

Vol. Third Series, XXXVIII—No.14

Monday, March 8, 1965
Phalguna 17, 1886 (Saka)

LOK SABHA DEBATES

(Eleventh Sessions)



(Vol. XXXVIII contains Nos. 1—10)

LOK SABHA SECRETARIAT
NEW DELHI

Price: Re 1.00

C O N T E N T S

No. 14—Monday, March 8, 1965/Phalguna 17, 1886/(Saka)

	COLUMNS
Oral Answers to Questions	
*Starred Questions Nos. 302 to 309	2857—94
Written Answers to Questions	
Starred Questions Nos. 310 to 331	2894—2910
Unstarred Questions Nos. 735 to 781 and 783 to 836	2910—75
Calling Attention to Matter of Urgent Public Importance—	
Murder of Sardar Pratap Singh Kairon and three others	2975—3003
Papers laid on the Table	3003—04
Election to Committee—	
Central Advisory Committee for N.C.C.	3004—05
Kerala Budget, 1965-66—	
Statement presented	3005
Railway Budget—General Discussion	3005—3112
Shri Nesamony	3005—09
Shri A. S. Saigal	3009—13
Shri Dinan Bhattacharya	3013—21
Shri Sheo Narain	3021—29
Shri Baswant	3029—35
Shri M. S. Murti	3035—40
Shri Madhu Limaye	3040—46
Shri Gowdh	3046—48
Shri Lahtan Chaudhry	3048—55
Shrimati Jamunadevi	3055—61
Shri Maurya	3061—70
Shri Basappa	3070—76
Shrimati Shakuntala Devi	3076—81
Shri Shinkre	3081—84
Shri Subodh Hansda	3084—89
Shri Jagdev Singh Siddhanti	3090—97
Shri P. C. Borooah	3097—3102
Shri Mohammad Elias	3102—12

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

LOK SABHA

Monday, March 8, 1965/Phalguna 17,
1886 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Air Crashes

+

{ Shri D. N. Tiwary:

Shri R. G. Dubey:

*302. { Shrimati Savitri Nigam:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Defence be pleased to refer to the reply given to Starred Question No. 502 on the 14th December, 1964 and state the action taken by Government on the Report submitted by the Committee appointed under the Chairmanship of the former Cabinet Secretary to go into the causes of crashes of the Indian Air Force Planes?

The Minister of Defence (Shri Y. B. Chavan): A statement is laid on the table of the House.

Statement

The recommendations of the Committee are being examined by Air Force authorities and necessary action will be taken on receipt of their report. The Chairman of the Committee had also suggested that every year the Chief of Air Staff should undertake a review of the aircraft accidents during the year and submit his report to Government. This was

accepted by Government and necessary instructions issued. The first report from the Chief of Air Staff has been received and examined. This indicates that the overall accident rate during 1964 has not gone up. Government has initiated action on the following items of the report—

- (i) Recommendation No. 14 suggesting sending selected personnel for training in advance meteorological methods in other countries—Four officers are being sent for this purpose.
- (ii) The Committee has suggested a revision of our series of Survey of India maps. A special Survey Unit has been sanctioned for preparation of maps required by the Air Force. A list has been compiled to indicate the requirements of maps for this purpose and a plan drawn up to see that they are available to the Air Force within a reasonable period. The work of preparation of these maps has already commenced.
- (iii) The Committee has suggested installation of various landing aids. Arrangements have been made to obtain some of these aids and for their installation.

श्री डा० ना० सिबारी : इस स्टेटमेंट से पता चलता है कि कमेटी की सिफारिशें वायु सेना अधिकारियों के बिचाराधीन हैं और उनकी रिपोर्ट मिलने पर जरूरी कार्यवाही की जायेगी। उस की एक

सिफारिश यह भी थी कि हर साल ऐयर-क्राफ्ट ऐक्सीडेंट्स के बारे में जांच कराई जाया करे, हर साल होने वाली दुर्घटनाओं की जांच करने का आर्डर दे दिया गया है तो सन् १९६४ में जो दुर्घटनाएं हुई हैं उन के बारे में मैं जानना चाहता हूं कि उन दुर्घटनाओं के होने में कोई विशेष कारण थे या एक ही कारण सब में थे, अगर एक ही कारण था तो वह कारण क्या था ?

प्रतिरक्षा मंत्री (श्री यशबन्तराव चव्हाण) : सन् १९६४ के ऐक्सीडेंट्स के बारे में जो जांच हुई है उस की पूरी तफ़सील अभी तक हमारे पास नहीं आई है। फ़्लाइंग फ़ॉर्सेस रिपोर्ट से पता चलता है कि ओवरड्राई ऐक्सीडेंट रेट सन् १९६४ के दौरान बढ़ा नहीं है। सब से बड़े जो ऐक्सीडेंट्स होते हैं उनकी जो कैटेगरीज रिपोर्ट में हैं वही कैटेगरीज होती हैं। जो दुर्घटनाएं सन् १९६४ में हुई हैं और उन जो कारण कमेटी ने बतलाये हैं वही उन के कारण हैं।

श्री डा० ना० तिवारी : स्टेटमेंट को देखने से यह भी मालूम होता है कि कमेटी के सुझाव पर इन नक़शों के रिवीजन का काम शुरू हो गया है तो मैं जानना चाहता हूं कि यह रिवाइज्ड नक़शे कब तक बन कर तैयार हो जायेंगे और यह कब तक ऐयर फ़ोर्स वालों के हाथ में दे दिये जायेंगे ?

श्री यशबन्तराव चव्हाण : इस के लिए समय और तारीख बतलाना मुश्किल है।

Shri R. G. Dubey : While I appreciate the steps taken by the Government in arranging to send our officers for advanced training in meteorology and to bring the survey maps up to date, may I know why, when we are particularly facing China and Pakistan, there was delay in bringing these maps up to date in keeping with the requirements of our Air Force?

Shri Y. B. Chavan : Really speaking, this matter was already in hand, but naturally when the question of accidents was considered, one had to look into the problem from the entire national point of view. When this question of emergency was considered, certainly it had to be looked into, but only for the operational areas. That, really speaking, restricted it to those areas. It was limited to the operational areas, but this question has to be looked into from the point of view of the entire country.

Shrimati Savitri Nigam : In the statement it has been mentioned that arrangements have been made to obtain some of these aids and for their installation. In view of the fact that these accidents take away some of the best pilots from the Air Force, may I know why this thing has been written so casually that arrangements have been made to obtain some of these aids. I think it should have been mentioned that all the aids will be supplied immediately.

Shri Y. B. Chavan : There is no question of any casual way of treating these valuable lives, they are very valuable lives for us, but when we say that we are trying to secure something, naturally we must mention "some".

Shri Hari Vishnu Kamath : Have these various recommendations been examined by the Government in detail, particularly with regard to their financial implications, and the proposal with regard to rehabilitation of dependents of the deceased and things of that sort, and if so, has provision been made in this year's Defence Ministry's Demands for the implementation of these recommendations?

Shri Y. B. Chavan : Normally this provision is made there, it is part of the normal budget for the Air Force requirements. It is presumed that it is there.

Shri Hari Vishnu Kamath: It is presumed. You do not know.

Shri Y. B. Chavan: I am waiting for the recommendations of the Air Headquarters on this particular point. If they make any additions, modifications or suggestions, possibly we may come in for Supplementary Demands.

Shri Iqbal Singh: May I know whether Government have compared this accident rate with that of advanced countries like U.K. and U.S.A., and if so, is our rate lower or higher?

Shri Y. B. Chavan: I think this aspect has been referred to in the report, and they have given some sort of comparative figure, but I feel that even that would not be a realistic comparison because the types of aircraft that they are using and their climatic conditions are quite different.

Shri Indrajit Gupta: The statement makes the claim that the over-all accident rate during 1964 has not gone up. May I know what exactly is meant by the "over-all accident rate", and whether the actual number of accidents in 1964 was greater or less than the previous year?

Shri Y. B. Chavan: It was less.

Shri Indrajit Gupta: What is the meaning of the words "over-all accident rate"?

Shri Y. B. Chavan: I think it means the average accident rate of the entire last ten years.

Indo-Pakistan Home Ministers' Conference

+

Shri Surendra Pal Singh:
Shri R. S. Pandey:
Shri Ram Sewak Yadav:
Shri Hem Raj:
Shrimati Renuka Ray:
Shri P. C. Borooah:
Shri P. Venkatasubbaiah:
Shri R. Barua:
Shri Yashpal Singh:
Shri S. M. Banerjee:
Shri Hem Barua:

*303.

Shri J. B. S. Bist:
Shri Prakash Vir Shastri:
Shri Jagdev Singh
Siddhanti:
Shri L. N. Bhanja Deo:
Shri Rameshwar Tantia:
Shri Himatsingka:

Will the Minister of External Affairs be pleased to state:

(a) whether any progress has been achieved in fixing the date and venue of the next meeting between the Home Ministers of India and Pakistan; and

(b) if so, where such a meeting is likely to take place and a brief outline of the agenda for the same?

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

(b) Does not arise.

Shri Surendra Pal Singh: Last time the proposal to hold this meeting was turned down on the ground of elections in Pakistan. Have any new reasons been put forward by Pakistan now for its desire not to come to the Conference Table as early as possible?

Shrimati Lakshmi Menon: We have been informally told that Pakistani authorities would not be able to devote enough time for the consideration of the matters to be discussed in this meeting, till March 1965.

Shri Surendra Pal Singh: In view of the fact that on the one hand Pakistan is showing an obvious reluctance to come to the conference table and on the other she has of late intensified her hostile actions on our borders, may we know if the Government sees any connection between these ominous developments?

Shrimati Lakshmi Menon: No, Sir.

श्री राम सहाय पाण्डेय : श्री अय्यर खां के पाकिस्तान का पुनः प्रेसीडेंट चुने जाने के कारण क्या दोनों देशों के गृह मंत्रियों के सम्मेलन के वास्ते रक्खी गई समस्याओं की समाधान प्रक्रिया में कोई अन्तर हुआ है ?

Shrimati Lakshmi Menon: All these things do not arise from the question. I have said that it was not possible for them to have a meeting before March.

Mr. Speaker: Has there been any difference by the re-election of President Ayub Khan for the second time?

Shrimati Lakshmi Menon: No, Sir.

Shri P. Venkatasubbaiah: In view of the mounting tension between Pakistan and India and also the recent visit of Sheikh Abdullah to various countries where he had indirect support from the Pakistan Government, would it be brought to the notice of the Pakistan Government that they should not meddle with our internal affairs?

Mr. Speaker: It is a suggestion which they might consider.

श्री यशपाल सिंह : जैसा कि रोजाना पाकिस्तान कच्छ की खाड़ी के ऊपर अपना क्लेम कर रहा है और जैसा कि श्री भट्टो ने एक ब्यान में कहा है कि कश्मीर के मामले में किसी सेटिलमेंट की सूरत नजर नहीं आती तो ऐसी हालत में भारत सरकार यह मार्च और अप्रैल में गृह मंत्रियों की कान्फ्रेंस करने का खयाल छोड़ क्यों नहीं देती ? आखिर इस से पहले भी हमारे श्री स्वर्ण सिंह की पाकिस्तान वालों के साथ इतनी मीटिंग्स हुईं लेकिन उनका कोई भी नतीजा नहीं निकला तो फिर ऐसी कान्फ्रेंस को करने के लिए हमारी ओर से इतना परसिस्ट क्यों किया जा रहा है ?

अध्यक्ष महोदय : यह भी सोच लिया जाय ।

Shri S. M. Banerjee: It is clear from the statement of the hon. Minister that no date has been fixed as yet. I want to know whether the Government of India will put certain conditions like the vacation of aggression by Pakistan in certain areas before they meet the Home Minister of Pakistan?

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): This question of a meeting of the Home Ministers does not arise at the present moment. If there is any likelihood of its being held, then other matters will come up.

Shri Hem Barua: Has the attention of the Government been drawn to a statement made by General Ayub Khan of Pakistan to the effect that the forthcoming India-Pakistan Home Ministers' Conference is not going to yield any useful results and, if so, may I know whether this mischievous statement of the Pakistani leader . . .

Mr. Speaker: Order, order.

Shri Hem Barua: I withdraw that, though it is not wrong.

Mr. Speaker: I do not say it is wrong, but it should not be used here when we refer to a foreign country which we should say, is friendly to us.

Shri Hari Vishnu Kamath: Are they really friendly to us?

Mr. Speaker: We have to say that we should not refer to the head of that State like that.

Shri Hem Barua: Much depends upon the psychology and make-up of the Member who puts the question. My psychology is that Pakistan is not at all friendly to us.

Shri Hari Vishnu Kamath: 'Mischievous' is a mild word.

Mr. Speaker: Much also depends upon the make-up and the psychology of the Presiding Officer.

Shri Hem Barua: May I know if the attention of the Government is drawn to a statement made by Gen. Ayub Khan of Pakistan to the effect that the forthcoming India-Pakistan Home Ministers' Conference will not yield any useful results and, if so, may I know whether this statement of the Pakistani leader has any dampening effect on our Government and,

if not, what are the reasons for the optimism on the part of the Government in relation to the forthcoming conference?

Shri Lal Bahadur Shastri: There is no question of any special kind of optimism on our part. The point is, this meeting could not be held unilaterally.

Shri Hem Barua: About Gen. Ayub Khan's statement....

Shri Lal Bahadur Shastri: Of course, if he makes that statement—if he does not agree to the Home Ministers' Conference—well, the Home Ministers' Conference will not be held.

Shri Basumatari: Pending the fixation of the date for the conference of the Home Ministers of Pakistan and India, may I know whether it is a fact that the Government of India has asked the Government of Assam to postpone the deportation of Pakistani nationals from Assam?

Shri Lal Bahadur Shastri: I do not think so.

Shri R. Ramanathan Chettiar: May I know whether the attention of the Government has been drawn to a statement made by Mr. Sheikh Abdullah in London, suggesting a meeting between the President of Pakistan and our Prime Minister and also another statement in Cairo where he has said that the people of Kashmir have not been consulted and, if so, whether Sheikh Abdullah's passport covers the freedom of speech to the effect that....

Mr. Speaker: It is a different thing altogether. We are on the question of Home Ministers' Conference.

श्री हुक्म खन् कछबाय : पिछले १७ सालों में पाकिस्तान ने काश्मीर, पश्चिमी बंगाल और मच्छ में हमारी भूमि दबा रखी है। चूंकि विरोधपत्रों से यह मसला रुझान नहीं है सलिये बंगाल

भूमि को वापस लेने के लिए सरकार कोई कठोर कदम उठाने जा रही है ?

अध्यक्ष महोदय : वह दूसरा सवाल है ।

Shri Kapur Singh: Is Kashmir likely to be on the agenda of this meeting between the Home Ministers? If the answer is 'yes', what chances are there of the success of this meeting; and if the answer is 'no', what chances are there for the success of this meeting?

Mr. Speaker: There is no chance of that yet.

Shri Kapur Singh: Whenever the meeting takes place, is there any likelihood of its being put on the agenda?

Shrimati Lakshmi Menon: When the Home Ministers meet, they will continue the same subjects, they were discussing last time.

Mr. Speaker: Is this also one of the subjects?

Shrimati Lakshmi Menon: No, Sir.

Shri P. R. Chakraverti: In view of the fact that the proposed Home Ministers' Conference was postponed on the definite suggestion of Pakistan because of their elections there, may I know whether the Government has got any indication that they are in a mood to meet any more in this Home Ministers' Conference?

Shrimati Lakshmi Menon: That has already been answered.

Shrimati Ramdulari Sinha: What has been the impact of such conferences held on the previous occasions on the nationals of India and Pakistan?

Mr. Speaker: That is not in the agenda. Shri Bibhuti Mishra.

श्री विभूति मिश्र : जब पाकिस्तान का निर्माण हुआ और झगड़े के आधार पर हुआ तो क्या सरकार अब भी समझती है

कि पाकिस्तान के साथ समझौता हो पायेगा ?

अध्यक्ष महोदय : नैकस्ट क्वेस्टियन ।

श्री विभूति मिश्र : अध्यक्ष महोदय, मेरे प्रश्न का जवाब नहीं मिला है ।

अध्यक्ष महोदय : यह सवाल ही काफ़ी है—इसका जवाब इसी में है ।

श्री विभूति मिश्र : इस सवाल का जवाब न दे कर हम को धोखे में रखा जा रहा है ।

अध्यक्ष महोदय : माननीय सदस्य को यह तो मालूम ही होगा कि बाज़ सवाल ऐसे होते हैं, जिन के जवाब भी उन्हीं में छिपे होते हैं और जिन के अलाहिदा जवाब देने की ज़रूरत नहीं होती है । इसलिये मैं ने गवर्नमेंट को अलाहिदा जवाब देने के लिए नहीं कहा है । इस सवाल का जवाब इसी में छिपा हुआ है ।

Indo-Ceylon Agreement

+

- *304. { **Shri R. Ramanathan Chettiar:**
Shri Rameshwar Tamtia:
Shri Himatsingka:

Will the Minister of External Affairs be pleased to state:

(a) the results of the Indo-Ceylonese official Teams talks about the repatriation of the assets by the Indian nationals from Ceylon under the agreement concluded between the Prime Ministers of the two countries in 1964; and

(b) the extent of the concessions agreed upon by the Ceylon Government for bringing into India of cash, jewellery and other movable assets by the Indian nationals at the time of their final departure for India?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) The repatriation of assets

of Indian nationals at the time of their final departure from Ceylon to India did not come up for discussion in this form at the talks between the officials of Ceylon and India.

(b) The Government of Ceylon have agreed, subject to exchange control regulations, to permit Indian nationals being repatriated under the Indo-Ceylon Agreement of October 1964, to take all their assets at the time of their final departure from Ceylon. The Government of Ceylon allow, at present, Indian nationals to repatriate their assets upto a maximum limit of Rs. 75,000/-.

Shri R. Ramanathan Chettiar: May I know whether the Government's attention has been drawn to the Ceylon Government Finance Minister's statement to the effect that from 1st August 1964, there will be a moratorium on moneys sent from Ceylon and whether that will affect the conditions of this agreement?

Mr. Speaker: Why should the supplementary show some apologetic tone? It should come like a shooting arrow.

Shri R. Ramanathan Chettiar: There was no apologetic tone, Sir.

Shri Hem Barua: On a point of order, Sir. You have said in your wisdom that the question should come like a shooting arrow. How can a Member shoot arrows at the House? When a member puts a question at you in a shooting type, you take objection to that?

Mr. Speaker: When I suggest, I have no objection.

Shri R. Ramanathan Chettiar: May I know whether the moratorium imposed by the Ceylon Government on the 1st August, 1964 will affect the conditions of this agreement?

Shri Dinesh Singh: We hope not. There is no restriction on this at the moment.

Shri R. Ramanathan Chettiar: May I know whether they have brought down the limit from Rs. 1.50 lakhs to Rs. 75,000 only in respect of Indian nationals?

Shri Dinesh Singh: It is not only in respect of Indian nationals. But there are a number of countries which are grouped together and nationals of all those countries are allowed to repatriate only to the extent of Rs. 75,000.

Shrimati Savitri Nigam: While replying to the main question, the Deputy Minister said that this question was not discussed during the talks. In view of the fact that there are thousands of Indian people who have huge properties there, why is it that an important matter like this has not been discussed during the talks?

Shri Dinesh Singh: The House is aware of what the discussions were held for. This agreement has been a subsequent one. People are taking out this money at this rate and so there was no need to take it up.

श्री भागवत झा आझाब : क्या सरकार यह समझती है कि श्रीलंका सरकार ने जो ७५,००० रुपये की सम्पत्ति लाने की व्यवस्था की है, क्या वह काफी है; अगर नहीं, तो क्या सरकार ने इस राशि को बढ़ाने के लिए कुछ सुझाव दिया है ?

श्री विनेश सिंह : भारत सरकार यह समझती है कि भारतीयों के वहां पर जितने भी रुपये हैं, वे पूरे वापस आने चाहिये और इस सम्बन्ध में हमने सीलोन सरकार से कहा भी है।

Shri Vishwanath Roy: May I know whether Government have tried to ascertain the total value of the property which the Indian nationals have kept in Ceylon at present?

Shri Dinesh Singh: No, Sir.

M.I.G. Project

+

Shri S. M. Banerjee:
Shri Yashpal Singh:
Shri Vishwa Nath Pandey:
Shrimati Savitri Nigam:
Shri R. G. Dubey:
Shri Surendra Pal Singh:
Shri Prakash Vir Shastri:
Shri Jagdev Singh
Siddhanti:
Shri D. C. Sharma:
Dr. L. M. Singhvi:
Shri Hukam Chand
Kachhavalaya:
Shri D. N. Tiwary:
Shri Sidheshwar Prasad:
Shri P. C. Borooah:
Shri Surendranath Dwivedy:
Shri Madhu Limaye:
Shri Ram Sewak Yadav:
Shri Bhagwat Jha Asad:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Bibhuti Mishra:
Shri P. R. Chakraverti:
Shri Ram Sewak:
Shri P. G. Sen:
Shri R. Barua:
Shri L. N. Bhanja Deo:

*305.

Will the Minister of Defence be pleased to state:

(a) the up-to-date progress made regarding the setting up of the M.I.G. Project in India with the Soviet assistance; and

(b) when the production is likely to be started?

The Minister of Defence Production in the Ministry of Defence (Shri A. M. Thomas): (a) The civil works and the training programmes are progressing satisfactorily. The procurement of plant, machinery, jigs, tools and aircraft components from the U.S.S.R. has been taken in hand.

(b) The production of aircraft at the MIG factories is planned in four stages; viz., from major assemblies, from sub-assemblies, from detailed parts and from raw materials. It is expected that the first phase will commence next year and planes under the

last phase would start coming out of the production line in about 4 years.

Shri S. M. Banerjee: May I know whether the Soviet team of experts who were here have given their final advice and whether they have given us all the technical know-how as to how this can be produced without any further delay?

Shri A. M. Thomas: They would certainly give us all the technical know-how. It has been disclosed to this House by the Defence Minister, after his visit to the U.S.S.R., that the Soviet Union would now play a larger role in the matter of both production as well as tendering technical advice in regard to this.

Shri S. M. Banerjee: I would like to know whether it is a fact that MIG 21 has become obsolete both in the Soviet Union and other places; if so, may I know whether we are still interested in this plant to manufacture MIG 21 or MIG 24 that have been given to China by the Soviet Union?

Shri A. M. Thomas: It has not become obsolete, and it is the modified version of MIG 21 that we are going to produce.

श्री यशपाल सिंह : रशिया ने हमें मिग विमान देने का वादा किया था । मैं जानना चाहता हूँ कि शैड्यूल के मुताबिक अब तक कितने डिलिवर हो चुके हैं और बाकी कितने हैं ?

Shri A. M. Thomas: With regard to deliveries, as I have already indicated, the first would be the stage of production after major assemblies. That would be done by the beginning of next year. With regard to the other stages we have drawn up a production programme. It will not be in the public...

Mr. Speaker: He was not asking about the production programme; he was asking about those that have been delivered by them.

Shri A. M. Thomas: We have given them a list of plants, machinery, jigs and other things. They are exami-

ning them and we expect that we would receive them in time.

Mr. Speaker: He wants to know whether any of them has been delivered so far.

Shri A. M. Thomas: There is no question of delivery. The production programme will start only. . .

Mr. Speaker: He is not asking about the production programme but about delivery though it was not relevant.

Shri A. M. Thomas: That, Sir, is with regard to the equipping of three squadrons to which a reference has been made by the Minister of Defence. We expect to receive them in due course.

श्री विश्वनाथ पाण्डेय : माननीय मंत्री महोदय ने बताया कि चार वर्ष के बाद मिग विमान बनेंगे । मैं जानना चाहता हूँ कि चार वर्ष के अन्दर हमें जो ऐसे विमानों की आवश्यकता होगी, उसकी कैसे पूर्ति की जाएगी ?

Shri A. M. Thomas: That has been made clear in the statement that was given by the Defence Minister.

Shrimati Savitri Nigam: May I know whether any effort has been made to get the requisite type of raw material, steel etc., in the country and what would be the foreign exchange component as far as purchase of machinery or raw material is concerned?

Shri A. M. Thomas: It would not be in the public interest to disclose what would be the foreign exchange component and what would be necessary for us to produce here.

Shrimati Savitri Nigam: Sir, the first part of my question has not been answered.

Mr. Speaker: That is enough.

Shri R. G. Dubey: May I know whether any tentative decision has been taken regarding the location of this factory?

Shri A. M. Thomas: The engine factory will be in Koraput in Orissa, the air-frame factory in Nasik in Maharashtra and the electronics factory in Hyderabad.

Shri Surendra Pal Singh: Have we any arrangement with the Russian collaborators whereby all the technological developments and improvements that take place in the manufacture of MIG in Russia in the next two or three years will be made available to us automatically for incorporation in our MIGs?

Shri A. M. Thomas: I have already stated that it would be a modified version of MIG 21 that we are going to produce.

Shrimati Sharda Mukerjee: The hon. Minister stated that the factory is going to be located in three different places. May I know from him who is responsible for the planning and manufacture and what is the co-ordinating agency?

Shri A. M. Thomas: In fact, this was decided long ago. All aspects were considered and a decision was taken by the Government that these factories should be in three different places for technical reasons and also for security reasons.

Shrimati Sharda Mukerjee: What agency is responsible for planning and co-ordinating the work of the factories?

Shri A. M. Thomas: That would be done by the Hindustan Aeronautics Limited.

Shri D. C. Sharma: In view of the emergency with which our country is confronted, may I know if the delay in the production of these MIGs after five years will not affect our defence preparedness to some extent.

Shri A. M. Thomas: For that, alternative arrangements are being made.

Shri Hari Vishnu Kamath: Is it not a fact that since the shake-up in the Kremlin on October 15th last there

has been a deceleration or slowing up of Soviet aid with regard to this particular project, as exemplified by the non-delivery—I am categorical about the non-delivery—of a dozen MIGs contracted to be supplied by the end of January, and yet have not arrived?

The Minister of Defence (Shri Y. B. Chavan): It is not true. The dozen MIGs that were contracted for and promised by Russians have already arrived in this country.

Shri Hari Vishnu Kamath: How many have arrived? Four have arrived and two have crashed? How many are yet to arrive?

Shri Y. B. Chavan: I have already given the reply.

Shri Hari Vishnu Kamath: What was the answer?

Mr. Speaker: There has not been any deceleration.

श्री मधु लियये : मिग योजना के अन्तर्गत जो कारखाने बनाये जा रहे हैं उन में केवल मिग विमानों की पैदाव होगी या कोई ऐसा विभाग भी खोला जाएगा जिस में विमानों के इंजिन और उसके जो टांचे हैं, उन में तरक्की और सुधार करने की भी कोई गुंजाइश रहे ?

Shri A. M. Thomas: These factories are mainly for the purpose of producing MIG aeroplanes. Perhaps the aeronautics factory at Hyderabad may undertake other production programmes too.

श्री भागवत झा आजाद : अभी कुछ महीने पूर्व हमारे रक्षा मंत्री ने जो समझौते किये हैं उनके अनुसार जो मिग विमान देश में आ रहे हैं, क्या उनकी उड़ानों के अनुभव के आधार पर यह सम्भव हो सकेगा कि हम अगर कुछ सुधार या परिवर्तन इस परियोजना में करना चाहें तो कर सकें और इसके लिए सोवियत टैक्नीकल सहायता हमें प्राप्त होगी अथवा नहीं ?

Shri Y. B. Chavan: I think that we shall be able to secure the technical assistance that would be required.

Shri Surendranath Dwivedy: Is it not a fact that the construction of the factory at Koraput is not proceeding according to schedule? What are the reasons for the delay?

Shri A. M. Thomas: Pending acceptance of the project report we have given sanction for the first phase of construction amounting to Rs. 2.96 crores. The training school and the houses in the township are also coming up.

Shri Surendranath Dwivedy: But what is the schedule?

Shri Hari Vishnu Kamath: It is behind schedule.

Mr. Speaker: I have heard him say that it is behind the schedule.

Shri A. M. Thomas: It cannot be said that it is not behind schedule.

Shri Hari Vishnu Kamath: The cat is out.

Shri A. M. Thomas: All these programmes have to go side by side—air frames factory, engines factory and aeronautics. On the whole it cannot be said that they are behind the schedule.

Shri Hari Vishnu Kamath: Sir, on a point of order. There is conflict in the statements given by the senior Minister and the Junior Minister. The senior Minister says there is no deceleration while the junior Minister says there is deceleration. Who is to be believed? Who is correct?

Mr. Speaker: The answer by the Defence Minister earlier was about the deceleration of the aid that was promised and not about this. The hon. Member should distinguish between the two.

Shri Hari Vishnu Kamath: But it is all part of one and the same thing.

Shri Narendra Singh Mahida: Have we any programme or scheme for training personnel like test pilots in this project?

Shri A. M. Thomas: Yes, Sir.

Shri Indrajit Gupta: Are there any provisions in the agreement for the training of technicians and engineers in the Soviet factories and, if so, are they progressing according to schedule?

Shri A. M. Thomas: The Soviet specialists would be arriving in India and they would be training our people here in our factories.

Mr. Speaker: Have we any programme to send our people abroad?

Shri A. M. Thomas: Not at present.

श्री जगदेव सिंह सिद्धांती : इस परियोजना को जो दो तीन जगहों पर अलग-अलग भाप कर रहे हैं यह क्या राजनीतिक आधार पर किया जा रहा है या कोई इसका आर्थिक आधार है ?

Shri A. M. Thomas: On considerations of safety of our country.

Shri R. S. Pandey: In view of the fact that a time of emergency may come when with the invitation of the Left Communists in India our country will be attacked and we cannot wait for four years to produce MIG planes, may I know whether any negotiation has been going on with U.S.A. to get supersonic planes?

Shri A. M. Thomas: It has been stated more than once in this House that besides our production programmes alternative arrangements are being made to strengthen our Air Force.

श्री विभूति मिश्र : चार बरस में जब मिग विमान बन कर तैयार होगा तब तक दुनिया घागे बढ़ चुकी होगी और यह पीछे हो जाएगा । इसलिये क्या सरकार इसका भी ध्यान रखेगी कि जब यह बने, आधुनिकतम बने ?

Shri A. M. Thomas: I have already stated that there are four stages,

The first stage would start in the beginning of next year and there would be planes produced in this country out of major assemblies. It is the last stage, manufacture out of raw materials, that would take four years.

Shri P. R. Chakravarti: Apart from the foreign exchange complement, what will be the total financial involvement in this project?

Shri A. M. Thomas: With regard to the total financial involvement, for example, the Nasik factory's estimated cost is about Rs. 18 crores and the aero-engine factory's estimated cost is about Rs. 35 crores.

Shri Ranga: Shri Bibhuti Mishra's question was that in these four years there would be so many changes taking place in regard to the technique of manufacture, designs and so on; are Government taking that possibility into consideration and seeing to it that if and when they take to their manufacture the designs according to which they would be manufacturing these MIGs, modified or otherwise, would be up-to-date? To that there was no answer from the Minister. I do not know whether he follows our questions or not.

Shri A. M. Thomas: I have stated that it is the modified version of the MIG 21 aircraft that will be produced here; that means, the latest improvements of that aircraft will be taken into consideration. Whatever improvements are subsequently effected would also be taken into consideration.

श्री डा० ना० तिवारी : मिग विमान के तीन पार्ट्स अलग अलग तीन जगहों पर बनते हैं। मैं जानना चाहता हूँ कि अलग अलग जगहों पर बनने के बजाय अगर वे एक जगह पर बनते तो उस की कीमत में कितना फर्क पड़ता।

Shri A. M. Thomas: All these things were taken into consideration. I have already said that the things which weighed with the Government

were the questions of safety and all other relevant circumstances. Of course, there would have been some advantages . . .

Shri D. N. Tiwary: I want to know as to what will be the difference in price if they were produced at one place and when they are being produced at different places.

Mr. Speaker: Why should we take into consideration the difference in price when we think that for security reasons they ought to be put up at different places?

पाकिस्तानी सेना का जमाव

+

*306. { श्री प्रकाशवीर शास्त्री :
श्री जगदेव सिंह सिद्धान्ती :
श्री बी० चं० शर्मा :
श्री प्र० चं० बक्ष्या :
श्री प्र० रं० बक्षर्ती :
श्री महेश्वर नायक :
श्री रामपुरे :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जम्मू तथा काश्मीर सीमा पर पाकिस्तानी सेना का जमाव बढ़ गया है ;

(ख) क्या यह भी सच है कि राजस्थान और पश्चिमी बंगाल की सीमाओं पर भी ऐसी ही स्थिति उत्पन्न होने की सम्भावना है; और

(ग) यदि हां, तो इस स्थिति का सामना करने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

The Deputy Minister in the Ministry of Defence (Dr. D. S. Raju): (a) While the activities of Pakistan/Pakistan-occupied-Kashmir personnel all

along the cease-fire line and International border in J. & K. continue unabated, there has been no fresh induction of their troops in the Pakistan-occupied-Kashmir area.

(b) No unusual activity has come to notice on these borders.

(c) All necessary precautionary measures have been and continue to be taken to safeguard the security of our borders.

श्री प्रकाशबीर शास्त्री : मैं जानना चाहता हूँ कि क्या पाकिस्तान की ओर से भारतीय सीमाओं पर, विशेष रूप से जम्मू और काश्मीर की सीमा पर, जो गतिविधियाँ बढ़ रही हैं वह गतिविधियाँ चीन के साथ पाकिस्तान का जो समझौता हुआ है उस के बाद कुछ अधिक बढ़ गई हैं, और क्या उन गतिविधियों के पीछे चीन का भी कुछ हाथ प्रतीत होता है।

The Minister of Defence (Shri Y. B. Chavan): It is a matter of inference; but certainly it is a fact that these incidents have increased in their intensity and in their number and frequency during 1964. I cannot say that it has or it has not a direct relationship. It is a matter of inference.

श्री प्रकाशबीर शास्त्री : पिछली बार इसी प्रकार के एक प्रश्न के उत्तर में माननीय प्रतिरक्षा मंत्री ने यह कहा था कि राजस्थान की ओर से लगता हुआ जो पाकिस्तान का इलाका है उस में पाकिस्तान की ओर से जो खाइयाँ खोदी जा रही हैं या सड़कें बनाई जा रही हैं या इस प्रकार की ओर जो तैयारियाँ हो रही हैं उन के सम्बन्ध में अभी उन को जानकारी नहीं है। मैं जानना चाहता हूँ कि क्या वह जानकारी उन को प्राप्त हो चुकी है। यदि हाँ, तो क्या राजस्थान की सीमाओं पर भी पाकिस्तानी तैयारियों में पहले की अपेक्षा कुछ वृद्धि हो गई है।

Shri Y. B. Chavan: I do not think there is any more induction there also,

but naturally sometimes they try to be active on their side and we are quite aware of what is happening on the other side.

श्री जगदेव सिंह सिद्धान्ती : भारत सरकार की नीति में ऐसी कौन की दुर्बलता है जिस के कारण पाकिस्तानियों को बार बार साहस होता है कि हमारी सीमाओं के ऊपर अपनी सेनाएँ जमा करें और हमें तंग करें।

Shri Y. B. Chavan: I do not think that it is due to any weakness in our policy as such. It is their normal attitude and temperament to behave the way they are doing.

Shri D. C. Sharma: It is not only a question of concentration of forces on our borders near Jammu and Kashmir, Rajasthan and West Bengal and now Gujarat, to which the hon. Minister has not given a categorical answer, but the question is that sometimes these Pakistanis intrude into our territory to the extent of 10, 15 and even 20 miles. May I know what are the reasons for that and why is it that the Government is not able to prevent Pakistani forces from intruding into our territory to such a large extent?

Shri Y. B. Chavan: Whenever they make an attempt in creating incidents in Jammu and Kashmir, we have given information from time to time about the very severest reply that we try to give them. In some of the undemarcated areas, sometimes they try to intrude and certain precautionary steps are being taken.

