं समझता । इसलिये इस सम्बन्ध में वैज्ञानिकों का एक बोर्ड बनाया जाना चाहिये और जो अच्छे वैज्ञानिक हों उन पर हम को निर्भर करना चाहिये । हम को उन की ही सालह लेनी चाहिये और उन के विचार के अनुसार सब बातों का निर्णय करना चाहिये ।

हमारे देश में आज विश्वविद्यालयों में अणुशक्ति का ज्ञान नहीं दिया जाता, इसे वहां पर नहीं पढ़ाया जाता । इस सम्बन्ध में हारा देश बहुत पीछे है । मैं चाहता हूं कि

[श्री हुकम चन्द कछवाय]

सभी विश्वविद्यालयों में इस का ज्ञान अधिक मात्रा में दिया जाये। ऐसा किया जाना आवश्यक है ताकि हमारा देश भी काफी आगे बढ़ सके।

आज हम यह कहते हैं कि आवश्यकता पड़ने पर हम किसी से भी सहयोग ले सकते हैं, हमें कोई भी सहयोग दे सकता है। मैं शासन से एक बात पूछना चाहता हूँ, विशेषकर प्रधान मंत्री जी से चाहता हूँ कि वे इस का जवाब दें, कि जो देश हमें सहयोग देगा, जो देश हम को मदद करेगा, उस देश को भारत क्या देने वाला है। हम अणुबम की कामत से ज्यादा कामत को क्या चीजें उन देशों को देने वाले हैं, यह शासन हमें बतलाये। पता नहीं शासन उस को बतलाने में क्यों हिचकता है। शासन हम को क्यों नहीं बतलाना चाहता कि दुनिया के जो देश हमारी मदद करना चाहते हैं और अणुबम से रक्षा करना चाहते हैं उन को हम क्या देने वाले हैं। आज हम देशों के सामने यह विचार है। मैं प्रधान मंत्री का ध्यान इस ओर दिलाना चाहता हूँ कि वे हमारे इस प्रश्न का उत्तर दें।

जहाँ तक इस बात का सम्बन्ध है कि हिन्दुस्तान के अन्दर जो योजनाएँ चल रही हैं उन के कार्यान्वित होने में बाधा होगी और अणुशक्ति के विकास के कारण वे रुकेंगी, तो यह ठीक बात है। अणु शक्ति के बनाने के ऊपर जो हमारा खर्च होगा उस सीमा तक हमारा विकास रुकेगा। मैं इस को नहीं मानता। आप देखें कि सुरक्षा विभाग में किस तरह से घपले चलते हैं। हमारे छोटे से खर्च से कितनी प्रगति रुकेगी। मैं इस सम्बन्ध में कुछ घटनाएँ आप के सामने रखना चाहता हूँ। मिलिटरी के अन्दर कुछ मोटरों का दुरुपयोग हुआ। उन में बीस ऐसे मामले थे कि यदि सरकार ने उनको चलाया होता तो

98 लाख उन से प्राप्त हो सकता था, परन्तु सरकार ने ढिलाई के साथ उसको छोड़ दिया। इसके बाद मिलिटरी के स्टोर के अन्दर सामान की चोरी हुई और उसके बारे में रजिस्ट्रारों में सामान का घपला हुआ। इस सिलसिले में चार करोड़ दो लाख का सामान चोरी हुआ।

Mr. Deputy-Speaker: The hon. Member should speak on his Resolution.

Shri P. R. Patel (Patna): On a point of order, Sir. This is not relevant to the Resolution.

Shri Inder J. Malhotra (Jammu and Kashmir): The Resolution is not about the military.

श्री हुकम चन्द कछवाय : मेरे कहने का तात्पर्य यह है कि हम एक ओर तो यह कहते हैं कि हमें काफी खर्चा लगेगा . . .

Shri Shinkre (Marmagao): How is it not relevant?

Mr. Deputy-Speaker: The Chair has to decide whether it is relevant or irrelevant.

Shri Shinkre: He is asking....

श्री हुकम चन्द कछवाय : मेरे कहने का उद्देश्य यही है कि . . .

Mr. Deputy-Speaker: Order, order. It is not relevant. We are concerned with the Resolution regarding the manufacture of nuclear bombs. This has nothing to do with that.

श्री हुकम चन्द कछवाय : मेरे कहने का तात्पर्य यह है कि एक ओर तो कहा जाता है कि इस में काफी खर्चा होगा, पर दूसरी ओर सुरक्षा विभाग में करोड़ों रुपये का घोटाला हो रहा है।

इस सम्बन्ध में मैं नम्रता के साथ निवेदन करना चाहता हूँ कि जिन्होंने मेरे इस प्रस्ताव का समर्थन किया है वे बिना संकोच इसको अपना मत देकर इस को पास करायें।

Mr. Deputy-Speaker: The question is:

"That this House is of opinion that Government of India should manufacture nuclear weapons."

The Resolution was negatived.

14.42 hrs.

RESOLUTION RE: WITHDRAWAL OF JEEPS FROM COMMUNITY DEVELOPMENT BLOCKS.

श्री किशन पटनायक (सम्बलपुर) : उपाध्यक्ष महोदय, मैं इस प्रस्ताव को पेश करता हूँ कि :—

"प्रधान मंत्री द्वारा 18 सितम्बर, 1964 को की गई घोषणा के अनुसार, यह सभा सरकार से अनुरोध करती है कि 26 जनवरी, 1965 तक सामुदायिक विकास खंडों से जीप गाड़ियां हटाने के लिए तत्काल कार्यवाही की जाये।"

मुझे खेद है कि इस प्रस्ताव को पेश होते हुए प्रधान मंत्री जी सदन से चले गये। और एक बात मैं साफ कर देना चाहता हूँ कि एक निन्दा प्रस्ताव प्रधान मंत्री के विरुद्ध जो दिया गया है श्री राम मनोहर लोहिया के द्वारा, उससे इस संकल्प का कोई सम्बन्ध नहीं है। सम्बन्ध सिर्फ यह हो सकता है, निन्दा प्रस्ताव इस पर आधारित है कि प्रधान मंत्री ने एक घोषणा की और उस घोषणा के मुताबिक काम नहीं किया, इसलिए वह निन्दित होने के योग्य हैं। तो मैंने उनको एक मौका दिया है इस संकल्प को सदन में

ला कर कि अपनी को वह रखें और इस निन्दा प्रस्ताव से मुक्त हों।

मैं अभी उनकी घोषणा की तरफ आपका ध्यान खींचूंगा। 18 सितम्बर को उन्होंने जो घोषणा की थी उस के बारे में कोई विवाद नहीं हो सकता। उस घोषणा की हकीकत है, यह मंत्रियों के द्वारा भी माना गया है। श्री सुरेन्द्र कुमार डे ने मुझे जो पत्र लिखा है और श्री मूर्ति ने सदन में जो कहा उससे यह साबित हो जाता है कि प्रधान मंत्री जी ने जीपों के बारे में 18 सितम्बर को एक घोषणा की थी। उस घोषणा की व्याख्या क्या होगी उस पर मंत्री लोग विवाद जरूर उठा रहे हैं।

मंत्री महोदय श्री डे और मंत्री महोदय श्री मूर्ति दोनों ने कहा है कि प्रधान मंत्री की 18 सितम्बर वाली घोषणा को आधार बनाते हुए राज्य सरकारों को उन्होंने निर्देश भेजे हैं। वह घोषणा क्या थी? घोषणा म शब्दावली यह थी कि जीपों को विकास खंडों से हटाया जाये। इसका क्या अर्थ हो सकता है उसके लिए तर्क की कोई गुंजाइश ही नहीं है फिर भी श्री डे और श्री मूर्ति इस में तर्क निकालते हैं।

श्री डे का कहना है कि जीपों का अधिकतम और प्रयोजनात्मक विनियोग है—आप्टिमम एंड परपजफुल विनियोग हो। और श्री मूर्ति का यह कहना है कि इसका अर्थ यह है कि विकास खंडों से उन जीपों को हटा दिया जाय और सब-डिवीजनल या डिस्ट्रिक्ट हैडक्वार्टर में उन को रख कर उन्हें विकास खंडों में चलाया जाय। यह किस प्रकार का अर्थ है, किस प्रकार की व्याख्या है? अगर जीप को हटाने का मतलब जीप का अधिकतम उपयोग करना है, तो मैं यह पूछ सकता हूँ कि अगर प्रधान मंत्री ने कह दिया कि मंत्रिमंडल से श्री डे को हटाया जाय, तो क्या उसका मतलब होगा कि मंत्रिमंडल में श्री डे का अधिकतम

[श्रीन पटनायक]

उपयोग हो ? इस किस्म का अर्थ लगाना, घोषणा और व्याख्या में इतना अन्तर सिर्फ पागलों की या मसख़रों की दुनिया में सम्भव हो सकता है ।

अब मैं दूसरे प्वाइंट पर आना चाहता हूँ । जीप हटाने का महत्व क्या है ? जीप हटाने का महत्व यह है, प्रधान मंत्री ने जो प्रस्ताव रखा, जो घोषणा की, उस घोषणा में सब से बड़ी बात यह है कि अगर इस घोषणा को कार्यान्वित किया जाता है तो जो प्रशासन में प्रचलित व्यवस्था है उस पर एक बहुत बड़ा धक्का पड़ता है । जिस प्रशासन के हम लोग खिलाफ हैं, सारी जनता खिलाफ है, जिस को नौकरशाही कहा जाता है, उस व्यवस्था पर एक बड़ी भारी चोट लगती अगर प्रधान मंत्री की घोषणा को श्री डे के कार्यान्वित कर देते तो । उससे प्रशासन को एक बहुत बड़ा धक्का लगता और प्रशासन का ढाँचा बदल जाता जिस के लिए जनता मन में तरस रही है,—कि प्रशासन का ढाँचा बदले । अभी जीप के कारण विकास खंडों के कर्मचारी 'साहब' बने हुए हैं । मैं कहता हूँ कि जीप युक्त बी० डी० ओ० और जीप वियुक्त बी० डी० ओ० में बड़ा फर्क है । जबकि जीप युक्त बी० डी० ओ० एक साहब है, जनता की आँखों में, जीप वियुक्त बी० डी० ओ० जनता की आँखों में जनता का सेवक बन जायगा । जीप न रहने से जनता में और इन सरकारी कर्मचारियों में एक तादात्म्य हो जायगा जो इस देश के लिए बहुत बड़ी बात हो सकती है ।

जो इतनी बड़ी क्रान्तिकारी घोषणा है उस का यह अर्थ किया जाता है कि जीपों को हटाने का मतलब है उन का अधिकतम और प्रयोजनात्मक इस्तेमाल होना । जो घोषणा तोड़ने के बारे में है उस की व्याख्या मंत्री महोदय मरम्मत करने की घोषणा से

करते हैं । जहाँ तोड़ने की बात कही गयी है उस को पालिश करने की बात समझा जाता है । यह अर्थ गुण्डों के अभिधान में हो सकता है क्योंकि वहाँ पालिश करने का या मरम्मत करने का अर्थ पिटाई करना होता है ।

Shrimati Lakshmikanthamma (Khammam): On a point of order, Sir. Is this word "goondas" parliamentary?

Mr. Deputy-Speaker: I wish, hon. Members do not use such words. It is very undignified.

श्री किशन पटनायक : गुंडा शब्द यदि यहाँ उपयोग नहीं होना चाहिए तो उस की मनाही कर दीजिए ।

Mr. Deputy-Speaker: Hon. Members should use dignified language.

Shri Kapur Singh (Ludhiana): The word "goonda" occurs in the statutes of this country.

श्री रामसेवक यादव (बाराबंकी) : गुंडा शब्द किसी के खिलाफ इस्तेमाल नहीं किया जा रहा है । यह तो देखें कि इस को किस संदर्भ में इस्तेमाल किया गया है । इस से बड़ा फर्क पड़ सकता है ।

Mr. Deputy-Speaker: The whole world is looking at what language we use. It is better we avoid such language.

श्री किशन पटनायक : इस वक्त जो बी० डी० ओ० है, उन की योग्यता क्या है ? आज कोई भी बी० डी० ओ० न चर्खा चलाना जानता है, न ट्रैक्टर चलाना जानता है, न कुदाल उठा सकता है, और न नल-कूप या बटार-पम्प की मरम्मत कर सकता है, न चेचक का टीका दे सकता है और न टट्टी

साफ़ कर सकता है। बी० डी० ओ० बनने के बाद एक साल के अन्दर वह जीप चलाना जरूर सीख लेता है और उस के बाद एक साल के अन्दर कोई न कोई एक्सिडेंट कर देता है, जिस से एक ग्रामवासी की मौत हो जाती है।

जीप होने के कारण बेचारे ग्रामसेवक पर सब बोझ पड़ता है, क्योंकि जितने अफ़सर हैं, बी० डी० ओ०, कृषि अफ़िसर, शिक्षा अफ़िसर, स्वास्थ्य अफ़िसर, ये सब साहब जीप में बैठ कर दिन के समय थोड़ी देर के लिए गांवों में चले जाते हैं। वे ऐसे बक्त जाते हैं जब गांवों के लोगों के साथ मुलाकात नहीं हो सकती है, उन के साथ बातचीत नहीं हो सकती है। वहां पर ग्राम-सेवक उन की इन्तज़ार में रहता है। वे उसी को सारा आदेश दे कर आ जाते हैं। ग्राम-सेवक को यह सब काम करना पड़ता है, जबकि बी० डी० ओ० कुछ नहीं जानता है।

Shrimati Lakshmikanthamma: I would like to say that at least some principles of decency are followed. We cannot tolerate this kind of criticism against poor *gram sevikas* who are working in villages. He says, the *gram sevika* is waiting for the B.D.O. What does he mean?