Shri P. R. Chakraverti: We have the repeated skirmishes on two frontiers, namely, Kashmir and East Pakistan. May I know whether these factors are a prelude to the testing of the strength of India to react to their provocative acts?

Shri Y. B. Chavan: Possibly, they may be trying to probe our strength.

Certainly, by their probes they must be knowing that we are equally prepared.

Shri Abdul Ghani Gozi: May I know if there is any instruction given by the Government to the Defence forces not to follow the intruders in the no-man's land and whether that gives encouragement to the Pakistani forces?

Shri Y. B. Chavan: I do not propose to discuss the instructions which are issued in relation to operational matters.

Shri Harish Chandra Mathur: The hon. Defence Minister promised last month that he will visit Rajasthan border. In the absence of his visit, may I know whether he has studied the problem of Rajasthan border and, if so, what steps have been taken to stop people from coming right within 50 to 60 miles of the border?

Shri Y. B. Chavan: I have certainly studied this question. I can certainly tell the hon. Member that I am in touch with this problem. But in this particular border, there is the police involved; at present, the military is not involved in that. But I am in touch with what is happening there. This much I can say.

Shri Harish Chandra Mathur: What steps have been taken to stop the intrusion. There are every day stories: Only last month, we had stories of certain atrocities committed by certain people coming from the border. May I know whether you have studied this problem and what steps you have taken to stop the intrusion which is right upto 50 miles and to stop such incidents which are demoralising the people?

Shri Y. B. Chavan: This responsibility, technically speaking, is with the Home Ministry or the police. Therefore, I just cannot say what military steps have been taken. I can only say, from the point of view of security of the border, that any military operations and other things from

that side will not take place. That much care we have taken.

Shri Bera Barua: May I know if the attention of Government is drawn to a statement of a Pakistani Minister made on 21st February at Karachi to the effect "The continued violation of the cease-fire by India in Kashmir would lead to a full-scale war between Pakistan and India" and, if so, may I know what is the reaction of the Government to this threat held out by Pakistan?

Shri Y. B. Chavan: I think, they are, really speaking, making a grievance out of their own things. As a matter of fact, they are trying to create incidents. Really speaking, if they want to start the trouble, we have to give an effective reply.

Shri Narendra Singh Mahida: May I know if the Government is aware about the recent intrusions in Kutch—and probably the police is involved—and may I ask the Defence Minister whether he proposes to visit Kutch?

Shri Y. B. Chavan: I cannot add to what the Foreign Minister has already given information to this House. At the present moment, army is not in the picture. I do not propose to go there at this stage.

श्री विभूति मिश्र : क्या यह सही है कि सरकार ने यह फैसला किया था कि काश्मीर बॉर्डर पर चार मील तक जगह खाली रहेगी और किसी की कोई बस्ती नहीं रहेगी। जो वहां रहेंगे उन्हें सर्टिफिकेट दिया जायेगा। और यह सही है तो यह कहाँ तक काम में आया।

श्री यशवन्त राव चव्हाण : अपनी तरफ से हम काम में साते हैं, लेकिन उस तरफ से नहीं होता यह मुश्किल है।

Shri P. Venkatasubbalah: May I know if, apart from the concentration of troops on our borders, Pakistan is systematically sending saboteurs to

infiltrate into our country and indulging in subversive activities, whether that fact has been brought to the notice of the Government and, if so, what action has been taken in the matter?

Shri Y. B. Chavan: I have answered this question already that certainly we are aware of these things, and whenever we find any attempts at sabotage being undertaken, they are punished very severely.

श्री हुकम चन्द कछवाय : मैं यह जानना चाहता हूँ कि पूर्वी पाकिस्तान में जो सेना के सबसे बड़े अधिकारी हैं वह हमारे केन्द्र के एक मंत्री के भाई हैं . .

अध्यक्ष महोदय : यह सवाल कहाँ उठता है । जो सवाल है उस के बारे में पूछिये ।

श्री हुकम चन्द कछवाय : पूर्वी पाकिस्तान के अन्दर जो हमारे बारडर पर पाकिस्तानी सेना का जमाव हो रहा है क्या उस सेना के सब से बड़े अधिकारी हमारे केन्द्र के एक मंत्री के भाई हैं और इसलिये उनको हमारे यहाँ से सन्देश मिलते रहते हैं और वह वहाँ जमाव करते रहते हैं

Mr. Speaker: Order, order. It is not fair to say like that.

श्री हुकम चन्द कछवाय : इसकी जानकारी तो मिले ।

अध्यक्ष महोदय : बगैर सबूत के

श्री हुकम चन्द कछवाय : यह बात सही है या नहीं कि पूर्वी पाकिस्तान की सेना के सब से बड़े अधिकारी हमारे केन्द्र के एक मंत्री के भाई हैं ।

Shri Harish Chandra Mathur: The suggestion should be denied.

Shri Y. B. Chavan: I think that it is very unfair to make any suggestion

of this type. Possibly it may be that any Minister has got any relation there, or it may be that it is not so. But I think it is unfair to make any such remark only because somebody happens to be a relation of a Minister here . . .

Shri Harish Chandra Mathur: Is the hon. Minister aware of it?

Shri Y. B. Chavan: Personally, I am not aware of any such information.

Mr. Speaker: इसलिये यह कहना ठीक नहीं है कि इधर से खबरें मिलती रहती हैं । The suggestion that was made was unfair.

श्री हुकम चन्द कछवाय : वहाँ की सेना के सब से बड़े अफसर यहाँ के केन्द्र के मंत्री के भाई हैं या नहीं ?

Shri Y. B. Chavan: I have no information. As far as I know, there is nobody there like that in the Army.

श्री हुकम चन्द कछवाय : क्या इस सम्बन्ध में सरकार जांच करवाएगी ?

अध्यक्ष महोदय : यह तो आप ने अब बतलाया है । उन्होंने कहा कि मुझे पता नहीं है ।

Shri Shinkre: In view of the statement made by him a little earlier will the Defence Minister assure the House that no action will be left untaken or no step will be left untaken on the pretext that Government could not reach or arrive at any decision as to whether the matter was under the Home Ministry or the Defence Ministry or the External Affairs Ministry?

Shri Y. B. Chavan: There is no such exclusive division of responsibility; it is collective responsibility.

Shri Iqbal Singh: May I know whether Government have taken into consideration the fact that Pakistan

is settling its military men and also ex-military men on the border right from Pakistan up to Punjab and Rajasthan and Pakistan is also building roads right from the Bahawalpur State up to the Rajasthan-Punjab border, and if so, the reaction of Government thereto?

Shri Y. B. Chavan: Certainly, they are taking those steps which the hon. Member has mentioned. Our information is that they are trying to settle these ex-servicemen and trying to build communications on that side. The information is there.

Employment Situation in the Country

+
✓ **Shri Indrajit Gupta:**

Shri Prabhat Kar:

Shri Eswara Reddy:

Shri P. C. Borooah:

*307. **Shri D. C. Sharma:**

Shri S. B. Patil:

Shri Subodh Hansda:

Shri S. C. Samanta:

Shri P. R. Chakraverti:

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

(a) the latest figures regarding the employment situation in the country; and

(b) the steps Government propose to take to meet the situation?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) and (b). According to 1961 Census there were 188.5 million workers out of a total population of 439.2 million. During the Third Plan (1961-66) 17 million persons were estimated to be added to the labour force. The performance of the Third Plan in terms of employment, as estimated on the latest data available, will be in the neighbourhood of 13 million. Better implementation of Plan programmes and fuller utilization of capacity in industry and improvement in rural areas are some of the steps taken to generate additional employment.

Shri Indrajit Gupta: May I know what exactly is being estimated to be the backlog, which will be carried forward from the Second and Third Plans into the Fourth Plan period, of job-seekers, and whether it is a fact that during the Fourth Plan period this figure may go up to 35 millions?

Shri R. K. Malviya: The figure which will be carried from the Third Plan to the Fourth Plan will be 12 millions. The figures of the Fourth Plan are under consideration and they will be before the House when the Fourth Plan is presented.

Shri Indrajit Gupta: In view of the constantly rising value of unemployment, what, if any, are the specific proposals of Government for labour-intensive works programmes during the Fourth Plan period, and will they be combined with any scheme of unemployment insurance?

Shri R. K. Malviya: Various schemes are being operated by different ministries. But then the employment potential in the Fourth Plan arises from the normal development programmes of the Plan which create a large volume of employment opportunities, direct and indirect, and special measures taken during the Third Plan such as rural works programme, rural industrialisation programme and special facilities with technical and financial help for small scale industries.

Shri Indrajit Gupta: The last part of my question, about the unemployment insurance and whether anything has been done, has not been answered.

Shri R. K. Malviya: It is under consideration.

Shri D. C. Sharma: While the movement for urbanisation is going on very briskly and people are migrating from the villages to the towns, may I know from Government what specific measures they have taken to increase the employment potential in the rural communities of India? I

want information about specific measures, not vague generalisations.

Shri R. K. Malviya: The programme for rural development is being undertaken by the Agriculture and Community Development Ministries. If details are required, they are in a better position to answer. The hon. Member may table a separate question to those Ministries.

Shri D. C. Sharma: I seek your protection, most humbly and respectfully. I wanted information about specific measures and the Minister talks about development . . .

Mr. Speaker: He has not the answer at this moment. A separate question may be put to the Ministry concerned.

Shri D. C. Sharma: Then he could say 'I do not have the answer' instead of trying to be omniscient.

Shri S. C. Samanta: Was any survey made to calculate what amount of employment has been given by big projects undertaken by the Central Government?

Shri R. K. Malviya: The total employment provided during the First, Second and Third Plans is 28 million.

Shri P. R. Chakraverti: In the context of these persistent unemployment figures carried by way of backlog from Plan to Plan, may I know whether Government have devised any scheme of introducing unemployment insurance?

Shri R. K. Malviya: That is under consideration.

Shri Buta Singh: May I know whether the survey undertaken by the Government in regard to unemployment also includes unemployment in the rural areas, specially in the agricultural sector? If so, what is the extent of it, and what steps do Government propose to take to remove the unemployment?

Shri R. K. Malviya: Development of agriculture and Small Scale industries will provide employment to the rural population.

Mr. Speaker: Do these figures include the rural unemployed also?

Shri R. K. Malviya: Yes, Sir.

Shri Mohammad Elias: In view of the growing unemployment in rural areas, may I know what concrete steps are being taken by the Government to give employment to the unemployed people in the rural areas?

Shri R. K. Malviya: As I have just said, development of agriculture in the rural areas and also opening of small scale industries.

Industrialists Meeting with Prime Minister

+

Shri Harish Chandra Mathur
Shri P. R. Chakraverti:
*308. **Shri P. C. Borooah:**
Shri Bibhuti Mishra:
Shri C. K. Bhattacharyya:
Shrimati Sharda Mukerjee:
Shri Rameshwar Tantia:

Will the Prime Minister be pleased to state:

(a) whether the leading industrialists of the country met him to discuss the economic situation of the country during January, 1965; and

(b) if so, their suggestions and difficulties and his reaction thereto?

The Parliamentary Secretary to the Prime Minister (Shri Lalit Sen): (a) and (b). A statement is laid on the Table of the House.

Statement

A number of industrialists met the Prime Minister, the Home Minister, the Finance Minister and the Deputy Chairman, Planning Commission, on 2nd January, 1965. They expressed concern at the fact that the rate of economic development was not as good as it should be. Certain suggestions

were made for streamlining Government procedures. Government told them that action is being taken already for expediting the disposal of work in Government departments.

Shri Harish Chandra Mathur: This remarkable statement talks only of procedural streamlining. May I know what positive suggestions and difficulties were indicated by these friends, and to what extent the hon. Prime Minister could give them satisfaction?

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): There was a general talk and no specific proposals were made. Nor did I express any special reaction. However, they said that the growth was sluggish, and they wanted that we should take steps and necessary measures to counteract it.

Shri Harish Chandra Mathur: They said that the growth was sluggish. May I know whether they had any suggestions to make regarding accelerating the growth, and whether they talked about unaccounted money and tax structure?

Shri Lal Bahadur Shastri: They did not talk about the tax structure, but they said that it was very heavy, especially in the corporate sector. About unaccounted money, there was no special discussion.

Shri P. R. Chakraverti: May I know whether they have assured the Prime Minister that they are ready to work for the ideal which has been accepted by the Government, namely achievement of democratic socialism?

Shri Lal Bahadur Shastri: They have to work in the same context and in the same background.

श्री विभूति मिश्र : श्री प्रधान मंत्री जी ने बताया कि जो इंडस्ट्रियलिस्ट्स का डेपुटेशन उन से मिला था उस डेपुटेशन से एक जनरल तरीके से बातचीत हुई थी तो मैं जानना चाहता हूँ क्या उन्होंने

ब्लैक मनी और टैक्स को देने के सम्बन्ध में भी कुछ चर्चा की थी ?

श्री लाल बहादुर शास्त्री : जी नहीं ।

Shri A. P. Jain: Apart from the fact that the Prime Minister did not give any reactions to this deputation, may I know what proposals made by this deputation have been accepted by the Government ultimately?

Shri Lal Bahadur Shastri: As I said, there was no specific proposal from them, nor have we accepted any as such.

Shrimati Sharda Mukerjee: May I know what the reactions of the Prime Minister are to a certain very valuable report which has been submitted by Dr. Hazari regarding the rather lopsided development of our national economy, because the 20 top industrial complexes have prospered and there has been no comparative growth in the smaller industries, with the result that there are only regional developments depending upon where these top industrial economic controllers want to have their factories? Has the Prime Minister thought of having a meeting with the representatives of the smaller industries also?

Shri Lal Bahadur Shastri: I did not quite follow her, and I think it is an entirely different question.

Mr. Speaker: Has that supplementary anything to do with this question, this meeting with the industrialists?

Shrimati Sharda Mukerjee: The Prime Minister has met the top industrialists regarding the economic situation in the country. In reference to that I mentioned that Dr. Hazari has already brought out that only the top industries have prospered from the policies of the Government within the last 10 or 15 years. Would he consider also meeting other representatives of smaller industries so that there may not be this economic discrepancy and imbalance?

Mr. Speaker: That is for consideration.

Shri M. R. Krishna: The Prime Minister has just said that there was no proposal from the industrialists, nor did he give any definite view about anything. May I know whether the Prime Minister will in future avoid meetings in which no decisions are taken?

Shri Lal Bahadur Shastri: It is not possible. I do meet people and I do meet deputations with whom I have a general exchange of views.

Shri C. K. Bhattacharyya: The reports appearing in the papers indicated that all the industrialists had first a meeting with the Prime Minister and the Finance Minister and then two of them, rather the two princes among the industrialists, had a separate meeting with the Prime Minister and the Finance Minister. Did they put separate proposals in the first meeting and the second meeting?

Shri Lal Bahadur Shastri: No, Sir; they met for separate matters altogether when they met separately.

Shri Basappa: May I know whether any steps are being taken to streamline the Government procedures and, if so, what are they?

Shri Lal Bahadur Shastri: I have met the Secretaries of the economic ministries and I have asked them to examine how delays could be avoided. They have already taken certain steps but something more will have to be done.

Shri Ranga: It is not that the Prime Minister had met them; it is they who met the Prime Minister.

Mr. Speaker: That is all right. Next question.

Second Afro-Asian Conference

+

Shrimati Savitri Nigam:
Shri Rameshwar Tantia:
Shri D. C. Sharma:
Shri Harish Chandra Mathur:

Shri Surendra Pal Singh:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Hem Barua:
Shri Hukam Chand Kachhavaia:
Shri Bade:
Shri Bibhuti Mishra:
Shri M. R. Krishna:
***309. Shri Kolla Venkaiah:**
Shri M. N. Swamy:
Shrimati Renuka Ray:
Dr. Ranen Sen:
Shri Dinen Bhattacharya:
Shri P. L. Barupal:
Shri Surya Prasad:
Shri P. K. Deo:
Shri Kapur Singh:
Shri P. Venkatasubbaiah:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that the Second Afro-Asian Conference is opening in Algiers in March, 1965;

(b) if so, the number of countries likely to participate in this conference;

(c) whether it is also a fact that India is considering to move a proposal for Russia and Malaysia to participate in the conference; and

(d) the main proposals to be discussed at this Conference?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) It has been proposed that the Conference should commence in Algiers from the 29th June, 1965, preceded by a meeting of Foreign Ministers to be held from 24th June.

(b) It is expected that invitations will be sent to between 64 and 66 independent nations. It will be for each country to make its own decision regarding participation.

(c) India proposed the participation of USSR and Malaysia in the Conference at the Preparatory Meeting held in Djakarta in April, 1964. The meeting was unable to come to a decision

on these issues and the question, therefore, remains open to be decided.

(d) The Conference is expected to consider the Agenda drafted by the Preparatory Meeting in Djakarta last year. The Agenda is in the final communique of the Preparatory Meeting tabled in the Lok Sabha on the 17th April, 1964.

Shrimati Savitri Nigam: Is Government aware if China has been issued an invitation or not? May I also know if some points on the agenda were proposed by the Indian Government and if so, what are they?

Shri Dinesh Singh: We have discussed the agenda separately in the last session of the Lok Sabha. Regarding the invitation to China, China was a member of the preparatory committee and will certainly be invited.

Shrimati Savitri Nigam: May I know whether the creation of the non-nuclear zone has been one of the points in the agenda and what are the countries which had supported the specific point?

Shri Dinesh Singh: The agenda has been placed on the Table.

Shri D. C. Sharma: Why is it that this Conference goes on being postponed from month to month and what guarantee is there that this conference would be held in June? What are the reasons for the delay and who are holding up the convening of this conference?

Shri Dinesh Singh: I would not say that it is being postponed from month to month. It was proposed to be held in March. Physical arrangements had not been completed and it will probably be held in June.

Shri Harish Chandra Mathur: I want to know whether the hon. Prime Minister has given personal consideration to this matter or not: to what extent is the Government of India prepared to go in the matter of participation by Russia in this conference and are they prepared to stay out if

a legitimate demand made by India is not accepted?

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): No, Sir. We have not so far taken that stand. But we will see and watch as to what the reactions of the other countries are.

Shri Surendra Pal Singh: Our Deputy Minister of External Affairs visited a number of African countries recently. May I know whether he made any assessment of the views and feelings of those countries regarding the matter of participation of Russia and Malaysia in this Conference and, if so, what was his assessment?

Shri Dinesh Singh: Yes, I had the opportunity of discussing this matter with some of the people I met. It would be difficult for me to give precisely the details of discussion, but I think there is quite a favourable response both about Malaysia and the Soviet Union; although the two are separate issues—Malaysia and the Soviet Union are not exactly on the same basis—there is support for both.

WRITTEN ANSWERS TO QUESTIONS

Community Listening Sets

- *310. { **Shri P. C. Borooah:**
Shri Yashpal Singh:
Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the study team on Five Year Plan Publicity has reported that the Community Listening sets supplied to the States/Union Territories have remained idle to the tune of 40 per cent; and

(b) if so, the steps taken for fuller utilisation of these sets?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) Yes, Sir.

(b) The maintenance and operation of community listening sets is the responsibility of State Governments. However, full details in regard to the maintenance organisation in each State are being collected with a view to locating the lacunae in the existing set-up to decide suitable remedial measures.

Modernisation of Mazagaon Docks

- *311. { Shri D. C. Sharma:
Shri R. G. Dubey:
Shrimati Savitri Nigam:
Shri Surendra Pal Singh:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri K. N. Tiwary:
Shri Heda:
Shri D. D. Puri:
Shri Bhagwat Jha Azad:
Shri Yashpal Singh:
Shri Rameshwar Tania:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Vidya Charan Shukla:
Shri Vishwa Nath Pandey:
Shri A. V. Raghavan:
Shri Pottekkatt:

Will the Minister of Defence be pleased to state:

(a) whether technical details about the Navy's plans for modernisation of the Mazagaon dockyard and the building of frigates were discussed by the Defence Ministry with the representatives of several British firms during December, 1964; and

(b) if so, the outcome thereof?

The Minister of Defence Production in the Ministry of Defence (Shri A. M. Thomas): (a) Discussions were held with representatives of Vickers Armstrongs (Shipbuilders) Ltd. and Yarrow & Co. Ltd., both of U.K., from 17th to 22nd December 1964 for the finalisation of the Agreement for the construction of Frigates at Mazagaon Dock Limited, Bombay.

(b) The following three Agreements were signed on 22-12-1964:

- (i) For the supply of Technical Aid for the construction of three Leander Class Frigates FSA-34 in India;
- (ii) For the supply of items of Vickers-Yarrow manufacture for the first Frigate;
- (iii) For the purchase of wholly brought out items from the U.K.

Pak-Firing on U.N. Observers

- *312. { Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri Rameshwar Tania:
Shri S. M. Banerjee:
Shri P. R. Chakraverti:
Shri Hukam Chand
Kachhavaia:
Shri Heda:
Shri P. H. Bheel:
Shri Solanki:
Shri Ulkey:
Shri Vidya Charan Shukla:
Shri M. L. Dwivedi:
Shri Naval Prabhakar:
Shri D. C. Sharma:
Shri K. N. Tiwary:
Shrimati Savitri Nigam:
Shri Radhelal Vyas:
Shri D. N. Tiwary:
Shri Onkar Lal Berwa:
Shri Narendra Singh
Mahida:
Shri Narasimha Reddy:
Shri R. S. Pandey:
Dr. Chandrabhan Singh:

Will the Minister of Defence be pleased to state:

(a) whether Government's attention has been drawn to the fact that Pakistani troops fired on a team of U.N. Military Observers in the Poonch area on the 28th December, 1964; and

(b) if so, the action taken to prevent such incidents?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) U. N. Military Observers do not carry any arms. Their uniform, with

the blue beret, and the white flag carried by them are distinctive enough to identify them as U.N. Observers. No armed protection is necessary for them or is provided as their role is to ensure the observance of the cease-fire arrangements.

In case of firing of the type referred to, the Chief Military Observer who will be aware of the position, is presumed to take up the matter with Pakistan authorities.

External Publicity

- *313. { Shri K. C. Pant:
Shri Sidheshwar Prasad:
Shri Surendra Pal Singh:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Yashpal Singh:
Shri R. S. Tiwary:
Shri D. C. Sharma:
Shri Hari Vishnu Kamath:
Shri Hem Barua:
Shri Prakash Vir Shastri:

Will the Minister of External Affairs be pleased to state:

(a) whether proposals to reorganise external publicity machinery are under consideration;

(b) if so, whether the question of co-ordination between external publicity and internal publicity machinery has been considered; and

(c) if so, the decisions taken thereon?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) to (c). The question of improving the methods and effectiveness of publicity in regard to our foreign policy, in India and abroad, is constantly under examination. In this connection, there has been exchange of views between the Ministry of Information and Broadcasting and the Ministry of External Affairs. It has been decided that the coordination Committee, consisting of the Foreign Secretary and the Secretary, Information and Broadcasting, should go into the various points raised, and

generally to bring about effective projection of our external policy and liaison between internal and external publicity.

M.O. Commission for Nehru Memorial Fund

*314. Shri Hari Vishnu Kamath: Will the Minister of Communications be pleased to refer to the reply given to Starred Question No. 600 on the 21st December, 1964 and state:

(a) whether the exemption from money order commission has appreciably increased contributions to the Nehru Memorial Fund;

(b) if so, the approximate quantum or proportion thereof;

(c) whether in the past contributions to other funds, notably to the National Defence Fund, had similarly been exempted; and

(d) if not, the reasons therefor?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) Does not arise.

Heads of Indian Diplomatic Missions

- *315. { Dr. L. M. Singhvi:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Yashpal Singh:
Shri R. S. Tiwary:
Shri P. C. Borooah:
Shri Narendra Singh
Mahida:
Shri Solanki:
Shri Narasimha Reddy:

Will the Minister of External Affairs be pleased to state:

(a) the present proportion of career diplomats and public men in our foreign service at the level of heads of diplomatic missions; and

(b) whether Government are considering any modification with a view to increase the number of public men as heads of our missions?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) At present there are 37 career diplomats as Heads of Missions accredited to one or more countries; 8 from other Services and 8 Heads of Missions are public men.

(b) Appointments to the posts of Heads of Missions are within the prerogative of the Prime Minister in consultation with the Minister for External Affairs. Government do appoint persons from public life to posts for which their experience is considered particularly notable, and they intend to continue this practice.

International Film Festival, Delhi

*316. { Shri Hem Barua:
Shrimati Savitri Nigam:
Shri D. N. Tiwary:
Shri U. M. Trivedi:
Shri Kapur Singh:
Shri P. K. Deo:
Shri Narasimha Reddy:
Shri Onkar Lal Berwa:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that special previews of certain pictures during the International Film Festival in Delhi were not shown to Members of Parliament;

(b) if so, the reasons therefor; and

(c) the other categories of persons who were invited to these shows?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) and (b). Apart from preview and special shows for members of the Juries and the Screening Committee which were essential for their work, only the following shows were arranged:

(1) Eleven shows in Vigyan Bhavan for M.Ps.

(2) Three films for members of the Press. Only representatives of the Press were invited to these shows.

(b) The Press shows were screened in the Auditorium of the Films Division which has a limited seating capacity and it was, therefore, not possible to issue invitations to others.

Creation of Himalayan Federation by China

{ Shri C. K. Bhattacharyya:
*317. { Shri Rameshwar Tantia:
{ Shri Himatsingka:

Will the Minister of External Affairs be pleased to state:

(a) whether Government's attention has been drawn to the Chinese plan regarding the creation of a so-called Himalayan Federation consisting of Nepal, Bhutan and Sikkim under Chinese hegemony; and

(b) whether the border of Bhutan and Sikkim with China has been correctly depicted in the Chinese maps?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Government are not aware of any Chinese plan regarding the creation of a so-called Himalayan Federation consisting of Nepal, Bhutan and Sikkim, which would be under Chinese hegemony.

(b) In a Chinese Government note dated 26th December, 1959, the Government of China stated: "Concerning the boundaries between China and Bhutan, there is only a certain discrepancy between the delineation on the maps of the two sides (Indian and Chinese) in the sector south of the so-called McMahon Line. The boundary between China and Sikkim has long been formally delimited and there is neither any discrepancy between the maps nor any disputes in practice". As regards the discrepancy in the depiction of the Sino-Bhutan boundary between Indian and Chinese

maps, this is in the south-eastern portion of Bhutan contiguous to the North East Frontier Agency of India and south of the McMahon Line.

Rehabilitations of Ex-servicemen

*318. { Shrimati Sharda Mukerjee:
Shri Gulshan:

Will the Minister of Defence be pleased to state:

(a) whether Government have formulated any scheme for the rehabilitation of ex-servicemen in civilian employment;

(b) if so, the broad outlines thereof and whether it is implemented through the Ministry of Defence or the Service Headquarters; and

(c) the number of ex-servicemen (separately for Navy, Army and Air Force) rehabilitated during 1964?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). Government have taken certain measures for the rehabilitation of ex-servicemen in civil employment and have other measures under consideration. A statement indicating these measures is laid on the Table of the House. [Placed in Library, see No. LT-3937/65].

(c) According to information with Government, 103 ex-servicemen of the Navy, 8739 of the Army and 43 of the Air Force were placed in employment during the year 1964.

Industrial Potential in Nefsa

*319. **Shrimati Jyotsna Chanda:** Will the Minister of External Affairs be pleased to state:

(a) whether any techno-economic survey has been undertaken by the National Council of Applied Economic Research to assess the industrial potential in NEFA;

(b) if so, the assessment thereof; and

(c) the extent of raw material locally available to explore possibilities of setting up small and medium scale industries?

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

(b) and (c). The object of the survey is to assess the economic and industrial possibilities of the Agency. The survey has not yet been completed and no definite findings are, therefore, available.

Consumer Price Index Numbers

*320. { Dr. U. Misra:
Dr. Ranen Sen:
Shri Daji:
Shri Warior:
Shri D. N. Tiwary:
Dr. L. M. Singhvi:
Shri Eswara Reddy:

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

(a) whether Government propose to appoint an Expert Committee to examine the complaints about the compilations of the Labour Bureau Series of Consumer Price Index Numbers for the working class in various Centres; and

(b) if so, when?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b). An Expert Committee has already been set up by Delhi Administration to look into the old series of Consumer Price Index Number (Base 1944—100) for Delhi Centre which is one of the Labour Bureau Centres. The question whether similar Expert Committee/Committees should be set up to examine the remaining fourteen Labour Bureau's Centres will be considered after the findings of the Delhi Expert Committee are known.

Violations of Cease-Fire Line

*321. **Shri Jashvant Mehta:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that on the 23rd February, 1965, the Pakistani armed forces violated the cease-fire

line in Poonch of Jammu & Kashmir State;

(b) whether there was a heavy firing by Pakistani troops;

(c) if so, the number of casualties suffered by the Indian side; and

(d) the steps taken by Government in this direction?

The Minister of Defence (Shri Y. B. Chavan): (a) There was no such incident in Poonch on the 23rd February, 1965.

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

(d) Necessary precautionary measures have been taken and continue to be taken to check violations of the cease-fire line.

Movement of Chinese Arms to Pakistan

*322. { **Shri U. M. Trivedi:**
Shrimati Jyotsna Chanda:
Shri Krishnapal Singh:

Will the Minister of External Affairs be pleased to state:

(a) whether heavy movements of Chinese mortars and other small arms and weapons took place from China to East Pakistan through Haldibari station of the Indian Railways on the 12th and 26th October, 1964;

(b) if so, the person responsible to consign these goods and the agency that effected the despatch; and

(c) whether any steps have been taken to apprehend the culprits and to prevent recurrence?

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

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

Chinese Boats Near Andaman and Nicobar Islands

{ **Shri R. Ramanathan Chettiar:**
Shri Hukam Chand Kachhavalya:

Shri Onkar Lal Berwa:

Shri Yashpal Singh:

Shri M. L. Dwivedi:

Shri Bhagwat Jha Azad:

Shri Surendranath

Dwivedy:

Shri Rameshwar Tantia:

Shri C. K. Bhattacharyya:

Shri D. C. Sharma:

*323. **Shri Bishwanath Roy:**

Shrimati Savitri Nigam:

Shri Ram Harkh Yadav:

Shri Prakash Vir Shastri:

Shri P. K. Deo:

Shri Kapur Singh:

Shri R. S. Pandey:

Shri R. Barua:

Shri Maheswar Nalk:

Shri L. N. Bhanja Deo:

Dr. Ram Manohar Lohia:

Shri Kishen Pattnayak:

Will the Minister of Defence be pleased to state:

(a) whether his attention has been drawn to a Press statement by the President of the Andaman Congress Committee, in New Delhi in January last that the Chinese poachers often visited the southern-strip of the Andaman and Nicobar Islands; and

(b) whether Government have taken necessary measures to strengthen the patrolling of the coastal areas of the Island and if not, the reasons therefor?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). Yes, Sir.

Recent Elections in Pakistan

Shri Rameshwar Tantia:

Shri Prakash Vir Shastri:

Shri Jagdev Singh

Siddhanti:

*324. **Shri D. C. Sharma:**

Shri Bibhuti Mishra:

Shri K. N. Tiwary:

Shri M. R. Krishna:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that Pakistan had protested to the Government of India that India was involved in the recent elections in Pakistan;

(b) if so, the main allegations made against India:

(c) the nature of reply sent to the Pakistan Government; and

(d) the reaction of the Pakistan Government thereto?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) and (b). No, Sir. No formal protest was received but the High Commissioner for Pakistan in India left a few 'extracts' of broadcasts from All India Radio as evidence of the alleged interference by All India Radio in Pakistan's elections.

(c) A paper was handed over to the Acting High Commissioner for Pakistan, quoting what was actually broadcast by All India Radio. It was pointed out in the paper that the so-called extracts left by the Pakistan High Commissioner were either mistranslation or misconstruction of what was broadcast. One of the 'extracts' was entirely fictitious.

(d) The Pakistan Government have continued to make baseless allegations of a similar nature.

Appointments to Diplomatic Posts

- *325. { Shri Surendra Pal Singh:
Shri Vishwa Nath Pandey:
Shri Yashpal Singh:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Harish Chandra Mathur:
Shri Vidya Charan Shukla:
Shri Rameshwar Tanti:
Shri Himatsingka:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that a deputation on behalf of the Indian Foreign Service Association met him recently and complained against the Government's new policy of appointing politicians and retired senior Military officials to senior diplomatic posts, which came in the way of normal promotion of I.F.S. officers as Heads of Missions; and

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

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) A deputation on behalf of the Indian Foreign Service Association did meet the Foreign Minister to represent about the policy of appointing retired and serving members of other services including the Armed Forces to senior diplomatic posts; Government's prerogative of appointing distinguished members from public life to such posts was, however, not questioned by the Association.

(b) This as well as other matters relating to service conditions raised by the Association are under active consideration in the Ministry of External Affairs.

Extension of Constitutional Provisions to Jammu and Kashmir

- *326. { Shri P. C. Borooah:
Shri Prakash Vir Shastri:
Shri Jagdev Singh Siddhanti:
Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri D. C. Sharma:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri R. S. Tiwary:
Shri Hukam Chand Kachhavalaya:
Shri Hem Barua:
Shrimati Maimoona Sultan:

Will the Minister of External Affairs be pleased to state:

(a) whether Pakistan Government have announced their decision to retaliate against India's extension of the constitutional provisions whereby President's Rule can be imposed in Jammu and Kashmir;

(b) if so, whether any official communication has been received from Pakistan Government; and

(c) Government's reaction to their attitude?

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

Lakshmi Menon: (a) to (c). The Pakistan Government's note on this subject and our reply are placed on the Table of the House. [Placed in Library, see No. LT-3938/65].

Indonesia-Malaysia Dispute

- *327. { **Shri Hari Vishnu Kamath:**
Shri Prabhat Kar:
Shri Indrajit Gupta:
Shri J. B. Singh:
Shrimati Renu Chakravartty:
Shri Bibhuti Mishra:
Shri Ram Sewak Yadav:
Shri Kapur Singh:
Shri P. K. Deo:
Shri Narasimha Reddy:
Shri Rameshwar Tantia:
Shri Himatsingka:

Will the Minister of External Affairs be pleased to state:

(a) whether the Governments of Malaysia and Indonesia have asked for India's sympathy, support and assistance, moral or material, in their mutual conflict; and

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

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) Not in any specific manner.

(b) Does not arise.

Indian Missions Abroad

328. Dr. L. M. Singhvi: Will the Minister of External Affairs be pleased to state:

(a) the largest and the smallest Indian diplomatic missions abroad;

(b) the procedure followed to fix optimum staff strength in each Mission and how often these are reviewed; and

(c) whether it has been felt that our larger diplomatic missions tend to get larger and larger without any commensurate benefit?

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

Lakshmi Menon): (a) The largest and the smallest Indian Diplomatic Missions abroad are the High Commission of India, London and the Indian Trade Agency, Dubai, respectively.

(b) A minimum of staff strength is fixed initially when a new Mission is opened. The staff strength thus fixed is reviewed at least once every year at the time of sanctioning the continuance of the temporary posts for the next financial year. The review is carried out with reference to the actual work-load of the Mission during the preceding year. Periodic on-the-spot reviews are also carried out by the Foreign Service Inspectors.

(c) No. It has never been felt that our larger diplomatic missions tend to get larger and larger without any commensurate benefit. However, a special re-organisation committee had been set up in this Ministry to review the staff position in our Missions abroad from time to time to decrease or increase such staff as would be justified.

Short Service Recruitments

*329. **Shrimati Sharda Mukerjee:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that since the declaration of Emergency, a large number of personnel were recruited for short service in the Armed Forces;

(b) whether this was mainly in the Officer cadre or in the other ranks also; and

(c) the main differences in the terms and conditions of short service and permanent appointments?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir, but such recruitment has been made only in the Army.

(b) Mainly in the Officer Cadre.

(c) A statement giving the required information is laid on the Table of the House. [Placed in Library, see No. LT-3939/65].

Firing by Pak. Troops

*330. **Shri D. C. Sharma:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that three Pakistani soldiers were killed in various encounters with Indian border patrol in the Naushera sector from 19th to 21st February, 1965;

(b) whether it is also a fact that Pakistani troops fired about 6,000 rounds with medium and light machine guns and rocket launchers; and

(c) if so, the action taken or proposed to be taken in the matter?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). During the period 19th to 21st February, 1965, there were twelve incidents in the Naushera sector in which the Pakistanis fired at our posts, picquets, patrols etc. In these incidents, they used Medium Machine Guns, Light Machine Guns, 2" mortars, rifle grenades, etc. The exact number of rounds fired by the Pakistanis is not known. We returned the fire to the extent considered necessary. As regards Pakistani casualties, Government have no definite information. There have been no casualties on our side.

(c) Cease-fire violation complaints have been lodged with U.N. Military observers in all these cases. Besides necessary precautionary measures have been taken.

Repatriation of Indians from Burma

Shri B. Ramanathan Chettiar:

Shri Hukam Chand Kachhavaia:

Shri Bade:

Shri P. C. Borooah:

Shri P. R. Chakraverti:

Shrimati Savitri Nigam:

Shri K. N. Tiwary:

*331. **Shri Prakash Vir Shastri:**

Shri Jagdev Singh

Siddhanti:

Shri Bibhuti Mishra:

Shri Sidheshwar Prasad:

Shri Ramachandra Ulaka:

Shri Dhuleshwar Meena:

Shri Vishwa Nath Pandey:

Dr. L. M. Singhvi:

Will the Minister of External Affairs be pleased to refer to the reply given to Starred Question No. 381 on the 7th December, 1964 and state:

(a) the number of Indian Nationals repatriated from Burma from the 12th November, 1964 to date; and

(b) the progress made so far in the matter of repatriation from Burma of their assets including cash and jewellery?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) About 11,416.

(b) The question of repatriation of assets of the Indians leaving Burma is still under discussion between the two Governments.

लंदन में भारतीय दूतावास के कर्मचारी

735. **श्री सिद्धेश्वर प्रसाद:** क्या वंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) लंदन में भारतीय दूतावास में 1959-60 से 1964-65 (28-2-65 तक) काम करने वाले कर्मचारियों की संख्या कितनी है ;

(ख) क्या कर्मचारियों की संख्या को कम करने के सम्बन्ध में कोई कार्यवाही की गई या करने का विचार है ;

(ग) यदि हां, तो उनका व्योरा क्या है और उनके क्या परिणाम निकले; और

(घ) इस अवधि में खर्च होने वाली वार्षिक राशि क्या थी ?

वैदेशिक-कार्य मंत्री (श्री स्वर्ण सिंह) :

(क) 1959-60	1316
1960-61	1178
1961-62	1152
1962-63	1048
1963-64	959
1964-65	948

(28-2-65 तक)

(ख) जी हां। कर्मचारियों की संख्या कम करने के लिए कदम उठाये गये हैं और उठाये जा रहे हैं।

(ग) (i) हाई कमिशन में कर्मचारियों की समीक्षा करने के लिए 1958-59 में विशेष पुनर्गठन एकांश (स्पेशल रिआर्गनाइजेशन यूनिट) का एक दल भेजा गया था। उक्त एकांश की सिफारिश पर कर्मचारियों की संख्या 1959-60 में 1316 से घटा कर 1960-61 में 1178 कर दी गई।

(ii) 1961 में तत्कालीन विदेश सचिव, श्री एम० जे० देसाई ने और आगे जांच-पड़ताल की थी। उनके सर्वेक्षण के आधार पर, कर्मचारियों की संख्या 1961-62 में और घटा कर 1152 कर दी गई।

(iii) उसके बाद 1962 में निर्माण, आवास और संभरण मंत्रालय के सचिव, श्री टी० शिवशंकर ने इंडिया स्टोर डिपार्टमेंट में कर्मचारियों की स्थिति की समीक्षा की और वह घटा कर 1048 कर दी गई।

(iv) विशेष पुनर्गठन एकांश की सिफारिश पर, हाई कमिशन ने एक क्वालिफाई बोर्ड (इकानामी बोर्ड) बनाया है जो काम में कमी और बढ़ती होने के

लिहाज से काम के तरीके और कर्मचारियों की आवश्यकता पर बराबर निगाह रखेगा। इसके परिणामस्वरूप, कर्मचारियों की संख्या में और भी कमी हुई है और वह अब 948 है।

(घ)

पौड़ों में

1959-60	1,646,574
1960-61	1,502,273
1961-62	1,430,799
1962-63	1,427,984
1963-64	1,489,035
1964-65	1,151,141

(31-1-65 तक)

Amalgamation of Radio Expenses with Telegraph Expenses

736. Shri Sidheshwar Prasad: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the question of amalgamating the radio expenses with telegraph or telephone expenses was under consideration; and

(b) if so, the decision arrived at?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) Yes. The question of amalgamation of the accounts of Radio Branch of the Post & Telegraphs (for communications within the country) with those of Telegraph Branch is under consideration.

(b) Final decision in this matter has not yet been taken.

Prizes for Folk Dancers

737. Shrimati Ramdulari Sinha: Will the Minister of Defence be pleased to state:

(a) the basis on which and the scale of the prizes given to the folk dancers who took part in 1965 Republic Day celebrations; and

(b) which of the States fared best at the celebrations?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). The Folk dancers who took part in the 1965 Republic Day celebrations in Delhi were not given any prizes; there was no prize-winning competition among the dance parties. Of the tableaux included in the cultural pageant of the Republic Day Parade procession, those prepared by the Government of Rajasthan and the Government of Goa, Daman and Diu were adjudged the best and the second best, respectively. Trophies were accordingly presented to them.

Members of all State contingents, who participated in the Folk Dance Festival or worked for presentation of tableaux, were given souvenirs, as in earlier years.

Expenditure on Independence Day

738. Shrimati Ramdulari Sinha: Will the Minister of Defence be pleased to state the expenditure incurred by the Centre on the celebrations of the Independence Day during the years 1962, 1963 and 1964?

The Minister of Defence (Shri Y. B. Chavan): The following expenditure was incurred by the Centre on the celebration of the Independence Day in Delhi during the last three years:

1962	Rs. 25,400
1963	Rs. 26,900
1964	Rs. 21,800

Pirate Radios

**739. { Shrimati Ramdulari Sinha:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:**

Will the Minister of Communications be pleased to state:

(a) the number of pirate radio sets that have been detected by the Posts and Telegraphs Department (State-wise) in 1964; and

(b) the cause of operating such unlicensed radio sets?

The Deputy Minister, in the Department of Communications (Shri Bhagavati): (a) 85985 radio sets without licence were detected in the whole of India in 1964. State-wise break up of this figure is given in the statement below:

Statement	
Name of the State/Union Territory	Total number of Pirate Radio Sets detected during 1964.
1. Andhra	2634
2. Assam	1472
3. Bihar	5317
4. Delhi	5556
5. Goa	609
6. Gujarat	4283
7. Himachal Pradesh	871
8. Jammu & Kashmir	1816
9. Kerala	1963
10. Madras	12344
11. Madhya Pradesh	1908
12. Maharashtra	6549
13. Mysore	2546
14. Orissa	596
15. Punjab	11933
16. Rajasthan	5979
17. Uttar Pradesh	12458
18. West Bengal	7151
GRAND TOTAL	85985

(b) The causes are:

Licences must be obtained within one week of purchase or transfer and within 30 days of the clearance from customs. Persons who cannot furnish this proof or forget or desire to evade the licence fee do not generally obtain licence till they are detected.

Seminar on Indo-Arab Relations

**740. { Shri Murli Manohar:
Shri Ram Harkh Yadav:**

Will the Minister of External Affairs be pleased to state:

(a) whether the seminar on the Arab World and India has concluded its session;

(b) if so, the recommendations of the seminar for greater Indo-Arab collaboration in different fields of activities; and

(c) when the recommendations are likely to be implemented?

The Minister of External Affairs (Shri Swaran Singh): (a) The Seminar on the Arab World and India was inaugurated on February 15 and ended on February 20, 1965.

(b) The Seminar made a variety of recommendations, salient one being the creation of Centres of Indian studies covering literature, history, economics, politics etc. in the Arab World and similar centres for Arab studies in India. The recommendations made by the Seminar have been published and can be had from the Indian Council of Cultural Relations.

(c) An Editorial Committee has been set up to recommend steps for implementation of the various recommendations.

Naval Aircraft Crash

741. { **Shrimati Savitri Nigam:**
Shri Onkar Lal Berwa:
Shri P. H. Bheel:
Shri Hukam Chand
Kachhvaliya:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a naval aircraft crashed into the sea near Goa on the 2nd January, 1965;

(b) if so, the loss of life or property caused thereby;

(c) whether any Board of Inquiry was set up to investigate the cause of the accident; and

(d) if so, the main findings thereof?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) There has been no loss of life or civil property, but the aircraft is a total loss.

(c) and (d). Yes, Sir. The proceedings of the Board of Inquiry are under examination.

Misappropriation in Delhi Telephone District

742. Shri R. Ramanathan Chettiar: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that some over-payments of pay and allowances were made in the Trunk Exchange in the Delhi Telephone District during 1964;

(b) if so, the *modus operandi* of these over-payments and the estimated amount involved thereby; and

(c) whether any enquiry was held into the matter; and if so, the result thereof?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) Yes, Sir.

(b) The *modus operandi*, was that duty pay was paid to certain officials although they were on leave for certain periods. The estimated amount of over-payment so far discovered comes to Rs. 11,300.

(c) A preliminary departmental enquiry was made in the first instance. A detailed departmental enquiry is now in progress. The case was also reported to the Special Police Establishment and their investigation is in progress.

Stevedore System

743. { **Shri Mohammad Elias:**
Shri P. R. Chakraverti:
Shri K. N. Tiwary:

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

(a) whether the question of abolishing stevedoring system at ports has been considered by Government; and

(b) if so, the decision taken thereon?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b). The matter is still under consideration.

Inland Letters and Foreign Aerogrames

744. { Shri R. G. Dubey:
Shri Yashpal Singh:
Shri Hukam Chand
Kachhavalaya:
Shri Bade:

Will the Minister of Communications be pleased to state:

(a) whether the P. & T. Department have approved new designs for inland letters and foreign aerogrames; and

(b) if so, whether there will be any change in the cost thereof?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) Yes, Sir.

(b) There will be no change in the price. There will, however, be some additional cost to the Department in providing a better quality of stationery.

नई दिल्ली में नया हवाई भंडा

745. { श्री म० ला० द्विवेदी :
श्री स० च० सामन्त :
श्री यशपाल सिंह :

क्या प्रतिरक्षा मंत्र यह बताने की कृपा करेंगे कि :

(क) राजधानी में भारतीय वायु सेना के लिए एक नये हवाई भंडे के निर्माण में क्या प्रगति हुई है ;

(ख) इस पर अनुमानित व्यय क्या है और अब तक कितना व्यय किया जा चुका है ; और

(ग) यह हवाई भंडा कब प्रयोग के लिए तैयार होने की आशा है ?

प्रतिरक्षा मंत्रालय में उपसत्री (डा० ब० स० राजू): (क) रनवे और टैंक्स ट्रेक के बनाने का कार्य पूरा हो चुका है। बाकी निर्माण कार्यों के निष्पादन की समग्र प्रगति लगभग 75 प्रतिशत है जो कि पहले दौर के लिये मंजूर किए गए थे।

(ख) समस्त प्रायोजना के खर्च का अनुमान 5 करोड़ 11 लाख रुपये है। इस राशि में से 3,14,23,000 रुपये जनवरी 1965 के अन्त तक खर्च हो चुके हैं।

(ग) हवाई भंडे को, अगली वर्षा-ऋतु के आरम्भ होने से पहले, चालू करने के लिए यत्न किये जा रहे हैं।

Earned Leave to Industrial Employees in Defence Establishments

746. { Shri S. M. Banerjee:
Shri Yashpal Singh:

Will the Minister of Defence be pleased to state:

(a) whether a decision has been taken to implement the recommendations of the Pay Commission regarding the grant of earned leave to industrial employees working in defence establishments; and

(b) if not, the reasons therefor?

The Minister of Defence (Shri Y. B. Chavan): (a) No, Sir.

(b) The matter is still under consideration of the Government. As this is a general issue, no unilateral decision can be taken in the Ministry of Defence.

Workers' Participation in Management

747. { Shri Mohammad Elias:
Shri Yashpal Singh:
Shri M. B. Krishna:

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

(a) whether the proposal to provide for workers' participation in

management of industry through purchase of shares in companies has been considered by Government; and

(b) if so, the decision taken thereon?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) No such proposal is under Government's consideration at present. However, the matter is being studied.

(b) Does not arise.

Nuclear Armed Ships in Indian Ocean

748. { **Shri Prabhat Kar:**
Shri Indrajit Gupta:
Shri J. B. Singh:
Shrimati Renu Chakravartty:

Will the Minister of **External Affairs** be pleased to state:

(a) whether the question of initiating a joint move by Asian and African countries to protest against the entry of nuclear armed ships and polaris submarines into the peaceful waters of Indian Ocean has been considered by Government;

(b) whether India has approached the concerned Governments in Asia and Africa in this connection; and

(c) if so, the reaction of those Governments thereto?

The Minister of External Affairs (Shri Swaran Singh): (a) No, Sir. However, the general question of the possible movement of foreign warships in the Indian Ocean is being constantly reviewed by Government.

(b) No, Sir.

(c) Does not arise.

Pensions of Army Reservists

749. **Shrimati Savitri Nigam:** Will the Minister of **Defence** be pleased to state:

(a) whether the Army Reservists have been hit hard on account of very poor pensions and the high cost of living; and

(b) if so, whether Government have under consideration any proposal to raise the reservists pensions?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). The high cost of living affects all persons and particularly those with small incomes. Army reservists are persons who were transferred to the reserve at a comparatively young age after they had completed their colour service in the Army which was generally for 7, 10 or 12 years (unless extended); and they could take up other employment from the date of such transfer. If an army reservist had not completed the minimum of 15 years colour service required to earn a service pension, he is entitled under the New Pension Code to receive, on completion of the prescribed combined colour and reserve service, either a reservist pension ranging from Rs. 10 to Rs. 12 p.m. together with an *ad hoc* increase of Rs. 5 p.m. or gratuity in lieu ranging from Rs. 750 to Rs. 1,000, depending on the terms of his engagement in regard to colour and reserve service. The question of raising the rate of reservist pension is under consideration.

Second Secretary of Indian High Commission, Pakistan

750. **Shri Rameshwar Tantia:** Will the Minister of **External Affairs** be pleased to state:

(a) whether it is a fact that India had protested to Pakistan refuting the allegations made against Mr. B. N. Joshi, Second Secretary in the Indian High Commission in Karachi who had been withdrawn under Pakistan's demand;

(b) if so, the reaction of the Pakistan Government thereto; and

(c) the charges levelled by the Pakistan Government and how they were refuted by India in their note?

The Minister of External Affairs (Shri Swaran Singh): (a) Yes, Sir. A protest was lodged with the Government of Pakistan, refuting the

allegations made by them against our official.

(b) The Pakistan Foreign Office rejected our Protest Note and alleged that India proceeded to make 'false' charges against the Pakistan Second Secretary, as soon as they became aware that the Pakistan Government might ask for the withdrawal of Shri Joshi.

(c) Their allegations were that Shri Joshi had indulged in espionage and subversive activities. In rejecting this charge, the Indian High Commission made it clear that Pakistan had acted against Shri Joshi, in retaliation. This was clearly proved by the sequence of events leading to the demand by Pakistan for the recall of our official.

Arab Film Festival

751. **Shri Rameshwar Tantia:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that an Arab film festival was held in India in February, 1965;

(b) if so, the number of Arab countries which joined the film festival; and

(c) whether it is also a fact that the Indian film festival is also being held in U.A.R.?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) and (b). No, Sir. Presumably the question relates to the proposal to hold a festival of U.A.R. film festival in February. This was postponed.

(c) The Festival of Indian films in the U.A.R. which was to be held in March 1965 has also been postponed.

Indonesian Consulate in Calcutta

{ Shri Surendra Pal Singh:
Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri D. C. Sharma:

752. { Shri Vishram Prasad:

Shri Bade:
Shri Onkar Lal Borwa:
Shri P. H. Bheel:
Shri Solanki:
Shri Narasimha Reddy:
Shri Hem Barua:
Shri P. C. Borooah:
Shri R. S. Pandey:
Shri Dighe:
Shri Rameshwar Tantia:
Shri Indrajit Gupta:
Shri R. Barua:
Shri M. Rampure:
Shri L. N. Bhanja Deo:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that the Government of Indonesia have informed the Indian Government of their intention to close down their Consulate in Calcutta; and

(b) if so, the reasons given by the Indonesian Government for coming to this decision.

The Minister of External Affairs (Shri Swaran Singh): (a) and (b). Yes. The Government of Indonesia closed down their consulate in Calcutta for reasons of economy.

U.N. Observers in Kashmir

753. **Shri Surendra Pal Singh:** Will the Minister of External Affairs be pleased to refer to the reply given to Starred Question No. 138 on the 23rd November, 1964 regarding the U.N.'s decision to strengthen U.N. Military Observers Team on the Indo-Pakistan border in Jammu and Kashmir State and state the increase made in the number of U.N. Observers since the end of December, 1964?

The Minister of External Affairs (Shri Swaran Singh): The number of U.N. Observers has been increased by 4 since the end of December 1964. The present strength of the U.N. Observers in Jammu and Kashmir is 43 as against the total authorised strength of 45.

Rural Employment Bureaus

754. { Shri Surendra Pal Singh:
 { Shri P. C. Borooah:
 { Shri Yashpal Singh:
 { Shri S. M. Banerjee:
 { Shri Bhagwat Jha Azad:
 { Shrimati Renuka Barkataki:
 { Shri Himatsingka:
 { Shrimati Ramdulari Sinha:

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

(a) whether Government propose to set up a large number of Rural Employment Bureaus in some selected Community Development Blocks in the near future in order to solve the under-employment problem in the villages; and

(b) if so, the main features of the proposed scheme and the criteria for selecting C. D. Blocks for this purpose?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b). 190 Employment Information and Assistance Bureaux have so far been set up in selected Community Development Blocks. The re-organisation as well as further expansion of these Bureaux is under examination in consultation with the State Governments.

दिल्ली में टेलीफोन

755. श्री नवल प्रभाकर : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में टेलीफोन लगाने के लिये आजकल कितने प्रार्थनापत्र निलम्बित पड़े हैं ; और

(ख) आवेदकों को कब तक टेलीफोन दिये जाने की सम्भावना है ?

संचार विभाग में उपमंत्री(श्री भगवती):

(क) 1 फरवरी, 1965 को 36,648 ।

(ख) विचाराधीन पड़ी शेष मांगों और नई बढ़ती हुई मांगों को पूरा करने के लिये टेलीफोन केन्द्रों और दिल्ली टेलीफोन प्रणाली के बाह्य केवल संयंत्र की क्षमता में उपलब्ध साधनों के अनुसार यथासंभव अधिक से अधिक विस्तार किया जा रहा है। कनेक्शन तेजी से दिये जा रहे हैं और धीरे धीरे कनेक्शन देने की गति को बढ़ा दिया जाएगा। शेष सभी आवेदकों को कब तक टेलीफोन दे दिये जाने की संभावना है इसके लिए कोई ठीक ठीक समय बताना कठिन है।

सेवा-निवृत्त सैनिकों के लिए नौकरियां

756. { श्री ओंकार लाल बोरवा :
 { श्री हुकम चन्द कछवाय :
 { श्रीमती सावित्री निगम :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) गत चार वर्षों में सरकार ने कितने भूतपूर्व सैनिकों को नौकरी दी ;

(ख) गैर-सरकारी क्षेत्र में कितने भूतपूर्व सैनिकों को नियुक्त किया गया ; और

(ग) ऐसे भूतपूर्व सैनिकों की कुल संख्या क्या है जो अब भी सेना में सेवा करने योग्य हैं ?

प्रतिरक्षा मंत्रालय में उपमंत्री (डा० ब० स० राजू) : (क) सरकार के पास सूचना के अनुसार 34,284 भूतपूर्व सैनिकों को जिसमें 194 भूतपूर्व सैनिक अधिकारी भी शामिल हैं।

(ख) सरकार के पास सूचना के अनुसार 2,698 भूतपूर्व सैनिक, जिसमें 30 भूतपूर्व सैनिक अधिकारी भी शामिल हैं।

(ग) सूचना प्राप्य नहीं है। इसे इकट्ठा करने में अंतर्ग्रस्त समय और परिश्रम उससे प्राप्त फल के अनुरूप न होगा।

Border Publicity

757. **Shri P. C. Borooah:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether a study has been undertaken into the adequacy or otherwise of border publicity arrangements;

(b) if so, the drawbacks in these arrangements which have come to light; and

(c) the scheme drawn for augmenting the border publicity arrangements?

The Minister of Information and Broadcasting (Shri Indira Gandhi):

(a) No detailed study has been undertaken, but all aspects of Border Publicity in different sectors were discussed at an orientation and training camp specially organised for the purpose in Nainital during October, 1964.

(b) It has been felt that our publicity activities need further intensification in these areas.

(c) A scheme is under consideration to augment, to an appreciable extent, the existing Field Publicity organisation in these areas. Arrangements have also been made for providing better reception for listeners, improving the quality of programmes and providing additional broadcast services in these border areas.

Exhibition Covering Pandit Nehru's Life

758. { **Shri P. R. Chakraverti:**
Shri P. C. Borooah:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:

Will the Minister of External Affairs be pleased to state:

(a) whether an exhibition covering the life of Pandit Jawaharlal Nehru, was recently inaugurated in New York;

(b) if so, whether the Minister of Information and... Broadcasting attended the inauguration; and

(c) the specific aspects of Shri Nehru's life depicted therein and whether Government were consulted in the matter?

The Minister of External Affairs (Shri Swaran Singh): (a) Yes.

(b) Yes.

(c) The following aspects of Shri Nehru's life were depicted:—

1. Nehru, his life and his India,
2. Indian into which he was born,
3. Discovery of India,
4. Freedom struggle,
5. Years in Jail,
6. Independence,
7. A country is divided,
8. Independent Foreign Policy,
9. With people,
10. With children,
11. Achievements made,
12. Unfurnished Business,
13. The Will,
14. History Wall (illustrated index to the events in India and the world from 1880 to 1964),
15. The world's Homage;
16. The Gandhi Pavillion.

The above exhibition has been organised by the Government of India under the guidance of the Organising Committee for Nehru Memorial Exhibition.

Bonus Bill

759. { **Shri Yashpal Singh:**
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:
Shri Onkar Lal Berwa:
Shri Hukam Chand
Kachhavaia:
Shrimati Savitri Nigam:
Shri S. M. Banerjee:
Shri D. C. Sharma:
Shri Madhu Limaye:
Shrimati Ramdulari Sinha:

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

(a) whether Government have received the views of the workers and the employers on the proposed Bonus Bill;

(b) if so, whether a copy thereof will be laid on the Table; and

(c) the action taken thereon?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) Yes.

(b) No.

(c) The comments received are being examined.

Ceylon Government's request for Picking up Bodies of Fishermen

760. { Shri Yashpal Singh;
Shri M. L. Dwivedi;
Shri Rameshwar Tantia;
Shri Narendra Singh
Mahida;
Shri Narasimha Reddy;
Shri P. C. Borooah;
Shri Bibhuti Mishra:

Will the Minister of External Affairs be pleased to state:

(a) whether the Ceylon Government requested the Government of India for facilities for their navy patrol boats to pick up bodies of Ceylonese fishermen who were reported to have been washed ashore on Dhanushkodi and Pamban coasts following the cyclones in December, 1964; and

(b) if so, the action taken thereon?

The Minister of External Affairs (Shri Swaran Singh): (a) and (b). Yes, Sir, the Government of Ceylon requested the Government of India for permission for Ceylon Naval Craft to enter Indian territorial waters to pick up bodies of Ceylonese fishermen who may have been washed ashore, along Southern coastal areas, after the cyclone in December 1964. Permission was immediately granted.

लोक सभा की बैठकें

761. श्री प्रकाशचौर शास्त्री : क्या संसद् कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने लोक सभा की बैठकों की वार्षिक संख्या को कम करने के बारे में कोई निर्णय किया है ;

(ख) यदि हां, तो इसका आधार क्या है और क्या इस प्रकार के कुछ अन्य निर्णय भी किये गये हैं ; और

(ग) क्या यह सच है कि चालू बजट सत्र की बैठकें गत समस्त बजट सत्रों की बैठकों के मुकाबले कम रखी गयी हैं ?

संचार तथा संसद्-कार्य मंत्री (श्री सत्य नारायण सिंह) : (क) नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) चालू अधिवेशन के दौरान लोक सभा की 54 बैठकें होने की घोषणा है जब कि वर्ष 1963 और 1964 में इन बैठकों की संख्या क्रमशः 61 और 66 थी । पिछले वर्षों की बैठकों में शनिवार की बैठकें भी शामिल थीं । अध्यक्ष महोदय की इच्छा के अनुसार शनिवार की बैठकों को अब नहीं रखा जा रहा है ।

Amalgamation of I.A.S. and I.F.S.

762. { Shri P. R. Chakraverti;
Shrimati Savitri Nigam;
Shri Hem Barua;
Shri Indrajit Gupta:

Will the Minister of External Affairs be pleased to state:

(a) whether Government have considered a proposal to amalgamate the Indian Foreign Service and the Indian Administrative Service;

(b) whether Government have formulated a procedure under which I.F.S. and I.A.S. officers will be able to interchange their assignments fairly freely; and

(c) whether Government have taken steps to see that the I.F.S. officers are made conversant with administration at home before going to diplomatic posts overseas?

The Minister of External Affairs (Shri Swaran Singh): (a) No, Sir.

(b) No, Sir.

(c) Yes. Immediately after their recruitment officers appointed to the Indian Foreign Service are attached to the National Academy of Administration, Mussoorie, for a period of six months for basic training in administration along with officers of the Indian Administrative Service. At the end of this period, they are sent to the districts allotted to them for a period of three months for training in district administration and development work.

U.S. Nuclear Submarines on Patrol duty

763. { Shri P. R. Chakraverti:
Shri K. N. Tiwary:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Yashpal Singh:
Shri R. S. Tiwary:
Shri Narendra Singh Mahida:
Shri Narasimha Reddy:
Shri P. C. Borooah:
Shri Hukam Chand Kachhavalaya:
Shri Bade:
Shri Chuni Lal:
Shri Dinen Bhattacharya:
Dr. Ranen Sen:
Shri Onkar Lal Berwa:
Shri Rameshwar Tantia:
Shri Himatsingka:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that the U.S. nuclear submarine "Jecumseh", equipped with Polaris missiles has

started its voyage to join its sister-ship "Daniel Boone" on patrol in Far-Eastern waters;

(b) whether both the submarines are equipped with improved A-3 Polaris missile with a range of 2,800 miles;

(c) whether the A-3 missiles in the 'Daniel Boone' are due to be replaced soon by more power B-3 missiles with longer range; and

(d) whether the Government of India have made known their reaction to these ventures to U.S.A.?

The Minister of External Affairs (Shri Swaran Singh): (a) to (d). Government have seen press reports about the location of United States nuclear submarines in Far-Eastern waters but have no information about their actual movements or equipment and have no reason at present to believe that they are being stationed in the vicinity of India. In the circumstances the question of any communication to the United States Government on this subject does not arise.

Summit Conference on Banning Nuclear Weapons

764. { Shri P. R. Chakraverti:
Shri K. N. Tiwary:
Shri Bibhuti Mishra:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that the U.S.S.R. informed China on the 28th December, 1964, that it supported Premier Chou-En-lai's suggestion for holding a Summit Conference to take up the banning of nuclear weapons;

(b) whether the Soviet Union favours the resolution adopted by the Afro-Asian non-aligned nations at Cairo suggesting the convening of a world disarmament conference in the interests of world peace;

(c) whether the Government of India have intimated their own preference to U.S.S.R.; and

(d) the reaction of India to the support given by U.S.S.R. to Chinese proposal?

The Minister of External Affairs (Shri Swaran Singh): (a) Yes, Sir.

(b) Yes, Sir. The Soviet Foreign Minister, in his address to the 19th Session of the United Nations General Assembly, supported the idea of a world conference to discuss disarmament which had been proposed in the Declaration of the Non-aligned Nations Conference.

(c) and (d). In his reply to Premier Chou-En-lai's letter dated the 17th October, 1964 proposing the convening of a world summit conference to discuss the prohibition and elimination of nuclear weapons, the Prime Minister stated that the Government of India do not consider that such a conference can serve any useful purpose until substantial progress has been made in the drafting of a treaty on general and complete disarmament. This position is well-known and it has not been considered necessary for it to be brought to the specific notice of the U.S.S.R. or any other Government.

Tibet Issue in U.N.O.

765. { Shri P. R. Chakraverti:
Shri K. N. Tiwary:

Will the Minister of External Affairs be pleased to state:

(a) whether the question of the restoration of the human rights in Tibet had been raised before the U.N. General Assembly; and

(b) if so, the stand of the Government of India in this behalf?

The Minister of External Affairs (Shri Swaran Singh): (a) The Governments of the Philippines, Nicaragua and El Salvador had jointly proposed the inclusion of item "Question of Tibet" in the Agenda of the 19th Session of the UN General Assembly. This item, like several other items on its Agenda, was not considered by the General Assembly due to extraordinary conditions which had prevented its normal functioning. Mean-

while, the Assembly has adjourned its session until September 1, 1965.

(b) Does not arise.

Mobile T.V. Units in Delhi

766. Shri Heda: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether there is any proposal of Mobile T.V. Units for the city of Delhi;

(b) the details of the scheme; and

(c) whether there is any scheme to give subsidy for the purchase of T.V. sets by voluntary organisations or community centres?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) and (b). A mobile Television Van with Cameras and other equipment, which could be used for relay of programmes from locations away from the studios is proposed to be procured for the Television Centre at Delhi.

(c) No, Sir. Not yet. The entire question is under examination.

Ideology Division

767. Shri Hari Vishnu Kamath: Will the Minister of Defence be pleased to state:

(a) the nature of work assigned to the Ideology Division in the Directorate of Psychological Research of the Defence Research and Development Organisation; and

(b) the progress made by the said Division towards evolving a test for assessing the state of morale of the Armed Forces?

The Minister of Defence Production in the Ministry of Defence (Shri A. M. Thomas): (a) The Group is concerned with research projects related to the morale of our Armed Forces, and allied issues.

(b) Studies are still in progress.

Hindi versions of documents laid on the Table

768. { Dr. L. M. Singhvi:
Shri Himatsingka:
Shri Rameshwar Tanti:

Will the Minister of Parliamentary Affairs be pleased to state:

(a) whether necessary instructions have been issued for simultaneously placing the Hindi versions of all the documents which are laid on the Table; and

(b) if so, whether both the versions will have the same authenticity?

The Minister of Communications and Parliamentary Affairs (Shri Satya Narayan Sinha): (a) The Department of Parliamentary Affairs have issued no such instructions.

(b) Does not arise.

राष्ट्रीय रक्षा कोष

769. { श्री श्रींकार लाल बेरवा :
श्री प० ह० भील :
श्री बड़े :
श्री नरेन्द्र सिंह महीडा :
श्री सोलंकी :
श्री नरसिम्हा रेड्डी :
श्री रामचन्द्र उलाका :
श्री धुनेश्वर मीना :
श्री विद्वनाथ पाण्डेय :

क्या प्रधान मंत्री 23 नवम्बर, 1964 के अतारंकित प्रश्न संख्या 337 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) नवम्बर, 1964 से 28 फरवरी, 1965 तक राष्ट्रीय रक्षा कोष के केन्द्रीय खाते में कुल कितना नकद धन प्राप्त हुआ ;

(ख) सोने तथा सोने के आभूषणों के रूप में तथा अन्य बहुमूल्य धातुओं के रूप में उपरोक्त अवधि में कितना-कितना अंशदान प्राप्त हुआ ; और

(ग) इस कोष में से अब तक कितनी धन राशि व्यय की जा चुकी है ?

प्रधान मंत्री तथा अणु शक्ति मंत्री (श्री लाल बहादुर शास्त्री): (क) नवम्बर, 1964 से 28 फरवरी, 1965 तक राष्ट्रीय रक्षा कोष के केन्द्रीय खाते में कुल 20.64, 329.74 रुपये नकद धन प्राप्त हुआ ।

(ख) सोने तथा सोने के आभूषणों के रूप में तथा अन्य बहुमूल्य धातुओं के रूप में उपरोक्त अवधि में जो अंशदान प्राप्त हुआ वह यह था :—

सोने तथा सोने के आभूषण

11,929.630 ग्राम

चांदी तथा चांदी की वस्तुएं

30,933.260 ग्राम

(ग) अभी तक कुल मिलाकर करीब 33.35 करोड़ रुपये खर्च करने की अनुमति दी गई है, परन्तु वास्तविक खर्च लगभग 24 करोड़ रुपये हुआ है ।

सैनिक प्रशिक्षण केन्द्र, कोटा

770. { श्री श्रींकार लाल बेरवा :
श्री हुकम चन्द कछवाय :
श्री बड़े :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह ठीक है कि बहुत सा सामान, जो कि कोटा स्थित सैनिक प्रशिक्षण केन्द्र में विस्तार करने के उद्देश्य से खरीदा गया था, बिना प्रयोग किये ही वहां पड़ा है ;

(ख) यदि हां, तो इसके कारण क्या हैं ; और

(ग) क्या इस प्रशिक्षण केन्द्र को कोटा से जयपुर ले जाया जा रहा है, यदि हां, तो क्यों ?

प्रतिरक्षा मंत्री (श्री यशवन्तराव चव्हाण) : (क) और (ख) 13.29 लाख की लागत के स्टोर, जिन में मुख्यतः शामिल है ए० सी० चादरें और जलसंभरण

के नल उल्लिखित स्थान पर पड़े हैं। इन स्टोरो के लिये आपात स्थिति के कारण, सैनिक प्रशिक्षण केन्द्र कोटा के प्रसार के लिये स्वीकृत, दो प्रायोजनाओं के लिये, आर्डर दिये गये थे। कुछ कार्य हो चुकने के बाद, इन दोनों प्रायोजनाओं पर कार्य, तब तक के लिये स्थगित कर दिया गया है, जब तक प्रशिक्षण केन्द्र की अन्तिम जनशक्ति तथा उसके लिये स्थान संबंधी, पुनरीक्षण सम्पूर्ण न हो जाए।

(ग) प्रश्न सरकार के विचाराधीन है।

रेडियो-फोटो सेवा

771. { श्री ओंकार लाल बोरबा :
श्री हुकम चन्द कछवाय :

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेडियो-फोटो सेवा के लिये नीदरलैण्ड और भारत की सरकारों द्वारा एक राय पर हस्ताक्षर किये गये हैं ; और

(ख) यदि हां, तो उसकी मुख्य-मुख्य बातें क्या हैं ?

संचार विभाग में उपमंत्री (श्री भगवती) : (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

अमरीकी सैनिक सहायता मिशन

772. { श्री ओंकार लाल बोरबा :
श्री हुकम चन्द कछवाय :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अक्टूबर, 1962 में चीनी आक्रमण के समय से

अमरीकी सैनिक सहायता मिशन के कुछ अधिकारी दिल्ली में रह रहे हैं ;

(ख) यदि हां, तो वे भारत में कितने समय तक रहेंगे ; और

(ग) उनके रहने पर होने वाले व्यय को किस प्रकार पूरा किया जा रहा है ?