श्री किशन पटनायक : माननीय सदस्या नहीं समझती हैं कि मैं क्या कह रहा हूं। मैं तो ग्राम-सेवकों के समर्थन में बोल रहा हूं।

बी० डी० ओ० कुछ नहीं जानता है और ग्राम-सेवक को "सब जानता" बना दिया गया है। ग्राम-सेवक कृषि और शिक्षा का काम करेगा, चेचक का टीका देगा, हैजे की सुई भी देगा, चर्खा भी चलायेगा और बैलों को बधिया भी करायेगा।

एक माननीय सदस्य : और जीप की सवारी भी करेगा।

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श्री किशन पटनायक : वह जीप पर सवार नहीं होगा, लेकिन जब जीप पर बी० डी० ओ० साहब आयेंगे, तो गांव में उत्पादित सब्जी और अंडों को जरूर जीप पर रख देगा। इस तरह सारा बोझ ग्राम-सेवक पर आ कर पड़ता है।

जीप के लिए बी० डी० ओ० का कितना मोह होता है, मैं उस का एक उदाहरण देता हूं। मेरे जिले में वरपाली—डे साहब नोट कर लें—एक बहुत विकसित ब्लाक है, जिस के चेयरमैन मेरे एक साथी, श्री निरंजन साहू, बने थे। जब से वह चेयरमैन बने, उन्होंने कभी भी जीप पर दौरा नहीं किया। उस ब्लाक में एक आई० ए० एस० अफ़िसर बी० डी० ओ० बन कर आ गया। चेयरमैन ने उन के सामने प्रस्ताव रखा कि मैं यह तो नहीं चाहता हूं कि आप जीप का भ्रमण न करें, लेकिन मैं आप से अनुरोध करता हूं कि महीने में सफ़्र दो तीन दिन आप मेरे साथ साइकिल पर या पैदल दौरा करें। इस का नतीजा क्या हुआ? इस का नतीजा यह हुआ कि इन आई० ए० एस० बी० डी० ओ० और एस० डी० ओ० दोनों ने मिल कर जीप में ज्यादा दौरा कर के पंचायत समिति के सब मेम्बरों को घूस से या धमकी से संगठित किया, जिस की वजह से बेचारे चेयरमैन के ऊपर अनास्था-प्रस्ताव आया और उन को हटा दिया गया। जीप नहीं हटी है, लेकिन जीप को हटाने वाला चेयरमैन जरूर हटा दिया गया।

The Parliamentary Secretary to the Minister of Community Development and Co-operation (Shri Shinde): Was the Chairman removed on this ground?

श्री किशन पटनायक : इस वक्त जीप भ्रष्टाचार और नौकरशाही की प्रतीक बन गई है। आज जीप का इस्तेमाल क्या क्या होता है? आज जीप बी० डी० ओ० और

[श्री किशन पटनायक]

चेयरमैन के गठबंधन के लिए एक डोरी भी बनती है, क्योंकि दोनों की फ्रैमिलीज उस पर बैठ कर पास के शहर में सिनेमा देखने के लिए जा सकती हैं। अगर चेयरमैन न्यापारी है, तो जीप के साथ लगी ट्राली गोदाम से बाजार तक माल लाने ले जाने के काम में भी आ जाती है।

इस के अतिरिक्त हर पांचवे साल देश में पांच करोड़ रुपये के खर्च पर चलने वाली जीपों का इस्तेमाल कांग्रेस-विरोधी उम्मीदवारों के खिलाफ चुनाव-प्रचार में होता है। हाल ही में फूलपुर चुनाव में इस का बहुत शानदार विनियोग हुआ था एक कांग्रेसी उम्मीदवार को जिताने के लिए। जीपों और पेट्रोल पर खर्च किया जाने वाला पांच करोड़ रुपया कांग्रेस को जिताने के लिए और कांग्रेस-विरोधी उम्मीदवारों को हराने के लिए खर्च किया जाता है।

ब्लाक्स के जो बजट होते हैं, मैं उन की तरफ आप का ध्यान खींचना चाहता हूँ। ब्लाकों में जितना पैसा खर्च होता है, उस की आधी से ज्यादा रकम खर्च होती है सिर्फ नौकरशाहों पर, नौकरशाहों के मकानों पर, नौकरशाहों की तन्ख्वाहों पर और नौकरशाहों के चलने के लिए जीप और पेट्रोल पर। मैंने इस सम्बन्ध में कुल आंकड़े मिनिस्टर से मांगे थे इस आशा से कि मैं उन आंकड़ों का इस्तेमाल इस सदन में कर सकूँ। लेकिन मिनिस्टर साहब ने उतना सहयोग नहीं दिखाया। उन्होंने उत्तर दिया कि ये आंकड़े इकट्ठे करने में बहुत देर लगेगी और इसलिए हम को मफ़्फ़ करना। एक ब्लाक के बारे में मेरी जो धारणा है, वह मैं बता देता हूँ। जब कि नौकरशाहों की तन्ख्वाह और जीप के लिए पेट्रोल पर खर्च 54,000 है, शिक्षा के लिए सिर्फ 9,000, स्वास्थ्य के लिए सिर्फ 8,000 और कृषि के लिए सिर्फ 10,000 रुपये।

आखिर में मैं सिर्फ एक बात कहूँगा। क्या यह जीप हमेशा के लिए ग्रामीण विकास का प्रतीक बनी रहेगी या कोई दूसरी चीज़ भी यह सरकार सोच सकती है, जो कि ग्रामीण विकास का प्रतीक बन सकती है? मैं ट्रैक्टर का बहुत हिमायती नहीं हूँ इस अवस्था में, लेकिन कुछ अवस्थाओं में कुछ शर्तें पूरी होने के बाद, मैं ट्रैक्टर के इस्तेमाल का भी समर्थन करने लगूँगा। मैं पूछना चाहूँगा कि क्या एक जीप ग्रामीण विकास का प्रतीक होनी चाहिए या एक ट्रैक्टर। अगर एक बी०डी०ओ० ग्रामों को एक जीप पर जाता है, तो उस का क्या असर पड़ेगा और अगर वह ट्रैक्टर-डाइवर बन कर—ट्रैक्टर चलाते हुए गांवों में जाता है, तो उस का क्या असर गांव-वासियों पर पड़ेगा? लेकिन मैं कहे देता हूँ कि मैं सिर्फ इन शर्तों पर ट्रैक्टर का समर्थन करता हूँ कि भूमि-वितरण हो जाये, भूमि-हीनों को भूमि मिले, छोटे किसानों पर से लगान हटाया जाये और देहाती उद्योगों के द्वारा अन-एम्प्लायमेंट को दूर कर दिया जाये। तब गांवों में ट्रैक्टर जाने से गांव-वासियों का नुकसान नहीं होगा। इसलिए मंत्री महोदय से मेरा अनुरोध है कि उस अवस्था अवस्था को तैयार कर के और जीप को हटा कर ट्रैक्टर को ग्रामीण विकास का प्रतीक बनाया जाये।

Mr. Deputy-Speaker: Motion moved:

"That in accordance with the Prime Minister's announcement made on the 18th September, 1964, this House urges upon the Government to take immediate steps to withdraw jeeps from the Community Development Blocks by the 26th January, 1965."

Two hours have been allotted to this Resolution.

There is an amendment by Shri Yashpal Singh. Is he moving it?

Shri Yashpal Singh (Kairana): I beg to move:

"That in the resolution,—

omit "by the 26th January, 1965".
(1)

Mr. Deputy-Speaker: Then, there is an amendment in the name of **Shri Rananjaya Singh**—he is absent. The motion and the amendment are before the House. **Shri Oza**,

15.00 hrs.

Shri Oza (Surendranagar): Though I may have been critical about certain aspects of the community development movement in this country, I must say that by and large I have been a greater admirer of this movement. I have been associated with this movement almost from its very inception. I know that there are some prejudices, to my mind unhealthy, working against the movement. By and large, these prejudices arise out of over-expectation from this movement.

We must realise and we must frankly admit that this movement is meant to give a new outlook to the vast multitude of people engaged in agriculture. It is very easy to construct a bridge here or a bridge there or construct an irrigation tank here or there with material coming up with human labour. But to make millions of people move in this country, to make them adopt a new outlook, to adopt what our late Prime Minister used to call as the technological outlook, to make people who were not at all trained in this aspect, who were submerged in poverty and the evils arising out of poverty and who had been denied of all these benefits, move and adopt a new technique both in living and in the production in which they are engaged, is a stupendous task. To expect the Ministry of Community Development and Co-operation, therefore, to work wonders within a very short time is, I think, an unrealistic approach to the task entrusted to this Ministry.

So far as this Ministry and those who are entrusted with the work of this Ministry are concerned, I know that they are putting forth their best effort; I know that the hon. Minister is pouring his blood and his soul over it; he has not spared himself. If there is anything going wrong with the community development movement, let us make a real re-evaluation of it, but let us not judge it by standards which are not perhaps applicable for the evaluation of this work.

I do not know under what circumstances the Prime Minister was prompted to make this remark that the jeeps should be withdrawn. But I must humbly say that I entirely disagree with that view. It was stated here that a lot of money was being spent on jeeps. I know that only a very small percentage of the total estimated budget of the community development blocks is being spent on the jeeps by way of expenditure, recurring and otherwise.

Shri Ram Sewak Yadav: You are less than Rs. 5 crores.

Shri Oza: My hon. friend may total up anything and it will come to crores in this country. Even if he takes the case of biris, the amount will come to crores. So, one cannot judge people in that manner. We must remember that we are managing a very big country with a very vast population.

Shri Ram Sewak Yadav: You are wasting so much money on the jeeps.

Shri Oza: It was also stated that a large part of the budget was being spent on emoluments of this officer or that officer. After all, what is the purpose of the community development movement? The purpose is to provide extension services in various fields such as health, education, agriculture, animal husbandry and so on, and that is what we are providing through these community development blocks, and nothing more. So, why should we be scared away by all

*Jeeps from Community
Development Blocks*

[Shri Oza]

these emoluments and other things paid to the officers? We want to give a new outlook to our agriculturists and to those who are residing in the rural areas. If the agencies that we have employed for this purpose are not working properly, let us make them work properly, but let us remember that if we take away all these officers, the ignorant persons in the villages will remain where they are.

Shri P. R. Patel (Patan): What is the change in outlook which has resulted so far?

Shri Oza: It is imperceptible. It is not just like any material thing which you can measure in terms of inches or yards. It is imperceptible, but this change is going on. The changing of the outlook in the rural areas is taking place. That cannot be denied. If you had been associated with the rural areas before Independence, and after 1950, you would have seen definitely the changes taking place. But the change is bound to be slow. Community development is not like a magic wand which can change the whole thing overnight. It requires very great efforts; it is a slow process, and as such it is bound to take some time, but we should not be frustrated or go in the wrong direction because of that. If there are any loopholes here and there, if anything is going wrong, we must certainly try to stop those things, but let us not put the whole thing in the reverse gear, because if we did so, our rural population will for all times to come remain where it is, and that is not what we want.

Even in the rural areas, what we want to achieve is to have speedier conveyance to reach the people and provide them with the various extension services. The people in the rural areas also are adopting new ways of conveyance; they are not going by carts; they are not walking on foot, but they are travelling by buses, and trains, because they also want swifter

movement. So, what is the point in saying that there are jeeps and jeeps? I do not want to cast any reflection on anyone, but I would submit that let us not be scared away by all this criticism about the jeeps. I do not quite understand this phobia for jeeps.

Some Hon. Members: It was the Prime Minister who had made that statement.

Shri Oza: I disagree with the Prime Minister. I have said so already. When we want people to take to new ways of travelling and adopt new ways and new outlooks, what is the point in complaining about a small jeep moving about in the blocks? As I said, if there is any misuse, let us certainly stop it. I am against the misuse of anything, least of all, jeep, but let us not say that the jeeps should not be there, because that is not the way to reach the people in the interior parts. There are so many villages in some blocks, which you cannot reach by foot. So many services are required urgently and in a speedier way in those villages. So, what is the point in putting a stop to the use of jeeps? If any ostentatious use is being made of the jeeps, which creates some prejudice amongst the rural people, certainly stop it. But wherever necessary and whenever necessary, jeeps should be used because, as I said, we want a quick metamorphosis of the rural areas, to change the outlook of the people there and to see that they adopt a new technological outlook and progress. At present, we are lagging far behind, as compared with the western world which had the advantage of having democracies and popular governments and freedom long before us. By doing away with these modern methods of development I am afraid we shall not progress fast. In the context of the industrial development which we have adopted in this country, we want to have heavy industries, we want basic industries and so on, and we want to industrialise our country rapidly; we want to move our primary sector people to the secondary

sector of industry and the secondary sector people to the tertiary sector of social services and so on. The method suggested in this resolution is not the way of moving forward and making progress in the rural areas. Let us adopt all these fast modes as much as possible. If there is any misuse of anything, certainly, let us stop it, but let us not put the whole thing in the reverse gear.

Shri N. Dandekar (Gonda): Sir, I rise to oppose the resolution. In doing so, I do not wish to get involved in verbal quibbles about what precisely the Prime Minister said or what he meant, nor do I want on this occasion to get involved in an evaluating assessment of the community development plans. I think that we would get somewhere on the subject of the use of jeeps in Community Development Blocks if we focussed on what exactly is the problem which the Mover of the resolution has in mind, and whether that problem can be resolved by withdrawing the jeeps altogether or whether there is any other mode of approaching those problems.

I have been thinking over this subject for some time since the notice of this resolution was given, and I believe that in this matter of the use of jeeps in the Community Development Blocks, there are two problems which worry most of us. I think that the first of them worried also the Prime Minister, namely what one might call the jeep mentality that has unfortunately developed, at any rate in some places, among the block development officers. Concretising that a little, I think it is true to say that they have got into the habit of using these jeeps merely as quick means of transport to and from their headquarters to the villages they visit, with the result that—and this really is the crux of the problem—they have become mere birds of passage with regard to the villages they visit. They do not apparently get into such close contact with the villagers as one would desire, so as to be familiar with the innermost thinking of

those people, their difficulties and problems, what worries them most and what the villagers really want and aspire and hope for. That, I think, is one problem.

The other problem is the misuse of jeeps for political purposes, specially during elections.

Shri Kapur Singh: By the ruling party.

Shri N. Dandekar: As regards the first problem, I have no doubt it exists. Also as regards the second, I am satisfied from my own experience during the last election that the misuse of the jeeps for political purposes by the party in power undoubtedly obtains. It is a temptation they find it difficult to resist.

But the real question is this: does one solve these problems by abolishing the jeeps? As to this I agree entirely with hon. Member, Shri Oza, that if we did this, if we started programming for an enormous amount of agricultural development and rural development of all kinds,—and indeed intensifying it, as we hope to do in the Fourth Plan, are we going to run all this on bullock carts? Are we going to try to catch up, as we hope to, with the enormous progress made in the western world, and also indeed now in the eastern world, but have means of communication that are antediluvian? I submit that would amount to cutting our nose to spite our face.

I am quite clear that the problem exists. I am equally clear that the solution is not to be found in the abolition or withdrawal of the jeeps. I submit that my past experience may be of some use here,—though here again the House may think that I draw rather too much upon my past experience;—I would, however, like to draw upon my past experience and indicate perhaps the lines on which, if the Minister agrees, a closer scrutiny of the touring done by block development officers might give the desired result.