प्रतिरक्षा मंत्री (श्री यशवन्तराव चव्हाण) : (क), से (ग). अमरीकी दूतावास के एक भाग के तौर पर, भारत में एक अमरीकी सैनिक संभरण मिशन स्थापित किया गया है। यह मिशन अमरीका के सैनिक सहायता कार्यक्रम के अन्तर्गत, निरन्तर प्राप्त होने वाले सैनिक संभरण संबंधी, हमारी आवश्यकताओं को आगे चलाने में सहायी होता है। अमरीका के सैनिक ऋणक्य कार्यक्रम के अन्तर्गत, साज सामान तथा स्टोर हासिल करने में भी, यह मिशन हमारी सहायता कर रहा है।

अमरीकी सहायता तथा ऋण कार्यक्रमों के अन्तर्गत, हमें साज सामान तथा स्टोर प्राप्त हो रहे हैं। दोनों देशों के दमियान हुये करार के अनुसार, भारत को दोनों देशों द्वारा परस्पर निर्धारित घनराशियों अमरीकी सैनिक संभरण मिशन का खर्च चलाने के लिये देन होती है। ऐसी अदायगी की राशियों मिलने वाली सहायता का अल्प प्रतिशत अंश होती है। खाते में अदायगी की तौर पर, 50 लाख रुपये की एक राशि, भारत सरकार ने 1963 वर्ष के शुरू में अदा की थी, और एक करोड़ की एक अतिरिक्त राशि हाल ही में, 30 जून, 1965 तक का खर्च जुटाने के लिये, अदा की गई है।

अमरीकी सैनिक संभरण मिशन के जारी रहने की कोई अवधि निर्धारित नहीं की गई। परन्तु, जब तक भारत अमरीकी

सहायता तथा सैनिक ऋण के अन्तर्गत, द्रव्य संभरण प्राप्त करता रहेगा, इस किस्म के संगठन की आवश्यकता स्वाभाविक है ।

Summit Conference on Banning Nuclear Weapons

773. Shri S. B. Patil: Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that the British Prime Minister has rejected the Chinese Prime Minister's bid for a Summit Conference on banning nuclear weapons; and

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

The Minister of External Affairs (Shri Swaran Singh): (a) Yes, Sir.

(b) The Government of India subscribe to the view that a summit conference would not be the appropriate forum for the detailed negotiations which would be necessary for agreement to be reached on the question of general and complete disarmament.

Clothing Factory, Avadi, Madras

774. { Shri Manoharan:
Shri Narasimha Reddy:
Shri Narendra Singh
Mahida:
Shri Ramachwar Tantia:

Will the Minister of Defence be pleased to state:

(a) whether there has been transfer of machinery and manufacturing capacity from Clothing Factory, Avadi to the Ordnance factories in the North India; and

(b) if so, the reasons therefor?

The Minister of Defence Production in the Ministry of Defence (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

Mazagaon Docks

775. { Shri Subodh Hanada:
Shri Daljit Singh:
Shri Ram Harkh Yadav:
Shri Murlil Manohar:
Shri Vishwa Nath Pandey:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Mazagaon Dock, Ltd., of Bombay has built a passenger-cum-Cargo Vessel for the Andaman Administration;

(b) whether this has formally been handed over to the Ministry of Home Affairs;

(c) if so, on what date; and

(d) the total amount spent on the construction of this ship and how it compares with the cost of building a similar ship abroad.

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) and (c). The Vessel was formally handed over to the Ministry of Home Affairs on 12th January, 1965.

(d) The total amount spent on the construction of this vessel is Rs. 67.50 lakhs. The cost of building a similar ship abroad is not known as no tender was floated for construction of this or a similar ship abroad.

Employment position in Punjab

776. Shri Daljit Singh: Will the Minister of Labour and Employment be pleased to state:

(a) the total number of vacancies notified by the Public and Private Sector establishments in Punjab during the calendar year 1964;

(b) the number of vacancies filled up in these establishments through the various Employment Exchanges during this period; and

(c) the number of Scheduled Caste applicants placed in employment?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b):

Sector	Vacancies Notified	Vacancies Filled
Public	82,008	56,879
Private	16,754	3,773

(c) 8,757 applicants were placed during the year 1964.

T.A. Scales of Jawans and Officers

777. Shri Daljit Singh: Will the Minister of Defence be pleased to state:

(a) the ratio between the T.A. scales of Jawans and Commissioned Officers of the Army;

(b) how this ratio compares with the ratio obtaining in foreign countries according to available statistics; and

(c) whether Government propose to reduce this ratio?

The Minister of Defence (Shri Y. B. Chavan): (a) The T.A. Scales of Jawans and Commissioned Officers of the Army are not comparable as the terms and conditions of their services as also facilities to be provided during journey are entirely different. However, the ratio is approximately between 1.4 and 1.6 depending on the nature of the journey undertaken.

(b) Information on T.A. entitlements in foreign countries is not available.

(c) No specific proposal is under consideration at present. But improvements in travel concessions to Jawans are given due consideration if circumstances warrant such improvement.

World Conference on Nuclear Disarmament

**778. { Shri Narendra Singh
Mahida:
Shri Solanki:
Shri Narasimha Reddy:**

Will the Minister of External Affairs be pleased to state:

(a) whether President Nkrumah of Ghana has recently suggested the holding of a World Conference to discuss nuclear disarmament; and

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

The Minister of External Affairs (Shri Swaran Singh): (a) Government have seen reports to the effect that the President of Ghana had suggested that a world conference might be held to discuss the question of nuclear disarmament.

(b) Government attach the greatest importance to early agreement being reached on the question of general and complete disarmament. Government consider that any agreement on this question cannot be confined to nuclear disarmament alone but would have to cover conventional disarmament as well. Such an agreement can only be reached as a result of detailed negotiation and discussion and Government, therefore, consider that until substantial progress has been made in drafting a treaty on general and complete disarmament no particular purpose would be served by holding a world conference to discuss this question.

Telephone Bills

**779. { Shri Yashpal Singh:
Shrimati Savitri Nigam:**

Will the Minister of Communications be pleased to state:

(a) whether it is a fact that about three crores of rupees are lying unrealised in Delhi on account of telephone bills for the last two or three years; and

(b) if so, the steps taken or proposed to be taken by Government to realise the same?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) As on 1st September, 1964, a sum of Rs. 173.37 lakhs was outstanding for bills issued upto 29th February, 1964.

(b) Steps as required under the rules, and particularly for disconnection of telephones of the defaulters are being taken.

राणा प्रताप सागर भणु संयंत्र

780. { श्री सिद्धेश्वर प्रसाद :
श्री रामेश्वर टांटिया
श्री श्रीकार लाल बोरवा :
डा० लक्ष्मीमल्ल सिधवी :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान सरकार ने राणा प्रताप सागर भणु शक्ति केन्द्र की क्षमता को दुगुनी करने के लिये कोई प्रस्ताव पेश किया है ताकि विद्युत शक्ति की क्षमता में वृद्धि की जा सके ; और

(ख) यदि हां, तो केन्द्रीय सरकार की उस पर क्या प्रतिक्रिया है ?

प्रधान मंत्री तथा भणु शक्ति मंत्री (श्री लाल बहादुर शास्त्री) : (क) जी हां ।

(ख) प्रस्ताव इस समय सरकार के विचाराधीन है ।

Editorial comments of the "Statesmen"

781. Shri C. K. Bhattacharyya: Will the Minister of External Affairs be pleased to state:

(a) whether his attention has been drawn to the following observation in the editorial of the "Statesman" (Calcutta) in its issue of the 3rd January, 1965:—

"No Government in Pakistan, whatever its complexion, can afford to give up the country's claim in Kashmir"; and

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

The Minister of External Affairs (Shri Swaran Singh): (a) Yes, Sir.

(b) Government cannot be expected to give its reaction to every observation published in a newspaper. However, Government's policy on Kashmir has been stated on many occasions in the House as well as by India's representatives in the Security Council.

Publicity in U.S.A.

783. Maharajkumar Vijaya Ananda: Will the Minister of External Affairs be pleased to state:

(a) whether adequate publicity is being made in U.S.A. to counteract the wrong notion lurking in minds of Americans as reported by the Maharaja of Mysore during his recent lecture tour to the effect that "India is going to break up very soon because of linguistic and caste differences and weak leadership";

(b) the practical steps so far taken; and

(c) the result thereof?

The Minister of External Affairs (Shri Swaran Singh): (a) to (c). Our Embassy in Washington D.C. and the two Consulates-General in New York and San Francisco constantly emphasise, in projecting India, the gradual disappearance of caste differences in India. They also put in their proper perspective the policies of Government, which, because of freedom of thought and expression in our country might get distorted abroad at times.

All our missions, including those in the U.S.A., have been asked to put the language question into its proper perspective by reference to the state-

ments of our Prime Minister and Home Minister.

Projecting the correct image of India is a continuous process and we believe there exists in the U.S.A. a proper appreciation of India as one united nation.

Accounting Procedure

784. Shri Sidheshwar Prasad: Will the Minister of Communications be pleased to state:

(a) whether any Committee has been appointed to review the accounting procedures of the Department;

(b) if so, its terms of reference and names of members; and

(c) the main recommendations made by the Committee and the action, if any, taken thereon?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) No Committee has been appointed. However, the British Post Office and M/s. Peat, Marwick Mitchell & Co., London were appointed in July 1964 as Consultants to review the accounting procedures of the Telecommunications Operations of the P. & T. Department.

(b) Terms for Consultants are laid on the Table of the House. [Placed in Library, see No. LT-3940[65]. As only Consultants were appointed the question of names of Members does not arise.

(c) The recommendations of the Consultants have not yet been received and are expected shortly.

Automatic Telephone System in Rajasthan

785. Shri Karni Singhji: Will the Minister of Communications be pleased to state:

(a) whether there is any programme for the expansion of automatic telephone system in Rajasthan during the next year;

(b) if so, the towns envisaged to be provided with this facility; and

(c) the towns to which direct link service facilities are likely to be extended?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) Yes.

(b) (i) Jaipur telephone exchange will be expanded from 5000 lines to 6500 lines in the next year.

(ii) In addition, small automatic exchanges are proposed to be installed at Alwar, Beawar, Bhilwara, Pillhaga, Kuchman City, Gajsinghpur, Srivijaynagar, Kumber, Essapura City, Padampur, Karoli, Fatehpur, Falna, Sri Mahavirji, Khanela and Jaiselmer.

(iii) Existing small automatic exchanges at Hanumangarh, Neem-ka-Thana, Sawai Madhopur and Phulera will be expanded as under:—

	From	To
Hanumangarh	20	100 lines
Neem-ka-Thana	50	100 "
Sawai Madhopur	25	50 "
Phulera	10	25 "

(c) Jaipur is already linked with Delhi with direct Dialling facility. There is no proposal for extending this facility to other towns in Rajasthan in the next year.

Ordnance Factories

786. Shri Karni Singhji: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Indian Ordnance Factories have made some progress in the matter of manufacturing 2½" clay pigeon cartridges;

(b) the steps taken by Government on the test report made by Shri Karni Singhji, M.P. on behalf of the National Rifle Association of India on a few sample cartridges sent for testing by the Ordnance Factories; and

(c) whether it is possible for the Ordnance factories to manufacture

clay pigeon trap and skeet machines in India as their import is not possible due to foreign exchange restrictions?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir. A project for the production of 2-3/4" cartridges is under implementation in the Ordnance Factories. Some machinery in this regard has arrived and the rest is expected shortly.

(b) The suggestions/comments made by the Hon. Member have been noted.

(c) The possibilities of manufacturing these machines will be investigated when capacity for this is available in Ordnance Factories.

Withdrawal of German Film from Film Festival

787. { Shri Yashpal Singh:
Shri Hari Vishnu Kamath:
Shri D. D. Mantri:
Shri Vishwa Nath Pandey:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the German film "Verspating in Marienborn (Delay in Marienborn)" was withdrawn from the International Film Festival because of a Soviet objection; and

(b) if so, the nature of that objection?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) Yes, Sir.

(b) The USSR Embassy in New Delhi considered that the film contained anti-Soviet material.

Passports for Doctors

788. { Shrimati Renuka Barkataki:
Shri Chandak:
Shri Ravindra Varma:
Shrimati Jyotsma Chanda:

Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that Government have recently decided to im-

pose further restrictions on the issue of passports to Doctors going abroad for further studies and employment; and

(b) if so, the nature of the new restrictions that have been imposed?

The Minister of External Affairs (Shri Swaran Singh): (a) and (b) A statement containing the required information is placed on the Table of the House. [Placed in Library, see No. LT-3941/65).

पंजिम का तारघर

789. { डा० राम मनोहर लोहिया :
श्री किशन पटनायक :
श्री मधु लिमये :

क्या संचार मंत्रों यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि 17 सितम्बर, 1964 को पंजिम तारघर के भारसाधक अधिकारी ने श्री दिनकर काकोडकर के डा० राम मनोहर लोहिया को भेजे जाने वाले तार को आपत्तिजनक बता कर भेजने से इन्कार कर दिया था ;

(ख) क्या तारघरों को आपत्तिजनक बातों की कोई सूची दी गई है और, यदि हां, तो क्या उसकी एक प्रति पटल पर रखी जाएगी ; और

(ग) क्या उक्त तार इस सूची के अनुसार आपत्तिजनक ठहरता है ?

संचार विभाग में उपमंत्री (श्री भगवती) : (क) 1885 के भारतीय तार अधिनियम के प्रावधानों के अन्तर्गत तार भेजने से इन्कार कर दिया गया था ।

(ख) तार भेजने से इन्कार करने संबंधी सामान्य सिद्धान्तों पर लागू होने वाला अधिनियम व नियम डाक-तार मेन्यु-अलों में दिये गये हैं, जिन्हें कि सभी तारघरों

को सप्लाई किया जाता है। भारतीय तार अधिनियम और भारतीय तार नियमावली के प्रासंगिक उद्धरण और मैन्युअलों के तत्संबंधी व्याख्यात्मक पैराग्राफ सभा-पटल पर रख दिये हैं। [पुस्तकालय में रखे गए, बेसिए, संख्या एल० टी० 3942/65]

(ग) स्थानीय परिस्थितियों को देखते हुये संबंधित अधिकारियों द्वारा तार का भजमून आपत्तिजनक समझा गया।

प्रधान मंत्री का संवैधानिक अधिकार

790. श्री मधु सिमये : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि उन्होंने 20 जनवरी, 1965 के अपने दिल्ली पत्रकार सम्मेलन में यह कहा था कि उनको मुख्य मंत्री के अनुचित व्यवहार पर, चाहे वह किसी भी दल का हो, इस्तीफा देने के लिये अनुरोध करने का संवैधानिक अधिकार है ?

प्रधान मंत्री तथा अनु शक्ति मंत्री (श्री लाल बहादुर शास्त्री) : जी नहीं।

अमरीकी उद्योगपतियों का दौरा

791. श्री डा० ना० तिवारी : क्या बेंदेशिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संयुक्त राज्य अमरीका के छब्बीस उद्योगपतियों के एक दल ने "टाइम" समाचार पत्रिका के तत्वावधान में पत्रकारिता संबंधी जांच करने के लिये भारत का दौरा किया था ;

(ख) यदि हां, तो उसने किन विषयों के बारे में जांच की ;

(ग) उन्होंने किन-किन स्थानों का दौरा किया ; और

(घ) क्या इसके प्रतिवेदन की प्रति सरकार को दी जायेगी ?

बेंदेशिक-कार्य मंत्री (श्री स्वर्ण सिंह) (क) और (ख). संयुक्त राज्य अमरीका के 26 प्रमुख कारपोरेशनों के अध्यक्ष और 22 अन्य व्यक्ति, जो "टाइम", "लाइफ" और "फोरचून" पत्रिकाओं से सम्बद्ध हैं, "टाइम" संस्था के तत्वावधान में भारत की यात्रा पर आये थे। ये लोग अपनी एशिया-यात्रा के अन्तर्गत ही भारत आये थे, वे इस क्षेत्र के बारे में स्वयं देख-सुनकर जानने के लिये निकले थे। वे किन्हीं खास विषयों की जानकारी प्राप्त करने के लिये नहीं आये थे।

(ग) नई दिल्ली और दिल्ली के पास का एक गांव।

(घ) प्रश्न नहीं उठता।

5

Fracas at Howrah Station

792. { Shri Indrajit Gupta:
Shri Daji:

Will the Minister of Defence be pleased to state:

(a) whether he has ordered any investigation into the fracas at Howrah Station on the 8th January, 1965 involving about 200 Jawans proceeding home on leave, some of them from border areas;

(b) whether it is a fact that due to continued mismanagement in the matter of providing accommodation for Jawans en route to their homes on leave, such incidents are being precipitated and the Jawans are being put to great discomfort and wastage of leave; and

(c) Government's reaction thereto?

The Minister of Defence (Shri Y. B. Chavan): (a) A Court of Inquiry has been ordered by the Army authorities to investigate the incident.

(b) and (c). As already stated in my reply to Question No. 605 dated the 16th March 1964 put by Shri Yashpal Singh and others, instructions exist prohibiting the despatch of parties of service personnel consisting of more than 10 members without prior arrangements with the Movement Control authorities and despatching Units have been made responsible to ensure that their personnel strictly adhere to the arrangements made by those authorities and travel only by the train nominated by them. There is a Defence quota on all important trains for the service personnel commensurate with the accommodation available to the public. In addition to this, more accommodation is secured from the Railways on an *ad hoc* basis, when necessary. Action is being taken to ensure strict observance of existing instructions with a view to avoiding recurrence of such incidents.

Publicity in S.E. Asian countries

793. Shri U. M. Trivedi: Will the Minister of External Affairs be pleased to state the steps taken by Government to propagate in the South East Asian Countries the aims and objects of India's stand regarding non-alignments and peaceful co-existence?

The Minister of External Affairs (Shri Swaran Singh): Apart from the usual methods of publicity employed by our Information Services, such as the issuing of daily bulletins, monthly journals, publicity through audio-visual media, informal talks and lectures, special efforts were made to publicise the recent Non-aligned Conference and India's role at the Conference. India's belief in non-alignment and peaceful co-existence is constantly projected.

Christian and Hindu Nagas

794. Shri U. M. Trivedi: Will the Minister of External Affairs be pleased to state:

(a) the number of (i) Christian Nagas and (ii) the Hindu Nagas; and

(b) the measures adopted to ascertain the wishes of the latter regard-

ing the administrative set up of the Nagaland?

The Minister of External Affairs (Shri Swaran Singh): (a) Of a total Naga population of about 3.5 lakhs, over 60 per cent are Christians while the remainder follow their older Naga beliefs. There are no Hindu Nagas.

(b) Does not arise.

Persons allowed to go to China

795. Shri Abdul Ghani Goni: Will the Minister of External Affairs be pleased to state:

(a) the particulars of persons, other than Government officials, who were allowed to go to China from 1st January, 1964 to 1st January, 1965; and

(b) the purpose of each such individuals?

The Minister of External Affairs (Shri Swaran Singh): (a) No persons from India other than Government officials visited China from 1st January, 1964 to 1st January, 1965.

(b) Does not arise.

Exodus from East Pakistan

796. { Shri Abdul Ghani Goni:
Shri Mohammad Elias:
Shri Warior:

Will the Minister of External Affairs be pleased to state:

(a) the total number of refugees from East Pakistan to India during the period 1st January, 1964 to 1st January, 1965 and the number of those who have returned to East Pakistan; and

(b) the total number of migrants from India to East Pakistan from 1st January, 1964 to 1st January, 1965 and the number of those who have come back to India?

The Minister of External Affairs (Shri Swaran Singh): (a) The total number of refugees from East Pakistan to India during the period 1st

January, 1964 to 1st January, 1965 was 8,55,996. Of these 9,176 returned to East Pakistan.

(b) The total number of migrants that is, those who travelled on Pakistan migration documents or certificates from India to East Pakistan from 1st January, 1964 to 1st January, 1965 as compiled from the returns submitted by the check posts was 2,683. 797 of these came back to India.

Survey of India

797. { Dr. Ranen Sen:
Shri Dinen Bhattacharyya:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that one inch and quarter of an inch topographic sheets of Survey of India are not available for University students and research workers in geography, geology and other field sciences; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Defence (Dr. D. S. Raju): (a) These topographic sheets are restricted, and permission of the Defence Ministry is necessary for their use by University students and research workers. Government are now considering a simplification of the procedure to expedite the issue of restricted maps to educational and research institutions.

(b) Does not arise.

Complaint against Collieries Managements

798. { Shri Daji:
Shri Warrior:
Shri Mohammad Elias:

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

(a) the number and nature of complaints made by the AITUC, INTUC, HMS and UTUC to Government in 1962, 1963 and 1964 against manage-

ments of various collieries under the code of discipline; and

(b) the names of such collieries and companies?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b) The required information is not readily available and is being compiled. It will be placed on the Table of the House as soon as possible.

Trade Union Rights in Mines

799. { Shri Prabhat Kar:
Shri Indrajit Gupta:
Dr. U. Misra:
Dr. Ranen Sen:
Shri Mohammad Elias:

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

(a) whether Government of India have received any representation dated the 9th September, 1964 from the Miner's Trade Union International (W.F.T.U.) Prague, regarding an attack on the Trade Union Rights in Indian Mines;

(b) whether Government have sent any reply to the said organisations; and

(c) if so, the details thereof?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) Yes.

(b) Yes.

(c) Briefly these are:

The allegations that action is being taken only against unions for violations of the Code of Discipline and the Truce Resolution and that the Defence of India Rules are being enforced against trade union workers for industrial matters are not correct. In Adjai II Colliery six workmen who were detained under the Defence of India Rules for anti-national activities were convicted by a court of law and the convictions were upheld by the High Court, Calcutta.

Legal action against Khas Chalbapur Colliery was dropped when the management paid the awarded dues to 22 of the 28 workmen concerned and the parties agreed that the rest of workmen would be paid when they approached the management.

The alleged incidents of assault, etc. in Selected Samla and New Damagoria Colliery are *sub judice*.

यूगोस्लेविया से टेलीविजन सेट

800. { श्री प० सा० बाबूपाल :
श्री सूर्य प्रसाद :

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यूगोस्लेविया सरकार ने भारत सरकार को टेलीविजन सेट देने का प्रस्ताव रखा है ;

(ख) यदि हां, तो क्या सरकार ने प्रस्ताव स्वीकार कर लिया है ;

(ग) क्या यह सच है कि बेलग्रेड की एक व्यापारी फर्म ने भारत सरकार को सूचना दी है कि वह 1,000 रुपये प्रति सेट के हिसाब से टेलीविजन सेट देने के लिये तयार है ; और

(घ) यदि हां, तो भारत सरकार ने इस संबंध में क्या उत्तर दिया है ?

सूचना और प्रसारण मंत्री (श्रीमती इन्दिरा गांधी) : (क) और (ग). जी नहीं ।

(ख) और (घ) सवाल नहीं उठते । •

Labour Depot, Gorakhpur

801. { Dr. U. Misra:
Dr. Ranen Sen:
Shri Mohammad Elias:
Shri Indrajit Gupta:

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

(a) the number of collieries in India employing workers supplied by the 2251 (Ai) LSD—4.

Labour Depot, Gorakhpur;

(b) the names of collieries and the number of such workers employed by each one of them in 1964; and

(c) the number out of them which have been made permanent?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b). The information is given in the statement laid on the table of the House. [Placed in Library, see No. LT-3943/65].

(c) Information is not available.

Conference of World Federation of U.N. Associations

802. Shri Rameshwar Tantia: Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that the World Federation of U.N. Associations met in January, 1965 in New Delhi;

(b) if so, whether it is also a fact that India made a proposal to request Indonesia to reconsider its decisions to withdraw from the U.N.; and

(c) if so, the number of countries which voted this Resolution and of those which opposed it?

The Minister of External Affairs (Shri Swarnam Singh): (a) Yes, Sir.

(b) Yes, Sir. A delegation representing the Indian Federation of United Nations Association is reported to have moved a resolution "expressing concern on the decision of Government of Indonesia to withdraw from the United Nations, and appealing to the Government of Indonesia to reconsider its decision and to resume its full participation in the United Nations".

(c) It is reported that twenty-two delegations voted for the resolution and none opposed it.

Decision of High Courts on Industrial Disputes Act

803. Shrimati Ramdulari Sinha: Will the Minister of Labour and Employment be pleased to state:

(a) whether there are conflicting decisions of various High Courts about the applicability of Industrial Disputes Act and other labour laws in case of the workers in the cooperative sector;

(b) if so, the details thereof; and

(c) the steps being taken to bring uniformity about the applicability of labour laws in all the States with respect to the service conditions of co-operative employees?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b). The High Courts of Calcutta and Kerala have held that the Industrial Disputes Act, 1947 is applicable to the workmen in co-operative societies. The Madras High Court has held that the employees of a co-operative society who are also share holders of the society, are not workmen for the purposes of the Industrial Disputes Act. Being share holders of the society, they have to get their claims adjudicated only under section 51 of the Madras Co-operative Societies Act. These decisions are not considered contradictory as the facts in these cases are not the same.

As regards other labour laws, no conflicting judgments have come to the notice of Government.

(c) As no difficulty has come to the notice of Government, the question of taking action in this respect does not arise.

Bonus in Sugar Industry

804. Shrimati Ramdulari Sinha: Will the Minister of Labour and Employment be pleased to state:

(a) whether the Sugar Industry of each State has made payment of bonus;

(b) the names of the States in which the Sugar Industry has paid bonus for 1962-63 and 1963-64;

(c) whether the Sugar Industry of any State has paid bonus on the basis of the recommendations of the Bonus Commission; and

(d) whether employers and employees have accepted the recommendations of the Bonus Commission as modified by Government?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) to (c). Information is not available.

(d) Views received from employers and workers in regard to the recommendations of Bonus Commission, as modified by Government, are under consideration. In the light of these views a Bill is being drafted to give effect to the Commission's recommendations as accepted by Government.

Iron Ore Mines, Keonjhar

805. { Dr. U. Mishra:
Dr. Ranen Sen:
Shri Daji:
Shri Warior:

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

(a) whether it is a fact that Employers in Iron Ore Mines in Keonjhar District have not implemented the interim recommendations of the Central Wage Board for Iron Ore Mining Industry; and

(b) if so, the action Government propose to take in the matter?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) Some employers in the Iron Ore Mines in the Keonjhar District have not yet implemented these recommendations.

(b) The reasons advanced for non-implementation are being examined.

Second Wage Board for Sugar Industry

806. { Shri Daji:
Shri Warior:

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

(a) whether representations have been received by Government from

Trade Union centres for constituting a Second Wage Board for the Sugar Industry; and

(b) if so, the decision taken there-on?

The Minister of Labour and Employment (Shri D. Sanjivayya):

(a) Yes.

(b) The matter is under consideration.

Wage Board for Paper Industry

807. { Shri Daji:
Shri Warior:

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

(a) whether a Central Wage Board for Paper Industry is proposed to be constituted; and

(b) if so, when?

The Minister of Labour and Employment (Shri D. Sanjivayya):

(a) and (b). There is no such proposal at present.

Need-Based Wages

808. { Shri Daji:
Shri Warior:

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

(a) whether the norms of calorie requirements for the purpose of need-based wage fixation have been examined by Government as directed in the Third Five Year Plan; and

(b) if so, the directives proposed to be given to the wage fixing authorities in the light of the standards laid down by Government in respect of need-based wages?

The Minister of Labour and Employment (Shri D. Sanjivayya):

(a) and (b). In pursuance of the recommendations made in the Third Five Year Plan, the National Nutrition Advisory Committee of the Ministry of Health was requested to

recommend an adequate nutritional diet to the working class families for the purpose of fixing the need based wages. The National Nutrition Advisory Committee had appointed a Sub-committee for the purpose. The sub-committee has already submitted its report and it is under examination of the National Nutrition Advisory Committee in consultation with the Nutrition Advisory Committee of the Indian Council of Medical Research. The final recommendations of the Committee are awaited

Nuclear Station in Gujarat

809. **Shri Narendra Singh Mahida:**
Will the Prime Minister be pleased to state:

(a) whether it is a fact that a Nuclear Power station is to be established in Saurashtra in Gujarat State;

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

(c) whether any site has been selected and action taken or proposed to be taken in the matter?

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): (a) There is no proposal at present to set up a nuclear power station in Saurashtra.

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

Direct Telephone Circuit between Rayagada and Jaypore

810. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Communications be please d to state the progress made so far regarding the establishment of a direct telephone circuit between Rayagada and Jaypore in Koraput District (Orissa)?

The Deputy Minister in the Department of Communications (Shri Bhagavati): A direct telephone circuit between Rayagada and Jaypore was provided on 23-11-64.

P. and T. Quarters in Bhubaneswar

811. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Communications be pleased to state:

(a) the progress made so far in the construction of Posts and Telegraphs Quarters at Bhubaneswar (Orissa); and

(b) the total expenditure incurred so far in this regard?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) Work just commenced for construction of 62 quarters.

(b) Nil.

Radio Sets for Rural Areas of Orissa

812. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of radio sets allotted during 1964-65 for supply in the rural areas of Orissa; and

(b) the total number of radio sets already supplied to that State till the 31st December, 1964?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) 1,100.

(b) 9,120.

S.C. and S.T. Employees in Sambalpur Station of A.I.R.

813. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Information and Broadcasting be pleased to state the number of Staff artistes and other employees of the All India Radio Station at Sambalpur belonging to Scheduled Tribes and Scheduled Castes as on the 31st December, 1964?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi):

	Total No. of Staff Artistes/ Employees at A.I.R. Station, Sambalpur.	No. of persons belonging to	
		Scheduled Castes.	Scheduled Tribes.
Staff Artists	Nil	Nil	Nil
Other employees	39	12	1

National Sample Surveys in Orissa

814. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Prime Minister be pleased to state:

(a) the total number of surveys undertaken by the National Sample Survey in Orissa during 1964-65; and

(b) the amount of expenditure involved therein?

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): (a) A list of Surveys is given as under:

1. SOCIAL ECONOMIC SERVICE:

(a) Subjects covered during April-June 1964

1. Consumer expenditure
2. Integrated household schedule covering among others, information on household income and expenditure, inventory of durable and semi-durable goods. etc. (try out study).
3. Village statistics.
4. Rural retail prices.
5. Weekly retail prices of selected commodities.
6. Land utilisation and crop cutting experiments.

(b) Subjects being covered during 19th round of survey (July 1964 to June 1965).

1. Rural retail prices.
2. Land utilisation and crop cutting experiments.
3. Urban labour force.
4. Employment, unemployment and indebtedness of rural labour households.
5. Population, births and deaths.
6. Integrated household schedule (detailed and abridged) for collection of information on consumer expenditure, housing conditions, population, births and deaths and productive output of enterprises from the household sector, etc.

II. SPECIAL AND AD-HOC SURVEYS:

1. Middle class price collection and house rent survey (monthly).
2. Working class house rent survey (monthly).
3. Survey on "off take" of essential articles of consumption from fair price shops/co-operative stores, etc., by working class in factory centres (from May, 1964).

III. ANNUAL SURVEY OF INDUSTRIES:

(b) The expenditure on National Sample Surveys is incurred for (1) technical design, including drawing up samples, schedules, instructions, etc., (2) data collection and (3) tabulation. For data collection, the field work in Orissa is conducted by the staff of the Directorate of National Sample Survey. Most of the work relating to design and tabulation is done by the Indian Statistical Institute.

The duration of the National Sample Surveys does not synchronise with the financial years. and, therefore, some of the surveys listed in the attached statement fall partly outside the period in question. The

design and tabulation are done on an all-India basis. State-wise and survey-wise apportionments of the expenditure incurred on these items are not available. Because of these factors, the total expenditure on the surveys for the period in question cannot be specifically indicated. Even the expenditure incurred by the Directorate of National Sample Survey in field work in Orissa for the year 1964-65 can only be stated some time after the financial year is over. However, the expenditure incurred on field work upto January, 1965 is approximately Rs. 2.11 lakhs.

Telephone, in Panchayat Samiti Offices

815. { Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Rama Chandra Mallick:

Will the Minister of Communications be pleased to state:

(a) the number of Panchayat Samiti Offices in Orissa provided with telephones as on the 31st December, 1964; and

(b) the number of Panchayat Samiti Offices in that State to be provided with telephones during 1965-66?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) 126.

(b) 11.

दिल्ली मेल मोटर सर्विस

816. { डा० राम मनोहर लोहिया :
श्री किसान पटनायक :

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को डाक विभाग की दिल्ली मेल मोटर सर्विस के बारे में शिकायतें मिली हैं और ये शिकायतें बेवजह गड़बड़ हैं ?

चला कर पेट्रोल की फिजूल खर्ची, उनको; गाड़ियों की 'बाडी' बनवाने में धांधली, विभागीय गाड़ियों के कल-पुर्जों की अफसरों द्वारा चोरी और तकनीकी गतिविधियों की वजह से दुर्घटनाओं की संख्या में वृद्धि होने के बारे में है ;

(ख) क्या सरकार ने इन शिकायतों की जांच कर ली है ; और

(ग) यदि हां, तो उसके क्या परिणाम निकले और इस मामले में क्या कार्यवाही की गई है ?

संचार विभाग में उपजंभी (श्री भगवती) : (क) जी हां। एक गुप्तनाम शिकायत मिली थी।

(ख) जी हां।

(ग) आरोप सिद्ध नहीं हो सके, अतः कोई कार्रवाई नहीं की गई है।

Light Machine Guns for N.C.C.

817. **Shri Karni Singhji:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that National Cadet Corps units have not been supplied with service light machine guns resulting in competitions being held up; and

(b) if the answer to part (a) above be in the affirmative, the steps Government propose to take to have service light machine guns issued to the National Cadet Corps units?

The Deputy Minister in the Ministry of Defence (Dr. D. S. Raja):

(a) Supplies of service L.M.Gs. to N.C.C. units have been considerably lower than the number actually authorised. As a result, the Western Command Shooting Trophy Competition which requires the use of Service L.M.Gs. has not been held since 1962.

(b) The requirements of the Army have to be given first priority. As

availability of L.M.Gs. improves and the expanding needs of the Army are met, other demands including those of the N.C.C., will gradually be satisfied.

Conference of State Ministers for Information

818. **Shri Koya:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is proposed to hold a conference of State Ministers for Information to work out the publicity policy in detail; and

(b) if so, when the conference is likely to be held?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) Yes, Sir. It is proposed to hold a Conference of State Ministers of Information to discuss problems of common interest relating particularly to co-ordination of publicity programmes and activities of the Central and State Governments.

(b) Possibly towards the end of April 1965.

New Delhi Shop Employees

819. **Shri Eswara Reddy:** Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that shop employees of New Delhi demonstrated on the 31st January, 1965 outside the residence of Chief Commissioner; and

(b) if so, the nature of their demands?

The Minister of Labour and Employment (Shri D. Sanjivayya):

(a) Yes.

(b) Fixation of minimum wages, interim relief, increment, retirement benefit, gratuity compensation and benefit of Provident Fund.

वाराणसी तथा गोरखपुर के बीच ब्रेतार सेवा

820. श्री विष्णुनाथ पाण्डेय : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डाक तथा तार विभाग ने वाराणसी तथा गोरखपुर के बीच माइक्रोवेव ब्रेतार संचार व्यवस्था आरम्भ करने का फैसला किया है ; और

(ख) यदि हां, तो यह कब आरम्भ की जायेगी तथा इस योजना पर कितना व्यय होगा?

संचार विभाग में उपमंत्री (श्री भगवती) :

(क) जी नहीं । किन्तु एक बहुमार्गीय अत्युच्च आवृत्ति (बी० एच० एफ०) प्रणाली आरम्भ की जा रही है ।

(ख) अत्युच्च आवृत्ति प्रणाली 1966 के अन्त तक तैयार हो जायेगी और उसकी लागत लगभग 7 लाख रुपये होगी ।

Visit of Parliamentary Delegation to Nagaland

821. {
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shrimati Savitri Nigam:
Shri Yashpal Singh:
Shri Onkar Lal Berwa:
Shri Rameshwar Tantia:
Shrimati Renuka Barkataki:
Shri Ravindra Varma:

Will the Minister of Parliamentary Affairs be pleased to state:

(a) whether a Parliamentary Delegation was recently sent to Nagaland on a week's study tour;

(b) if so, the names of its Members; and

(c) whether they have submitted any Report summing up their impressions about the situation there?

The Minister of Communications and Parliamentary Affairs (Shri Satya Narayan Sinha): (a) Yes.

(b)

Members Lok Sabha

1. Shri H. N. Mukerjee
2. Shri Hem Barua
3. Prof. N. G. Ranga
4. Shri R. G. Dubey
5. Shri Ansar Harvani
6. Shri R. Barua
7. Shri A. P. Jain
8. Shri M. R. Masani

Members Rajya Sabha

9. Dr. M. M. S. Siddhu
10. Shri Chandra Shekhar
11. Shri R. S. Khandekar
12. Shri I. K. Gujral
13. Shri M. P. Bhargava
14. Shri R. S. Panj hazari

(c) No report has been presented by the delegation.

Plan Publicity

822. {
Shri D. C. Sharma:
Shri Rameshwar Tantia:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether several proposals to strengthen the existing plan publicity arrangements are under consideration; and

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

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) and (b). The existing Plan Publicity arrangements were generally reviewed at a meeting held recently in the Planning Commission and it was decided to constitute a Committee for the purpose in the Commission. The Committee will— (a) identify topics for publicity, (b) direct the various Divisions of the Planning Commission to prepare basic materials, and (c) generally

assist the Secretary in processing suggestions on Plan Publicity before they are put up to the Committee for Direction and Co-ordination on Plan Publicity in the Ministry of Information and Broadcasting.

Unemployed Persons in Delhi

823. { Shri Daji:
Shri Warior:

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

(a) the number of unemployed persons registered at the two Employment Exchanges in Delhi as on the 31st December, 1964; and

(b) the comparative figures in 1962 and 1963?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) and (b).

Date	Number of applicants on Live Register.
1	2
31-12-1962	84,752
31-12-1963	86,872
31-12-1964	1,06,206

Beating of Retreat Programme

824. { Shri Warior:
Shri Daji:

Will the Minister of Defence be pleased to state:

(a) whether the Beating of Retreat Programme was arranged at the National Stadium, New Delhi on the 7th February, 1965;

(b) whether the programme was arranged at the request of the Ministry of Commerce;

(c) if so, the reasons therefor; and

(d) the amount realised by the sale of tickets?

The Deputy Minister in the Ministry of Defence (Dr. D. S. Raju): (a) A 'band ceremonial' programme, including the music of the Beating Retreat ceremony, played by Armed Forces bands, was arranged at the National Stadium, New Delhi on the 7th February, 1965.

(b) and (c). The function was organised not at the request of the Ministry of Commerce, but by the Federation of Indian Chamber of Commerce and Industry and the Indian National Committee for entertainment of delegates to the XXth Congress of International Chamber of Commerce. The expenditure on the bands will be recovered from the organisers.

(d) Rs. 2,587.50 P. (Tickets were sold for seats not required for the delegates and other invitees. The proceeds will be utilised for welfare of troops).

Visit of British Naval Chief

825. { Shri Warior:
Shri Daji:

Will the Minister of Defence be pleased to state:

(a) whether the British Naval Chief arrived in India on a week's visit in the first week of February, 1965; and

(b) if so, the purpose of his visit?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). Admiral Sir David Luce, First Sea Lord, visited India from 2nd to 7th February, 1965 to discuss points of mutual interest.

Hold up in Post Office near Kanpur

826. Shri Krishnapal Singh: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that on or about the 20th January, 1965 some armed men raided the Post Office in

village Jinaura in Kanpur District of U.P. State and decamped with cash and stamps;

(b) whether any enquiry has been held and any arrests made;

(c) whether there have been any similar incidents during the last two months in other parts of the country; and

(d) if so, the details thereof (State-wise)?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) This is not correct. What happened was that the Branch Postmaster, Jindaura (not Jinaura) under Kanpur Division lodged a report with the Gajner Police Station about the theft of post office records, cash and other valuables on 15/16th January, 1965.

(b) The police investigations resulted in the recovery of the records, office seals and postage stamps from a garden close to the Branch Post Office. A search of the Branch Postmaster's house on 16-1-65 by the police resulted in the recovery of Rs. 598 being the amount found short in the cash balance. The police have given their final report that the F.I.R. filed by the Branch Postmaster was incorrect and action against the Branch Postmaster under s. 182 of the I.P.C. is being examined by them.

(c) No such report has been received.

(d) Does not arise.

Pakistani Arms for Nagas

827. Shri D. C. Sharma: Will the Minister of External Affairs be pleased to state:

(a) whether it is a fact that a big supply of Pakistani arms has been made to Nagas by Pakistan authorities and they are being trained by the Pakistan army officers;

(b) whether it is also a fact that, 1700 Naga hostiles crossed the border into Pakistan after the recent cease-fire agreement to receive military training; and

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

The Minister of External Affairs (Shri Swaran Singh): (a) Between May, 1962 and June, 1964, three groups of Naga hostiles have been to East Pakistan and returned. Available information showed that these groups received training while in Pakistan and that they brought with them quantities of arms and ammunition. There is no information of any other supplies of arms to the Naga hostiles.

(b) In October/November, 1964 a gang of about 1500 Naga hostiles went to East Pakistan through Burma. They are likely to receive the same facilities that the earlier gangs had received.

(c) The movement of this gang of Naga hostiles is a violation of the spirit of the agreement for the suspension of operations. This was accordingly brought to the notice of the Peace Mission. The Peace Mission informed the under-ground leaders that they took a serious view of the matter. There has been no report of any further movement of Naga hostiles to East Pakistan since.

Canteen Stores Department

**828. { Shri Mohammed Elias:
Dr. Ranen Sen:
Shri S. M. Banerjee:**

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Canteen Stores Department (India) is run on commercial basis;

(b) if so, whether the status of employees of the said department has been determined; and

(c) if not, the reason for the delay?

The Minister of Defence (Shri Y. B. Chavan): (a) The Canteen Stores Department (India) is a Government Undertaking and is run on commercial lines without any profit motive

for the benefit of the Service personnel. The object of running the C.S.D. (I) is to supply grocery and other items of quality to Defence Services personnel near their lines at reasonable and uniform prices not exceeding the market prices of the goods at any place in India. Any incidental profit is utilised to provide amenities to the members of the Armed Forces who form, for all practical purpose, the only clientele.

(b) The employees of the CSD (I) are paid out of its own Funds and not from the Defence Services Estimates and as such they are not treated as Government servants. After a series of meeting held with the Employees' Union representatives, it was mutually agreed in October, 1955 that the terms and conditions of service of these employees where circumstances are similar be equated with comparable categories of Defence civilians employed in Ordnance Depot of the Army. This equation was also recommended in September, 1964 by the Ad Hoc Committee set up to consider the demands of the Union; this recommendation was accepted by the Board of Control in December, 1964.

(c) In view of the reply to (b) above, this question does not arise.

Canteen Stores Department

829. { **Shri S. M. Banerjee:**
Shri Mohammed Elias:
Dr. Ranen Sen:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a Charter of Demands was submitted by the Canteen Stores Department(I) Employees Union;

(b) if so, whether any final consideration on their demands has been made;

(c) if not, the reasons for the delay; and

(d) whether one day token strike took place in 1964?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) and (c). The demands are under discussion with the representatives of the Union.

(d) Yes.

Canteen Stores Department

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

(a) whether the Canteen Stores Department (I) earned profit in 1963-64;

(b) if so, whether the Management of Canteen Stores Department (India) contemplates to give Bonus out of such profit to its employees; and

(c) if not, the reasons therefor?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) No, Sir.

(c) The Canteen Stores Department (India) does not function with any profit motive and hence declaration of bonus is not possible. The Department has been established to supply grocery and other items to Service personnel, including those in forward areas where marketing facilities do not exist, at a reasonable and equitable price. The Department enjoys benefits by way of transport by rail on military tariff rates, exemption from income tax, octroi duties etc. The surpluses are utilised principally for the welfare of the Service personnel after providing for reserve. A portion of the surpluses is also made available to the CSD(I) Employees through Benevolent Fund each year.

Introduction of New Broadcasting Programme

831. { Shri P. C. Borooah:
Shri Maheswar Nalk:
Shri Vishwa Nath Pandey:
Shri A. V. Raghavan:
Shri Pottakkatt:
Shri Yashpal Singh:
Shri Onkar Lal Berwa:
Shri Gulshan:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether Government have of late been considering introduction of 18 hours uninterrupted radio broadcasting programmes from four major stations; and

(b) if so, Government's decision in the matter?

The Minister of Information and Broadcasting (Shrimati Indira Gandhi): (a) Yes, Sir.

(b) A decision in the matter will be taken after technical, staffing and financial implications have been examined.

रेडियो लाइसेंस

832. { श्री गुलशन :
श्री श्रीकार लाल बेरबा :
श्री यशपाल सिंह :

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने तीन वर्ष अथवा उस से अधिक अवधि के लिये रेडियो लाइसेंस देने का निर्णय किया है ;

(ख) यदि हां, तो योजना की मुख्य बातें क्या हैं ; और

(ग) यह योजना कब लागू की जाएगी?

संचार विभाग में उपमंत्री (श्री भगवती) : (क) जी हां

(ख) रेडियो लाइसेंस पुस्तक रूप में जारी करने का निश्चय किया गया है, जिसमें कि पुस्तक जारी करने वाले वर्ष के प्रतिगिन छः वर्ष के लिए लाइसेंसों के नवीकरण की व्यवस्था रहेगी । तीन वर्ष या उस से अधिक के लिए नवीकरण कराने की स्थिति में दर में क्या गिरावट दी जाने चाहिये यह प्रश्न अभी तक विचाराधीन है ।

(ग) यह योजना, मिन्यूट, 1965 में लागू हो जाने की सम्भावना है ।

Film on late Shri Nehru

833. Shrimati Laxmi Bai: Will the Minister of Information and Broadcasting be pleased to refer to the reply given to Unstarred Question No. 338 on the 23rd November, 1964, and state the progress made so far towards the production of a full length film on the life of the late Shri Jawaharlal Nehru?

The Deputy Minister in the Ministry of Information and Broadcasting (Shri C. R. Pattabhi Raman): The Films Division is collecting material from various sources.

Commonwealth Submarine Cable

834. { Shri Pottekkatt:
Shri A. V. Raghavan:

Will the Minister of Communications be pleased to refer to the reply given to Unstarred Question No. 344 on the 18th November, 1964 and state:

(a) whether any decision has since been taken to extend the Commonwealth Submarine Cable from Singapore to India; and

(b) when the scheme will be implemented?

The Deputy Minister in the Department of Communications (Shri Bhagavati): (a) and (b). No. Sir. The matter is still under consideration and it will take some more time to arrive at a final decision.

तारापुर अणु शक्ति केन्द्र

835. श्री बसवन्त : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) तारापुर अणु शक्ति केन्द्र के लिये कितने एकड़ भूमि अर्जित की गई है ; और

(ख) इस केन्द्र के लिये जिनकी भूमि अर्जित की गई है क्या उनको उसके बदले में कोई भूमि दी गई है ?

प्रधान मंत्री तथा अन्य ज्ञात मंत्री (श्री लाल बहादुर शास्त्री): (क) तारापुर प्रमाणु विद्युत् स्टेशन के लिये 1127 एकड़ भूमि, जिसमें 701 एकड़ भूमि महाराष्ट्र सरकार की है, अर्जित की गई है ।

(ख) जी नहीं ।

Land for Stadium at Calcutta

836. Dr. Saradish Roy: Will the Minister of Defence be pleased to refer to the reply given to Unstarred Question No. 179 on the 1st June 1964 and state:

(a) whether any final decision has since been taken on the request of the West Bengal Government for the release of land to build the Stadium at Calcutta; and

(b) if not, when the matter is likely to be finalized?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). A decision has been taken to lease 22·772 acres of land out of the Calcutta Maidan to the Government of West Bengal for construction of a foot-ball stadium subject to the settlement of terms and conditions of the lease which are under negotiation with the State Government.

12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

MURDER OF SARDAR PRATAP SINGH KAIRON AND THREE OTHERS

Shri Balmiki (Khurja): I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:

"The murder of Sardar Pratap Singh Kairon and three other persons on the 6th February, 1965."

The Minister of State in the Ministry of Home Affairs (Shri Hathi): Mr. Speaker, Sir, the hon. Members of this House are aware how the whole country received with shock the sad news of the murder of Sardar Pratap Singh Kairon and his companions on the 6th February, 1965. The House is well aware of the broad outlines of the manner in which this murder was committed. Since then the machinery of the Government of Punjab with all the necessary assistance and resources available from the Government of India is engaged in investigating this crime. The Members have rightly felt concerned about the progress of investigation. (Interruption). Sir, the statement runs to about four pages. Shall I lay it on the Table or shall I read it out? (Interruption).

श्री मधु लिमये (मुंगेर) : अध्यक्ष महोदय, गृह-कार्य मन्त्री को सदन में बुलाया जाये । यह बहुत महत्वपूर्ण सवाल है ।

Shri Hathi: Certain details have been given from time to time by the authorities in Punjab through press releases and their statements in the State Assembly. I am, however, placing below a brief account of the events and the steps that have been taken.

On the 6th February, 1965, at about 12·15 p.m., the car in which Sardar Pratap Singh Kairon, Shri Baldev Kapur, formerly Joint Director of Industries, Punjab, Shri Ajit Singh, Personal Assistant to Sardar Pratap Singh Kairon, were travelling was stopped at the behest of four persons. (Interruption). This was near milestone 18/14 close to village Rasoi, Police Station Rai, district Rohtak. The four assailants closed in upon the car and with their weapons shot dead Sardar Pratap Singh Kairon, his two companions and the driver Shri Dalip Singh. The culprits were armed with a rifle, a shot gun and two revolvers. (Interruption).

Shri Nath Pai (Rajapur): Is the Minister reading something other than what has appeared in the newspapers? All the facts are known it is common knowledge. What we want to know is, how far they have succeeded in bringing the culprits to book. (*Interruption*).

Mr. Speaker: On the one hand, some Members want the statement to be read. On the other hand, . . .

Shri Nath Pai: What he has read is common place news. We want to know the efforts made to bring the culprits to book.

श्री मधु लिमये : हम गृह मन्त्री को सदन में चाहते हैं ।

Shri Hem Barua (Gauhati): It is not a statement; he is just reading out a condolence message.

श्री हुकम चन्द कछवाय (देवास) : आज समाचार पत्रों में यह छपा है कि नन्दा जी जवाब देंगे । हम चाहते हैं कि वह इस सदन में मौजूद रहें । हम उनके द्वारा जवाब सुनना चाहते हैं ।

अध्यक्ष महोदय : अगर मिनिस्टर आफ स्टेट मौजूद हैं और होम मिनिस्टर साहब कहीं गए हुए हैं, तो मैं उनको मजबूर नहीं कर सकता कि वही जवाब दें ।

श्री मधु लिमये : अध्यक्ष महोदय, क्या इससे भी महत्वपूर्ण कोई सवाल है ?

अध्यक्ष महोदय : माननीय सदस्य, श्री मधुलिमये, को इस तरह नहीं बोलते चले जाना चाहिए ।

Shri S. M. Banerjee (Kanpur): If the Home Minister is in Delhi, let him read it.

Mr. Speaker: Order, order. If the Minister of State is able to answer the question and read his statement, I do not understand why hon. Members should insist that a particular Minis-

ter should read it. If he is not able to answer, then alone, Members might have a complaint. (*Interruption*).

Shri Mohammad Elias (Howrah): The Home Minister must be prepared to face this House on this vital matter.

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): He is in the Rajya Sabha and therefore he is not here now. (*Interruption*).

Mr. Speaker: Can the Home Minister come at 4:45 P.M.?

Shri Hathi: Yes, Sir.

Shri Ranga (Chittoor): I do not know why they should insist on the Home Minister himself making the statement. Is it not the practice in this House that anyone belonging to the particular Ministry, in the absence of the Cabinet Minister, is allowed to give any message, read out any report or give any answer on behalf of his Ministry. He can do so even in the absence of the main Minister. Why are you calling for the Home Minister?

The Minister of Rehabilitation (Shri Tyagi): Sir. . . .

Shrimati Renu Chakravartty (Barrackpore): The Prime Minister has already explained the position. What does Mr. Tyagi want to add?

Shri Tyagi: I am also a Member of the House and I also have the privilege of having my say. Why can't I?

There has been an old practice in this Parliament that as and when the main Ministers are not available, the Minister of State or Deputy Minister and sometimes even a Minister holding another portfolio replies. It is a question of joint responsibility and I would seek your ruling in this matter.

श्री हुकम चन्द कछवाय : क्या मन्त्री महोदय सरदार की ओर से बोल रहे हैं या व्यक्तिगत रूप से बोल रहे हैं ?

Shri Tyagi: It is not for the House to insist that a particular Minister must answer. If a Minister is impeached, personally, he might reply. Otherwise, it is the privilege of all the Ministers to reply on behalf of the Government.

Mr. Speaker rose—

Shri R. S. Pandey (Guna): On a point of order, Sir.

Shri Nath Pai: I also had a point of order, but seeing that you were on your legs, Sir, I sat down. In spite of your standing, if somebody starts claiming your attention by just saying "point of order", are we going to yield?

Mr. Speaker: I will just read out the decisions that we took when I called the leaders of Opposition groups and certain members from the opposition. When a Member has a point of order, he should not begin speaking on the subject or formulate his point of order. He can stand up and say, "Point of order". In this particular case, I sat down to hear that point of order. He has the right to formulate his point of order.

श्री प्रकाशवीर शास्त्री (बिजनौर) : जब स्पीकर महोदय खड़े हों, तो पायंट आफ़ चार्ज नहीं उठाया जाना चाहिए ।

श्री नाथ पाई : हम इस को मानते आए हैं ।

श्री त्यागी : बीच में बोलने की इजाजत नहीं होनी चाहिए ।

श्री नाथ पाई : मन्त्री महोदय ने ही बीच में गड़बड़ शुरू कर दी है ।

श्री काशी नाथ पांडे (हाता) : अध्यक्ष महोदय . . .

अध्यक्ष महोदय : माननीय सदस्य बैठ जायें ।

Shri K. N. Pande: Is it the way of democracy?

श्री नाथ पाई : हम डेमोक्रेसी पर माननीय सदस्य का लैक्चर सेंट्रल हाल में सुनेंगे, वहां नहीं ।

अध्यक्ष महोदय : हम माननीय सदस्य का लैक्चर ही सुन लेते हैं ।

Shri S. M. Banerjee: Should I move that Mr. Pande be expelled from the House?

Mr. Speaker: It is not usually with my permission that he makes motions! Now, we should behave better. I may refer to the decisions, rather we might call them suggestions if the House cannot take them as decisions, that have been taken:

- (i) "A member who had a point of order should stand up and say "Point of Order". He should not proceed to formulate it until the member was identified by the Chair. Only after he had been identified, he should proceed to speak on his point of order;
- (ii) While formulating his point of order, a member should quote the specific rule or the provision of the Constitution relating to the procedure of the House which might have been ignored or neglected or violated;
- (iii) No member should rise or speak, either standing or sitting, when the Speaker was on his feet.

Shri Hem Barua: That is exactly my submission.

Shri Hari Vishnu Kamath (Hoshangabad): He was upholding your authority.

Mr. Speaker: I am now standing and the Members are speaking.

Then, it was decided:

"The Speaker should be heard in silence and any member wanting to speak should rise only after the Speaker had sat down and he had called the member to speak.

(iv) Matters on which the Speaker could not give any relief should not be the subject of a point of order. Should a member desire to have a clarification from a Minister or subject to any statement which a Minister might have made, he should say so in the House with the permission of the Speaker and should not raise it in the garb of a point of order."

This is what I would request hon. Members to just (Shri Hari Vishnu Kamath: Keep in mind) keep in mind, as Shri Kamath says, or to pay heed to, as I would say, and I hope if these suggestions are kept in mind probably there might be a better....

Shri Shinkre (Marmagao): Less number of points of order.

Mr. Speaker: But these interruptions would continue.

I was saying, if these suggestions are kept in mind probably there might be a better conduct of business.

Now, objection has been taken by Shri Ranga that it has been the procedure here and the tradition that when a Minister is not present any Minister from that Ministry can answer questions, calling attention notices or even adjournment motions or whatever it might be. That was what I said myself. But then there were demands from the Members that the Home Minister should be present. Therefore, I said, because the hon. Minister had also said that the statement was of four pages, if there is a demand really that the Home Minister should be present I could only ask the Minister to lay it on the Table of the House, have the statement circulated to the Members, ask the Home Minister

to be present here at 4.45 and allow questions to be put at that time.

Several hon. Members: No, no.

Mr. Speaker: It is for the House to decide.

Shri Raghunath Singh (Varanasi): It is quite correct.

Mr. Speaker: Just now I read the decisions reached and the House also agreed with them. Therefore, some time should elapse before we do this kind of interruptions.

I only want to know the pleasure of the House. If that be the pleasure of the House, then I can ask the Home Minister to lay it on the Table, have it circulated among hon. Members and allow questions to be put at 4.45.

Several hon. Members: No, no.

Mr. Speaker: Then the hon. Minister might read the statement.

Shri J. B. Kripalani (Amroha): Let him read those portions which are relevant to the question that has been asked. All are not relevant.

Mr. Speaker: I will leave it to the Minister.

Shri Hathi: Information of the occurrence was given to Police Station Rai by the Sarpanch of village Rasoi at about 12.45 P.M. The Station House Officer, after registering the case, immediately left for the spot in a car taking with him one Head Constable and three Constables who were then available and reached the scene at about 1.05 p.m. In the meantime, the Police Station Clerk had sent telephonic information to the Superintendent of Police, Rohtak, Police Station Samalkha (District Karnal), P.S. Sonapat (District Rohtak), Police Station Narela (Delhi) and to Chandigarh. He also requested the Commandant, Central Government Police Centre, which is about two kilometres from

[Shri Hathi]

the place of occurrence, for assistance. After making arrangements to guard the scene of crime against interference, a *nakabandi* was organised by the local police at suitable points to intercept the fleeing culprits. Search parties were organised with the help of the Punjab Police and the Delhi Police. Movement of persons leaving out of India were also checked immediately at Delhi.

Senior officers from the Intelligence Bureau, from Delhi Police, including the two Deputy Inspectors General of Police, Delhi, Investigation squad of the Delhi, C.I.D., photo units and trackers, arrived at the scene at about 3:15 P.M. Experts from the Forensic Science Laboratory, Calcutta, were flown to the scene of crime the same night under orders of the Central Government, and reached the place of occurrence early following morning. In addition, the mobile unit of the Forensic Laboratory, Chandigarh, also arrived. A wireless set was installed at the place of occurrence by the Delhi Police for providing immediate communication with other Police units.

The bodies were sent to Sonapat Hospital where the Chief Medical Officer conducted post-mortem examination on the morning of 7th February. There were two bullet injuries on the body of Sardar Pratap Singh Kairon fired from a '32 revolver, one below the left eye and the other below the left ear. There were no exit wounds.

Fingerprints experts were able to take some fingerprint impressions on the outer side of the windscreen of the car. These were photographed. Footprints on the place of occurrence and on the route followed by the culprits were obtained, photographed and plastercasts made.

Suitable investigating teams were immediately formed to make detailed

inquiries in Delhi, Punjab and in all the neighbouring territories. Separate teams were detailed for the investigation of different aspects of the case and to follow different lines of clue obtained. Prompt inquiries were made in hotels, sarais, garages and motor transport companies.

A special team of the Punjab Police consisting of two Deputy Inspectors-General five Superintendents of Police, ten Deputy Superintendents of Police and 40 non-gazetted officers and about 100 constables are detailed for this investigation. In addition, the Delhi Police have made available the services of a Superintendent of Police, two Deputy Superintendents of Police and three Inspectors exclusively for this investigation. A selected staff of the Intelligence Bureau have also been detailed to collect intelligence and to assist the Punjab Police. A special team headed by a Superintendent of Police from Punjab is working in Delhi to screen all the possible suspects. A very close liaison is being maintained between these various investigation teams. Senior officers of Delhi and Punjab are co-ordinating their efforts. At the request of the Chief Minister of Punjab, the Central Government have instructed the Director of the Intelligence Bureau to keep himself in constant touch with the investigation, give necessary guidance and ensure co-ordination between the Punjab and Delhi investigating authorities as also to see that full co-operation from the other State Police forces is available whenever necessary. No possible motive for the crime is being ruled out. Those in charge of the investigation are keeping their mind open and pursuing all manner of clues and exploring all possibilities. The close and active association of the Director of the Intelligence Bureau and the fact that officers of the Intelligence Bureau have been detailed for this work ensure that motives other than those of personal

revenge and the like are not given inadequate attention.

So far over 7,000 persons have been interrogated and movements of thousands of bad characters and about 4,600 vehicles have been checked. Every information and clue, which is likely to be of assistance in the investigation of this case, has been vigorously pursued and cross-checked. As a result of these efforts, some clues have been obtained which are being closely studied and followed up.

Investigation in a case of this nature is often a prolonged process. A mass of information, has to be sifted and what is of value has to be followed up. Various clues have to be checked and cross-checked. All this takes time. Much of the information available to the police cannot be disclosed at this stage as this is likely to prejudice the investigation. I would therefore request the Members to appreciate this inherent difficulty in disclosing all details now. I can assure the Members that the closest possible investigation is being made, the fullest assistance is being given to the State Government, there has been no unavoidable delay at any stage and no possibility is being ignored.

श्री बाल्मीकी : हमारे प्रजातन्त्र का यह दुर्भाग्य है कि सरदार प्रतापसिंह कैरो जैसे सम्मानित व्यक्ति की हत्या हुई। उसका पता न लगाया जाना और भी निन्दनीय है। मैं मन्त्री महोदय से यह जानना चाहता हूँ कि जब एक महीने से अधिक इस काण्ड को घटित हुए हो गया है तो इतनी देरी का क्या कारण है और क्या यह मामला इनवीस्टीगेशन के लिए सी० बी० आई० के सुपुर्द किया जाएगा ?

श्री ह.बो : अभी तक जो कार्रवाई हो रही है...

2351 (Ai) LSD—5.

अध्यक्ष महोदय : बाकी सवाल का जबाब तो आ गया, सिर्फ पिछले हिस्से का जबाब दे दिया जाये।

श्री दा.बो : इसके लिये पंजाब गवर्नमेंट जो मदद मांगेगी वह हम देंगे।

श्री प्रकाशवीर शास्त्री : यह दिल दहलाने वाली हत्या जो दिल्ली की जड़ में हुई वह दिल्ली से अम्बाला जाने वाली रस सड़क पर हुई जहाँ पर एक मिनट के लिये भी यात्रा अभी नहीं सकती है, लेकिन उस समय आधे घंटे के लिये बराबर वहाँ यात्रा रुकी रही और चार आदमियों को बेरहमी से मारा गया...

अध्यक्ष महोदय : आप मिनिस्टर से भी यह बातें नहीं सुनना चाहते थे, अखबारों में कुछ निकल चुका है क्या आप उसको दोहरायेंगे।

श्री प्रकाशवीर शास्त्री : मैं पृष्ठभूमि में जो कुछ कहना चाहता हूँ उसको सुन लिया जाये। मैं कहना चाहता हूँ कि इस स्थिति को ध्यान में रखते हुए और पंजाब विधान सभा के लगभग तीस सदस्यों ने प्रधान मन्त्री को और भारत सरकार को जो यह लिखा है कि इस हत्या के पीछे कोई राजनीतिक षड़यन्त्र भी प्रतीत होता है, इस को ध्यान में रखते हुए मैं प्रधान मन्त्री जी से विशेष रूप से जानना चाहता हूँ कि क्या उन्होंने इस जांच समिति को या गृह मन्त्रालय को इस प्रकार के भी संकेत दिये हैं कि राजनीतिक स्तर पर भी इस हत्या की जांच कराई जाये।

श्री ह.बो : जैसा मैंने स्टेटमेंट कहा :

"No possibility is being ruled out and we have asked them to do it with an open mind—all aspects of the case."

श्री प्रकाशवीर शास्त्री : मेरा सवाल स्पष्ट था। आप मेरे प्रश्न को सुनिये।

अध्यक्ष महोदय : उन्होंने माननीय सदस्य का स्पष्ट जवाब अपने स्टेटमेंट में दे दिया कि जाती दुश्मनी के अलावा भी जो कुछ कारण हो सकते हैं, पोलिटिकल या दूसरे, उन की तहकीकात की जायेगी ।

श्री हाथी : वही मैं ने कहा ।

अध्यक्ष महोदय : मंत्री महोदय ने ही कहा है । मैं अपनी तरफ से कुछ नहीं कह रहा हूँ ।

श्री श्रींकार लाल बेरबा (कोटा) : जो कुछ मैं जानना चाहता हूँ उस के बारे में मंत्री महोदय ने अपने वक्तव्य में कुछ नहीं कहा । हत्या होने के बाद में ही करीब दस मिनट के बाद एक नीली गाड़ी निकली जिस में राजस्थान विधान सभा के एक मंत्री श्री डंगे थे । उन को रोक कर फोन करने के लिये कहा गया । लेकिन उन्होंने नहीं किया । मैं जानना चाहता हूँ कि क्या इन सारी बातों का पता गृह-मंत्री को है कि उन्होंने फोन क्यों नहीं किया और क्यों वह झंडा उतार कर चल रहे थे ।

श्री हाथी : सभी बातें इन्वेस्टिगेशन में आ जायेंगी ।

कुछ माननीय सदस्य : उन को इस बात का पता है या नहीं ।

अध्यक्ष महोदय : उन्होंने कहा कि तहकीकात में इसका भी पता लगायेंगे ।

श्री यशपाल सिंह (कैरान) : जैसा माननीय मंत्री जी के बयान से जाहिर है छः हजार के करीब लोगों का चालान कर के तहकीकात की गई, पूछताछ की गई । यह बात साफ है कि यह बदचलन लोगों का काम नहीं है बल्कि यह नेकचलन कहे जाने वाले लोगों का काम है । और 32 बोर के जिस रिवाल्वर का जिक्र किया गया है, जो कि पोस्ट मार्टम में साबित हुआ है, वह 32 बोर का रिवाल्वर पंजाब के किसी नागरिक के पास लाइसेंस तरीके से नहीं है । वह सिर्फ सरकारी अफसरों के पास है । क्या सरकार ने इस

बात पर गौर किया है कि कहीं यह काम सरकारी अफसरों से मिलकर तो नहीं किया गया है ।

श्री हाथी : सिर्फ वैड करैक्ट्स को ही इंटरोगेट किया गया है ऐसी बात नहीं है, सब लोगों को किया गया है ।

अध्यक्ष महोदय : शरीफ आदमियों को भी किया गया है क्या ?

श्री यशपाल सिंह : 32 बोर के रिवाल्वर आप के किसी नागरिक के पास नहीं है ।

श्री हाथी : आर्म्स के बारे में भी जांच की जा रही है ।

श्री बट्टा सिंह (मोगा) : सरकार के जो अधिकारी और पुलिस कर्मचारी इस तहकीकात में लगाये गये हैं उन में से जो सब इन्स्पेक्टर्स हैं उन से ऐसा सूना गया है कि जो डी० आई० जीज, एस० एस० पीज और एस० पीज लगाये गये हैं, वे अनाड़ी किस्म के लोग हैं ऐसे मामलों की पड़ताल करने में । मैं जानना चाहता हूँ कि क्या गृह मंत्री वहां के धानेदार को इस मामले में सारी जिम्मेदारी दे कर तायनात करेंगे ताकि वह खुद सारी क्राइम का पता चला सकें क्योंकि इतनी बड़ी मशीनरी से अब तक कोई फायदा नहीं हुआ ।

श्री हाथी : किसी खास आदमी के हाथ में इस मामले को देना या न देना अलग बात है, लेकिन जो डाइरेक्शन दी जा रही है उन में सभी बातों को सोचा जाता है ।

श्री गुलशन (भटिंडा) : क्या गृह मंत्री यह बतलाने की कृपा करेंगे कि जो पंजाब विधान सभा में भूतपूर्व गृह-मंत्री ने एक बयान दिया है जिस में पंजाब के मंत्रिमंडल के कुछ मंत्रियों पर सरदार प्रताप सिंह कैरों के कत्ल का दोष लगाया गया है, उस की जांच पड़ताल करने के लिए केन्द्रीय सरकार इस मामले को अपने हाथ में लेने को तैयार है ।

श्री हाथी : मैं ने कहा कि ऐसी बहुत सी बातें हैं जिन को सिफ्ट करना जरूरी है । कोई बात सच आती है कोई सच नहीं आती है । जहां तक केन्द्रीय सरकार का ताल्लुक है, मैं ने कहा कि जो सहायता पंजाब सरकार मांगेगी वह सब हम देंगे ।

श्री गुजशन मेरे सवाल का जबाब नहीं मिला ।

अध्यक्ष महोदय : उन्होंने कहा कि सेंटर अपने हाथ में नहीं लेगा ।

श्री नवल प्रभाकर (दिल्ली-करोलबाग) : क्या गृह मंत्री जी को ज्ञान है कि पंजाब विधान सभा में किसी सदस्य ने यह कहा है कि जिस व्यक्ति ने थाने में रिपोर्ट की थी उसकी मृत्यु हो गई है ।

श्री हाथी : वह तो हो गई है । यह ठीक बात है ।

श्री नवल प्रभाकर : इस का कारण था ।

श्री हाथी : हार्ट फेल ।

Shri D. C. Sharma (Gurdaspur): The impression is gaining ground everyday in Punjab and elsewhere that the administration is making more a show of conducting an inquiry than really conducting an inquiry and that the Government is relying more upon numbers than upon the tracking of all those culprits and other things which are really involved in it. May I know if the Government is in a position to contradict this impression which is gaining ground everyday in the mind of the public not only in Punjab but all over India?

Shri Hathi: As I have stated, the Director here and the top officers are giving suitable directions so that the investigations may go on the right lines.