[Shri N. Dandekar]

I suggest, for instance, that it should be one of the most important requirements of watching the touring by block development officers to notice how many nights they spend outside their headquarters. There is nothing more calculated to bring an officer into closer contact with the villagers at an intimate level than to spend a night with them, where they gather together in the evenings and where one can go out with them in the mornings and so getting to hear more about what is going on, hear what is in their mind, hear what they think about the things one is doing, hear what sort of things they really look out for in the matter of help from government officials.

I certainly used to insist from my subordinates during the days I was in the districts that if they spent 18 or 20 days touring in any area, not less than 10 nights a month must be spent by them outside their headquarters in the villages. I suggest that perhaps the Minister would like to consider this very carefully, namely to lay down some standards as regards: (a) visiting the villages that are not approachable even by jeeps, in other words requiring the chaps to go round on foot to some of the really inaccessible interior villages; and (b) requiring that a certain number of nights when they are out on tour are spent in the villages themselves, so that the personal contact so essential in the progress of the rural population, and in many of the new rural developments that we want to achieve, might be more effectively achieved by ascertaining what the villagers really want.

That, I imagine, will be a more fruitful way of utilising the vehicles, than by abolishing the vehicles altogether. This is because I imagine that in a block of an average size if the man has to go about on a bullock cart, he would have to spend an enormous amount of time merely in going to and fro, from his headquarters to the village, with very little time for work on ground.

I come to the second problem, namely, the political misuse of these vehicles. I am quite clear in my mind that there is misuse. I am equally clear that no instructions of any kind are going to prevent it, because, on the one hand, there is temptation during election, as I said, on the part of the ruling party to use every facility available, and on the other, there is the natural tendency on the part of government servants having vehicles, to place them at the disposal of the candidate of the ruling party. I suggest a very simple solution. In the course of the elections, whether they are district board or Zilla parishad elections or block development committee elections or whatever it is called, and certainly during the general elections and bye-elections, all these jeeps, cars and various other government vehicles at the disposal of officials, with the exception only of those used by the revenue administration and the police administration, ought to be withdrawn right from the nomination day up to the polling day and brought together into a pool at the district headquarters and immobilised. There is no other way in which the misuse of these vehicles for political purposes by the ruling party can be prevented.

If I may summarise, I agree there is a problem. But I do not think that the withdrawal of the jeeps is the solution. I think other, better solutions are available. I would urge, not that this resolution should be supported, but that the Minister might consider some of the things I have suggested, and then perhaps those problems could be solved without, as I said, cutting our nose to spite our face.

Shri Inder J. Malhotra (Jammu and Kashmir): For once, I am very happy that I agree *in toto* with the approach of the Swatantra Party to this motion.

Shri Kishen Patttnayak: Class feeling.

Shri Kashi Ram Gupta (Alwar): As regards misuse of jeeps also?

Shri Inder J. Malhotra: I am coming to that.

Shri Ram Sewak Yadav: He is going to misuse now.

Shri Inder J. Malhotra: I can assure my hon. friend that I will not misuse the time given to me by the Deputy-Speaker.

I think when the Prime Minister made this remark regarding the withdrawal of jeeps from the blocks, he had in mind that in the past our officials, especially in the blocks, have linked their approach to work, rather their way of working, very closely with the jeeps. What is required is, as has been pointed out by my hon. friend, to see that the jeep as it is is meant to be only a vehicle to go from one place to another. During the British days, if an officer used to come to a village on horseback, he was supposed to be an officer of some status; if the Deputy Commissioner or Commissioner used to come to a village in a car or jeep, automatically the impression was created in the minds of the villagers that he was an officer of very high status. This used to create some kind of fear in the minds of the villagers. Unfortunately, this kind of impression has no doubt been created in the minds of the villagers by the way of working of the block development officers closely linked with their jeeps.

Jeeps in the block are required, for example, to transport fertiliser in an emergency or transport seed and other things required by farmers to increase agricultural production. In this age of science, I really do not see any justification why when government officers sometimes misuse jeeps we should be so conservative in our approach or thinking as to say that since they have not been able to utilise the jeeps properly, they have misused them, therefore we must destroy all these jeeps and go a step further . . .

Shri Raghunath Singh (Varanasi): Not destroy, but withdraw.

Shri Inder J. Malhotra: I would submit that this not be left now to the State Governments, as to what procedure they are going to adopt to reorganise the whole system of block development, what procedures they are going to adopt to see how these jeeps should be used. The hon. Minister should apply his mind and work out a code of conduct for the use of these jeeps in the blocks. It should be seen in future that jeeps allotted are not misused during the elections, that use of jeeps for transporting families of officers to go for cinemas and so on should be stopped. But for the sake of efficiency in the blocks, for the sake of better working of the officers in the blocks, jeeps are required and they should be there.

श्री काशी राम गुप्त : उपाध्यक्ष महोदय, मुझे अच्छी तरह से याद है कि प्रधान मंत्री जिस समय भाषण दे रहे थे तो उन्होंने ये शब्द कहे थे कि गांव वालों के निकटतम पहुंचने के लिए अफसर के लिए यह जरूरी है कि वह जीप का इस्तेमाल न करे। यह दुर्भाग्यपूर्ण बात है देश का प्रधान मंत्री अपने मंत्रालयों से बिना सलाह किए इस प्रकार के वक्तव्य दे दे। इस की जिम्मेवारी उन पर ही है, किसी और पर नहीं है। यदि प्रधान मंत्री महोदय ने यह भाषण न दिया होता तो आज श्री किशन पटनायक को यह प्रस्ताव लाने की आवश्यकता न होती। इस प्रस्ताव का मंशा जहां तक मैं समझता हूं जीप की उपयोगिता के बारे में आलोचना करने का नहीं है, बल्कि प्रधान मंत्री ने जो घोषणा की है उस की पूर्ति के लिए इस को लाया गया है। अब या तो प्रधान मंत्री यह बतलायें कि उन्होंने जो कुछ कहा था वह बहुत ठीक नहीं था और इन शब्दों के बारे में उन्हें पश्चात्ताप है या उनका मंत्रालय या उनके साथी जो बार बार सफाई दे रहे हैं वे यह कहें कि प्रधान मंत्री ने गलती की है। हम तो केवल यह कहना चाहते हैं कि जब तक उस घोषणा के बारे में प्रधान मंत्री दोबारा यह न कहें

[श्री काशी राम गुप्त]

बैं कि उनका क्या अभिप्राय था, तब बक यह प्रस्ताव ठीक है।

जहां तक जीप की उपयोगिता का खवाल है मेरा स्वयं का अनुभव इस बारे में बहुत रहा है। मैं ने बहुत इन कर्मचारियों के साथ रह कर काम किया है। उन का जो दुरुपयोग होता है उस के बारे में तो मुझ से पहले वक्ताओं ने कहा है। किन्तु मैं एक और बात कहना चाहता हूं। मैं समझता हूं कि मंत्री महोदय भी इस बात को स्वीकार करेंगे और इस बात की चर्चा बहुत बार कंसलटेटिव कमेटी में भी आ चुकी है सदस्यों की ओर से, कि जो ब्लाक डेवलपड कहलाते हैं और जहां सड़कें काफी बन गयी हैं, जहां गांवों तक सड़कें पहुंचती हैं, वहां जीपों की आवश्यकता नहीं रह गयी है वहां बसों आदि से उन गांवों तक जाया जा सकता है। तो हम को कोई मंत्र नहीं बना कर बैठ जाना चाहिए कि जीपें जरूरी हैं या जीपें जरूरी नहीं हैं और इन को हटा देना चाहिए क्योंकि प्रधान मंत्री ने ऐसा कह दिया है। अगर किसी देश का प्रधान मंत्री गलती करता है तो संसद सदस्यों का काम है कि उस की गलती को सुधारें। मेरा तो इतना ही कहना है कि जिन इलाकों में अभी सड़कें कम हैं या नहीं हैं उन में जीपें रखना आवश्यक है, लेकिन जिन इलाकों में डेवलपमेंट काफी हो गया है और जहां यातायात के अन्य साधनों का उपयोग किया जा सकता है, वहां के लिए जीपों की आवश्यकता नहीं है। इसलिए उन को वहां से हटा देना जरूरी है। मेरा सुझाव है कि इस बात की जानकारी प्राप्त की जाय कि कौन कौन से इलाके काफी डेवलप हो गए हैं जिन में जीपों की आवश्यकता नहीं है और कहाँ इन की आवश्यकता है। ऐसा करने से खर्च में भी कमी होगी और जीपों का दुरुपयोग भी दूर हो जायेगा।

आप की जीपें क्या काम करती हैं? मैंने देखा है कि कभी कभी छोटे छोटे कामों के

लिए, जैसे किसी ग्राम सेवक को बुलाने के लिए, जीपों को भेजा जाता है। दूसरे कुछ प्रधान लोग हैडक्वार्टर पर मीटिंग्स में जाने के लिए इन का उपयोग कर लेते हैं। मेरा सुझाव है कि मंत्री महोदय वो यह हिदायत कर देनी चाहिए कि इन जीपों का उपयोग जिला हैडक्वार्टर्स पर मीटिंगों में जाने के लिए न किया जाय।

दूसरी बात मैं यह कहना चाहता हूं कि मैं श्री पटनायक की इस बात से सहमत हूं कि इन जीपों को हटा कर इन की जगह पर ट्रैक्टरों का इस्तेमाल किया जाय। इन से अन्य सामान को लाने आदि का भी काम लिया जा सकता है और कच्चे रास्तों में इन से दिक्कत भी नहीं होगी।

श्री इन्द्रजीत लाल महोत्रा : ट्रैक्टर फंस जाया।

श्री काशी राम गुप्त : ट्रैक्टर इस प्रकार नहीं फंस्ता। आप काश्मीर में रहते हैं तो आप को वहां का ध्यान आता है।

तो मेरा निवेदन है कि हमें इस जीप के मसले को पार्टी की दृष्टि से या विरोध की दृष्टि से नहीं देखना चाहिए। मेरा सुझाव है कि इस की जांच कर के जानकारी प्राप्त की जाय कि कहाँ कहाँ इन की जरूरत नहीं है। उन स्थानों से इन को 26 जनवरी तक हटाया जा सकता है। और जहां इन की आवश्यकता है वहां इन को रहने दिया जाय। इस के अतिरिक्त इन को हटाने की भी एक योजना सरकार बना ले कि कितने दिनों में इन को ... हिस्ता आहिस्ता हटाया जा सकेगा।

Dr. Sarojini Mahishi (Dharwar North): I am extremely sorry that Members of Parliament in the Opposition are not able to understand the clear meaning of the words uttered by the Prime Minister on the 18th September, while replying to the no-confidence motion in the House.

Every word has got three types of meaning, *vachyārtha*, *lakshanārtha* and *vyangyārtha*. When the surface meaning of the words do not suit the purpose or the context, there is a hidden meaning, and that is what all sensible, intelligent and wise persons should understand.

Shri Ram Sewak Yadav: Only you are able to understand.

Dr. Sarojini Mahishi: I am quoting Mammāt:

लक्ष्यार्थं वाचे तयोगे रुचितीयं प्रयोजनात् ।

अन्योलक्षणारोयितार्थो लक्ष्यते यत्सा क्रिया ।

Vachyārtha cannot be accepted in certain circumstances according to usages, conventions and customs, and with special reference to the context there is a hidden meaning, and that is the real meaning of the word. If they are not able to understand it, I do not know how they can use words and convey the meanings that they intend to convey.

Shri Ram Sewak Yadav: It would be better if the Prime Minister were to reply to it, because he knows the meaning of his words.

Dr. Sarojini Mahishi: I am also supposed to be a very responsible Member, elected by five lakhs of people.

Shri Kashi Ram Gupta: You are not responsible for the Prime Minister.

Dr. Sarojini Mahishi: I am giving the meaning of the words as I understand it. The words of the Prime Minister are:

"My desire is, in fact—I may be wrong—but I sometimes feel—that all the jeeps from the community development blocks should be withdrawn. It may be that I may be making an exaggerated statement, but I feel that unless the workers and the block

development officers walk on foot, they will never visit the villages."

The meaning and the spirit of these words is that the jeeps should be properly used, and that there should be better contact between the officers and the village people.

Shri Kashi Ram Gupta: What is meant by the word "withdrawn"?

Dr. Sarojini Mahishi: I think he will have a little patience and tolerate what I say, because he had his turn, and I am having my turn now.

Therefore, what is meant is that we want to establish better contact between the officers and the village people.

The community development blocks, and originally the national extension service, with a network of institutions spread over the whole of the country, even in the remotest parts of the country, could mobilise the village people and the human energy and bring about to certain extent a radical change in the social outlook of the people in community development and agricultural production also. We are laying greater stress on agricultural production because there is an acute shortage in the country. In a country where 80 per cent of the people live on agriculture, we cannot afford to neglect agriculture, and so we can understand the stress or the greater emphasis that is being laid on increasing agricultural production. If the BDO has to cater to the needs of the particular block consisting of 60 to 70 villages, how is it possible either for him or his office to look after and supervise the whole work, ranging from making soak-pits to the construction of bridges, from supply of better seeds to greater agricultural production, and then fertilisers, manures and all other things? Therefore, it is practically impossible. I wonder whether the Members of the Opposition would have made this statement at all if they were conver-

[Dr. Sarojini Mahishi]

sant with the working pattern of community development. That is a big problem.

The jeep is never used by the gram sevak, who goes on a bicycle in some States, on horseback in others, and on the camel in Rajasthan. The gram sevika never uses the jeep. Shrimati Lakshmikantamma said something about that in reply to a Member of the Opposition, but anyway, the jeep is never used by the staff, and it is used only by the higher officers.

The main pattern which we are trying to evolve is the Panchayati Raj system, right from the panchayat to the zila parishad or the highest elected body at the district level. The other day, in the committee for providing safeguards and incentives to panchayati raj institutions, we were discussing at length how safeguards should be provided, and how the working of the panchayati raj institutions could be improved based on democratic ideals. Every citizen should be guaranteed all the fundamental rights, his honour and his safety and everything. When that is to be performed we will think about all these things. When we are thinking of evolving such a pattern, it is but natural that in an age of scientific development and progress, we cannot afford to keep quiet and not do things. For some villages there are not approach roads; where they exist, they are in the worst condition and they go out of order in the rainy season. Therefore, I think my hon. friends will re-think over this matter.

I entirely agree with Mr. Dandekar with regard to the possibility of misuse of jeeps during the elections. Surely a number of elections are now coming up in the villages, elections for marketing societies, panchayat elections. During this period of elections jeep may be misused; the possibility is there, not only on the part of the ruling party but on the part of the Op-

position also; I know Members of the Opposition threatened the officer: we are going to raise a hue and cry in the assembly unless you give the jeep to us . . . (Interruptions.)