श्री बागड़ी (हिसार) : अध्यक्ष महोदय, पंजाब की आम जनता में और देश के आम लोगों में एक चर्चा है कि इस कत्ल के पीछे बड़े

बड़े राजनीतिक कांग्रेसी सज्जनों का हाथ है, यह कोई मामूली घटना नहीं है । एक महीने से अधिक का समय हो गया और इसके ऊपर प्रान्त की तमाम शक्तियों के लगने के बावजूद भेद नहीं निकला । यह भी इस शक को पनका करता है । तो क्या देश की जनतः की भावना जो अमन चैन की तरफ से हटती जा रही है, उस कमी को पूरा करने के लिए और इस बात के लिये मजबूती से कदम उठाने के लिये इस मामले की केन्द्रीय सरकार खुद अपने हाथ में लेगी ताकि सारे देश के अन्दर इस के उपर देख भाल हो सके ।

अध्यक्ष महोदय : बार बार वही सवाल दोहराया जा रहा है ।

श्री हाथी : मैं ने जवाब दे दिया है और जो कुछ कार्रवाई हो रही है वह मैं ने बतलाई । जहां तक केन्द्रीय सरकार का ताल्लुक है, वह सभी प्रकार की सहायता देने के लिये तैयार है । लेकिन अन्डर दि कांस्टिट्यूशन ला ऐंड आर्डर स्टेट सज्जेंट है इस लिये

एक माननीय सदस्य : सेंटर अपने हाथ में क्यों नहीं लेता ।

श्री बागड़ी : मेरा प्रश्न यह था कि जब पंजाब सरकार खुद मुजरिम है और उसी को हम यह मामला दे रहे हैं तो जर्म कैसे निकलेगा ।

अध्यक्ष महोदय : इस में मैं क्या कर सकता हूं । मैं जबाब ही ले सकता हूं और वह उन्होंने दिया ।

श्री मधु लिमये : श्री प्रताप सिंह कैरो कोई मामूली शख्स नहीं थे । वे पंजाब के मुख्य मंत्री रह चुके थे । जब मुख्य मंत्री थे तब और कत्ल के पहले वे विवाद का विषय बने हुए थे । इसलिये मैं जानना चाहता हूं कि क्या

[श्री मधु लिमये]

केन्द्रीय सरकार एक ऐसे व्यक्ति के मामले को, जिस को लेकर पंजाब में खूद सोच विचार चल रहा है और सरकार के मंत्रियों के बारे में जनता में जाइये, दूकानों में जाइये, मंडियों में जाइये, सब जगह आरोप लगाये जाते हैं, स्वयं अपने हाथ में ले कर उस की जांच पड़ताल करने को तैयार है ।

अध्यक्ष महोदय : यह भी वही सवाल है ।

श्री हाथी : जैसा मैं ने कहा सरदार माहब की मृत्यु बहुत खेदजनक है, शांत्नीय बात है और हम सब इस से बहुत दुखी हैं । लेकिन जहां तक जांच की बात है, वह स्टेट गवर्नमेंट कर रही है और हम उस को सहायता देंगे । गवर्नमेंट आफ इंडिया इस की सीधी जांच नहीं करेगी ।

श्री हुकम चन्द कछवाय : राजस्थान के एक उपमंत्री उस समय उधर से निकले । उन्होंने यह सारी घटना देखी । उस समय लाश पड़ी थी, मंत्री होने के नाते क्या उन का यह कर्त्तव्य नहीं था कि वह उस की छान बीन करते और इस मामले में इंटरैस्ट लेते । उन्होंने अपने कर्त्तव्य की उपेक्षा की और आगे चल कर उन्होंने विधान सभा में यह बयान दिया कि मैं जिस वक्त निकला उस समय वहां पुलिस थी । उन्होंने यह गलत बयान दिया । मैं जानना चाहता हूं कि क्या सरकार उस की जांच पड़ताल करेगी ।

अध्यक्ष महोदय : हम कैसे कह सकते हैं कि गलत बयान दिया । वह तो यहां हैं नहीं ।

श्री हुकम चन्द कछवाय : यह समाचार-पत्रों में छपा है । उन्होंने कर्त्तव्य का पालन नहीं किया ।

श्री मधु लिमये : अध्यक्ष महोदय, सरकार से आप कहिये

अध्यक्ष महोदय : मैं क्या कह सकता हूं ।

श्री हुकम चन्द कछवाय : उन्होंने अपने कर्त्तव्य की उपेक्षा की । इस के पीछे कौन सा राज था ।

अध्यक्ष महोदय : हम यहां यह फैसला नहीं कर सकते । आप कोई सवाल पूछना चाहें तो पूछ सकते हैं । लेकिन यह सवाल नहीं है कि वहां से वह गुजरे (Interruptions) मेरी बात भी खत्म होने दीजिए । वहां उन्होंने जो बयान दिया है वह गलत बयान है, वहां पुलिस नहीं थी, वगैरह, यह तो आरग्यूमेंट की बात है

श्री हुकम चन्द कछवाय : क्या हकीकत में मंत्री महोदय वहां से निकले ? क्या यह बात सही है ?

Shri Hathi: So many facts have come to the notice of Government during the investigation. The fact which the hon. Member has said has also come to notice. But whether it has any direct bearing on the offence or not has also to be decided and that could be done only after the full investigation is over.

Shrimati Renu Chakravartty: Is there going to be an inquiry into that?

श्री जगदेव सिंह सिद्धान्ती (अज्जर) : पंजाब का वातावरण दो तीन साल से बहुत दूषित हो चुका था और अब भी वह दूषित है । ऐसी स्थिति में केन्द्रीय सरकार का पंजाब सरकार पर जांच का सारा प्रबन्ध छोड़ देना ठीक नहीं है । केन्द्रीय सरकार क्यों नहीं इस मामले को अपने हाथ में ले लेती ?

अध्यक्ष महोदय : यह सवाल तो बार बार किया जा चुका है ।

Shrimati Renu Chakravartty: May I just ask the hon. Minister to answer the question asked by Shri Hukam Chand Kachhavaia? We are all interested in the answer, because it was

a Deputy Minister. Will the hon. Minister inquire into that? That was the question.

Mr. Speaker: Yes, he has said that.

Shri J. B. Kripalani: There may be no connection with the murder. But can a gentleman pass a place and see a man murdered and yet not stop, and that too, a Minister or Deputy Minister at that? That is the question and not whether he was concerned with the murder or not. I am sure he has had nothing to do with the murder.

Mr. Speaker: I cannot decide here that he did not perform those duties which he should have done. We are not here at this moment to decide that.

Shri Nath Pai: What is the hon. Minister's information?

श्री बागड़ी : राज्य सभा में यह चर्चा आ चुकी है ।

Shri J. B. Kripalani: What is the hon. Minister's information?

श्री मोर्य (भलीगढ़) : श्रीमान्, पंजाब में एक विशेष आन्दोलन चला और स्वर्गीय सरदार प्रताप सिंह कैरों ने उसको अपने तरीके से दबाया । उनका काम करने का अपना ढंग था—गलत या सही मैं यह नहीं कहता—जिसके कारण उनके कुछ दुश्मन हो गए, राजनीतिक क्षेत्र में और सरकारी कर्मचारियों में भी । जब उनको मुख्य मंत्री पद से हटाया गया तो क्या इन तमाम बातों का ध्यान रखा गया था, कि उन के बहुत से दुश्मन हैं राजनीतिक दलों में भी, सत्ताधारी वर्ग में भी और सरकारी कर्मचारियों में भी और अगर यह बात सरकार के ध्यान में भी थी तो क्या उन के लिए कोई शीडो दिया गया, और अगर दिया गया तो उनके कत्ल के वक़्त वह शीडो कहाँ था ?

Shri Hathi: All these facts have been taken into consideration.

अध्यक्ष महोदय : उनका सवाल इस बारे में नहीं था । सवाल यह है

Shri Hathi: The persons who were not on good terms with the late Shri Pratap Singh Kairon or those who were on inimical terms with him etc. have been taken into consideration, and all possible clues that may come to light.....

अध्यक्ष महोदय : उनका सवाल यह था कि...

Shri Hathi: I have understood the question to be this that because of the method, right or wrong, which Shri Pratap Singh Kairon had followed, he had a number of enemies and the question was whether anything had been done to see whether from any of these quarters this had not happened.

अध्यक्ष महोदय : मोर्य साह आप अपना सवाल फिर कर लीजिए ।

श्री मोर्य : एक विशेष आन्दोलन चला था पंजाब में जिसको दबाने के कारण स्व० सरदार प्रताप सिंह कैरों के बहुत से दुश्मन हो गए थे राजनीतिक दलों में, सत्ताधारी दल में भी और सरकारी कर्मचारियों में भी । जब उनको मुख्य मंत्री पद से हटाया गया, तो क्या इन तमाम बातों को ध्यान में रखते हुए उनको शीडो दिया गया था, और अगर दिया गया था तो उस समय जब कि उनका कत्ल हुआ वह शीडो कहाँ था ?

Shri Hathi: I have followed the question. After Sardar Pratap Singh Kairon left his Chief Ministership, security arrangements were made. But at his own request, these had been withdrawn; he did not want these.

An hon. Member: When was it?

श्री प्रकाशचरित शास्त्री : मैं एक व्यवस्था का प्रश्न उठाना चाहता हूँ ।

अध्यक्ष महोदय : ठहर जाइए, अभी व्यवस्था का प्रश्न नहीं उठाता । अभी आप बैठिए, मैं आप को बुला लूंगा ।

Shri S. M. Banerjee: Is it a fact that before, he was murdered, Sardar Pratap Singh Kairon was in Delhi and he met the Prime Minister, the Finance Minister, and probably the Home Minister, and made certain confessions in regard to the income tax assessment of, or the concealment of income by, his sons, and that was one of the reasons why people became against him? Is this true, and if so, why was he not given protection against his own sons?

The Minister of Finance (Shri T. T. Krishnamachari): I would only like to say that I had not met the late lamented Sardar Sahab; for quite some time, he never met me.

Shri S. M. Banerjee: He met the Prime Minister. It came out in the newspapers. Let the Prime Minister deny it if it is incorrect.

Shri Lal Bahadur Shastri: He met me, no doubt, but not a word of this was mentioned by him to me.

Shri S. M. Banerjee: On a point of order. I have a submission to make.

This news came out in the newspapers that Sardar Pratap Singh Kairon came here and he met the Prime Minister. My information is—may be wrong; if he had denied it in the usual course, that would have been the end of the matter—that he did mention about Punjab politics and and that he was harassed by some people....

Mr. Speaker: The question has been answered. I am not going to allow further questions.

श्री प्रकाशबीर शास्त्री : मैं यह व्यवस्था चाहता हूँ कि जब सदन में बार बार सदस्यों की ओर से एक ही प्रश्न पूछा जा रहा हो और सरकार उस प्रश्न की बार बार उपेक्षा करती जा रही हो उस अवस्था में इस सदन के सदस्यों का क्या कर्तव्य हो जाता है। यहां से बार बार यह प्रश्न पूछा जा रहा है....

अध्यक्ष महोदय : मुझे पता है ।

श्री प्रकाशबीर शास्त्री : मैं यह कहना चाहता हूँ कि एक महीने के बाद भी पंजाब सरकार जब किसी निर्णय पर नहीं पहुंच सकी तो केन्द्रीय सरकार को उस जांच को अपने हाथ में लेने में क्या आपत्ति है ? इसका कोई उत्तर नहीं आ रहा ।

अध्यक्ष महोदय : इसका उत्तर उन्होंने दिया ।

श्री प्रकाशबीर शास्त्री : कोई उत्तर नहीं दिया ।

अध्यक्ष महोदय : कांस्टीट्यूशन में ला एंड आर्डर स्टेट गवर्नमेंट के हाथ में । चूँकि मरडर पंजाब में हुआ, इसलिए पंजाब सरकार ने उसकी तहकीकात की । सेंट्रल गवर्नमेंट जो मदद वह मांगे वह देने के लिये तैयार है । कानून और कांस्टीट्यूशन के मुताबिक यही हो सकता । (Interruptions)

मेरे बार बार कहने पर भी आप लोग बाज नहीं आते, तो मुझे सख्त कदम उठाना पड़ेगा ।

यह सवाल किया गया है कि बार बार सदस्यों द्वारा यह उठाया गया पर गवर्नमेंट इसका जवाब नहीं देती ।

जवाब आ गया और जवाब दे दिया गया । मेम्बरों को चाहिए कि उसी सवाल को बार बार न उठाएं ताकि काम आगे चल सके ।

श्री बागड़ी : इसका जवाब नहीं दिया है ।

Shri Kapur Singh (Ludhiana): Are Government aware of the current whispers in the Punjab of widespread suspicion about the complicity of some leaders of the Government of India in this crime? If so, what steps are being taken to dispel these horrible rumours?

Shri Raghunath Singh: What is the meaning of "the leaders of the Government of India"?

Mr. Speaker: Order, order. Is the Home Minister going to answer it?

The Minister of Home Affairs (Shri Nanda): No, Sir. It is a fantastic thing even to think of.

Shri Kapur Singh: We did not hear the answer.

Mr. Speaker: It is a fantastic thing even to think of.

Shri Kapur Singh: So do we think, but may I know what steps are being taken because there are very widespread rumours?

Mr. Speaker: That is all.

श्री प्रिय गुप्त (कटिहार) : जब कि हिन्द सरकार को मालूम है कि पंजाब की पुलिस में काम करने वाले उच्च पुलिस पदाधिकारी भी श्री कैरो द्वारा उन पर की गई ज्यादती के कारण उनको कैरो साहब से शिकायत थी और वे उनके खिलाफ थे, इस पर भी इस विषय को यह कह कर टाल देना कि चूंकि ला एंड आर्डर राज्य सरकार का विषय है इसलिए केन्द्रीय सरकार इस मामले को खुद अपने हाथ में नहीं ले सकती, कुछ उचित नहीं जंचता है और इसलिए क्या मैं गृह मंत्री जी से पूछ सकता हूं कि उन्होंने इस चीज को मदेनजर रखते हुए और इस मामले के महत्व और खास दूसरी चीजों के मदेनजर रखते हुए वे इस मामले को सीधे अपने हाथ में लेने की सोच रहे हैं या नहीं ? दूसरे क्या यह उनके इल्म में नहीं है कि राज्य सरकार चूंकि इस में नाकामयाब रही है और इस सत्रजेक्ट की स्पेशल इमर्जेंस को देखते हुए भी केन्द्रीय सरकार देश की भलाई के खातिर इस मामले को अपने हाथ में नहीं ले सकती है ? (इंटरगेंस)

अध्यक्ष महोदय : बार बार यही कहा जा रहा है ।

श्री प्रिय गुप्त : राज्य सरकार फेल हो गयी है

अध्यक्ष महोदय : यह कई लोगों ने कहा है ।

Shri Nanda: I was not present in the earlier stages, but as you have made it clear, it is quite evident that the Centre is making the utmost contribution, but in addition to that—I believe that must also have been revealed—the whole co-ordination has also been undertaken by the Director of the Intelligence Bureau, and therefore, whatever is needed in order to ensure that the arrangements are proper and effective is being done, and we are assisting to the best of our capacity.

Shri Priya Gupta: My question was not answered.

श्री मधु लिमये : आपने कहा कि यह जो प्रश्न है वह राज्य सरकार के अधीन है । ला एंड आर्डर राज्य सरकार का विषय है तो मैं आपका फैसला इस बात पर चाहता हूं कि क्या इस तरीके की जांच भारत सरकार द्वारा कराया जाना मौजूदा संविधान के विपरीत है ? क्या केन्द्रीय सरकार द्वारा इस मामले की जांच कराना संविधान के खिलाफ है क्या यह आप का फैसला है ?

अध्यक्ष महोदय : यह राज्य सरकार का मामला है ।

श्री भागवत झा झाड़ाव (भागलपुर) : श्री प्रताप सिंह कैरो की मृत्यु के आठ घंटे के बाद उनकी लाश हटाया जाना, प्रान्तीय सरकार की कठिनाइयों, मजबूरियों और लिमिटेशन को मदेनजर रखते हुए और उससे उत्पन्न उनकी असफलताओं को ख्याल में रखते हुए और जबकि केन्द्रीय सरकार इस मामले में राज्य सरकार की पूरी पूरी सहायता कर रही है उसके बावजूद भी हत्याओं का पता न लग पाना, क्या इन तमाम चीजों को देखते हुए और यह देखते हुए कि राज्य सरकार

[श्री भागवत झा आजाद]

असफल हुई है क्या केन्द्रीय सरकार यह मुनासिब नहीं समझती है कि इस मामले की जांच का पूरा कार्य वह अपने हाथ में ले ले अथवा कौन सी सहायता और भी इसके लिये प्रान्तीय सरकार को देने जा रही है ताकि राज्य सरकार इस बारे में सफल हो सकें ?

श्री हाथी : प्रान्तीय सरकार को इन-वैस्टिगेशन के लिए कोई ऐक्सपर्ट्स चाहिए, कोई आफिसर्स चाहिए अथवा कुछ विशेष इंस्ट्रुमेंट्स चाहिए तो वह सब चीजें हम उन्हें देंगे ।

Shri N. Dandekar (Gonda): Sir, You have said that under the Constitution the investigation in this case is, a State subject. The Minister has said that the Central Government is rendering all possible assistance to the State Government. The Minister has also said that no motives, including political motives, will be ignored. I frankly cannot understand how the Central Government can give us an undertaking that political motives will not be ignored, when in fact, they say that it is not within their competence to make the investigation themselves, but they are merely assisting the Punjab Government. If they are not in control of the investigation, how do they assure this House that political motive as a motive for the murder will not be ignored or will be taken into account?

Shri Hathl: As I have explained, there is co-ordination and direction in the investigation. We have the Director who is the topmost police officer here. He gives directions, and in this giving of directions he can say that the investigations that are proceeding should proceed on particular lines, so that no clue is being left out.

Shri N. Dandekar: That is not the answer to my question. Am I to understand that the Central Government is directing the operations of investigations? I want to know because in

the same breath they say it is not within their competence.

Mr. Speaker: Co-ordination they are doing.

Shri N. Dandekar: I want to know how they take responsibility for giving to this House the firm assurance that political motives will be taken into account.

Shri Hathl: It is not a question that political motives will be taken into account. I said all clues, whichever are possible for investigation, will be pursued.

श्री सिंहासन सिंह (गोरखपुर) : पत्रों में इस आशय का एक समाचार छपा था कि श्री कैरो हत्याकांड के अपराधी पाकिस्तान चले गये हैं जिसके कि माने यह हुए कि जो जांच कर रहे थे उनकी जानकारी में अपराधियों के नाम आदि तथा उनकी गतिविधियां थी तभी तो अखबारों में यह चीज छपी कि वे पाकिस्तान चले गये हैं । दूसरे अखबार में इस खबर के छपने के बाद कि अपराधी पाकिस्तान चले गये हैं सरकार की तरफ से उस का कोई खंडन नहीं हुआ जिसके कि आधार पर भी यह साबित होता है कि अधिकारियों को मालूम हो गया था कि अमुक अमुक आदमी हैं जो कि हिन्दुस्तान में न होकर पाकिस्तान में हैं । मैं सरकार से जानना चाहता हू कि यह न्यूज सही है या गलत है और इसके ऊपर सरकार ने कोई अन्वेषण किया है या नहीं ?

श्री हाथी : अपराधी पाकिस्तान में चले गये हैं अभी तक तो ऐसी कोई बात सरकार को मालूम नहीं हुई है ।

श्री बलरजत सिंह (उना) : समाचारपत्रों में यह बतलाया गया है कि श्री प्रताप सिंह कैरो और उनके साथियों की जो हत्या हुई है उसका प्लान दिल्ली में बनाया गया था, वह हत्या दिल्ली से गये और चार घंटे वहां सड़क पर नाजाइज असला लेकर बैठे रहे और हत्या

के बाद दिल्ली वापस आ गये तो इस सम्बंध में मैं जानना चाहता हूँ कि इतने दिन तक हत्यारों का पकड़ा न जाना, उनका सुराग न पाना देश में बेचैनी बढ़ाता है और खासतौर पर इस बारे में पंजाब में झगड़े का विषय बना हुआ है। पंजाब के मुख्य मंत्री और प्रदेश कांग्रेस कमेटी के अध्यक्ष जो कि गृह मंत्री से मिले हैं और उन्होंने इस सम्बंध में अपने सुझाव दिये हैं उनके आधार पर क्या सेंट्रल गवर्नमेंट इस सारे मामले पर विचार करके निर्णय करने वाली है ?

अध्यक्ष महोदय : बार-बार यह ही कहा गया है ।

Shri Nanda: They met me, and they are satisfied with my answer that we will take a hand in this, in the sense of co-ordination, and our advice and assistance have a meaning.

Shri Iqbal Singh (Ferozepur): Within one day of the murder, the Punjab Home Secretary gave a statement, which was published in the *Tribune*, that this was not a political murder, and after that similar statements were made by responsible persons in Punjab. That has given a wrong twist and wrong information to the whole enquiry. May I know whether the Government of India, especially the members of the High Command, will take steps....

Shri Nath Pal: On a point of order. Parliament has no High Command. You are the only High Command which we recognise.

Shri Nath Pal: What is the insinuation feelings. Will the Government of India, the Prime Minister or the Home Minister, satisfy us in this respect? A premier Congressman has been murdered in day light in Punjab, and a wrong twist has been given to the enquiry by responsible persons. Will that impression be removed?

Shri Nath Pal: What is the insinuation? Should others be murdered?

Only a Congressman should not be murdered?

Shri Hem Barua: The citizens are not safe in this country. Does it mean that we are all to be murdered because we are not Congress. (Interruptions.)

Shri Nanda: As I said, I have been in touch personally with the officers, chiefly the top officers here and the officers have been assured completely that whatever any person may have said or not said, they have to pursue every possible clue without any kind of consideration as to who the person is?

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि अब तक इन्वेस्टीगेशन या एन्क्वायरी के सिलसिले में कोई आदमी एरेस्ट भी किया गया है या नहीं ।

श्री हाथी : कुछ लोगों को इन्टरोगेशन के लिए एरेस्ट किया था, लेकिन और कोई एरेस्ट नहीं किये गए ।

Shri Iqbal Singh: The Home Secretary has not contradicted that statement.

Mr. Speaker: Order, order.

Shri D. D. Puri (Kaithal): It has been stated with considerable vehemence that no possible motive is being ruled out. Is the Minister aware that the police officer concerned, Shri Mathur himself, has issued more than one public statement completely ruling out any political motive attached to the crime? Which of the two positions is correct?

Shri Hathi: As I said, I am not aware of any such statement. (Interruptions.)

Mr. Speaker: If he is not aware, he can try to find out whether it is a fact.

An hon. Member: This is how they are in 'touch' with investigations!

श्रीमती सुभद्रा जोशी (बलरामपुर)
तहकीकात करने के लिए आफिसर्स की इतनी
बड़ी फ़ौज लगा रखी है, लेकिन जिसने रिपोर्ट
लिखवाई, उसकी मृत्यु हो गई और उसका
पोस्ट-मार्टम भी नहीं किया गया। सोनीपत
से जो डाक्टर आया, उसने कहा कि सुबह
खबर भेजी होगी, लेकिन मुझे तो साढ़े चार
बजे, पीने पांच बजे खबर मिली। इन सब
बातों को देखते हुए मैं यह जानना चाहती
हूँ कि क्या विधान में ऐसी दिक्कत है कि इतने
एक्स्ट्राडिनरी सर्कमस्टेंसिज में भी सरकार
यह एन्क्वायरी अपने हाथ में नहीं ले सकती
है।

Shri Nanda: It has been answered.

श्री हरि बिष्णु कामत : एन्क्वायरी है
या इन्वेस्टिगेशन ?

श्री हुकम चन्द बछ्वाय : लोगों में चर्चा
है कि फ़िरोज़पुर की जेल के खूनी कैदियों
से यह हत्या करवाई गई और हत्या के बाद उन
कैदियों को फिर जेल में पहुँचा दिया गया।

अध्यक्ष महोदय : जिस चर्चा का कोई पता
किसी माननीय सदस्य को हो, वह उसकी
इतिला इन्वेस्टिगैटिंग एगारिटी को दें।

श्री मधु लिनये : हम पर विश्वास नहीं
है।

3) for the amendment of the
ILO Constitution 1964.

[Placed in Library, see No. LT-
3933/65].

(ii) Government Resolution No.
WB-3(26)/64 dated the 3rd
March, 1965; regarding re-
commendations of the Central
Wage Board for Coffee Plan-
tation Industry.

[Placed in Library, see No. LT-
3934/65].

(iii) Government Resolution No.
WB-3(3)/65 dated the 4th
March, 1965, regarding recom-
mendations of the Central
Wage Board for Rubber Plan-
tation Industry.

[Placed in Library, see No. LT-
3935/65].

REPORT OF THE EVALUATION COMMITTEE

The Deputy Minister in the Minis-
try of Information and Broadcasting
(Shri C. R. Pattabhi Raman): I beg
to lay on the Table a copy of Report
of the Evaluation Committee on Five
Year Plan Publicity by Voluntary
Organisations. [Placed in Library, see
No. LT-3936/65].

Shri Basappa (Tiptur): This report
may kindly be circulated as this is a
valuable document.

12.54 hrs.

ELECTION TO COMMITTEE

CENTRAL ADVISORY COMMITTEE FOR THE
NATIONAL CADET CORPS

The Deputy Minister of Defence
(Dr. D. S. Raju): I beg to move:

"That in pursuance of sub-sec-
tion (1) (i) of Section 12 of the
National Cadet Corps Act, 1948,
the members of Lok Sabha do pro-
ceed to elect, in such manner as
the Speaker may direct, two mem-
bers from among themselves to

12.54½ hrs.

PAPERS LAID ON THE TABLE

STATEMENT RE: AMENDMENT OF THE
I.L.O. CONSTITUTION, ETC.

The Deputy Minister in the Minis-
try of Labour and Employment (Shri
R. K. Malviya): I beg to lay on the
Table a copy each of the following
papers:—

(i) Statement regarding ratifica-
tion of Instruments (Nos. 1—

serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year commencing from the 1st June, 1965, subject to the other provisions of the said Act and the Rules made thereunder."

Mr. Speaker: The question is:

"That in pursuance of sub-section (1) (i) of Section 12 of the National Cadet Corps Act, 1948, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year commencing from the 1st June, 1965, subject to the other provisions of the said Act and the Rules made thereunder."

The motion was adopted.

12.54½ hrs.

KERALA BUDGET, 1965-66

The Minister of Finance (Shri T. T. Krishnamachari): Sir, I beg to present a statement* of the estimated receipts and expenditure of the State of Kerala for the year 1965-66.

12.55 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Speaker: We will take up general discussion of the Railway Budget. We have got 6 hours and 55 minutes more.

Shri Nesamony (Nagercoil): Mr. Speaker, I am thankful to the Railway Minister for the speed with which the Pamban Bridge which had been washed away by the tidal waves had been restored and reconstructed. We had

our misgivings whether in such a short period of time this could be done. Our engineers are to be congratulated for their good job in reconstructing this bridge and restoring communications to Rameswaram.

On reading through the budget speech of the Railway Minister, I find that he had referred to the new lines which will be constructed in the future, one of them being from Tinnevely to Kanyakumari and Trivandrum. It has been included in the Fourth Plan. The surveys are over, project exports are being finalised. The execution of this line is conditional upon two things: resources available in the Fourth Plan and the priority allotted to the execution of this work. I am at a loss to know why they mention the priority of the execution of this line. The State Governments of Kerala and Madras have urged upon the Central Government to have the line executed as early as possible. Several times representations had been made on the floor of the House that this line runs through a backward area and it is very necessary for the progress of that area. Industries are not being started because industrialists say it is not possible to start any industry here because there are no means of communications. On the other hand, Government says that priority could be granted only if there was industrial development. We are moving in a vicious circle. Apart from the State Governments all the local bodies and the municipalities in this area have urged upon the Government the necessity of executing this line as early as possible. There are two monazite factories in this area. They produce ilminite and monazite and other mineral sands. The ilminite produced in this area is exported to foreign countries. The cost of production and transport is such that we were not able to compete successfully with the foreign

*Presented with the recommendation of the President.

[Shri Nesamony]

firms dealing with this commodity. It is particularly necessary for this dollar earning commodity to be produced and exported abroad that there are easy means of communication. The factory there is being expanded to meet the growing demands of the foreign market. So, to earn the much-wanted foreign exchange, it is necessary that these commodities are exported easily and this line is constructed quickly.

13 hrs.

Moreover, the forest produce in this area—rubber and tea—is taken to the Cochin port for subsequently being sold in the foreign countries. This transport difficulty stands in the way of this produce bringing in good return to the respective markets. Again, the rich rubber-latex drums are being taken from here to Bombay. So, the trade suffers owing to the lack of easy means of communication and it is necessary, therefore, that this line is executed as quickly as possible. We are rather disappointed that it is not included in this year's budget, but at least, as early as possible in the fourth Plan, I believe the Railway Minister would find his way to have this line executed.

One word about the alignment of this line. Various people have been putting forward proposals that the line from Valliyur should be taken via Kanya Kumari to Nagercoil, the headquarters of the district. Others have put forward the plea that it must go from Valliyur straight to Aramboly through Panagudi. The latter line follows the trunk road and eliminates the road-rail competition when the line is constructed, whereas the other line which is proposed, from Valliyur to Kanya Kumari is circuitous and goes through areas which are not thickly populated. So, it would not serve a good purpose if it is taken as a circuitous route to Kanya Kumari; it must go straight from Valliyur to Nagercoil. When the project

report is being finalised, this matter should engage the Railway Ministry at this juncture, as to which is the proper line through which the line must be laid. If you want to eliminate the road-rail competition, it must be laid along the trunk road, because Tirunelveli could be reached from Nagercoil in two hours. But if it is through Kanya Kumari, it would take not less than three hours. And so, there will be a tremendous competition from road traffic and if that has to be eliminated, the shorter route must be taken.

One word about the reservation of tickets at out-agencies. There is an out-agency at Nagercoil, 50 miles away from the nearest railway station. The number of passengers that book their tickets in the out-agency at Nagercoil is generally very large. But the number of tickets that are reserved in that out-agency is very limited. It is not in anyway comparable with the demand that is made by passengers for the reservation of tickets. They have to go to Tirunelveli, 50 miles off, if they are to book their tickets. The number allowed to the out-agency is small. So, I request the Railway Ministry to look into this matter and enlarge the number of tickets that could be reserved at Nagercoil in proportion to the passengers who book their tickets there, so that the difficulties of the passengers might be minimised.

It is not only in the out-agencies that we feel the difficulty of reserving the tickets, but at junctions and in cities also, where there are provisions for the reservation of tickets, we find it rather difficult to get seats reserved at the proper time and in a regular manner. We do not know what method is adopted by the people in charge of this department dealing with the reservation of tickets, in the matter of reservation. We are told that there is a blackmarket in certain centres; in some other places, the travel agencies book tickets in bulk and cancel them subsequently, thus causing

difficulties to the passengers. These are matters which should be looked into so that the ordinary passengers may not feel any difficulty in the matter of booking their tickets.

श्री हुकम चन्द कछवाय (देवास) :
अध्यक्ष महोदय, एक व्यवस्था का प्रश्न है
हाउस में कोरम नहीं है ।

Mr. Speaker: The bell is being rung.—Now, there is quorum. Yes. Shri Nesamony.

Shri Nesamony: Finally, it is gratifying to note that the railway catering has much improved generally speaking. But I would request the Ministry to look into the quality of the food that is being served. The quality has to be improved and give satisfaction to the passengers who are accustomed to dine in these restaurant cars or in the refreshment rooms. Thank you.

श्री अ० सि० सद्गल (बिलासपुर)
अध्यक्ष महोदय, रेल मंत्री ने जो रेलवे बजट पेश किया है उस पर मैं अपने कुछ विचार सदन के सामने रखना चाहता हूँ। बजट में कर तो लगाया गया है लेकिन आज भी गाड़ियों में जो इतनी अधिक भीड़-भाड़ होती है, उसे दूर करने के लिये कितने वर्ष मंत्रालय लगायेगा, यह मैं जानना चाहता हूँ। अब जबकि कर लगा दिया गया है क्या मैं उम्मीद करूँ कि आप और अधिक गाड़ियों का बन्दोबस्त करेंगे ताकि भीड़भाड़ कम हो जाए ?

तीसरे दर्जे के लिए आपने तीन टायर और दो टायर के डिब्बे रखे हैं। लेकिन आज भी हम देखते हैं कि बहुत सी लाइनें हैं जहाँ पर यात्रियों को रात्रि में सफर करना पड़ता है और उन गाड़ियों में तीन टायर और दो टायर के कम्पार्टमेंट्स लगाये जायें तो यात्रियों को सुविधा हो सकती है। अब चूँकि आप कर लगा रहे हैं, मैं प्रार्थना करता हूँ कि इसकी भी आप व्यवस्था करेंगे।

गर्मी आ रही है। आप उन पंखों को देखें जोकि आपने गाड़ियों में लगा रखे हैं, तीसरे दर्जे के डिब्बों में लगा रखे हैं। मैं अभी कल आ रहा हूँ। आपने फर्स्ट क्लास के डिब्बों में भी जो पंखे लगा रखे हैं वे तक अच्छे नहीं हैं। झांसी ऐसा स्टेशन है जहाँ से कि डिब्बा लगाया जाता है। वहाँ पर मुझे यह बताया गया है कि जो पंखों का मैटीरियल है वह यहाँ नहीं है। यह कितने दुःख तथा आश्चर्य की बात है। ये जो सब चीजें हैं इन की ओर भी आपका ध्यान जाना चाहिए।

आज कई वर्षों से एक दिक्कत की ओर मैं आपका ध्यान आकर्षित करता आ रहा हूँ लेकिन आपने कोई ध्यान नहीं दिया है, आप मेरी मांग की अवहेलना करते आ रहे हैं। कब तक आप इस तरह से इस मांग की अवहेलना करते रहेंगे, यह भी मैं आपसे जानना चाहता हूँ। मैं आपकी खिदमत में अर्ज करता आ रहा हूँ कि विजयनगरम से दिल्ली तक रायपुर, बिलासपुर, कटनी और बीना होकर आप एक फास्ट ट्रेन देने की कृपा करें। आप की लाइनें कम से कम कटनी के बीच में डबल हो रही हैं या हो गई हैं। कटनी से बीना तक की लाइनें भी डबल हो रही हैं। मैं आपकी दिक्कतों को महसूस करता हूँ, लेकिन इसके साथ हमारी जो दिक्कतें हैं, उनकी ओर जो यात्री वहाँ से आते हैं उनकी दिक्कतों को भी यदि आप ध्यान में रखें तो आप इस बात को महसूस करेंगे कि यह मांग बहुत उचित है। 36 घंटों से ज्यादा का समय वहाँ से यहाँ आने में लगता है। पहले भी मांग की गई थी कि इसको कम करने का कोई उपाय किया जाये, लेकिन आपने कभी उस पर गौर नहीं किया विजयनगरम से दिल्ली तक एक फास्ट एक्सप्रेस चलाने के...

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय,
हाउस में कोरम नहीं है।

Mr. Speaker: The Bell is being rung.—Now there is quorum. The hon. Member may continue.