Some Hon. Members: No.

Shri Nambiar (Tiruchirapalli): There was no such case; there was not even any possibility.

Dr. Sarojini Mahishi: I am not saying anything about all the political parties. Some people are there who try to influence the officers to misuse. We may place certain restrictions on the use of the jeeps but not withdraw them from the blocks.

श्री यशपाल सिंह : उपाध्यक्ष महोदय, हमारी खेती के साथ जीप का कोई ताल्लुक नहीं है। हमारे देश में हजारों एकड़ जमीन इसलिए पड़ी रह गई कि यह लोकप्रिय सरकार उस के लिए बीज और दूसरी सुविधायें नहीं दे सकी। जिस देश में बीज, मैन्यूरिंग, इरिगेशन और कानसालिडेशन की कमी हो, उस देश पर हजारों बी० डी० ओ० इसलिए लाद दिये जायें कि वे लोगों के रूपों को पेट्रोल पर खर्च करें, यह उस देश के साथ बड़ा भारी अन्याय है। माननीय कृषि मंत्री जी लिस्ट को देखें कि जो लोग प्राइज-विनर हैं, जिन को "कृषि-मंडित" की उपाधि मिली है, जिन्होंने गन्ने, पैडी, व्हीट और ग्राम आदि में रिकार्ड बीट किया है और हिन्दुस्तान भर में सब से ज्यादा पैदावार कर के दिखाई है, जिन्होंने पांच पांच हजार रुपये का इनाम लिया है, जिन को ट्रैक्टर का पुरस्कार मिला है, उन में एक भी शक्स ऐसा नहीं है, जिस ने जीप का इस्तेमाल किया हो।

जिस देश में अस्सी फ्रीसदी जमीन बैलों से जोती जाती हो, पशुधन और गोधन पर जिस का दारो-मदार हो, जिस देश की यह हालत हो कि अगर बैलों का सिस्टम हटा दिया जाये, तो चंद्रह हजार ट्रैक्टर उस की पांच

फ्रीसदी जमीन को भी टिल नहीं कर सकेंगे, उस देश में जीपों पर बेकार रुपया नष्ट करना उचित नहीं है, क्योंकि यह टैक्सपेयर्स का रुपया है। माननीय प्रधान मंत्री जी ने यह बात ठीक कही थी कि ये लोग जनता से दूर होते जा रहे हैं। महामहिम राष्ट्रपति, डा० राधाकृष्णन् ने यह बात बिल्कुल सही कही है कि देश में डेवलपमेंट के लिए जो रुपया रखा गया था, वह कागजों में ज्यादा बह गया है, देश में खेती के लिए जो रुपया दिया गया था, वह मसनुई कार्यों में ज्यादा बह गया है, देश में जो रुपया अन्न की उपज को बढ़ाने के लिए दिया गया था, वह बेकार कार्यों में लग गया। यह इस देश के साथ एक बहुत बड़ा अन्याय है।

15.35 hrs.

[DR. SAROJINI MAHISHI in the Chair]

मैं अपने मित्र, श्री किशन पटनायक, को इतना सुन्दर और इन्फोर्सेट रेजोल्यूशन इस सदन के सामने लाने के लिए मुबारकबाद देता हूँ। वह एक ऐसा रेजोल्यूशन है, जिस पर किसी को एतराज नहीं हो सकता है। अगर इस देश की तरक्की होनी है, तो वह पशुधन से होगी।

ट्रेक्टर की बात कही जाती है, लेकिन ट्रेक्टर से खेती उस देश में हो सकती है, जहाँ ट्रेक्टर इतने हों कि देश की पैदावार बढ़ सके। हमारे देश में अभी तक कुल पच्चीस हजार ट्रेक्टर हैं, जिनमें से पंद्रह हजार हर वक्त बिगड़े रहते हैं। बाकी दस हजार या तो इलैक्शनों में काम आते हैं, या कोई बहुत बड़ा लखपति उन से काम कर लेता है। मेरे जैसा छोटा सा किसान तो उन से काम नहीं कर सकता उन से खेती की पैदावार नहीं कर सकता है, जिस का एक खेत यहाँ और दूसरा खेत दो मील दूर है, जिस के छोटे छोटे खेत बंट गये हैं।

मैं चाहता हूँ कि जीपों को वापस लेने के बारे में 26 जनवरी की मियाद न रखी

जाये, उन को फौरन हटा लिया जाये, क्योंकि उन पर पब्लिक और टैक्सपेयर्स का करोड़ों रुपया बर्बाद हो रहा है। उन जीप्स को वहाँ से मंगा कर उन से कोई अच्छा काम किया जाये। उन के द्वारा लड़ाख के मोर्चे पर अच्छा काम हो सकता है, देश की एड्केशन या मारल ट्रेनिंग के लिए कोई काम हो सकता है। अगर कोई ऐसे मिनिस्टर हैं, जो कि पैदल नहीं चल सकते हैं, तो उन को जीप दी जा सकती है। मेरे जैसे जो आदमी चालीस मील रोज पैदल चलते हैं, उन को जीप सौपने की जरूरत नहीं है।

अगर बी० डी० ओ० पैदल नहीं चल सकता है, हल नहीं चला सकता है और बैलों की खिदमत नहीं कर सकता है, तो क्या वह खाक डेवलपमेंट कर सकेगा? वह कोई डेवलपमेंट नहीं कर सकेगा। ये जीप्स फौरन वापस ली जायें और हिन्दुस्तान के पशुधन को बढ़ाया जायें। श्री केशवदेव मालवीय ने यह बात मानी थी। वह इतने बड़े आदमी हैं। वह कोई बात गलत नहीं कह सकते। उन्होंने कहा था कि पशुधन का इतना ह्रास हुआ है, बैल इतने कम हो गये हैं कि देश की बीस करोड़ एकड़ जमीन का कोई उपाय नहीं है। न वह जमीन जोती जाती है, न उस में बीज डाला जाता है। सरकार न बैलों का इन्तजाम करती है, न ट्रेक्टरों का इन्तजाम करती है और न मैन्यूरिंग का इन्तजाम करती है। उस्ता यह जीपों का करोड़ों रुपये का बोझ टैक्सपेयर्स पर लादा जा रहा है।

आज जरूरत इस बात की है कि देखा जाये कि किस्म जीप का कहां गलत इस्तेमाल हुआ है। मैं ने अपनी आँख से देखा है कि मेरी कंस्टीट्यूएन्सी में, मेरे ब्लाक में, एक जीप-ड्राइवर अपने स्थान से चौबीस मील के फासले पर खड़ा था। उस से पूछने पर पता चला कि वह चौबीस और चौबीस—अड़तालीस मील का जीप का सफ़र इसलिए

[श्री यशपाल सिंह]

किया गया कि बी० डी० ओ० के पास टाई नहीं थी और टाई खरीदने के लिए जीप के ड्राइवर को भेज दिया गया। एक टाई के लिए, एक कागजी नौबू के लिए देश का रुपया नर्बाद किया जाये, यह बात समझ में नहीं आती है।

फिर यह सरकार कहती है कि यह किसान और मजदूर का राज है, यह मेहनतकश जनता का राज है। लेकिन मैं समझता हूँ कि यह मेहनतकश जनता का राज नहीं है, क्योंकि आज भी हमारी जनता भूखी है, आज भी लाखों करोड़ों लोग लाइन में खड़े हुए हैं। उन को बहका दिया गया है कि एक सेर आटे या चीनी के लिए लाइन में खड़े रहना उन के भाग्य में लिखा है। यह उन के भाग्य में नहीं लिखा है, बल्कि यह सरकार की ग़लत पालिसी का परिणाम है। इस नीति से देश आगे नहीं बढ़ सकता है। आज देश का इन्डिविडुअल क्यू में खड़े खड़े सूख गया है।

अन्त में मैं यह कहना चाहता हूँ कि जीप्स को फ़ौरन वापस ले लिया जाये।

श्री बाल्मीकी (खुर्जा) : सभानेत्री जी, मैं इस प्रस्ताव का विरोध करता हूँ लेकिन इस का मतलब यह नहीं है कि सामुदायिक विकास खंडों में जीपों का दुरुपयोग नहीं होता है। दुरुपयोग होता है।

धम्मपद में भगवान् बुद्ध ने कहा है : “ततोऽनं दुक्खमनवेति चक्कं व बहतो पदम्”। एक विशेष मनःस्थिति का वर्णन करते हुए भगवान् ने कहा है कि जिस प्रकार बैलों के पैरों के पीछे गाड़ी के पहिये स्वयं लुढ़कते चले जाते हैं, उसी प्रकार मानव पाप या मन की स्थिति खराब होने पर उसके पीछे दौड़ा चला जाता है। लेकिन जीप पर तो आदमी

सवार हो कर एक प्रकार स्वयं उच्च मोह की स्थिति पर सवार हो जाता है।

आज आवश्यकता इस बात की है कि हमारे इन सामुदायिक विकास-खंडों में ग्राम-जीवन को उभारना चाहिए, उन्नति की ओर बढ़ाना चाहिए और चूँकि सत्ता के विकेन्द्रीकरण के पश्चात् पंचायतों का जाल बिछ गया है, इसलिये वहाँ इस प्रकार के अधिकारी मुकर्रर किये जायें, जो उस जीवन की सार्थकता को समझते हों और अपने को उस जीवन में डाल सकते हों। ग्रामीण क्षेत्रों तथा सामुदायिक विकास खंडों में जब भी मुझे जाने का अवसर मिलता है, तो मैं इक्के या तांगे या बस में जाता हूँ या फिर पैदल जाता हूँ, जीप में नहीं। एक-आध बार ऐसा जरूर हुआ है कि बी० डी० ओ० या कोई अन्य अधिकारी अगर उधर से गुजर रहा होता है उस ने इस वजह से मुझे जीप में अवश्य लिफ्ट दे दी है कि मैं पैदल जा रहा था और उस ने मुझ से यह कह दिया कि आओ जीप में बैठ जाओ। लिफ्ट चाहे मुझे दी जाये या आप को, इधर बैठने वाले किसी माननीय सदस्य को दी जाये या उधर बैठने वाले को, वह बात उतनी बुरी नहीं है। लेकिन यह बात जरूर है कि जीप्स का विशेष दृष्टि से ही उपयोग होना चाहिये।

श्री हुकम चन्द कछवाय (देवास) : चुनाव में जो इनका उपयोग होता है उसके बारे में आपका क्या कहना है ?

श्री बाल्मीकी : मैं ने बिना जीप के चुनाव लड़ा है और बिना जीप के ही मैं लड़ता हूँ। मैं यह कहने के लिए तैयार हूँ कि जिस क्षेत्र से मैं आता हूँ वहाँ जीप का कभी भी दुरुपयोग नहीं होता है और हम अपनी दृष्टि से उसका उपयोग नहीं करते हैं। यह मैं आप को विश्वास दिला कर कह सकता हूँ।

यह जरूर है कि जो अधिकारीगण हैं, विशेषकर बी० डी० ओ० आद, वे ग्रामीण जीवन के साथ सम्बन्धित नहीं हो पाते हैं। उनकी वेश भूषा, उनकी भाषा, उनका रहन-सहन और ही तरीके का होता है। उस में भी ग्रामों के अनुरूप परिवर्तन आना चाहिये। हमारे इस मंत्रालय को एक सर्वेक्षण करवाना चाहिये यह देखने के लिए कि कहां पर जीपों का सदुपयोग हो सकता है और कहां पर उनका विशेष उपयोग हो सकता है और कहां पर उनका दुसुपयोग हो सकता है। ऐसा सर्वेक्षण करवाते समय तथा उस पर निर्णय लेते समय सिचित और असिचित क्षेत्रों का अवश्य ध्यान रखा जाना चाहिये। इसका कारण यह है कि अब भी देश में सिचाई वाले जो भाग हैं वे बहुत कम हैं। बहुत से खण्ड अभी भी ऐसे हैं जहां सिचाई के साधन मुहैया नहीं हो सके हैं, आने-जाने के रास्ते भी वहां ठीक नहीं हैं। इस वास्ते अगर यह कहा जाये कि जीपों का हटाना जरूरी है तो मैं उसका उतना समर्थन नहीं कर सकता हूं। जीपें रहनी चाहियें, जितनी हैं, उतनी रहनी चाहियें और उनका ठीक-ठ उपयोग होना चाहिए।

मैं यह भी कहना चाहता हूं कि उनकी मरम्मत का भी ठीक प्रबन्ध होना चाहिये। मरम्मत उस दृष्टि से नहीं कि जिस दृष्टि से मेरे माननीय साथी ने न्यान किया है, बल्कि मरम्मत की दृष्टि से, जिस दृष्टि से उनकी मरम्मत दरकार है, उस दृष्टि से मरम्मत होनी चाहिये।

मैं एक बार फिर कहना चाहता हूं कि जीपों का सदुपयोग होना चाहिये ताकि विकास खण्डों के अन्दर विकास का काम आग बढ़ सके, काम फैल सके। हमारे जो बी० डी० ओ० हैं या दूसरे अधिकारी हैं, विशेषकर वे अपने फर्ज को भली प्रकार अदा नहीं करते हैं, ग्रामीणों के लिहाज से, किसानों के लिहाज से और विशेषकर हरिजन

आदि पिछड़े वर्गों या कमजोर पक्ष के लोगों के लिहाज से भी। जो भी कल्याण-सम्बन्धी धनराशि वहां दी गई है, वह खर्च नहीं की जा रही है। इसका केवलमात्र यही कारण है कि हमारे अधिकारीगण इस ओर ध्यान नहीं देते हैं। उन कामों को करने के लिए, देख-भाल के लिए धनराशियों को खर्च करने के लिए तथा उनको सही ढंग से खर्च करने के लिए जीपों का यदि सदुपयोग होता है तो इस में आपत्ति की कोई बात नहीं होनी चाहिये। माननीय सदस्य श्री डांडेकर जी ने कहा है कि इनका उपयोग चुनावों के वक्त नहीं होना चाहिये और जीपें जिले के स्थानों पर इकट्ठी कर दी जानी चाहियें ताकि अधिकारी जो उधर लगते हैं वे ही उनका उपयोग कर सकें न कि हमारे और साथी जिन के प्रति दूसरा भाव हमारे साथी रखते हैं। मैं आशा करता हूं कि इस बात पर भी जरूर ध्यान दिया जायेगा और साथ-साथ यह भी देखा जायेगा कि इनका सदुपयोग हो ताकि ग्रामों का नित्य प्रति का विकास-कार्य आग बढ़ सके, देश उन्नति की ओर अग्रसर हो सके। जैसे आप जीपों में तेजी लाना चाहते हैं वैसेही बैलगाड़ियों की तरफ भी ध्यान दिया जाना चाहिये। उनकी भी उपयोगिता है—विशेषकर ग्रामीण क्षेत्रों के लिए। विकास के काम चलते हैं तो बैलगाड़ियों की शक्ल भी बदले, उनके पहियों की शक्ल भी बदले, इस ओर भी आपका ध्यान जाना चाहिये। बैलगाड़ियों की चाल में भी तेजी आनी चाहिये और जीपों का भी सदुपयोग होना चाहिये।

Shri Shinkre (Marmagao): Mr. Chairman, Sir, although I fully endorse the spirit in which my hon. friend Shri Kishen Pattanayak has moved this Resolution and although I do not want to deny that jeeps are being misused and sometimes abused, by the persons concerned, I am unable to give this Resolution any support, because, that could be one of the major handicaps to the progress

*Jeeps from Community
Development Blocks*

[Shri Shinkre]

and development at the village level that we are contemplating and have established as a principle in the Constitution. I think that the spirit in which my hon. friend Shri Kishen Pattanayak has moved this Resolution and the spirit in which the hon. Prime Minister made a statement on the 18th September, 1964, do not differ very much. The only thing is that my hon. friend Shri Kishen Pattanayak has taken those words literally, without enquiring actually into the spirit of the statement.

Though I will not be able to say in the very erudite and classical words what you said a few moments earlier, as to what exactly is the real meaning of the statement of the hon. Prime Minister, I can say, for instance that my hon. friend Shri Kishen Pattanayak has many misgivings about the present Government; he very often has stated in this House, and the Members of his party have also stated, that this Government is very corrupt and bad. Does he want to suggest in the light of this Resolution that this country should not have any government at all because this Government is corrupt? So, his Resolution in practice amounts to saying that because the jeeps are abused and misused in some places, we should not have anything at all, or no jeeps at all. Nobody will deny in this country how backward and antiquated are our communications; the means of communications are completely inadequate, and so the jeep is a very useful and essential vehicle. To reach the farthest corners of this country, especially, when the block development areas comprise a vast space, the jeep is something that the block development authorities cannot dispense with easily. Because it has been suggested that these vehicles should be restricted, we cannot say, let us dispose of them rightaway and stop such activities.

The alternative that has been suggested by my hon. friend, Shri Yashpal Singh, that we should resort to horses, is just putting the country back into the horse era, if at all there was any horse era. I know that the jeep has not become a symbol of service in the country. In some places, it has become a symbol of prestige. I will not deny that in some cases the jeeps are being used for electioneering and other purposes. I do not say that the Government are directly responsible for that. What happens is, in the half-educated and half-illiterate country like ours, the officers and the people concerned sometimes are apt to think that the ruling party in the election is almost the substitute or the synonym of the Government and sometimes something might have been done. But that does not mean that we should do away with the only means of communication that this country must have and can afford to have. I do not want to discuss whether it is good or bad for the BDO and the remedy or the relief for the people. But then, if the BDO and others are going to be deprived of the jeep, what are you going to provide them as an alternative? It is very nice saying that they should go on foot, but how can they walk an extensive area of about 100 villages in every block development area? Is it possible?

I remember that some years back, before Independence, Mahatma Gandhi had expressed a wish that in a free and independent India the Ministers should always travel third class. If anybody tried to take it in the letter without really going into the spirit of his statement, to what lengths we would now go? It is easily assessable. So, what Mahatma Gandhi meant was that the Ministers in a free and independent India should in practice and in reality be the servants of the people. What my hon. friend Shri Kishen Pattanayak wants is also the same thing. So, I do not think that, if any proper

analysis is made, there is any difference between what the hon. Prime Minister said and what Shri Kishen Pattnayak wants. The only point is, the hon. Member should not insist very much on the letters or words of the statement of the Prime Minister but should catch more the spirit, rather than the letter.

Shrimati Yashoda Reddy (Kurnool): Mr. Chairman, I have been listening to the speech of Mr. Yashpal Singh very carefully. He is a very good, honest and efficient Member. But most of what he says is irrelevant. The question under discussion is whether jeeps should be withdrawn or not. But he was speaking about rationing, sugar, etc. On many things, I do agree with him. There are many difficulties people are facing for which we should blame the Government, but this is not the occasion for that.

The mover of the resolution is a very intelligent gentleman. I grant him this much understanding and intelligence that he does not want the jeeps to be withdrawn. I am sure about that. He just wanted to see the reaction of the Congress Members to something which the Prime Minister inadvertently said, which he really did not mean.

Shri Nambiar: Is it a slip of the tongue of the Prime Minister?

Shrimati Yashoda Reddy: When we became independent, the Prime Minister said that as far as possible all his colleagues should stay in the villages. He did not literally mean that they should leave Delhi and go to the villages. He just wanted that the Ministers should have direct contact with the villagers and not just tour in a superficial way. Similarly, he said that Government officers are not having direct contact with the villagers. Many Government officers and even Members of Parliament have lost touch with the people. But unfortunately it came to the lot of the BDOs that they were mentioned by the Prime Minister. The hon. mover

himself knows that the Prime Minister did not mean that all the jeeps should be withdrawn from the BDOs. He is just making an issue of it.

Shri Kishen Pattnayak: You know my inner mind, it seems.

Shrimati Yashoda Reddy: At least I try to understand the inner mind of the Prime Minister better than him.

I am reminded of one instance. When I was facing the electorate, one allegation made against me was that I travelled from Hyderabad to Delhi by plane for attending to parliamentary work and that my feet were not on the ground; therefore, I should not be given vote. If my voters, having voted for me, expect me to come to Delhi by bullock-cart, when would I come to Parliament and do my work? At least my voters were more sensible than my opponent on that point.

I ask the mover, does he not use a bus or a car or some conveyance for his own work? If his own activity is done by other means of transport, why should not the BDOs be allowed to use jeeps? How does he expect the BDOs to do their work? I do agree they are not doing much work. There are many things in which they have not come up to our expectation. I have quarrelled with them and said that the whole Ministry should be scrapped. But as long as we have community development as a part of our administration, as long as we have BDOs, they should have their jeeps. They need not use them for luxurious purposes, but they should use them only for their work. They must put them to limited use; their log books should be strictly maintained. Government should see that not more than one or two jeeps are used in a block. It is not necessary that each officer should be given one jeep. They may have a sort of a pool and allot one or two jeeps for a particular block. They should also allot definite functions for which the jeeps can be used. The log books should be strictly checked.

*Jeeps from Community
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[Shrimati Yashoda Reddy]

In my election, I never had the experience of Mr. Dandekar, but in other elections like panchayat and zila parishad elections, I know of such instances not only from our party but other parties also. At that period, I think there is a move to withdraw it. In its implementation, they should be strict and they should see that not only jeeps, but no Government vehicle is used at that time.

Shri Jaipal Singh (Ranchi West):
Madam, I would like to make it very clear to my friends, the Ministers there, that while I am supporting my friend Mr. Kishen Pattanayak who comes from my neighbouring State, I do not want that Mr. Murthy should throw all the jeeps into the Bay of Bengal, as he asked the other day whether it was the opinion of the House that all the jeeps should be thrown into the Bay of Bengal. I am sorry you did not credit us with the intelligence to understand what the Prime Minister meant. I think we also know the English language, some of us perhaps even more than you. I am sorry I have to put it this way, because some of the speeches that have been made here have tried to make this resolution as though it was a resolution from the opposition only. This is a national problem, the problem of wastage and we are all interested in it, whether we are on this side or that side or any other side.

The Community Development Ministry has failed to produce more food. That is an accepted fact. I am not allergic to jeeps. I can walk; I can drive a bullock cart; I can ride a bicycle; I can drive a car and I can even fly an aircraft, which is perhaps more than what most people here can do. The question is, are you getting value for money? The Prime Minister might have been thinking aloud when he made that statement here. I think the problem which he felt we should face is one of impact which the BDOs were making in the rural

areas. Of course, if they are given a helicopter, they can drop anywhere any time! I have visited many community development blocks, particularly the multi-purpose tribal blocks and I can say it is a sheer waste of money to have these jeeps. I am not hostile to the jeeps, if the jeeps are properly used. Perhaps when Mr. Dandekar was a Junior District Officer, there were no jeeps and he walked or went on horse back, for which he got an allowance. But the fact is, he passed through every village and the villagers could put their grievances to him. But today what happens?

I do not want to go into the details of what the BDOs have done in my area. Ministers themselves come to me and confess that the community development projects have been a disastrous failure in my area. I am not against community development. The question is, we have had it for many years. Can we continue to waste so much money? It is all right much money? It is all right. But when some people become incorrigible, it is very difficult. I think the Prime Minister is quite correct. Do not throw your jeeps into the Bay of Bengal, but withdraw them for the time being and see what happens. There are other ways of community development officers mobilising themselves. Nobody suggests they should walk. If they want to walk, why not? If they want to travel by scooters, why not? There is not much wrong with the bullock cart. The bullock cart is being mentioned in a very scornful way. It is a wonderful way of making an impact on the villagers.

They try to tell us, how is it possible to cover 100 villages in one year if there are no jeeps? Is any BDO expected to contact every village in the years? It is impossible and it does not happen. There are other ways of meeting the situation. Instead of one BDO, have ten BDOs to cover the villages.

To my mind, it is very clear, I am not concerned with the jeeps being used for political purposes, because there it is a question of morality. Whether it is this ruling party or some other ruling party, whether you have jeeps or scooters, if there is no morality in that particular regard, those things will happen. The point is, that all the amount of money we are spending on jeeps is not warranted and we cannot afford it.

श्रीमती सावित्री निगम (बांदा) : सभापति महोदया, जब मैंने इस प्रस्ताव को देखा तो मैं आश्चर्यचकित हो गयी। संसार में तीन प्रकार के लोग हैं, एक तो वे जिनका काम और कुछ नहीं केवल छिद्रान्वेषण करना होता है। उनका सारा जीवन, सारा समय, सारी शक्ति कहां पर किसमें कौन सा अवगुण है यही ढूँढने में निकल जाता है। उन लोगों में से हमारे संसद के माननीय सदस्य कभी नहीं हो सकते। दूसरे प्रकार के वे लोग हैं जो ग्रामचर्यर पोलिटिशियन हैं

एक माननीय सदस्य : जैसे आप ।

16 hrs.

श्रीमती सावित्री निगम : जो अपने घरों में या दफ्तरों में बैठे रहते हैं, थोड़ी देर के लिये जाकर राजनीतिक दलों में थोड़ा बहुत काम कर लिया। उसके बाद जितने छिद्रान्वेषी लोग जो आलोचनाएं करते हैं उनसे वे इंस्पिरेशन ले लेते हैं और उनको कह देते हैं बिना यह देखे कि जो वे कहने जा रहे हैं उसका क्या मानी है, उसका क्या प्रभाव है, उसमें कहां तक सत्य है, कहां तक यथार्थ है, कितना वह सत्य से, यथार्थ से दूर है। इसका उनको कुछ भी अनुमान नहीं होता क्योंकि वे तो अपने ही सीमित दायरे में, सकीर्ण दायरे में रहते हैं और जो इधर उधर की कटु आलोचनाएं उनको सुनने को मिल जाती हैं वे उनसे प्रेरणा लेते हैं और वही

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उनका मार्गदर्शन करती हैं। मैं सोचती हूँ कि ऐसे ही कुछ माननीय सदस्यों ने इस प्रस्ताव को यहां पर लाने की कृपा की है ।

अभी जो माननीय सदस्य बोल रहे थे मैंने उनका भाषण सुना

श्री किशन पटनायक : मेरा एक प्वाइंट आफ आर्डर है। यह कहना कि किसी दूसरे की इंगित से एक सदस्य या कई सदस्यों ने एक संकल्प रखा है, यह कहां तक संसदीय आचरण के अनुरूप है ?

Mr. Chairman: I am sorry there is no point of order. He found nothing else to interrupt and that is why I think he has resorted to this "point of order".

श्रीमती सावित्री निगम : सभापति महोदया, मैं यह कहना चाहती हूँ कि लोगों को दुर्भाग्य से यह नहीं मालूम होता कि समय कितनी तेजी से परिवर्तित हो रहा है, कितनी तीव्र गति से गांवों में एक नई क्रांति, नया जीवन, नई शक्ति उत्पन्न हो रही है। जब से पंचायती राज्य की प्रतिष्ठा हुई है, जब से गांवों में गांवों के लोगों ने अपने अधिकार और अपने कृतव्यों को समझना प्रारम्भ कर दिया है, तब से क्या मजाल है कि कोई बी० डी० ओ० या कोई एग्जिक्यूटिव का अफसर या अन्य अधिकारी केवल जीप ही नहीं किसी अन्य सरकारी चीज का दुरुपयोग कर पाए। मैं आपको एक उदाहरण देना चाहती हूँ। मैंने एक बी० डी० ओ० से पूछा कि तुम्हारा इलाका कैसा है, तो उसने कहा कि मेरा क्षेत्र तो बहुत अच्छा है, लेकिन आप एक महिला हैं इसलिए मैं आपसे कहता हूँ कि एक पति को प्रसन्न करने के लिये जितनी शक्ति एक पत्नी को लगानी पड़ती है, उतनी ही शक्ति मुझे ग्राम प्रधान, सरपंच आदि में से हर एक को प्रसन्न करने में लगानी पड़ती है।

एक माननीय सदस्य : पत्नी को प्रसन्न करने के लिए भी पति को बहुत शक्ति लगानी पड़ती है ।

Mr. Chairman: I am extremely sorry that the hon. Members have not understood the spirit and the context in which it is said.