श्री श्री० सि० सहगल : मैंने विजयनगरम से दिल्ली तक एक फास्ट एक्सप्रेस के बारे में आपसे अर्ज किया। इसमें उड़ीसा का कुछ हिस्सा, आंध्र का कुछ हिस्सा और मध्य प्रदेश का बहुत सा हिस्सा आ जायेगा और लोगों को इससे ज्यादा सुविधा प्राप्त होगी। इसलिये मैं आप से अर्ज करूंगा कि इस सम्बंध में कोई खास चीज विभाग में न रख कर आप इस पर विचार करें।

रेलवे मंत्रालय ने जो नीति अभी बनाई है उस नीति के सम्बंध में मैं आप से अर्ज करूँ कि यह ठीक है कि यदि किसी धार्मिक संस्था का वार्षिक सम्मेलन होता है तो उसको आप किसी किसम का कंसेशन मत दीजिये। लेकिन अभी आप ने बम्बई में जो एक सम्मेलन हुआ है, जिसका एक खास धर्म से सम्बन्ध था, उस को सुविधा देने की कृपा की। हमें कोई ऐतराज नहीं है इसमें, लेकिन किसी एक खास धर्म से जिसका सम्बन्ध नहीं है, जो सारे धर्मों को एक धर्म मान कर चलती है, जो सर्वधर्म संस्था है, जिसके अगुआ हमारे यहां के अवतार मेहर बाबा हैं, अगर उनके अनुयाई आप से प्रार्थना करते हैं कि आप उनको कंसेशन दें, तो आप को जरूर देना चाहिये। मैं आप से अर्ज करूँ कि उनका जो दर्शन प्रोग्राम है वह हर साल नहीं होता। इस साल 3 मई से 6 मई तक होगा यह। अब दो वर्षों के बाद हो रहा है। उनकी तरफ से जो पत्र आया था मेरे पास, उसे मैंने आप की सेवा में भेज दिया। उस पर फैसला करने के बाद आप ने लिखा है कि जो ऐसी धार्मिक संस्थाएँ हैं उन को हम मदद नहीं देते। मैं आप से कहूंगा कि इन सारी चीजों पर जितने कंसेशन आप दे रहे हैं उन पर एक कमेटी ब्रिठाल कर फिर से निर्णय करने का यत्न करें। मैं चाहता हूँ कि मंत्रालय इस पर विचार करे।

अब गर्मी आ रही रही है। गर्मियों में आप कलर लगाते हैं बहुत से स्टेशनों पर।

लेकिन आप जरा जा कर देखिये कि वे किस तरह से काम करते हैं। मैं जहाँ से कल आया हूँ वहाँ का हाल आप को बतला रहा हूँ। आप जा कर देखिये कि जितने कूलर लगाये गये हैं वे दरअसल काम कर भी रहे हैं या नहीं। यदि नहीं कर रहे हैं तो जो ऐडमिनिस्ट्रेटर्स आप के ऐडमिनिस्ट्रेशन को चला रहे हैं उन का कर्तव्य हो जाता है कि वे इन सारी चीजों पर गौर करें।

इस के साथ ही साथ जो आप के क्लास 3 और 4 के एम्प्लायीज हैं उन की जो मांगें हैं उन को भी ठुकराने की कोशिश आप न करें। जिस तरह से आप के पास गार्ड्स के मेमोरैन्डम आते हैं, ड्राइवर्स के मेमोरैन्डम आते हैं, टिकट कलेक्टरों के मेमोरैन्डम आते हैं, कंडक्टर्स के मेमोरैन्डम आते हैं, उन्हीं के साथ साथ मैं आप से अर्ज करना चाहता हूँ कि जो आप के क्लास 2 एम्प्लायीज होते हैं उन का भी खयाल रखें। आज हम देख रहे हैं कि जो क्लास 2 एम्प्लायीज हैं, क्लास 3 एम्प्लायीज हैं या जो क्लास 4 के एम्प्लायीज हैं, उन की तरफ जितना ध्यान दिया जाना चाहिये उतना नहीं दिया गया है। मैं तो यहां तक कहने के लिये तैयार हूँ कि अगर आप उन की समस्याओं को मुनझाने के लिये तैयार हैं तो आप अपने यहां के अफसरों को ले कर तथा संसद् के मेम्बर को लेकर बैठिये और उनकी समस्याओं पर विचार करने के बाद किसी निर्णय पर पहुंचिये कि जिस तरह से आज हमारे यहां भाव ऊंच नीचे हो रहे हैं उस के हिसाब से उन के लिये क्या किया जाना चाहिये। ऐसा किया जाये तो मैं आप का बड़ा शक्रगुजार हूंगा।

मेरे मित्र श्री सी० बी० सिंह ने कहा है कि एक फास्ट पैसेन्जर रायपुर से दी जाये। मेरी जो मांग है बिजयनगरम से दिल्ली तक का फास्ट पैसेन्जर की उस में यह भी कवर हो जाता है। लेकिन इस के साथ ही साथ मैं कहूंगा कि जितने मेम्बर भी यहां हैं और आप के सामने सारी बातों को रख रहे हैं उन पर आप

विचार करें। मैं कहना चाहता हूँ कि दिल्ली आने के लिये कटनी के बाद खाने पीने की जो व्यवस्था है उस को भी आप मद्दे नज़र रखें। आप को चाहिये कि वहाँ पर खाने पीने की अच्छी व्यवस्था करें। कटनी से दिल्ली की ओर जब हम चलते हैं तो उस में दरअसल खाने की कितनी व्यवस्था है इस की ओर आप ध्यान दे कर एन्क्वायरी करायें तो आप को मालूम होगा कि वहाँ की क्या हालत है।

इस के साथ ही अहमदाबाद से भोपाल तक जो गाड़ी आती है उस को आप इलाहाबाद तक एक्स्टेंड करें।

रेलवे मंत्रालय में राज्य-मंत्री (श्री राम सुभग सिंह): अहमदाबाद से इलाहाबाद तक अच्छा नाम है।

श्री श्री० तिम० सहगल : इसलिये मैं आप से प्रार्थना करूँगा कि इन सारी चीजों पर गौर करें। जो आप का मंत्रालय है, जो आप के रेलवे बोर्ड के मेम्बर हैं, जो आप के इंजीनियर्स हैं, जिन हिम्मत के साथ वे नई नई लाइनों और नये नये पुलों का निर्माण करते हैं उन को मैं इस सदन की ओर से सब सदस्यों की ओर से बधाई देता हूँ।

Shri Dinen Bhattacharya (Serampore): Mr. Speaker, Sir, for the last two days, Members participating in the Railway Budget could not have appreciated the rise that has been suggested in the fares and freights by the Railway Ministry. I also hold the same opinion. In these hard days, the cost of living for the ordinary people has become unbearable as a result of the exorbitant rise in the prices of commodities. In this situation, if the passenger fares are increased, it will create more burden for the common people and so I would request the Railway Minister not to make such increase as proposed in the Railway Budget.

Regarding the increase in fare in respect of the season tickets on the ground of disparity that is existing in Bombay and Calcutta, I do not find it to have sufficient justification. On the plea of removing this disparity they are suggesting increase of fare in the season tickets also. Sir, those who travel by the season tickets are not very big people. They are ordinary people, people working in the factories, in the shops and establishments and even an increase that has been proposed to the extent of fifty paise will be a burden to them. I think the Railway Ministry will re-think over this and see that this increase is not made in the case of season tickets. On the other hand, if an adjustment could be made in the Depreciation and Development Fund and in the dividend paid to the General Revenues, this loss or deficit that is anticipated by the Railway Ministry will be made up.

So, when doing this, they are taking to measures which will create dissatisfaction among the people. From that point of view the Ministry should consider this and see that no fare is increased, whether it is season ticket or otherwise. Sometime ago on the plea of rounding up the figures, the railways increased the fares for short distances also. Now there is no ticket below 10 paise. Previously it was one anna or 6nP. But now without 10 paise you cannot travel even for a mile. So, the increase in fares proposed is not tenable in any respect.

Sir, it is said that certain rationalisation has been done in the repair works as a result of which a large number of employees have been retrenched. When vacancies occur and no new recruitment is done, it is tantamount to retrenchment. Thus a large number of railway employees have been retrenched or dismissed from service. There is no justification for decreasing the number of class III or class IV employees. But at the same time, the number of top officers has

[Shri Dinen Bhattacharya]

increased. Every year there is increase in the number of top officers and sometimes there is lack of coordination because of too many officers. Just as it happens in respect of accident committees or vigilance committees with the permanent railway staff, and this has appeared in the newspapers also, instead of decreasing the number of ordinary employees, it would have been better if less number of officers were taken. Instead of increasing third-class fares and season ticket charges, it is proper that the number of officers getting more than Rs. 1000 should be decreased so as to make up the deficit.

13.24 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

This increase in fares is nothing but a staggering blow on the common man and the Railway Ministry should think over it.

Coming to passenger amenities, even the Estimates Committee's report mentions that the amount that is there for passenger amenities is not spent. On the other hand, there is extravagance, wastage, leakage and even stealing.

In his reply, the Railway Ministry should explain why the railways built that Bidhan Roy station in Durgapur, and how much money was spent on it. Was it necessary for the Congress session?

Dr. Ram Subhag Singh: It has been replied to.

Shri Dinen Bhattacharya: Whenever there is a genuine demand for a station, they will say there is no money available. But in Durgapur, a station was not necessary at all as the results have shown. The General Manager of the Eastern Railway issued press notes on several days that sufficient number of passengers were not available for travelling to Bidhan Roy station and even threatened that if passengers were not available on such and such dates, the special trains al-

lotted for Durgapur station would be cancelled. This shows that there was no necessity for building that station at all. It was given out in the papers that only for the Congress session, this was done at a cost of Rs. 6 lakhs. Having built it, they demolished it. In Bengali, there is what is called Gauri Sen's money, i.e. anybody can spend the money for anything. Now Government of India's money has become Gauri Sen's money. The Congress leaders thought that there should be a station. The Railway Minister personally went there and opened it. They must explain to the country and the Parliament why this station was built and demolished. There is no explanation on behalf of Government. One Congress gentleman tried to save the Minister, but got a good slap on his face by the leading newspaper of Calcutta—the *Statesman*.

New electrification has been done on the Howrah-Burdwan chord line and there is the main line. In the junction of this Bally mainline and the H. B. chord line, people are demanding a railway station, but the railway authorities say "no money" and give some other excuses. The Deputy Minister is a practical man. He goes to Calcutta often. Let him kindly get down at Bally and see whether a station there is necessary or not. A large number of persons travel from Bally to Howrah and back. If you build a station there, it will help the people of that locality. I can give thousands of such examples to show how passenger amenities are not looked into as they should be.

When there is a Congress session, you give a special station, but when there is a mela or religious festival attended by 10 or 14 lakhs of people as in Tarkeshwar, if we ask for a special train, they say, where is the coach?

Dr. Ram Subhag Singh: You will get it.

Shri Dinen Bhattacharya: You will sanction it for 1 or 2 days. But special trains are necessary for 10 or 15

days. That is not looked into. It is not that I am saying this; you can go there and see it personally.

Cleaning of the station platforms is not done regularly. After the introduction of electric trains on the Howrah-Burdwan section, there is no latrine or urinal in the trains. People naturally want a good urinal in the platform. In some stations there are urinals, but they are never cleaned. In my place, Serampore, I have asked the railway authorities, but they say, where is the water? I told them: "Why don't you make arrangements for the water? What is the good of keeping these urinals in this nasty manner?" They have no explanation. So, I will request that at least in the suburban sections station platforms must be thoroughly cleaned, especially urinals and latrines, as otherwise the passengers will suffer. This is a very simple suggestion and I think the Hon. Minister will kindly look into this matter.

There are so many improvements suggested here and there in the railway budget. I will again ask here. What about the condition of Calcutta? I know that in a consultative meeting during the last session—I regret to mention it in the House—the hon. Railway Minister at that time said that he really agreed with the members and the people that there should be a circular railway in Calcutta, but at the same time he said how for a single city Rs. 5 crores can be spent by the railway? I do not find any justification in this argument. The problem of Calcutta is not the problem of Calcutta or the West Bengal. It is a national problem. The condition that is now prevailing in Calcutta has reached a saturation point so far as traffic and conveyance are concerned. Naturally, the West Bengal and Calcutta people expect that the Government of India will at least deal with it sympathetically and take some immediate measure for the construction of a circular railway. So far as I know from the newspapers, the West

Bengal Government have even agreed to bear the cost of survey and other things to the extent of Rs. 10 lakhs. So, I think that the excuse that is given more consideration to this and see acceptable to anybody. They must give more consideration to this and see that as early as possible Calcutta gets a circular railway.

I was talking of amenities, but I forgot to mention one thing. Howrah station has become unbearable. After getting down from a train, you cannot go out. There was a talk of underground passage from inside the station upto the Howrah bridge. If that was built up by this time, people would have got some relief. This also must be looked into.

Then there is another point which is regularly raised in this House every year. In West Bengal there are some small railways run by private companies known as Martin companies. They are light railways—Howrah-Amta, Howrah-Sheakhala and AKBK Railways. Here in Delhi there are Shahdara and Sahranpur trains. I do not appreciate and the people also do not appreciate the idea of not taking over these railways. In Howrah-Amta and Howrah-Sheakhala lines what is the condition? There is no platform, or nothing of that sort. Trains run at the sweet will of the authorities there. So far as the route of this light railway is concerned, it is as if it is the monopoly of these railway concerns. They do not allow buses and other motor vehicles to run there as it is done in other places. People especially people of Sheakhala, Damjur and Champaddanga do not get the facilities of going by bus. They have got to travel by the light railway. So, it is better that these railways should be taken over by the Government as early as possible. If the question of nationalisation is difficult for the Government, let the Government come forward, take over the railways and give a dividend to the authorities. But do not allow these private companies in these days to run these

[Shri Dinen Bhattacharya]

railways in the whimsical ways as they do now. My suggestion to the Government is that if they take over these, it will be really beneficial to the people of that locality and the whole of West Bengal.

I will now say a few words regarding the condition of the workers. I will refer to the rationalisation item. In Liloah workshop previously 42½ hours were the duty hours of the railway employees. When there was Chinese aggression and when there was emergency, the workers of that place voluntarily agreed to work for more hours. Taking advantage of this gesture, the Government introduced 48 hours compulsorily. There were agitations and troubles and now 48 hours have become normal. I think this 22·6 per cent that has been stated here as the increase in the hours of work in the repair work, Liloah is also included. But 2½ hours were imposed on the Liloah staff for which they are not paid a single paise. This is not justified. Then again, after the lock-out period, for some alleged actions by the employees there, they are being deprived of their passes and other facilities. I do not know how long this will continue. Other employees get railway passes to go to their homeland or to any place they like during the holidays. But these passes have been withheld in the case of the Liloah employees. This should be looked into so that injustice is not done to the Liloah employees.

Then it has been mentioned here by many that there should be overall increase in the emoluments and wages of the employees for which the Government should set up a wage board for all the categories of employees of the railway. I know that the Deputy Minister is going to agree to the proposal and he has given so many statements here and there. Now he should not back out. He should come forward and state in

this session that there will be a wage board for the railway staff.

I want to say one or two other points. Of course during the cut motion I will raise them. This is a small thing. There is a school in Kharagpur run by the railway traffic staff, not by the railway department. Most probably 400 or 500 students are there and they are all children of the railway staff and of the locality. They are demanding from the Government that the Railway should take it over fully or give them suitable land adjacent to that school so that they may get development grant from the West Bengal Government for having a full-fledged school. They are demanding nothing big. They have built up their own school in a shed lying vacant for so many days. Some energetic railwaymen started this school. It is a very simple matter. 500 to 600 students are there in that school.

An hon. Member: He knows it.

Shri Dinen Bhattacharya: If he knows it, I would request him to take over this whole school and see that all the expenses of the school are borne by the railway authorities. If it is not possible at the present moment, let them at least lease out some land to this school for a long period so that the school may have a good building and run a full-fledged school.

Another suggestion is, for the North Bengal people one more Express train besides the Darjeeling Mail should be introduced. If you travel by that Mail you will see how congested it is and how impossible it is to get any accommodation in that train. One more train is therefore immediately necessary.

One more train from Purulia to Howrah and Howrah to Purulia is also necessary. Now there is only one train in the night via Bankura. If one does not have prior reserva-

tion, it is impossible to get any accommodation. Even first-class accommodation is not available. Recently I had occasion to go to Purulia. Thinking that it was a passenger train I thought it would be easy to get first-class accommodation. But when I reached the station I found that there was no accommodation. Then with the help of some of my friends in the railway staff I could get a berth in the two-tier compartment. Therefore, there must be another train from Purulia to Howrah and back.

Then, if you cannot arrange to have more suburban trains at the present moment from Howrah to Bandel and to Tarkeshwar, you must add one more coach to every train. The EMU coaches are only two-unit coaches and people find it very difficult to get in during peak hours. Very often there are accidents.

The situation prevailing in the Howrah-Bandel and Howrah-Burdwan HB chord line is not as you seem to think. Within the last three or four months there have been many dislocations of service, sometimes electric wires are stolen, sometimes the railway track is not in proper condition, sometimes the brake of the train does not function and so on. It has become a regular occurrence in the Howrah-Bandel and Howrah-Burdwan section. I would, therefore request the Government to see how the administration there is functioning, especially the sections in charge of operations. Daily the passengers there are made to suffer. I know the Railway Minister will say that it is not possible to see that all trains reach punctually to the very minute. But the suburban trains can not be detained even for a minute. Even a minute's difference will cost a man his job, will make him miss his bus. Therefore the suburban trains must run punctually according to the time-table. The Minister should take the necessary steps to remove all bottlenecks and see that they run punctually.

श्री शिव नारायण (बांसी) : उपाध्यक्ष महोदय, मैं रेलवे बजट पर बोलने के लिए चार दिन से तैयारी कर रहा था। आप ने आज जो अवसर दिया है, उस के लिए मैं आप को धन्यवाद देता हूँ।

इस देश को एकता के सूत्र में बांधने का श्रेय इसी विभाग को है। देश के कोने कोने में अन्न, वस्त्र और सब सामग्री पहुंचाने का श्रेय भी इसी विभाग को है। मैं रेलवे विभाग को इस बात के लिए बधाई देता हूँ कि इस वर्ष एक्सिडेंट कम हुए। यह हमारे लिए सौभाग्य की बात है कि एक सुयोग्य फूड मिनिस्टर को रेलवे विभाग सौंप दिया गया है।

श्री श्रीकार लाल बेरबा (कोटा) : उपाध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। हाउस में कोरम नहीं है।

उपाध्यक्ष महोदय : कोरम के लिए घंटी बजाई जा रही है—अब कोरम हो गया है। माननीय सदस्य अपना भाषण जारी रखें।

श्री शिव नारायण : मैं राष्ट्रीय भावना को मद्दे-नज़र रखते हुए रेलवे मंत्रालय को सुझाव देना चाहता हूँ कि चूंकि काश्मीर में रेल की कमी है, इस लिए माधोपुर से बनिहाल तक ऊधमपुर होते हुए रेलवे लाइन बिछाई जाये। नेफ्रा पर चीन के दबाव को दृष्टि में रखते हुए त्रिपुरा और नागालैंड में भी रेल का बढ़ाना आवश्यक है। मैं भारत के उस पूर्वी अंचल से आता हूँ, जो चीन और नेपाल के बार्डर पर स्थित है। इस सरकार ने हमारे साथ सौतेला व्यवहार किया है। लखनऊ से सिलीगुड़ी तक एक मामूली छोटी लाइन रन करती है। यद्यपि बड़े बड़े रेलवे अधिकारी वहां ट्रेवल करते हैं, जो कि ज्यादातर फ्रस्ट क्लास में ट्रेवल करते हैं, लेकिन वे कोई परवाह नहीं करते हैं। मैं ने फ्रस्ट रेलवे बजट के समय भी डिमांड की थी, जिस को मैं दोहराना चाहता हूँ कि लखनऊ से सिलीगुड़ी तक बड़ी लाइन और डबल साइन कर दी जाये।

[श्री शिव नारायण]

यद्यपि रेलवे मंत्रालय बिजिनेस और इंडस्ट्रियल डेवेलपमेंट के लिए काफ़ी सुविधायें देता है, लेकिन उस को यात्रियों की सुविधा के लिए भी कुछ इन्तज़ाम करना चाहिए। थर्ड क्लास के पैसेंजर इस तरह यात्रा करते हैं, जैसे बोरे लाद दिये गये हों। उन के लिए उठने, बैठने, पानी, पाखाने, पेशाब का कोई इन्तज़ाम ठीक नहीं रहता है। बस्ती से लखनऊ आते हुए ट्रेन में सांस लेना तक मुश्किल है। केवल थर्ड क्लास ही नहीं, बल्कि फ़र्स्ट क्लास में भी यही गति है। हम को रेलवे अधिकारियों ने बताया है कि 250 रुपये पाने वाले जिस व्यक्ति के पास फ़र्स्ट क्लास का पास हो, उस को भी दिन में बैठना मुश्किल हो जाता है।

मैं रेल मंत्रालय से यह कहना चाहता हूँ कि हर एक पार्लियामेंट के मेम्बर की डिग्नटी हिन्दुस्तान के हर नागरिक से ऊंची है, यह श्री एस० के० पाटिल ने माना है और वर्ल्ड ने माना है। अफ़सरों को ए फ़र्स्ट क्लास के पास मिलते हैं और हम को फ़र्स्ट क्लास के। यह डिस्टिक्शन क्यों है? एयर कंडीशन में अगर हम सफ़र करते हैं तो वन-थर्ड जैसे हमें अपनी जेब से देने पड़ते हैं। हम आप से कोई रियायत नहीं मांगते हैं। चाहे कोई भी सदस्य यात्रा करे, चाहे जयपाल सिंह जी करें या शिव नारायण करे, हर एक को अपनी जेब से एक्सट्रा पेमेंट देना होगा। यह नहीं होना चाहिये।

मैं चाहता हूँ कि आप घासीघाट को भी नोट करें। मनीपुर, नागालैंड को भी नोट करें। यहां रेलों का जाल बिछना चाहिये। यह एक राष्ट्रीय मांग है और यह पूरी होनी चाहिये।

हमारी सरकार ने जो नोट हमें दिया है, उसको मैंने पढ़ा है। इस में आप ने कुछ रेलें देने की कृपा की है। ताज एक्सप्रेस दी है

जिसके लिए हम आप को बधाई देते हैं। आगे आप ने लिखा है :

Hon. Members would probably have heard about the introduction of advertised Express Goods Services between important towns in the country like Bombay Delhi, Bombay-Ahmedabad, Delhi-Calcutta, Calcutta-Bombay.....

अब यहां पर—कलकत्ता का नाम ही नहीं है, लखनऊ, बनारस का नाम ही नहीं है। कानपुर एक बड़ा बिजिनेस केन्द्र है, उसका कहीं नाम ही नहीं है। यह जो सौतेला व्यवहार आप हमारे साथ कर रहे हैं, इसका अन्तर होना चाहिये।

गोम्रा के मेम्बर साहिबान से भी मेरी बातचीत हुई है। वहां भी बड़ी परेशानी है। रेलें आप वहां तक पहुंचा दें। अन्न अगर वहां सेंट्रल गवर्नमेंट नहीं पहुंचा सकती है तो महाराष्ट्र के लोग कहते हैं कि उनको इसे सौंप दिया जाये तो वे इसका इंतज़ाम कर देंगे। गोम्रा में भी आप बड़ी लाइन दो ताकि वहां अन्न पहुंचाया जा सके। मैं कोई संकुचित बात नहीं करता हूँ। अपने ही प्रदेश की बात नहीं करता हूँ, दूसरे प्रदेशों की बात भी करता हूँ।

एक हम ने एक्सपेरिमेंट किया है और अगर वह एक्सपेरिमेंट कामयाब नहीं हुआ है तो हमें पुरानी जो व्यवस्था थी उस पर फिर से आने में संकोच नहीं करना चाहिये, लजाना नहीं चाहिये। पहले फ़र्स्ट क्लास, सैकिड क्लास और इंटर क्लास और थर्ड क्लास ये चार क्लासिस होते थे। आप ने इंटर क्लास को उड़ा दिया। अगर यह एक्सपेरिमेंट सक्सेसफुल नहीं हुआ है तो आप इस क्लास को फिर से इंट्रोड्यूस कर सकते हैं। इससे जो मिडल इनकम के आदमी हैं, जो मिडल क्लास के आफिसर्स हैं, उन को सुविधा होगी।

एक बात को ले कर आज बड़ा हा हा कार मचा हुआ है। यह कहा जाता है कि विद्यार्थी

लोग बड़ा चेनपुलिंग करते हैं। पहले आप विद्यार्थियों को कंसेशन दिया करते थे जब उनकी हाकी टीम्ज जाया करती थीं या और दूसरी तरह से जब वे जाया करते थे। उन में से अब सरकार ने कुछ कंसेशन बन्द कर रखे हैं। मैं चाहता हूँ कि आप बिना संकोच विद्यार्थियों को कंसेशन दे दें, वीकली टिकट उनको इशू कर दिया करें तो यह जो चेन पुलिंग है यह काफी हद तक कम हो सकता है . . .

श्री ओंकार लाल बेरवा : दिये जाते हैं।

श्री शिव नारायण : वह बैठे हुए हैं जवाब देने के लिए मिनिस्टर साहब के स्थान पर। अब वह गवर्नमेंट के इंचार्ज हो गये हैं। गवर्नमेंट अच्छा काम करे, तो वे इसको कोसते हैं और बुरा करे तो कोसते हैं। मैं रीयल पिकचर बता रहा हूँ। इस साइड पर बैठ कर के मैं जो रीयल पिकचर है उसको गवर्नमेंट के सामने रख रहा हूँ। मैं जो भी बात कह रहा हूँ क्रिटिसिज्म की गर्ज से नहीं कह रहा हूँ। हमारी सरकार ठीक ढंग से चले, ठीक ढंग से काम करे, जो खामियां हैं, उनको दूर करे, इस गर्ज से मैं कह रहा हूँ। इस वास्ते मैं ये सब बातें कह रहा हूँ कि जो हमारे भाई उधर बैठे हुए हैं ये गालियां गवर्नमेंट को न दे सकें। मैं सही सलाह गवर्नमेंट को दे रहा हूँ।

मेरी कंस्टिट्यूएन्सी में खलीलाबाद टाउन जो है वह बड़ी प्राप्रेस कर रहा है, वह एक बड़ा इंडस्ट्रियल एरिया बन रहा है। मैं रेल मंत्री से मांग करता हूँ कि वह मगहर और खलीलाबाद में एक्सप्रेस ट्रेन और मेल ट्रेन को जरूर रुकवायें। इसके सम्बन्ध में मैंने एक चिट्ठी भी लिखी थी। बिहार से वहां भ्रादमी आते हैं और आ कर बिजनेस करते हैं। बेचारे पांच सात सौ रुपये का सामान एक गद्दर में बांध कर लाते हैं और बेच कर वापिस चलेजाते हैं। वहां पर आप इन गाड़ियों को रुकवाने का जरूर प्रबन्ध करें। आप मुझे अबसर दें तो मैं आप को खलीलाबाद ले जा कर दिखा सकता हूँ कि कितना डिबेलेपमेंट उसका

हो रहा है। एक पार्सल गाड़ी जाती है लेकिन वह भी खलीलाबाद में रुकती नहीं है। इस बात की बड़ी मांग है और इसको पूरा किया जाना चाहिये।

बस्ती स्टेशन पर फर्स्ट क्लास का एक वेटिंग रूम था लेकिन अब उसको आजादी के बाद बदल कर इस्पेक्ट्रल क्वार्टर बना दिया गया है। अब वहां पर फर्स्ट क्लास वेटिंग रूम नहीं है। यह भी आप को करना चाहिये।

वहां पर इनक्वायरी पर जब टेलीफोन किया जाता है तो कोई अफसर एटेंड नहीं करता है। इसका भी आप को इंतजाम करना चाहिये।

अगर हम कोई नोट लिखते हैं उस स्टेशन की इम्प्रूवमेंट के लिए, तो कोई एक्शन नहीं लिया जाता है। बाबू लोग कहते हैं कि आप लिख जाते हैं, लेकिन कोई सुनता ही नहीं है।

हमारे जो हरिजन लड़के आपके विभाग में काम करते हैं, उनके बारे में अब मैं कुछ कहना चाहता हूँ। मैंने एक चिट्ठी लिखी थी श्री राम लखन के बारे में। उसको इन्होंने ठाकुर ही बना दिया है। इन्होंने अपने जवाब में उसका नाम राम लखन सिंह कर दिया है। जो मैंने यह कहा था कि वह हरिजन है, उसको इन्होंने कोई महत्व ही नहीं दिया है और उसको ठाकुर बना दिया है। वह लड़का चाहता था कि इम्तहान में बैठे क्योंकि वह अच्छा क्वालिफाइड है, ईमानदार है, अच्छा है लेकिन जवाब में आप ने चिट्ठी लिख कर भेज दी . . .

एक याननीय सबस्य : इस को पढ़ कर सुना दें।

श्री शिव नारायण : इस को मैं पढ़ देता हूँ। इस में लिखा हुआ है :—

"Please refer to your letter dated 21/1/86 regarding promotion of

[श्री शिव नारायण]

Shri Ram Lakhan Singh, Clerk, Grade II to the post of a Vigilance Inspector. I am informed that the posts of Vigilance Inspectors in the grade of 250-380 were proposed to be filled from amongst the staff in North Eastern Railway who were working in the scale of Rs. 130-300 and above. Shri Ram Lakhan Singh did not fulfil the conditions and accordingly he was not considered for the post."

विजिलेंस इंस्पेक्टर की पोस्ट के लिए आप सिलेक्शन कर रहे थे और जो महकमे का आदमी है, जिस का कारेक्टर अच्छा है जो अच्छा पढ़ा लिखा है और जो हरिजन भी है, उसको आप इग्नोर कर देते हैं और कह देते हैं कि जो इस स्केल में काम कर रहा था उसको ही कंसिडर आप करेंगे। आदमी आप बाहर से ले आते हैं लेकिन जो आप के अपने डिपार्टमेंट का ही आदमी है और अच्छा काम कर रहा है उसको प्रोमोट नहीं करते हैं। यह तो यही दर्शाता है कि कहीं पर किसी के दिमाग का दिवाला निकल गया है। अपने आदमी पर बिश्वास न करके बाहर वाले को ले लेना, जो एक्सपीरियेंस्ड आदमी है, जो टैस्टिड आदमी है, उसको न ले करके बाहर से ले लेना अच्छा नहीं है। इस तरह की जो चीजें हैं ये नहीं होनी चाहियें।

एक बाबू गाड़ी गोरखपुर से आती है और वह मगहर में आकर पंद्रह बीस मिनट और आध आध घंटे तक रुकी रहती है। उस में जो लोग आते हैं उनको आते रात हो जाती है। इतना समय आप उस गाड़ी को मगहर में रुकवाते हैं लेकिन आप इसकी परवाह नहीं करते हैं कि उसको खलीलाबाद में भी रुकवायें, उसको उधर भी भेजें। गोरखपुर से लोग लोख आते हैं। मैं चाहता हूं कि मगहर में इतना अधिक समय तक इस गाड़ी को न रोक कर, कम समय तक रोक कर खलीलाबाद में भी इसको रुकवायें ताकि जो लोग गोरखपुर

से आते हैं उनको आराम हो सके। दस मील का ही तो सिर्फ यह फासला है।

रिजर्वेशन की बात अब मैं कहना चाहता हूं। हम तीन एम० पी०, मैंने, श्री मुहम्मद यूसुफ ने और एक और ने लखनऊ से रिजर्वेशन करवाया। तीनों हम बूढ़े आदमी और मैं तो पैरों से लंगड़ा भी हूं। हम तीनों को ही अपर बर्थ दे दिये गये। यह है आप का इंतजाम। इसके सिलसिले में मझे एक चिट्ठी भी आई है। मैं गवर्नमेंट से कहना चाहता हूं कि काम ऐसा करो जो बढ़िया हो।

जो रेलों का कम्पीटीशन रोडवेज के साथ चल रहा है, इसको मेरे एक मित्र ने बड़ा अपोज किया है। मैं कहता हूं कि यह कम्पीटीशन ठीक चल रहा है और यह चलना चाहिये। गवर्नमेंट के डिपार्टमेंट्स में से अगर कोई सब से ज्यादा ईमानदार डिपार्टमेंट है तो वह रोडवेज का है। मैं चाहता हूं कि यह कम्पीटीशन चले ताकि रेलों में कुरप्शन की जो बात कही जाती है, वह कम हो सके, वह खत्म हो सके।

खाने के बारे में भी बड़ी शिकायत है। कैंटरिंग को अब आप ने अपने हाथ में ले लिया है। जब से आप ने ऐसा किया है तब से बंटा ढार हो गया है। एक साहब ने अभी चाय की शिकायत की है। मैं चाय के बारे में कुछ नहीं कहता हूं। लेकिन मैं इतना अवश्य कहना चाहता हूं कि पैसे चाहे आप जितने लें लेकिन खाना बढ़िया दें। अगर आप ऐसा नहीं कर सकते हैं तो इस को आप प्राइवेट हाथों में दे दें। ईश्वरदास बल्लभ दास का इंतजाम अच्छा था। उसको आप हैंडओवर कर सकते हैं। जब शिकायत की जाती है आजकल तो कोई सुनवाई ही नहीं होती है। मैनेजर कहता है कि मैं क्या करूं। बड़े बड़े अफसर जो हैं वे सुनते ही नहीं हैं। यह जो स्थिति है इस में भी परिवर्तन आना चाहिये।

लखनऊ के बारह चौदह सौ वर्कर्स को आप ने मुजरत में पोस्ट कर रखा है, वहां

वे सब कर रहे हैं। उन्होंने एप्लाइ कर रखा है कि उनको लखनऊ जोन में ट्रांसफर कर दिया जाये लेकिन इस की कोई परवाह ही नहीं की जाती है। आप की बड़ी मेहरबानी होगी अगर आप उनको इधर ट्रांसफर कर देंगे। एक लड़के के बाप ने मुझे लिखा है कि वह इस बात के लिए तैयार है कि उसका लड़का नौकरी छोड़ दे अगर उसको इधर नहीं भेजा जाता है। ऐसी हालत में आप देखें कि उनको नौकरी से क्या लाभ हो सकता है। इधर वाले जो गुजरात में सब रहें हैं उनको आप इधर भेज दें और जो गुजरात वाले हैं और जो इधर या और कहीं हैं उनको आप गुजरात भेज दें।

अन्त में मैं अपील करना चाहता हूँ कि आप अपने डिपार्टमेंट को क्लीन करें। हम आप के साथ सहयोग करने के लिए तैयार हैं। आप अच्छा काम करते हैं और प्रायेश भी हो रही है। आप के अफसरान भी अच्छे हैं लेकिन कम अच्छे हैं। इससे आप के काम में रुकावटें पड़ती हैं। छोटे जो कर्मचारी हैं वे पिल रहे हैं।

मैं यह भी कहना चाहता हूँ कि जब स्ट्राइक हुई थी उस वक्त हम ने लखनऊ में काम किया था। उस वक्त जगजीवन राम जी मंत्री थे। उस स्ट्राइक के दौरान में दो तीन अधिकारी लखनऊ में डिसमिस किये गये थे। वह बड़ी ज्यादाती हुई है। उनको आप फिर से बहाल कर दें। उनके साथ इंजस्टिस हुआ है। उनके केसिस को आप पुनः देख लें।

श्री बसवंत (धाना) : 1853 में इस देश में रेलगाड़ी शुरू हुई और उस वक्त हमारा रेलवे बजट 90 लाख का हुआ करता था और रेल माइलेज बम्बई से धाना तक बीस मील का था। अभी हमारा रेल माइलेज 57,000 किलोमीटर का है और रेलवे बजट 680 करोड़ रुपये का है। अपोजीशन के कई सदस्य सार्वजनिक क्षेत्र के उद्योगों के लिये टीका टिप्पणी करते हैं। मैं उन से यह कहना चाहता हूँ कि यह पब्लिक सेक्टर कैसा अच्छा चलता है, किस तरह से ठीक ढंग से चलता है, किस तरह से

बढ़ता है, इस के ऊपर भी खयाल करना हमारे लिये जरूरी है।

14 hrs.

रेलवे बजट में माल के यातायात में पिछले साल के अनुमानित बजट से 25 करोड़ 80 कम बतलाया जाता है। दो साल पहले हम ने माल यातायात का रेल भाड़ा बढ़ाया। उस से ही माल यातायात में कमी हो गई। इसलिये रेल मंत्रालय को इस पर विचार करना चाहिये कि किस तरह से रेल के यातायात को बढ़ाया जाये। अगर हम इसी तरह से इस को बढ़ाते चले जायेंगे तो माल की दुलाई कम होती चली जायेगी।

इस के साथ ही साथ रेलवे डिपार्टमेंट में जो माल की चोरी होती है उस के ऊपर भी देख भाल रखी जानी चाहिये और जो फालतू खर्च होता है उस को भी कम करना चाहिये। मुझे जो कुछ पता है अगर उसको बतलाऊं तो ज्यादा अच्छा होगा। मैं आपको बतलाता हूँ कि जो पुराना लोहा लकड़ नीलाम के द्वारा बेचा जाता है उस को होलसेल वाले नीलाम में ले लेते हैं और नीलाम के बाद जब उन को नीलाम का पासपोर्ट मिल जाता है तब अच्छा लोहा भी वह ले जाते हैं। वे रास्ते में अच्छा लोहा ट्रक में भर कर ले जाते हैं। अगर कोई पुलिस वाला उन को पकड़ भी ले तो उन के पास ले जाने का पासपोर्ट रहता है और वह कोर्ट से छूट जाते हैं। इस वजह से हमारे रेलवे मंत्रालय को बहुत ज्यादा घाटा रहता है। इस मार्च के महीने में रेलवे मंत्रालय ने सेंट्रल रेलवे पर जो नीलाम रखा है उसके बारे में मैं मराठी में पढ़ कर सुनाता हूँ :

“लोकसत्ता बम्बई दैनिक 25-2-65”

जंगी लिलाव बिभी

जी प्रो एस् मध्य रेलवे बोरीबंदर मुंबई यांचे सुचनावदन तारीख 4 मार्च, 65 रीजी सकाली 10 वां करीज व्यागन आणि इलेक्ट्रिकल डेपो मांटुगा मुंबई

[श्री बसवन्त]

येथे विजेचे टाकाऊ सामान डायनामो मोटार्स विजेच्या तारा ट्युब जनरेटर्स आणि विजेयी यभं सामुग्री यांची लिलांव विक्री तहशीलवार माहिती पत्रकासाठी संपर्कसाधा शंकर रामचंद्र आणि ब्रदर्स 128 एम० जी० रोड पुणे नं० 1”

इस तरह से बड़ी बड़ी चीजें बेची जाती हैं। रेलवे जो फीन लगाती है वह 100 रु०, 150 रु० या 200 रु० तक के होते हैं। उन को चोर निकाल ले जाते हैं और बाजार में बेच आते हैं। वे डिस्पोजल का माल कर के उसे बचते हैं और कोर्ट से साफ बच जाते हैं। मैं कहना चाहता हूं कि जो हमारा पुराना लोहा होता है उस को डिपार्टमेंट को ही पिघलाना चाहिये। उसको लोहा पिघलाने वालों को सेल नहीं करना चाहिये। जिन चीजों की चोरी की सम्भावना हो उन को बाजार में किसी भी हिसाब से नहीं बेचा जाना चाहिये। यह दो खास सुझाव मैं रेलवे मंत्रालय को देना चाहता हूं।

अब मैं कुछ अपने निर्वाचन क्षेत्र के बारे में कहना चाहता हूं, विशेषकर बम्बई के नजदीक की बातें। यह केवल हमारे लिये ही नहीं भारत भर के लिये मुसीबत का सवाल है। बम्बई में जो उपनगरी रेलवे चलती है उन के बारे में बतलाने के लिये मैं रेलवे मंत्री के भाषण के 23वें पैसे से थोड़ा सा भाग उद्धृत करना चाहता हूं। उन्होंने कहा है :

“उपनगरी यातायात और दूसरे यातायात पर अलग अलग विचार करने की आवश्यकता है क्योंकि उपनगरी यातायात न केवल बड़े बड़े शहरों के आस पास एक सीमित क्षेत्र में होता है बल्कि इस में अधिक तेज वृद्धि और खास तौर पर व्यस्त घंटों में इसके संकेन्द्रित होने के कारण कुछ विशेष समस्यायें उत्पन्न हो जाती हैं और इस के लिये खास किस्म के बल स्टॉक की जरूरत होती है।”

उस के बाद इसी भाषण के पैरा 24 में लिखा हुआ है :

“यह सच है कि संसार के बड़े बड़े नगरों की भांति बम्बई में भी व्यवस्त घंटों में यातायात को कारगर ढंग से सम्हालना कठिन है . . .”