श्रीमती सावित्री निगम : इससे आप अनुमान लगा सकते हैं कि एक बी० डी० ओ० को अपने काम में कितनी कठिनाइयों का सामना करना पड़ता है । जिन माननीय सदस्यों ने यह प्रस्ताव पेश किया है, अगर उनको इन कठिनाइयों का सौवां हिस्सा भी भुगतना पड़ता तो वे ऐसी आलोचना न करते ।

माननीय प्रधान मंत्री ने उस दिन अपने भाषण में जो बात कही थी उनकी उस बात को इस प्रकार तोड़-मरोड़ कर पेश किया गया है कि उसे सुन कर आश्चर्य होता है । उनका मतलब यह था कि बी० डी० ओ० भी अपनी शक्ति के अनुसार गांवों में पैदल यात्रा करें और लोगों से सम्पर्क स्थापित करें तो उनको ज्यादा प्रोत्साहन मिलेगा और वह लोगों को ज्यादा प्रभावित कर सकेगा ।

एक बी० डी० ओ० को इतना बड़ा क्षेत्र कवर करना होता है कि यदि वह पैदल चलना शुरू कर दे तो वह अपने कर्तव्य का पालन नहीं कर सकता ।

कुछ माननीय सदस्यों ने बैलगाड़ी की बात कही है । मैं उनसे पूछना चाहता हूं कि क्या वे फिर से भारत को बैलगाड़ी के युग में या पाषाण युग में ले जाना चाहते हैं ? मैं उनसे कहना चाहता हूं कि यदि हम यह आशा करते हैं कि हमारे बी० डी० ओ० अपने कर्तव्य का पालन करें, तो हमें प्रधान मंत्री से कह कर यह बात स्पष्ट करना होगी । प्रधान मंत्री का मतलब कभी यह नहीं था कि सारी जीपों को हटा लिया जाए । उनका मतलब यह था कि बी० डी० ओ० गांव वालों से अधिक सम्पर्क स्थापित करें ।

मैं मानती हूं कि जीपों का अच्छा उपयोग होना चाहिए, उनके लिए लागवुक रखी जानी चाहिए, लेकिन यह कहना कि जीपों को हटा दिया जाए गलत है । अगर कहीं ऐसा किया गया तो यह सब अब तक की सारी प्रगति पर कुठाराघात करना होगा ।

मैं एक ऐसे क्षेत्र से आती हूं जहां पर सड़कों का बड़ा अभाव है और कभी-कभी पहाड़ियों के किनारे-किनारे चलना पड़ता है और कभी ऐसी ऊसर जमीन पर चलना पड़ता है जहां मीलों तक सड़क का नामो निशान नहीं है । वहां पर यदि बी० डी० ओ० से जीप ले ली जाएगी तो मेरे क्षेत्र में जहां कम्युनिटी डेवलपमेंट ने बहुत अच्छा काम किया है, गांवों में एक नई बुनियादी जाग्रति पैदा की है वह सारा काम समाप्त हो जाएगा, और हम जो इस प्रकार ग्राम स्वराज्य की रचना कर रहे हैं उसको बहुत नुकसान होगा । इसलिए मैं बड़े जोर से इस प्रस्ताव का विरोध करती हूं और मैं चाहती हूं कि यह प्रस्ताव कभी भी मंजूर न किया जाए ।

Mr. Chairman: Shri Jena.

Shri Jena (Bhadrak): Madam Chairman,....

श्री हुकम चन्द कछवाय : सभानेत्री महोदया

Mr. Chairman: I have called Shri Jena.

श्री हुकम चन्द कछवाय : मेरे दल से कोई नहीं बोला है ।

श्री जेना : मैं बोल रहा हूं ।

Mr. Chairman: Order, order. Is that the way to do, to just stand up and start talking?

An hon. Member: You must respect the Chair.

Mr. Chairman: I have great regard and respect for all hon. Members, but I request them to exercise a little restraint.

श्री जेना : माननीया सभानेवी जी, मैं इस प्रस्ताव का विरोध करता हूँ ।

जब महात्मा गांधी की हत्या हुई तो एक अमरीकन ने लिखा था कि जिसने बन्दूक का आविष्कार किया वह इसके लिये उत्तर-दायी है । लेकिन इस कारण बन्दूक को खत्म नहीं किया गया । मैं पूछता हूँ कि क्या जीपों को हटा लिया जाएगा तो काम ज्यादा जल्दी हो सकेगा ? अगर उनका अच्छा उपयोग किया जाए तो काम बहुत अच्छा चल सकता है । इस सम्बन्ध में मैं एक संस्कृत का श्लोक पढ़ना चाहता हूँ जो कि इस प्रकार का है :

विद्या विवादाय धनम्मदाय शक्तिम्
परेषाम् परिपीडनाय,
खलस्य साधोर्विपरीत मेव,
ज्ञानाय, दानाय च रक्षणाय ।

इसका अर्थ यह है कि अगर साधु के पास विद्या है तो वह उसका उपयोग दूसरों के ज्ञान बढ़ाने के लिये करता है, यदि उसके पास धन है तो वह दूसरों को उसका दान करता है, और अगर भगवान ने उसको शक्ति दी है तो वह दूसरों की रक्षा करता है । पर यदि किसी खराब आदमी के पास धन होता है तो वह उसका उपयोग दूसरों को दबाने में करता है, उसके पास यदि विद्या होती है तो वह केवल विवाद करने में उसका उपयोग करता है और यदि उसके पास शक्ति होती है तो वह उसके द्वारा दूसरों को उत्पीड़न करता है । वह अपनी विद्या को झगड़ा करने में खर्च करता है । जो शक्ति दी गई है, वह दूसरों का उद्धार और रक्षा करने के लिए दी गई है । लेकिन वह उसके द्वारा दूसरों को सताता है ।

इसलिए हमको समझना चाहिए कि ब्लाक्स में जो जीप दी गई हैं, वे इसलिए दी गई हैं कि उनका इस्तेमाल कर के लोगों के साथ सम्पर्क अच्छी तरह स्थापित किया जाये । जब से हम लोगों ने स्वतन्त्रता हासिल की है, देहातों में जो कुछ भी काम हो रहा है, वह ब्लाक्स में हो रहा है । एक रोज मैंने एक मीटिंग में कहा था कि पार्वती के जन्म से सम्बन्धित एक श्लोक में कहा गया है :

सर्वोपमा द्रव्य समुचयेन
यथा प्रदेश विनिवेशितेन
सान्निभिता विश्वसृजा प्रयत्न्या :
एकस्थ सौन्दर्य दिदृक्षै वः ।

इसका अर्थ यह है कि जब ब्रह्मा जी ने पार्वती को जन्म दिया, तो यह सोचा कि जितने सौन्दर्य संसार में हैं, वे सब ला कर पार्वती पर रखे जायें, ताकि जो लोग उसको देखने आयें, वे सब सुन्दर चीजों को एक जगह पर देख सकें ।

इसी प्रकार हमारे जीवन और समाज में जो भी परिवर्तन किये जायेंगे, जो भी उन्नति और विकास किया जायेगा, वह सब इन डेवलपमेंट (विकास) के जरिये से किया जायेगा । इसलिये इन ब्लाक्स को बनाने के लिये मैं मिनिस्टर महोदय को धन्यवाद देता हूँ । जहां पर इतना काम किया जाता है, अगर वहां से जीपें हटा दी जायें, अगर उनको पैदल चलना पड़े, तो वे लोग क्या काम कर सकेंगे ? वे लोग इधर से उधर नहीं जा सकेंगे ।

मैं अपने दोस्त, श्री पटनायक को एक मिसाल देता हूँ । एक व्यक्ति ने रामायण पढ़ी । किसी ने उसको पूछा कि तुमने रामायण से क्या सीखा । उसने उत्तर दिया कि मैं तो केवल इतना ही सीख पाया कि रावण ने कहा कि जब मैं मर जाऊंगा, तो मेरी मुक्ति हो जायेगी, तब तक मैं सीता को कभी वापस नहीं करूंगा । उस व्यक्ति ने सारी रामायण पढ़ी, लेकिन उसने कुछ नहीं सीखा—सिर्फ

[श्री जेना]

इतना ही सीखा कि मैं मर जाऊँ, लेकिन मैं सीता को वापस करने के लिये तैयार नहीं हूँ।

हमारे प्रधान मंत्री जी ने बहुत कुछ कहा, लेकिन श्री पटनायक सब कुछ भूल गये। दुख की बात यह है कि उनको केवल इतना याद रहा कि जीप हटा दी जाये। मुझे श्री पटनायक के प्रति बड़ी श्रद्धा है, लेकिन मैं बड़े अदब के साथ कहना चाहता हूँ कि प्रधान मंत्री की सब बातें वह भूल गए और उनको सिर्फ इतना याद रहा कि जीप हटा दी जायें।

मैं माननीय मंत्री जी से कहना चाहता हूँ कि अगर वह देहात में सब कुछ करना चाहते हैं, तो वह देहात में जीप्स को रहने दें, क्योंकि अगर जीप्स को हटा दिया गया, तो कुछ काम नहीं हो सकेगा। अगर हम काम चाहते हैं, तो वहाँ पर जीप रहनी चाहिए, लेकिन मैं यह भी कहना चाहता हूँ कि उनका इस्तेमाल ठीक होना चाहिए।

मैंने भी एक बार जीप का व्यवहार किया था ब्लाक के काम के लिए। उन्होंने ही मुझे भेजा था। लेकिन बाद में उन्होंने मुझे चिट्ठी लिखी कि इसके लिए 34 रुपये जमा कर दीजिए। मैंने मिनिस्टर साहब को चिट्ठी लिखी कि मुझे यह रकम देना पड़ेगा या नहीं। उन्होंने कहा कि देना चाहिए। मिनिस्टर साहब ने एक बार हाउस में कहा था कि पार्लियामेंट के मेम्बर अगर किसी ब्लाक को देखना चाहें, तो वे बी० डी० ओ० और चेयरमैन को साथ लेकर जीप में देख सकते हैं, क्योंकि उनका क्षेत्र बहुत बड़ा है। इसके बावजूद जीप का इस्तेमाल करने के बाद मेरे पास यह चिट्ठी आई।

जहाँ तक मैं समझता हूँ, अगर जीप का दुरुपयोग होता होगा, तो बहुत कम होता होगा। मेरे अन्दाज में नहीं है।

श्री उ० मू० त्रिवेदी (मन्दसौर) : जो दुरुपयोग करते हैं, उन का माननीय सदस्य को मालूम नहीं है।

श्री जेना : यह हो सकता है। लेकिन हर एक चीज मुझे मालूम नहीं है। अगर हर एक चीज माननीय सदस्य को मालूम हो, तो उनको धन्यवाद है।

श्री हुकम चन्द कड़वाय : समापति महोदया, मैं आप का बहुत आभारी हूँ कि आप ने मुझे बोलने का समय दिया। जब मैं पहले खड़ा हुआ, तो आप ने मुझ पर आरोप लगाया कि माननीय सदस्य संयम नहीं रखते हैं। मुझे बड़े दुख के साथ कहना पड़ता है कि मैं तो बहुत संयम रखता हूँ, लेकिन मेरी उम्र ऐसी है कि मैं संयम रख नहीं पाता हूँ।

Mr. Chairman: I would request the hon. Member to restrict himself to the subject under discussion.

श्री हुकम चन्द कड़वाय : इस प्रस्ताव के सम्बन्ध में मैं इतना ही कहना चाहता हूँ कि जहाँ तक वृष्टियों और कमियों का सवाल है, उन को देखते हुए मैं यह तो नहीं कहना चाहता कि सब जीप्स वापस ले लेनी चाहिए, लेकिन जिन इलाकों में ठीक काम नहीं हुआ है, जहाँ अधिकारी लोग धांधली करते हैं या अपने निजी तथा परिवार के कामों में जीप का उपयोग करते हैं, वहाँ पर इस बारे में नियंत्रण लगाना चाहिए। जहाँ जीप का दुरुपयोग होता है, वहाँ पर इसके उपयोग के बारे में नियम बनाये जाने चाहिए।

माननीय सदस्य ने कहा कि बैलगाड़ी का जमाना नहीं है, पुराने जमाने की बात करते हैं। मैं समझता हूँ कि बैलगाड़ी में भी इस तरह के विशेष प्रकार निकल सकते हैं, जिन में बाल बियरिंग्स (ball-bearings) का उपयोग हो सकता है, जिस से बैलगाड़ी ज्यादा तेज और अधिक मील चल सकती है। अगर माननीय सदस्य बैलगाड़ी की आलोचना

करते हैं और उस को नहीं चाहते हैं, तो मैं ज्यादा खुश हूंगा अगर बैल-जोड़ी का निशान मिटा दें। वे बैल-जोड़ी के नाम पर वोट लेते हैं और फिर उसी की आलोचना करते हैं।

मैं यह भी सुझाव दूंगा कि यह तय होना चाहिए कि अगर कोई ब्लाक आफिसर अपने क्षेत्र में इतना काम बढ़ायेगा, उस के बाद हम उस को जीप देंगे। वहां तक तो ठीक है। जो व्यक्ति ज्यादा काम करता है, उस को जीप दी जाये और जो व्यक्ति गर्मी के दिनों में शर्बत के लिए वर्क लाने के लिए जीप को बीस मील भेजे, उस को ऐसे कामों के लिए जीप नहीं देनी चाहिए।

हम चाहते हैं कि देहातों में काम बढ़े, लोगों में कुछ जाग्रति पैदा हो और वे लोग जीप का लाभ उठावें। इसलिए मैं इस प्रस्ताव का कुछ हद तक तो स्वागत करता हूँ, लेकिन मैं इस का पूरा समर्थन नहीं कर सकता हूँ और मैं यह नहीं कहना चाहता कि तमाम जीप्स वापस ले ली जायें। जहां काम नहीं है, वहां की जीप्स वापस ले ली जायें। जहां पर काम है, वहां पर जीप्स को रहने दिया जाये। अगर उन का काम एक जीप से नहीं चलता है, तो उन को ज्यादा सहायित दी जाये। अगर जीप ज्यादा कीमती मालूम होती है, तो उस के स्थान पर मोटर-साइकल दी जाये, ताकि वे लोग परिश्रम कर के स्वयं सारे क्षेत्र को घूम कर देखें। इस सम्बन्ध में यह बात दृष्टि में रखी जाये कि कहां काम के लिए जीप की आवश्यकता है और कहां नहीं है।

Shrimati Lakshmikanthamma: Madan. Chairman, when hon. Members are speaking about the misuse of jeeps by BDOs, I feel there is some fundamental misunderstanding of the problem. If only they had seen how the BDOs, who are intimately connected with the Community Development programme, are working, I am sure they would not have talked in the way they did. Because, there is

great difference between the work of a BDO under the Community Development programme and the work of other officers. The work of the BDO is being watched every minute by non-officials, by the panchayat members, by the Samiti President and others. Further, the jeeps are not used entirely by the BDOs; in most of the States, especially where the panchayati raj has come into existence, Chairman of the panchayat or other non-officials would also be using that jeep. Moreover, people of the area would be closely watching whether the jeep is really used for official purposes connected with the Community Development work or for attending some marriage, as some hon. Members have mentioned here.

Then, we should remember another point. When we say that we are entitled to travel by plane or by first class in the railways, officers at the lower level should also be entitled to some facilities and conveniences. At the same time, I do not say that the use of these jeeps by BDOs should continue for ever.

As you said, when you spoke, communications between villages are not developed to such an extent. Though more roads have been constructed, how many buses and other conveyances facilities are there for those people to go from one village to another village?

Shri K. D. Malaviya (Basti): Bullock cart.

Shrimati Lakshmikanthamma: About the bullock cart, I told my hon. friend.

Mr. Chairman: She need not answer all those questions.

Shri Nambiar: Continue in that strain.

Mr. Chairman: The hon. Member should try to conclude now.

श्री हुकम चन्द कछवाय : बेलगाडी
से मत चलिए जीप से चलिए ।

Shrimati Lakshmikanthamma: When I was hearing the speech of my hon. friend, the hon. Mover of the Resolution, I just rushed to the Library because I just wanted to know about the main idea of starting the community development programme. I knew what Jawaharlalji had said about these things, not about the jeep or anything but about community development. Everyone of us knows that revolutions, whatever they may be—social, political or economic—are first born in the minds of the people. The main idea was to prepare the minds of the people, to take to these new and revolutionary changes, to rely on themselves, to participate in the making of the changing society, to build up a new India though we had first to prepare these people from above. When their consciousness has been aroused to such an extent that they do not need our advice, that we should go and talk to them or teach them all these things. I think there will not be any need for any jeeps. Our friends can be very sure that we will abide by what our Prime Minister has said; but when we will do that and when the jeeps will be removed is to be left to the concerned people and the State Governments.

Mr. Chairman: The hon. Minister.

Shri P. L. Barupal (Ganganagar):
One minute.

Mr. Chairman: Please excuse me,
Shri Barupal The hon. Minister.

The Minister of Community Development and Cooperation (Shri S. K. Dey): Mr. Chairman, no programme run by the Government of India has been subject to as much continuing evaluation, both at the hands of Government as also of non-official agencies, as the CD programme has been. We have been continually doing heart-

searching ourselves and, therefore, have been trying to bring in universities, colleges, schools, institutions of social research and economic research indeed, any agency which is prepared to undertake a study of what really is happening in the different aspects of the community development programme. We have been trying to beseech everyone. We have been doing this because we realise the earnestness of the House to ensure that the investment that is made of people's money in this multi-purpose programme yields the output that people are expected to secure from it and their representatives in this House expect of the programme.

I am very grateful that we have had a discussion on this much-vexed question of the jeep which has been in use in the community development programme. This is not for the first time that the jeep is being discussed in this House. Indeed, the late Prime Minister quite frequently mentioned what he called the jeep mentality of the officers, of the workers in the community development programme. All the time he felt agitated as to how that jeep mentality could be removed from the workers and the workers made to get nearer to the people so that they could have a heart to heart impact between each other.

The Prime Minister made the other day the statement on the jeep. As I listened to some of the criticism made by hon. Members of the Prime Minister's statement and what they call inability of the Government to implement that statement, I was continually reminded of what my mother used to say about me in my childhood. I was a very troublesome child . . .

Shri Ram Sewak Yadav: Do not be a troublesome Minister.

Shri S. K. Dey: . . . and sometimes my mother used to say, "I wish you had not been born". Did my mother mean that I should be slaughtered or that I should be killed because of that?

All mothers say that when they are irritated with their children and when they feel that the children are not behaving as they expect them to behave. Because a child sometimes misbehaves, a mother has every right to get angry and give expression to that anger and also to take steps which will set the child right. But that does not mean that the mother throws the child out on the street or into the sea.

श्री किशन पटनायक : यह चौथी व्याख्या है ।

Shri S. K. Dey: It has been the practice of representatives in Government to take the House into confidence and share their agonies, anxieties, misgivings and express their views. If some hon. Members make it a practice to tear a statement out of context and hold on to a few words in isolation from the rest, divorced from the spirit in which a statement is made...

16.27 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

श्री किशन पटनायक : यह स्पिरिट क्या है ।

Shri S. K. Dey: . . . I hope, you will appreciate, Mr. Deputy-Speaker, that it will make it almost impossible for Ministers to speak freely in the House and to take counsel with the House.

Dr. M. S. Aney (Nagpur): Why?

Shri S. K. Dey: Because when feelings are expressed, doubts will be expressed. Now those doubts should not be interpreted as down-right condemnation.

Dr. M. S. Aney: You can remove the doubts.

Shri S. K. Dey: The essence of the Prime Minister's statement was that

he felt that the jeeps were standing in the way of intimate relationship between the workers in the community development blocks and the people. I wish to assure this House that the spirit of what the Prime Minister had said is being honestly, sincerely and earnestly implemented in the fullest sense of the term and I would like to mention the steps that are being taken

But before I come to that I would like to ask this House: what do we to see happening in rural India. In the big cities we have buses; we have cycle rickshaws; we have taxis; we have cars; we have many modes of transport. I would like every hon. Member of the House to put his hand on his heart and ask this question: Would he be prepared to walk in the city of Delhi from one end to the other, even from Parliament House, or would he try to take the fullest advantage of the transport system that is available to save time so that this time could be utilised for doing work for Parliament itself or for other purposes connected with the assignment of a Member of Parliament?

A block covers an approximate area of 250 square miles. It is simple arithmetic. We have a million and a quarter square miles of territory in this country and we have 5,200 blocks. This makes a clear average of about 250 square miles and that is not a circle. The areas are of different sizes, and conditions of communications vary widely from one part of the country to another. We do not have a jeep in every block. We have about 3700 jeeps in the country and we have 5200 blocks. We are not purchasing any new jeeps. In fact, it is being discouraged. The bulk of the jeeps that are in use came through the assistance of the Technical Co-operation Mission of the U.S. Government as a part of the programme. The jeeps were provided as a part of the block machinery because quick transport and quick communi-

*Jeeps from Community
Development Blocks*

[Shri S. K. Dey]

cations were expected to be provided in areas where no communications, no roads, existed. If we did not have this means of transport, I maintain that it would have been impossible to cover even a quarter of the villages, even to touch them. There are certain blocks where we have well-maintained communications and transport facilities. Certainly, there will be no jeeps provided there and we have asked the State Governments to ensure this. The very fact that every block does not have a jeep, the number of jeeps being much smaller than the total number of blocks, provides for the contingency that it is only where blocks do not have satisfactory communications that they will have transport facilities made available to them. We all wish that both people in Government as also the Members belonging to the Opposition should see that the resources placed at the disposal of the blocks must be used to the fullest extent for the good of the people.

I very deeply appreciate in this context a suggestion made by the hon. Member, Shri Dandeker. In fact, he will be quite happy to know that already State Governments have been prescribing that the Block Development Officer and other members of the Block staff must have a definite number of days of travel in the Block area. Take, for instance, the State from where the hon. Member, Shri Pattnayak, who moved this Resolution, comes. They have made it a condition that the Block Development Officer must travel 20 days a month. Of these, at least 10 days he must travel by cycle and at least 10 days he must make a night halt in the villages. They have made it a condition that within five miles of the Block Headquarters, the Block Development Officer or other staff, should not make use of the jeep. They should go by other means of transport, by cycle or whatever other means are available to them. But when you come to distant areas where you have to transport a lot of equip-

ment which you have to do increasingly as you try to intensify the production programme, whether in agriculture or in other allied fields, it is of the utmost importance that you must have transport facilities available at your disposal.

Now, as a result of the statement made by the Prime Minister, as also the questions that were put in this House, we took the necessary action. Sir, we have been continually following this question of proper use of jeeps all these years. Recently we told the State Governments that they should take measures to see that possession of the jeep is detached from the Blocks—that was our recommendation—and that the jeeps should be placed at the headquarters of the subdivision, where they should be pooled. We are yet to receive replies from all the State Governments. But from whatever replies we have received, the State Governments' reaction is an adverse one. They say that it will lead to even greater misuse and indeed it will increase the cost of the use of the jeep if it is sent out to a distant place from where it has to be pooled. Therefore, they are prescribing procedures, including limitation of the use of petrol, proper maintenance of log books, joint use of the jeep by all the members of the staff and proper control over the use of the jeeps by the newly elected representatives of the people.

Sir, you are well aware that today we have a panchayati raj institution working in almost all the States with the exception of one or two States. Wherever panchayati raj have been implemented, we have at the Block level a representative agency of the people continually watching the activities in the Block as the hon. Members of this House are continually watching the activities of the Ministers and the Ministries.

Shri Yashpal Singh: You are not watchable but you are reliable.

Shri S. K. Dey: If in spite of the introduction of a popularly elected institution—there are regular forums for the President, the Vice-President and other Members to discuss, criticise and review the working of the Block programme—we feel that we can do nothing to prevent misuse, then it will be an admission of our total administrative bankruptcy. I do not say that any procedure is completely foolproof against any misuse. There will always be misuse to some extent. You cannot take any step which will completely eliminate misuse. Nobody has been able to devise it. But I say, everything possible will be done and I am sure the suggestions that have been made here in this House, in the course of the discussion, will be taken full note of.

Mr. Dandeker also mentioned the misuse of jeeps for political purposes. Before the last elections, we wrote to the State Governments that proper steps should be taken to see that jeeps are not used for political purposes, even by the elected representatives of the people in panchayati raj institutions. We will try to examine how best we can ensure that the jeeps are not used for political purposes during the elections. For this purpose, I shall be most happy to sit with the representatives of the different political parties here, discuss with them and arrive at something which is satisfactory from the point of view of everyone.

Of course, the community development programme has not fulfilled all expectations. No programme can ever fulfil all expectations. The fact is that today you cannot produce fertilisers fast enough, whereas twelve years ago we were worried that we would not be able to utilise the fertilisers coming out of one factory, the Sindri factory. You cannot today produce fertilisers, insecticides, cement, iron and steel fast enough to be utilised by the village people and you cannot give technical assistance superior enough to be in tune with the requirements of today. This is

a proof enough that the programme has created in the mind of the people a desire to utilise modern technology for improving their conditions. Certainly, the fact today is that the vast masses of people, 90 per cent of the people, are participating in elections to panchayati raj institutions all over the country. Co-operatives are coming up in all fields. Now, if these are not indications of an awakening of the people and willingness on their part to respond to whatever the Government can really feel and cater to, then I do not know how I can explain the conduct of the community development programme. Of course, I myself would have liked a much faster progress. But progress in community development blocks, because it deals with all aspect of life of the village people, will depend on equally faster development on all fronts, resources and everything. I would like to assure this House once again that whatever the Prime Minister might have said to this House is being implemented in the very spirit in which he gave that assurance, that the jeeps will not be used for going from village to village.

An Hon. Member Question.

Shri S. K. Dey: The block development officers are no longer the sole owners of the vehicles in the blocks.

Shri Kishen Pattanayak: They are joint owners.

Shri S. K. Dey: They are the joint owners, checked, prodded and guided by the elected representatives of the people. And on top of it, we shall take all steps possible to see that the use of jeeps is circumscribed by concrete instructions and rules which will minimise, if not eliminate altogether, the misuse of the jeeps. We shall also try to take steps, as we have already taken, and are continually trying to take, to see that the block officers do come into closer contact with the village people through night halts in particular, because that more than anything else gives an opportunity for the block personnel to be intimate

[Shri S. K. Dey]

with the village people and to know their conditions.

I do not think that I need say anything further. I hope that the hon. Mover of the resolution will be good enough to withdraw it, on the strength of what I have stated.

श्री किशन पटनायक : मैं इतना अच्छा नहीं हूँ कि उसको विदड़ा कर लूँ। मैं उन को जवाब देने के लिए तैयार हूँ।

श्री इन्द्रजीत लाल मल्होत्रा : वह जीप विदड़ा नहीं करते तो आप रिजोल्यूशन विदड़ा कर लीजिये।

श्री किशन पटनायक : मजाक के लिए बढ़ाई मलहोत्रा साहब।

माननीया सरोजिनी महिषी जो कि संस्कृत की विदुषी हैं और अंग्रेजी की वकील हैं, उन्होंने कहा कि मैंने प्रधान मंत्री की उक्ति का अर्थ नहीं समझा, उनका इनर माइंड नहीं समझा, और दूसरी विदुषी श्रीमती रेड्डी ने कहा कि मैं बहुत बुद्धिमान हूँ। एक ने बुद्धिहीन कहा, दूसरी ने बुद्धिमान कहा तो इन में से . . .

Shrimati Yashoda Reddy: You are the best authority on yourself.

श्री किशन पटनायक : किस को मानूँ यह मैं बता नहीं सकता।

श्री हुकम चन्द कछवाय : आप दोनों को मानो।

श्री किशन पटनायक : माननीय श्री दांडेकर ने और श्रीमती महिषी ने आउटलुक की बात जरूर उठायी थी। किसी बात को कभी कभी मान जाना लेकिन नतीजे तक न पहुँचना—यह एक अफसरों के दिमाग का लक्षण होता है, चाहे मौजूदा आई० एं० एस० अफसरों का या पुराने आई० सी० एस० अफसरों का। यह कह देना कि आउटलुक में यह बात आनी चाहिए लेकिन प्रचलित

व्यवस्था को धक्का देने के लिए तैयार न होना तर्क के विरुद्ध है। दांडेकर साहब, जिनकी कांस्टीट्यूएन्सी गोंडा है, मुझे आश्चर्य हुआ कि वह बैलगाड़ी का मजा उड़ाते हैं। गोंडा में कैसे लोग रहते हैं, उनका जीवन किस प्रकार का है। यह तो हमारे साथी श्री राम सेवक यादव ज्यादा बतला सकते हैं; शायद माननीय दांडेकर का उतना लगाव अपने इलाके के लोगों से नहीं है। और यह कहना कि जीप को हटाने का अर्थ आधुनिक यातायात के खिलाफ है, एक विचित्र बात है। मेरा कहना है कि जीप को न हटाने से सारे ग्रामीण क्षेत्र में आधुनिक यातायात की व्यवस्था हो नहीं सकती। जितना पैसा आप जीपों पर खर्च करते हैं, अगर उतना पैसा आप बस ट्रांस्पोर्ट की नई बसें खोलने पर खर्च करें तो देहातों में कुछ रोशनी आ जायेगी। क्या अफसरों को जीप देना ही आधुनिकता है, देहात के लोगों को बस देना आधुनिकता नहीं है? मैं इस बात को समझ नहीं सकता।

श्री सु० कु० डे : बस के लिए रास्ता चाहिए।

श्री किशन पटनायक : जो आप जीपों पर पांच करोड़ खर्च करते हैं उससे बसों के लिए रास्ता बनाइए।

श्री हुकम चन्द कछवाय : रास्ता दिल में होना चाहिये।

श्री किशन पटनायक : एक ब्लाक का इलाका बहुत लम्बा चौड़ा नहीं होता। उसका ब्यासार्ध 6 से दस मील तक का होता है। इतने से इलाके में घमने के लिए, गांवों में जाने के लिए जीपों की महा आवश्यकता है, यह समझ के बाहर की बात है। आप देखें कि पुलिस स्टेशन में जो लोग रहते हैं, एक पुलिस थाने का इलाका या एक सब-डिवीजन का

इलाका ब्लाक के इलाके के से बहुत बड़ा होता है, लेकिन पुलिस थाने का जो इंस्पेक्टर होता है, जिसको बहुत ज्यादा घूमना पड़ता है, उसके पास जीप नहीं होती। इसी तरह हर एस० डी० ओ० के पास भी जीप नहीं रहती, लेकिन ये लोग अपने कर्तव्य का पालन करते हैं। और ये लोग शायद बी० डी० ओ० से ज्यादा घूमते घामते हैं।

इसलिए असली बात जो है वह जीप की अनावश्यकता है। जीप जो एक मॉटेल्डि को लायी है उसको खत्म करना है, और इस चीज को ही समझना चाहिए। ऐसा लगता है कि प्रधान मंत्री ने जो घोषणा की है उसको वे स्वयं नहीं समझ पाये बल्कि और लोग अच्छा समझ रहे हैं। मेरे विचार से प्रधान मंत्री की घोषणा की जो मुख्य बात है वह है प्रचलित व्यवस्था को धक्का लगाना। लेकिन उस व्यवस्था को धक्का लगाने के लिए मंत्रिमंडल तैयार नहीं है। हम को यह अन्देशा लगता है कि मंत्रिमंडल नौकरशाही से दबा हुआ है। अगर ये लोग जीप को हटा देंगे तो सारी नौकरशाही इन के खिलाफ बगावत करेगी और नौकरशाही की बगावत को बरदाश्त करने के लिए ये लोग तैयार नहीं हैं। ये नौकरशाही से दबे हुए हैं।

यहाँ पर एक मेम्बर कहता है कि प्रधान मंत्री का इनर माइंड यह था, दूसरा कहता है कि उनका इनर स्पिरिट यह था। खुद प्रधान मंत्री क्यों नहीं यह स्पष्ट करते कि उनका इनर माइंड क्या है, उनका इनर स्पिरिट क्या है। मैं ने उनको कल पत्र लिखा था कि आप के विषय पर चर्चा होने वाली है आप खुद मौजूद रह कर इसका जवाब दीजिये कि आप ने जो घोषणा की है उसको कार्यान्वित करवाना चाहते हैं या नहीं। मैं श्री शास्त्री से जानना चाहता हूँ, श्रीमती रेड्डी से नहीं, कि उनका इनर माइंड क्या है। मैं जानना चाहता हूँ कि प्रधान मंत्री जी ने जो बयान इस सदन में दिया था वह संतुलित दिमाग से दिया था या

असंतुलित दिमाग से। शास्त्री जी को यहाँ आ कर यह कहना पड़ेगा। जब तक वह ऐसा नहीं करते मेरा प्रस्ताव कायम रहेगा और सदन को उस पर मत लेना होगा।

मैं श्री यशपाल सिंह के संशोधन को स्वीकार करता हूँ।

Mr. Deputy-Speaker: I shall now put Shri Yashpal Singh's amendment to vote.

The question is:

That in the resolution omit 'by the 26th January, 1965'.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"In accordance with the Prime Minister's announcement made on the 18th September, 1964, this House urges upon the Government to take immediate steps to withdraw jeeps from the Community Development Blocks by the 26th January, 1965."

The Resolution was negatived.

16.49 hrs.

RESOLUTION RE: ABOLITION OF CONTRACT LABOUR SYSTEM

Shri Nambiar (Tiruchirapalli): I beg to move:

"This House is of opinion that large-scale employment of Contract Labour is detrimental to the interest of the workers and the nation and recommends to Government that steps should be taken to abolish this system as a whole forthwith."

I have the honour to move this resolution on behalf of the millions of workers in this country who do not derive the benefit of any labour legislation and who are working in factories, in fields, on the roads, and

[Shri Nambiar]

in the shipyards and in various establishments distributed over the whole sub-continent. I tried in the library to find out whether I could get any estimate of contract labour employed today in the country, but unfortunately I could not. But I expect that the figure will run to several crores. The strength of organised labour, or labour that comes under legislation, is small compared with that of labour not coming under any legislative provision.

The Planning Commission while discussing the programme for the Second Plan itself suggested that there should be legislation for control over contract labour. It is not exactly control that is required but total abolition of it. When they thought about regulating contract labour, the Planning Commission said that it should be eliminated gradually. In cases, where it cannot be eliminated directly here and now, it should be brought under labour legislation applicable to other sections of labour. They also prescribe, it at all it has to be regulated, under what conditions it should be regulated. They wanted to have a study into the whole question.

The Labour Bureau of the Labour Ministry undertook a study, but its scope was limited. In the report they produced, even they could not indicate the total extent of contract labour available in the country. On the other hand, their report shows that they took sample surveys of the extent of contract labour and the conditions of labour, and how things could be improved. They also made certain suggestions. But while going through their report, I could find that wherever the Bureau tried to lay their hands on, they could find that very appalling conditions prevailed regarding contract labour. The regular labour will, in normal circumstances, be small compared to contract labour which will be several times more. But they went into certain specific industries and prepared the report.

The question is whether the Government today are in a mood to abolish contract labour as such in the country. I could find from the attitude of the Labour Ministry that it is thinking in terms of regulating it to some extent; the question of abolition is not in their mind at all.

The Labour Ministry issued a circular in this behalf to all central trade union organisations with a draft Bill which they would present to Parliament in which they have made certain provisions, to which I will come later. Yesterday and day before, the question was again discussed in the standing labour committee in which they again shelved the issue. I do not say that the Labour Ministry wanted to shelve it, but under pressure....

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): It is not shelved. A sub-committee is going into the whole thing.

Shri Nambiar: That is exactly what I meant. Where an issue is to be shelved, appoint a committee or sub-committee!

Shri R. K. Malviya: No, no. Your representatives are there.

Shri Nambiar: There will be discussion again. They will take a long time. It will be again discussed—and shelved. That may be a method of shelving.

In the Labour Standing Committee, the biggest employers in the country in the private sector, Tatas and Birlas, were present. They said they wanted more time to think about the draft Bill that was circulated. This matter has been under discussion for a long time. Still they wanted more time and they wanted to have a sub-committee to go into the question. I am afraid—the hon. Minister will correct me if I am wrong—nothing tangible is going to come out.

Shri R. K. Malviya: It is not a committee of the employers. It is a committee in which AITUC will also be presented. We will finalise the Bill in that committee.

Shri Nambiar: At whose insistence, as the sub-committee appointed, not on behalf of the trade unions, but on behalf of the employers.

Shri R. K. Malviya: It is a big Bill. was decided by all the parties.

Shri Nambiar: I do not deny that it was decided on the pressure of the employers.

The reactions of the employers are also incorporated in the circular. The employers want either to do away with the Bill or if it has to come because pressure is brought to bear by the workmen of this country, it should be diluted, abridged to reduce its venom, according to them, and see that it is rendered ineffective.

Shri R. K. Malviya: Unless the party of hon. Member agrees, it cannot be done.

Shri Nambiar: When I come to the clauses of the Bill, I will show...

Mr. Deputy-Speaker: We are here concerned only with the Resolution.

Shri Nambiar: This is the crux of the whole matter, that the Government are going to incorporate that in it.

Mr. Deputy-Speaker: We are only concerned with contract labour.

Shri Nambiar: Yes, it is dealt with in the Bill. The biggest employer in this matter is the Government of India itself, the State Governments and various departments. How have they reacted to this legislation? Many of the departments have given their comments Departmentally, from various angles, they are not for any legislation or any regulation of contract labour.

Before going into the various provisions of the Bill under consideration of Government, I would come to certain aspects of the report of the Labour Bureau. In their report, upto 1957, they have made their survey, and after 1957, we do not have facts about contract labour or any direct information regarding that. They have admitted that in government departments, e.g. CPWD, State PWD and many others, the number of casual or contract labour generally employed in projects etc. is upto 80—90 per cent. In many cases these employees are working for more than 5 years, upto five years in some cases. Here are the figures: Nagarjunasagar, daily casual labour employed upto 1957, 14,500; Rihand dam, 5,800; Koyna 33,788; Chambal 27,884; and many thousands in private constructions. In the State PWDs 92.92 per cent are casual labour.

Shri R. K. Malviya: These works are temporary or casual. They last for two or three or four years and then they are closed. Such works will remain casual they cannot be permanent.

Shri Nambiar: This pattern continues. When the construction is over, the contract labourers have to migrate to another construction. You are not employing them departmentally. That is my complaint. The facts show that where there is construction, 98, 99 and 93 per cent of contract labour are employed for several years, and then after the work is over, they are just left there and asked to migrate to another construction to become again contract labour. This is the position. Now, I will come to the figures of the railways, which are most heart-rending. In the railways, there are two varieties of contract labour. One is, what is known as casual labour.

Mr. Deputy-Speaker: He may continue on the next day.

17 hrs.

**CALLING ATTENTION TO A
MATTER OF URGENT PUBLIC
IMPORTANCE****BREAKDOWN OF 'C' POWER STATION IN
DELHI**

श्री हुकम चन्द कछवाय (देवास) :
मैं अविलम्बनीय लोक मद्दत के निम्नलिखित
विषय की ओर सिचाई और विद्युत् मंत्री का
ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि
वह इस बारे में एक वक्तव्य दें :—

“दिल्ली के ‘सी’ पावर स्टेशन का
10 दिसम्बर, 1964 को खराब हो
जाना”

The Deputy Minister in the Ministry of Irrigation and Power (Shri Shyam Dhar Misra): Last evening, there was an interruption in the power supply in certain areas of Delhi at 8.15 P.M. At that time the total demand on the system of Delhi Electric Supply Undertaking was 105 MW and was being met as under:

| | |
|--------------------|---------------|
| Nangal | 59 MW |
| 'C' Station | 36 MW |
| 'A' & 'B' Stations | 10 MW |
| TOTAL: | 105 MW |

The interruption was due to a fault in the the Pole cable box of a feeder interconnecting 'C' Power Station with Indraprastha Sub-station. The resulting heavy fault current tripped off the three generating units in 'A', 'B' and 'C' Power stations as well as the 3 tie-lines between these power stations. The areas fed by the Nangal supply were not affected. The generating units at 'A' and 'B' Power Stations were recommissioned at 8.25 P.M. and 8.45 P.M. respectively. The generating unit at 'C' Power Station was brought back to service at 8.55 P.M. All the feeders emanating

from 'A', 'B' and 'C' Power Stations were re-energized between 8.26 P.M. and 9.00 P.M., thus restoring supply to all areas.

Last evening itself the General Manager, Chief Engineers and other officials of DESU reached the power station immediately after the interruption. I, along with the Secretary of my Ministry and senior officers of Central Water & Power Commission and Delhi Electric Supply Undertaking also visited the power station to-day and the place where the Cable Box gave trouble.

The faulty cable box is expected to be repaired by 8.00 P.M. to-day. The causes for the failure of the cable box are being investigated.

श्री हुकम चन्द कछवाय : दिल्ली भारत की राजधानी है। इसको ध्यान में रखते हुए दिल्ली के पावर स्टेशनों पर ऐसी गड़बड़ियां न हों, इसके लिए सरकार क्या इंतजाम कर रही है ? आए दिन इस प्रकार के जो समाचार छपते रहते हैं अखबारों में कि आज फलां क्षेत्र में बिजली बन्द रहेगी, ये समाचार न छपा करें और बिजली बन्द न हुआ करे, इसके बारे में सरकार क्या प्रबन्ध कर रही है ? जो बिजली की कमी है, इसको पूरा करने के लिए सरकार क्या करने जा रहा है, यह भी बताया जाये ?

श्री श्यामधर मिश्र : जहाँ तक कमी की बात है बराबर नये पावर स्टेशन लगाये जा रहे हैं। 'ए' 'बी' व 'सी' पावर स्टेशन तथा भाखरा से अभी 140 मैगावाट प्राप्त है, उसके अलावा 125 मैगावाट का पावर स्टेशन और लगाया जा रहा है जो कि 1966-67 में लागू हो जायेगा, पूरा हो जायेगा। 15 मैगावाट का थर्मल स्टेशन एक बनाया जा रहा है जो 1965 तक लागू हो जायेगा, चालू हो जायेगा।

यह बात सही नहीं है कि आये दिन इंटरप्शन हो रही है, आये दिन ब्रेकडाउन की

खबरें आ रही हैं। यह पुरानी बात है, दो बरस पुरानी बात है। हम ने अभी जा कर रिकार्ड देखा है और देखने से पता चला है कि दो बरस के अन्दर पावर सप्लाई में काफी सुधार हुआ है, दिक्कतें कम हुई हैं। कल की जो घटना हुई है उस पर हमें जरूर खेद है। लेकिन इसे एक एक्सीडेंट ही माना जा सकता है। उससे पावर स्टेशन पर कोई आंच नहीं आई है। खाली एक केबुल बाक्स से केबल वस्ट कर गई, उसकी रिपेयर कर दी गई है और आधे घंटे के अन्दर पावर आ गई।

श्री हुकम चन्द कल्लवाय : सावधानी कौन सी बरती जा रही है ताकि भविष्य में इस तरह की घटनायें न घटें।

श्री यशपाल सिंह : (कैराना) : क्या आपने अंदाजा लगाया है कि कितना इंडस्ट्रियल लास इससे हमारे इस कैपिटल को हुआ है ?

कितने इसमें फारेन टैक्नीशियंज काम करते हैं और कितने हमारे इंडियन टैक्नीशियंज हैं जिन को ट्रेनिंग दी जा रही है ? क्या सावधानी बरती जा रही है कि आगे से इस तरह का लास न हो ?

श्री श्यामधर मिश्र : इस आधे घंटे में इंडस्ट्रियल लास कितना हुआ होगा, इसका अंदाजा तो नहीं लगाया गया है और शायद कुछ हुआ भी न हो क्योंकि फौरन उसको ठीक कर दिया गया। कितने फारेन टैक्नीशियन हैं, कितने इंडियन हैं आदि जो सूचना माननीय सदस्य चाहते हैं, वह लिख कर दें तो पूरी डिटेल्स मैं दे सकता हूँ।

17.05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, December 14, 1964/Agrahayana 23, 1886 (Saka).