हमारे पांटल साहब बम्बई के हैं और उन्होंने खास तौर से वहां के यातायात को देखा है। अनुमानित अन्दाज लगाया गया है कि 3 या 4 प्रतिशत सवारी का यातायात बढ़ता है मगर बम्बई उपनगरी गाड़ी में कितना यातायात बढ़ता है इस के आंकड़े भी कुछ मैं आप को देना चाहता हूं। अगस्त 1964 में जो माहवारी पास बने उन की संख्या थी 2,78,028 और इन्हीं महीनों में सन् 1962 में माहवारी पासों की संख्या थी 2,04,970। इन से एक दिन में एक दफे आ सकते और एक दफे जा सकते थे। एक महीने में कोई 70,59,916 आदमियों ने उपनगरी गाड़ियों से यात्रा की। अब आप सोचिये कि क्या इतने आदमियों के लिये हमारे पास गाड़ियां हैं। एक गुना नहीं तीन गुना आदमी बढ़ गये। अगर हम पशु गाड़ी में ले जाते हैं तो उन में स्थान से ज्यादा एक पशु भी नहीं भर सकते, हमारी बसेज जो सवारियां ढोती हैं उन को भी 20 प्रतिशत सवारियां अधिक ले जाने का कानूनी अधिकार है। ऐसी स्थिति में अगर एक आदमी की जगह हम तीन आदमी गाड़ी में बिठला देते हैं तो यह मानवता के हिसाब से अच्छे ढंग से गाड़ी चलाने वाली बात नहीं है। इस के लिये हमें इन्तजाम करने की जरूरत है। बम्बई शहर ऐसा है जिस की आबादी सन् 1961 में 43 लाख थी वहां अब लगभग 50 लाख के या आधा करोड़ हो गई है। इस के आस पास में बहुत से म्यूनिसिपल शहर हैं जैसे बेसीन, बिरार, थाना, कल्याण, उत्हास-नगर, अम्बरनाथ आदि, जिन में ऐसा कोई परिवार नहीं है जिस घर में रेलवे में जाने के लिये कोई माहवारी पास न हो। इस के

कारण सारे बम्बई पर भार पड़ता है। बम्बई में तीन तरफ से पानी है और एक तरफ से रास्ता है। ऐसी हालत में वहां पर आना जाना कैसे होगा अगर रेलवे की सुविधा न होगी। बम्बई में जमीन बड़ी महंगी है। बम्बई एक अच्छा बन्दरगाह बन जाने से जितनी फैक्ट्रियां खोली जाती हैं महाराष्ट्र में उन के हेड आफिस बम्बई में बनाये जाते हैं। पिछले साल बम्बई में महाराष्ट्र गवर्नमेंट ने कुछ प्लॉट बेचे। उस के दाम मैं सदन को बतलाना चाहता हूं। एक गज का दाम 8,000 रु० था। एक प्लॉट का दाम नहीं एक गज का दाम इतना था। इस तरह से आप समझ सकते हैं कि एक प्लॉट का दाम कितने करोड़ रुपये होगा। अगर वहां पर जब मकान बनाये जायेंगे तो एक गाड़ी जाने के लिये चाहिये और एक आने के लिये चाहिये। इस बात को ध्यान में रखते हुए अगर रेलवे मंत्रालय चौथी पंच वर्षीय योजना में इस बात का प्रबन्ध करे कि अन्डरग्राउंड रेलवे बनाई जायें तो अच्छा होगा। इस बात का खयाल रखना उस के लिये बहुत जरूरी है। इस सम्बन्ध में बम्बई ही नहीं सारे देश के लिये सोचना जरूरी है।

इस के साथ ही साथ यह भी ध्यान दिया जाना चाहिये कि व्यस्त घंटों में जिस समय यातायात ज्यादा शुरू हो जाता है बिना टिकट चलने वालों का नम्बर कितना है। भारत में सन् 1962 में जो सर्वे किया गया उस में सारे भारत में 75 लाख, 55,075 सवारियां पाई गईं और जुलाई अगस्त के महीनों में उपनगरी गाड़ियों में 2,63,331 सवारियां बिना टिकट यात्रा करती हुई पकड़ी गईं। ज्यादा आदमियों के हो जाने से यह चेकिंग भी फेल हो जाती है। उन की चेकिंग अच्छे ढंग से नहीं हो सकती। जो स्टेशन हैं वह भी पुराने ढंग के हैं जिन में कहीं पर डोर (दरवाजे) कम हैं। एग्जिट भी ज्यादा होने चाहिये। इसलिये सारे स्टेशनों का जीर्णोद्धार होना जरूरी है जिस में कि सवारियां बिना टिकट न चल सकें। इस के ऊपर भी खयाल करना रेलवे मंत्रालय के लिये जरूरी है।

इसी के साथ बम्बई को बढ़ाने की बात आती है। हमारे माननीय रेलवे मंत्री श्री पाटिल इस वक्त हाउस में नहीं हैं। एक बार उन्होंने कहा था कि अगर बम्बई का अब उपनगर बनाने होंगे तो कम से कम बम्बई से पचास मील दूर बनाना होगा। इसलिये बम्बई के संरक्षण के लिये बम्बई के व्यापार के लिये दीवा से घान् (डहाणू) तक गाड़ी चलानी होगी। इस का खयाल चौथी पंच-वर्षीय योजना में जरूर होना चाहिये। तारापुर अणुशक्ति केन्द्र बन रहा है। अभी विरार तक बिजली की गाड़ी चलती है। चौथी पंचवर्षीय योजना में विरार से अहमदाबाद तक का एलेक्ट्रिफिकेशन जरूर हो जाना चाहिये

दो साल पहले किसानों को भारत दर्शन के लिए जो कनसेशन दिया गया था वह वापस ले लिया गया है। मेरा निवेदन है कि उस कनसेशन को फिर जारी कर देना चाहिए।

हम ने देखा है कि बम्बई स्टेशन पर जहां मुसाफिरों के लिए जगह बैठने को नहीं है वहां पर बर्तनों के एडवरटाइजमेंट के लिए दस दस बारह बारह फुट जगह दी जाती है। यह उचित नहीं है।

इसके प्रतिरिक्त मैं यह कहना चाहता हूं कि जो स्टेशनों पर गाड़ रखे जायें वे उस प्रदेश की भाषा जानने वाले रखे जाने चाहिए जिसमें उस जगह के लोगों को उनकी बात समझ में आ सके।

रेलवे जोन्स के बारे में पुनर्विचार किया जा रहा है। मेरा निवेदन है कि जोन बनाते समय भाषा का भी ध्यान रखा जाना चाहिए। एक जोन में अनेकों भाषाएं न हों नहीं तो इस में भी अगड़ हो सकता है। पता चला है कि नयी योजना के अनुसार शोलापुर को महाराष्ट्र जोन से हटाया जा रहा है। मेरा निवेदन है कि ऐसा न किया जाये।

अधिकांश स्टेशन दस किलो मीटर की दूरी पर बनाये गये हैं। लेकिन बैस्टर्न रेलवे पर

[श्री बसवन्त]

एक स्थान में 16 किलो मीटर तक कोई स्टेशन नहीं है। वहां पर बैतरणा स्टेशन का प्रोजेक्ट रेलवे मंत्रालय के सामने है। उसको बनाने की कृपा की जाये। उस का बनना बहुत जरूरी है।

अन्त में मुझे यह निवेदन करना है कि एक एक्सप्रेस गाड़ी भुसावल से बम्बई के लिए और जारी की जाये क्योंकि इसके बिना यात्रियों को बड़ी कठिनाई होती है।

Shri M. S. Murti (Anakapalle): Sir, I congratulate the Railway Minister for the overall improvement in the performance of the railways. He has taken a realistic approach in announcing the formation of a new zone in the interest of better administration and operational efficiency. But, I would like to point out here that because of the accommodation problem there, the coming into being of that zone is being postponed till another year.

I would request the hon. Minister in view of the Fourth Five Year Plan coming into force from the next April, i.e. from 1-4-1966, to announce the institution of this Zone from April this year so that the authorities concerned there can formulate their plan for the Fourth Five Year Plan.

Considering the needs and requirements of this locality, I would also request him that—he has promised that some marginal adjustments will be made with regard to that zone—in view of the operational efficiency, Donakonda-Guntakal portion might be transferred to the new zone so that there may be no additional expenditure for having another yard at Donakonda. This is small station. This may please be considered.

With regard to the overall performance, it has been very appreciable and the Railway Ministry deserves every appreciation. Both the capital-at-

charge and the gross receipts are increasing. The contribution to the general revenues is also steadily increasing. I would, however, like to point out by way of a suggestion that in the Annual Report—I could not find traffic offered to the railways—hereafter the figures pertaining to the traffic offered to and moved by the different railways may be given so that both the Members here and the public as well could appreciate the performance of the different railways.

As regards movement of jaggery from Anakapalle on the Southern Railways, the position has not at all improved. I have sent telegrams received by me to the Minister already. There is a lot of traffic every year for movement of jaggery. Jaggery season is during December—June every year and the business communities there will be generally sending an advance forecast to the railway authorities concerned. But they are not able to supply the wagons according to their demands. They give a forecast for every month. But that forecast is not taken into consideration while supplying the wagons (empties) to the station from Anakapalle. There seems to be some trouble this year also and the wagons have not been supplied. The prices are falling down; ultimately, it is the agriculturists who suffer the losses because of the fall in prices. So, I request that immediate action may be taken in this regard also.

Coming to the passenger fares, last time, in 1962 also, the hon. Minister said that there would be an additional increase in the D.A. Hence they had to enhance the rates. So far as passenger fares are concerned, the telescopic rates were introduced in 1951 while the tax on passenger fares was introduced in 1957. In 1962, all these fell heavily on passengers. The facilities given to the passengers are not commensurate with the additional taxation levied on them. I would therefore request the hon. Minister to consider this point while imposing this tax this year.

Another point is with regard to provision of trains for the short distance traffic. By having some special trains (local trains) for these passengers alone, overcrowding can be solved. I have been requesting repeatedly every year for a short-distance train from Tuni to Waltair on the Vijayawada-Waltair Section so that this may cater to the needs of the passengers on this section properly. Visakhapatnam Town is growing in importance. I would request the hon. Minister at least this year to give thought to this problem.

I do not object to the enhancement of the passenger fares but the facilities offered to the third-class passengers are not commensurate with the increase. So far as primary necessities like drinking water and provision of third-class sheds are concerned, they are also not provided. Though they have provided for drinking-water facilities at certain places, they are not supervised properly. Casks or pots are there but there is no water in them. Nobody is there to supervise whether there is water in them; whether water is provided for every day. Nobody is looking into this problem. I, therefore, request the hon. Minister to issue instructions to the concerned for looking after these things properly. On the Tuni-Anakapalle line, there are three or four stations which require these facilities very badly. Narasapatnam Road and Yellamanchili stations were constructed a long time back. But even now, the third-class passengers are exposed to the sun and rain. Hence these stations require to be remodelled. Platform shades are not there.

Shri Ranga (Chittoor): There is no passenger shed.

Shri M. S. Murti: Passenger sheds are also not there. I request that the hon. Minister may kindly take these things into consideration. I have also requested Dr. Ram Subhag Singh some time back to pay a visit to this area to look at these things himself. Even

though he promised to do so, he could not come to this area. I extend my invitation to him once again so that he can come and see these things personally and then issue instructions to the authorities concerned to do the needful in the matter.

Now, Sir, I shall come to the other points. There are two or three points that need immediate attention. There are two stations by name Kasimkota and Kasimkota Halt near Anakapalle. Kasimkota is a flag station. I hear that that is being abolished now. The people have been requesting that this Halt station might be converted into a flag station. So far, that has not been done. I hear that the Divisional Superintendent has recommended this thing; this must be lying with the Railway Board or with the General Manager of the Railway concerned. I request the hon. Minister to look into this and see that this halt station is converted into a flag station at an early date, as early as possible.

Regarding accidents, the number of accidents is coming down gradually and I am glad about that; but when we look into the causes of these accidents, we find that for more than two-thirds of these accidents the railway staff is responsible. I do not know whether due to the fact that they are overworked or whether due to their negligence these accidents are caused in spite of the recommendations of the Railway Accidents Enquiry Committee. They had given certain suggestions and it seems that that has not been taken up. Even in this year's report we find that 67 per cent of the accidents are due to the staff only. That should be looked into and if they are really overworked, they may be relieved of it. In this year's Budget there are certain measures to relieve the staff but for the operational staff there are no measures.

The Godavari Bridge is agitating the entire Andhra State. Originally, there was a proposal to have a rail-cum-road bridge there. Now I hear

[Shri M. S. Murti]

that tenders have been called only for the rail bridge. The people as well as the Andhra Government are requesting the Government to have a rail-cum-road bridge. The Andhra Government in this year's budget has provided Rs. 1 crore. The total estimated cost of this rail-cum-road bridge is Rs. 2 crores. I will request the Minister to take up this matter with the Finance Ministry and see that a sum of Rs. 1 crore is provided for this bridge so that this may be a rail-cum-road bridge. This is on the National Highway and the Transport Ministry has agreed to this. The Defence Ministry has also agreed because during the Second World War they took the military vehicles and other things over the present Godavari bridge. So, in the interest of defence also this rail-cum-road bridge is necessary. After all, in a budget of Rs. 2,100 crores of the Central Government Rs. 1 crores is a drop in the ocean. So, I request that our Railway Minister, Shri S. K. Patil, may take up the matter with the Finance Minister and see that a provision of Rs. 1 crore is made; or, the Railways themselves may lend Rs. 1 crore to the Andhra Government and recover it in a reasonable duration of time.

Some new surveys have been ordered, specially the Dantewara-Bhadra-chalam Road survey. That is important to exploit the mineral resources of the Dandakaranya area. I have been repeatedly saying that another survey from Waltair to Khajipeta via Bhadrachalam is needed so that the mineral wealth of that area may be exploited. There is limestone, mica, iron ore and coal in that area. That also may be taken up along with this because they are two contiguous things lying in the same area so that additional staff may not be required for this at a later date. So, I will request the Railway Ministry to take up this along with that.

One more point and I shall finish. That is with regard to the Yellaman-

chili Station. There used to be a mail halt at this station. That had been cancelled in 1960. Since then the people have been agitated and are sending so many representations. Recently, they met the General Manager of Southern Railway who, it seems, promised that this subject would be put on the agenda of the Zonal Railway Users' Consultative Committee. But he failed to do it. So the people have become so agitated that they want to start a satyagraha. I came to know of it in the first week of February. I asked them not to launch a satyagraha till I have consulted the Railway Ministry and that if I could do anything in the matter I would do it. I have been trying to convince the Railway Board and the Minister in that respect but they are not to be convinced. I would like that Dr. Ram Subhag Singh who has agreed to go there should visit that place and either try to convince them or be convinced by them so that it should be resolved. One of these things should be done; otherwise, there is going to be a lot of trouble coming from there. I wish to point out this also in this connection. I will request the hon. Minister to give due consideration to these points.

श्री मधु लिमये (मुँगेर) : उपाध्यक्ष महोदय, यह जो बजट रेलवेज के सम्बन्ध में हमारे सामने आया है, उस पर रेल मंत्री ने जो अपना भाषण दिया है वह मैंने गौर से पढ़ा। लेकिन मुझे इस बात पर बड़ा अचरज हुआ कि इस सारे भाषण में और जितने कागजात हमारे सामने रखे गये हैं उन में कुछ आत्म संतुष्ट की वृत्ति में पाता हूँ और उस से ऐसा लगता है कि जहाँ तक रेलवेज का सवाल है उस में खामियां और कटियों बिलकुल न होंगी, सारा इन्तजाम बढ़िया ढंग से किया जा रहा है और इसी तरह आगे भी चलेगा। लेकिन मैं आप से अर्ज करना चाहता हूँ कि सार्वजनिक क्षेत्र में सरकारी क्षेत्र में यह सब से बड़ा उद्योग है और उस का व्यापक असर दूसरे उद्योगों पर पड़ता है।

अगर रेल विभाग अपना काम अच्छे ढंग से, सही ढंग से नहीं करेगा तो दूसरे जो साव-जनिक क्षेत्र में उद्योग हैं उन के बारे में हम कैसे उम्मीद रख सकते हैं कि वह अच्छे ढंग से अपना काम चलायेंगे ?

इस रेल के उद्योग में करीब करीब 3 हजार करोड़ रुपये हमारे लगे हुए हैं और करीब करीब 13 लाख मजदूर उस में काम करते हैं । लेकिन मझे इस बात पर बड़ा दुःख है कि जो 13 लाख मजदूर रेलों में काम करते हैं उन को सरकारी नौकर होने के नाते राजनतिक बुनियादी अधिकारों से उनको वंचित रक्खा गया है । आप जानते हैं कि रेलें जो चलाई जाती हैं वह औद्योगिक व व्यापारिक दष्टि से चलाई जाती हैं । और अगर दूसरे उद्योगों में काम करने वाले नौकरों और मजदूरों को राजनीतिक दलों का सदस्य बनने का अधिकार दिया जाता है तो कोई वजह नहीं है कि जो औद्योगिक और व्यापारिक उमूलों पर रेल विभाग चलता है उस के कर्मचारियों को भी राजनीतिक दलों का सदस्य बनने का अधिकार क्यों न दिया जाय ?

बार बार रेल मजदूरों की ओर से यह मांग की गई है कि चूंकि यह विभाग व्यापारिक और औद्योगिक सिद्धान्तों के ऊपर चलता है इसलिए जैसे अन्य उद्योगों के लिए एक वेज बोर्ड आदि बनाया गया है उमी तरह इन के लिए भी एक वेज बोर्ड बनाया जाय । रेल कर्मचारियों की यह बिल्कुल जायज मांग है जो और मैं चाहता हूं कि रेल मंत्री अन्य मंत्रियों और प्रधान मंत्री से बातचीत कर के इस काम को जल्द से जल्द करे ताकि वेज बोर्ड का गठन हो और वेज बोर्ड की मार्फत उनकी तनख्वाह आदि के बारे में जो शिकायतें हैं वे दूर की जायं ।

एक और बात उस के सम्बन्ध में मैं अज करना चाहता हूं ।

कई जो केन्द्रीय सरकार के कानून हैं मजदूरों के सम्बन्ध में उन को लागू करने के लिए रेलवे मंत्रालय तैयार नहीं है जैसे कि औद्योगिक कलह निवारण कानून है । उस को भी रेल मंत्रालय आज मानने के लिए तैयार नहीं है । उद्योगों में शांति रखने के लिए एक अनुशासन संहिता बनाई गई । इस संहिता को लागू करने की मांग कर्मचारियों ने की लेकिन मझे बड़ा सदमा है कि अभी तक रेल मंत्रालय ने इस सुझाव को नहीं माना है । जब कभी रेल कर्मचारियों और रेल मंत्रालय के बीच में झगड़ा होता है और उस का जब कोई हल नहीं मिलता है तो मैं चाहूंगा, सरकार बार बार इस बात पर जो जोर देती है कि इस झगड़े को लवाद की मार्फत निबटाया जाय तो मैं चाहूंगा कि रेल मंत्रालय स्वयं इस के बारे में पहल करे । जो झगड़ा सीधी बातचीत कर के निबटाया नहीं जा सकता है उस को लवाद के सामने पेश किया जाय ।

मैं यह चाहता हूं 25 साल के रेल विकास की एक व्यापक योजना रेल मंत्रालय बनाये और जो वर्तमान मंत्री हैं उन से मैं अनुरोध करूंगा कि वह अपने कार्यकाल में ऐसे व्यापक कार्यक्रम की योजना को बनायें जिसके अन्तर्गत हिन्दुस्तान में जितनी भी छोटी लाइनें हैं उनका रूपान्तर बड़ी लाइनों में किया जाय । जितनी भी छोटी लाइनें हैं उनको बड़ी लाइनों में तबदील किया जाय ।

अभी आप के जो इंजन चलते हैं उन में अच्छे दर्जे का कोयला इस्तेमाल किया जाता है । अगर आप इस्पात के घड़े को हमारे देश में बढ़ाना चाहते हैं तो उस के लिए कोयले के इस्तेमाल के बारे में एक नई नीति बनाने की जरूरत है । इसलिए 25 साल की इस योजना में रेलों के बिजलीकरण और डीजल करण करने की भी एक व्यापक योजना बनाई जाय और 25 साल के अन्दर छोटी लाइनों को बड़ी लाइनों में परिवर्तित करने के लिए, बिजलीकरण और डीजलकरण की

[श्री मधु लिमये]

योजना को कार्यान्वित करने के लिये कोशिश की जाय ।

साथ ही साथ आज जो रेलों की कार्य-क्षमता है, रेलों के जो कारखाने हैं और उनकी पैदावार की क्षमता है, उस के बारे में जो आत्म संतुष्टि की वृत्ति है उस को त्याग दिया जाय । उसके उत्पादन को बढ़ाने के लिए और उसकी कार्यक्षमता को बढ़ाने के लिए कोई एक ठोस कदम आज उठाया जाय ।

जहां तक रेल को इस्तेमाल करने वाले ग्राहकों का सम्बन्ध है, एक ओर पैसेंजर लोग हैं, जो ज्यादातर तीसरे दर्जे से प्रवास करते हैं और उन के बारे में रेल मंत्रालय बिल्कुल उपेक्षा धारण कर रहा है और बराबर किराये बढ़ाए जा रहा है । उन को जो सुविधायें दी जानी चाहिए, वे नहीं दी जाती हैं । अगर मुल्क में विकास का वातावरण पैदा करना है, तो बचत और त्याग की अत्यावश्यकता है । मैं चाहूंगा कि कम से कम पच्चीस साल के लिए रेल के बड़े वर्गों को—पहले वर्ग या दूसरे वर्ग को—रद्द किया जाये और एक ही वर्ग, अर्थात् तीसरा दर्जा, रखा जाये । जो यात्री लम्बा प्रवास करते हैं, उन को पर्याप्त सुविधायें दी जायें । इस समय कुछ मात्रा में सुविधायें दी जाती हैं, लेकिन यात्रियों के लिए पर्याप्त इन्तजाम किया जाना चाहिए । इन बातों से मुल्क में त्याग और समानता की भावना पैदा होगी और हम को देश को आगे बढ़ाने के काम में सहायता मिलेगी ।

रेलवे मंत्रालय जो माल ढोने का काम करता है उस के बारे में काफ़ी शिकायतें मिलती हैं, खासकर के भ्रष्टाचार को ले कर । ऐसा कहा जाता है कि जब तक रेल के बड़े कर्मचारियों से लेकर नीचे तक पैसा नहीं दिया जाता है, रिश्तत नहीं दी जाती है, तब तक माल आगे नहीं बढ़ता है । मेरा क्वाल है कि यह मामला दो साल पहले इस सदन के सम्मने भी आया था । मैं चाहूंगा कि

आज के रेल मंत्री भी इस बारे में सोचें और आज रेल में जो व्यापक पैमाने पर भ्रष्टाचार है, उस को खत्म करने की कोशिश करें ।

मैं आप का ध्यान रेल के नक्शे पर पश्चिमी तट की ओर दिलाना चाहता हूं । वहां पर बम्बई से ले कर मंगलौर तक का जो क्षत्र है, उस पर कोई रेल नहीं है । मैं कोई स्थानीय और प्रादेशिक मांगों को ले कर बहस नहीं करना चाहता, लेकिन अगर कोई ऐसी मांग है, जिस में स्थानीयता, प्रादेशिकता और राष्ट्रीय हित का मधुर संगम, मिलाप, होता है, तो वह पश्चिम तटीय कोंकण रेलवे का प्रश्न है । वर्तमान रेल मंत्री भी उस इलाके के रहने वाले हैं । मैं चाहूंगा कि वह कम से कम इस कोंकण रेलवे को बनाने के काम को ज्यादा अहमियत दें । आप जानते हैं कि कोचीन से ले कर ट्रिवेंड्रम तक रेल बनी है, लेकिन वह छोटी लाइन है और ट्रिवेंड्रम से कन्या-कुमारी तक कोई लाइन नहीं है । इस लिए यह आवश्यक है कि वर्तमान मंत्री पश्चिमी तट पर रेल बनाने का काम तुरन्त हाथ में ले लें ।

मैं अर्ज करना चाहता हूं कि सुरक्षा और औद्योगिक विकास की दृष्टि से जैसे पश्चिमी तट पर बड़ी लाइन बनाना आवश्यक है, उसी तरह आसाम और बिहार के इलाके में, खासकर सुरक्षा की दृष्टि से, आज जो छोटी लाइन है उस का बड़ी लाइन में रूपान्तर करना भी अत्यन्त जरूरी हो गया है ।

जहां तक दुर्घटनाओं और रेलों की अनियमितता का सवाल है, उस के बारे में जो आत्मसंतुष्ट वृत्ति दिखाई जा रही है, वह ठीक नहीं है । मैं रेल मंत्रालय से अपील करूंगा कि दुर्घटनाओं को कम करने के लिए रेल-गाड़ियों की अनियमितता को खत्म कर के उन को नियमित रूप से चलाने के लिए पर्याप्त इन्तजाम किया जाये ।

मैं यह जानना चाहता हूँ कि स्वतंत्रता के बाद प्लेटफार्म और स्टेशन की इमारतों आदि वास्तु बातों पर कितना पैसा लगाया गया है। अगर नई लाइन बनाने के लिए, या मीटरगेज लाइन का बड़ी लाइन में रूपांतर करने के लिए यह पैसा खर्च किया जाता तो उस से ज्यादा फायदा पहुंचता।

आखिर में दो तीन स्थानीय मसलों की ओर ध्यान दे कर मैं अपना भाषण समाप्त करता हूँ। पूर्वी रेलवे पर सुल्तानपुर से देवगढ़ (वैद्यनाथ धाम) जाने वाले यात्रियों की तादाद लाखों में है। मैं चाहता हूँ कि सुल्तानपुर से देवगढ़ लाइन के बारे में सर्वेक्षण किया जाये और यह लाइन तुरन्त बनाई जाये।

क्यूल और जमालपुर के बीच में जो छोटा हिस्सा है, उस में यातायात की बड़ी असुविधा है। वहां पर इस वक्त दो गाड़ियां चल रही हैं—329 और 330 अप और डाउन और उस के साथ साथ 327 और 328 अप और डाउन। क्यूल और जमालपुर के बीच में कई स्टेशनों पर ये गाड़ियां नहीं रुकती हैं। इस लिए इन गाड़ियों को उन स्टेशनों पर भी रुकने का इन्तजाम किया जाये।

साहबगंज से जमालपुर तक जो गाड़ी चलती है, उस को बढ़ा कर क्यूल तक किया जाये। इस से इस लूपलाइन के मुसाफ़िरों को काफी सुविधा प्राप्त होगी।

मैं बम्बई की उपनगरीय रेल के बारे में कुछ कहना चाहता हूँ। एक माननीय सदस्य ने अभी मंत्री महोदय का ध्यान उस तरफ़ दिलाया था। मैं सुझाव देना चाहता हूँ कि इस वक्त रेल के जो दो मंत्री हैं, अगर वे एक दिन हमारे साथ बम्बई में—मैं लोकल गाड़ी की बात कर रहा हूँ—तीसरे दर्जे के डिब्बे में साम या सवेरे बैठने की कोशिश कर के दिखायें और अपने मुकाम तक पहुंच पायें, तो उन को पता चल जायेगा कि कितनी असुविधा

तीसरे दर्जे से वास करने वाले मुसाफ़िरों को और खासकर के नौकरी करने वाले लोगों को होती है। हमारे एक मित्र का इकलौता लड़का इसी कारण से दुर्घटना में मर गया। इसी तरह जो बच्चे और विद्यार्थी इन लोकल गाड़ियों का इस्तेमाल करते हैं उन में दो तीन लोग तो हर दिन दुर्घटनाओं में मर ही जाते हैं। इस लिए मैं रेलवे मंत्री जी से निवेदन करूंगा कि बम्बई की उपनगरीय गाड़ियों पर इस वक्त जो बहुत ज्यादा भीड़ और दबाव है वह उस को कम करने के लिए तुरन्त कोई योजना लागू करें।

अन्त में मैं इतना ही निवेदन करूंगा कि रेल में तेरह लाख मजदूर हैं। इन मजदूरों के बारे में रेल मंत्रालय का जो दृष्टिकोण है उस में तब्दीली करने की आवश्यकता है। अगर नौकरशाही ढंग से और केन्द्रीयकरण के आधार पर इस रेल मंत्रालय और रेलों के काम को चलाया जायेगा तो मुझे ऐसा डर लगता है कि उस से पूरा सार्वजनिक क्षेत्र बदनाम हो जायेगा और जो लोग आज यह कहते हैं कि सार्वजनिक क्षेत्र के द्वारा न लोक-कल्याण हो सकता है और न उस में कार्यक्षमता पैदा हो सकती है उन की यह बात व्यापक पैमाने पर देश में फैलेगी। इस लिए मेरा निवेदन है कि इस के बारे में मंत्री महोदय पहल कर के कर्मचारियों की उचित और न्याय मांगों का समाधान करने की कोशिश करें। जिन मांगों पर कोई समझौता नहीं हो रहा है उन को दोनों पक्षों को जो लवाद सम्मत है उसके सुपुर्द करने का प्रयास करें।

Shri Gowth (Bangalore): Sir, I rise to congratulate the Railway Minister on his gratifying and hopeful budget. The income of the Railways is about Rs. 11½ crores more than was anticipated in the budget originally.

The smooth working of the railways depends upon a satisfied staff. Wages have been increased twice during the year. Many concessions such as in school fees and other benefits like

[Shri Gowth]

starting of schools and colleges and holiday resorts have also been given to the employees.

It is a matter for congratulation that on many routes double track have been extended, and on some routes electric traction is to be undertaken, as also some new routes to be opened up.

I come from the southernmost part, namely Mysore State, and therefore I am naturally interested in that part of the area. I may draw the attention of the Railway Minister to a few very important things so far as this area is concerned. In the first place, the Bangalore-Guntakal route should be broad-gauged at an early date. Otherwise, the present system of going from Bombay to Arkonam and coming back to Bangalore involves lot of transit time and also difficulties with regard to transportation of goods.

Secondly, Bangalore-Salem route is to be expedited. For some reason or the other, the work is now held up. May I also request the Railway Minister to take up the Chamarajanagar-Satyamangalam route as early as possible? Since my childhood, I have been hearing about the railway route from Maddur-Satyamangalam via Kollegal which has not been taken up yet. May I request the hon. Minister to bestow more thought on this route?

I am very grateful to the Railway Minister for having granted the Hassan-Mangalore route. The work on this may please be expedited.

With regard to the increase of fares and freights, I know that funds are needed, as the Railway Minister stated in his speech. But, as it is, it is said that the fare is much, especially for the Third Class passengers.

Then, a few hon. Members of this House referred to the attitude of the high Railway officials. Certain hon. Members also stated that the Railway Minister was being dictated to by the

high Railway officials. I know the Railway Minister and, if I may say so, his very dictatorial way of working. Therefore, I am sure (Interruption).

Shri Basappa (Tiptur): What he means is that the Minister is a strong man.

Shri Gowth:he does not give room for any such complaint to be repeated.

Shri Hari Vishnu Kamath (Hoshangabad): Beware of dictatorship.

Shri Gowth: With these few words, I welcome the Railway Budget.

श्री लहटन चौधरी (सहरसा): जो बजट हमारे समक्ष है उस पर साधारणतः संतोष प्रकट किया जा सकता है और इसे एक अच्छा बजट कहा जा सकता है। जो काम इस विभाग ने गतवर्ष किए हैं और आगे जो काम करने की इसने इच्छा जाहिर की है वे भी संतोषजनक हैं। लेकिन मैं कुछ बातों की ओर सरकार का ध्यान आकृष्ट करना चाहता हूँ जो बहुत जरूरी है।

बजट भाषण में यह कहा गया है कि 1964-65 में जो माल दुलाई का काम हुआ है उस में कई कारणों से लगभग 25 करोड़ की आमदनी अनुमानित आमदनी से कम हुई है। यह कहा गया है कि कोयले की दुलाई में कमी या और खनिज द्रव्यों के निर्यात में कमी का होना उन कारणों में से एक दो कारण है। आगे के लिए यह सोचा गया है कि इस तरह की कमी को पूरा कर लिया जाएगा और इस मद में भी आमदनी बढ़ेगी। मैं सामझता हूँ कि इस मद में आमदनी बढ़ाने भी काफी गुंजाइश है। लेकिन लोगों में इस बात का विश्वास पैदा किया जाना चाहिये कि माल दुलाई की जो रफ्तार है वह ठीक रहेगी। और उनका माल समय पर पहुंच सकेगा। आज ऐसा नहीं हो रहा है।

मैं कुछ उदाहरण आपके सामने पेश करना चाहता हूँ जिन से यह पता चलेगा कि कितना समय माल को एक जगह से दूसरी जगह ले जाने में लग जाया करता है। कुछ खास बजहों से कुछ रेलवे में यदाकदा होने वाली देरियों या दिक्कतों का उदाहरण यहां नहीं दे रहा हूँ। बल्कि ये उदाहरण ऐसे हैं जो देश की हर रेलवे में दुलाई कार्य में सगातार हो रही देर एवं अनियमितताओं से संबंधित हैं। इससे यह स्पष्ट हो जाएगा कि जो समय लगा है माल को एक जगह से दूसरी जगह पहुंचाने में उससे कितनी चिन्ता लोगों को हो सकती है। इस तरह की देरी से लोगों का रेलों पर से यह विश्वास उठ जाता है कि उनमें कार्यक्षमता नाम की भी कोई चीज है और उनका सामान समय पर सुरक्षित पहुंच सकेगा।

अब मैं आपके समक्ष कुछ उदाहरण पेश करना चाहता हूँ। बोड़ी बन्दर से ससराम तक माल पहुंचाने में 145 दिन लगे, हावड़ा से ससराम 115 दिन लगे, नई दिल्ली से ससराम 93 दिन लगे, पटना जंकशन से जमालपुर 37 दिन लगे, पटना जंकशन से झरिया 46 दिन लगे, पटना जंकशन से बाढ़ 61 दिन लगे, इसकी दूरी लगभग 60 मील है। भागलपुर से पटना जंकशन 44 दिन लगे, पटना जंकशन से भागा 86 दिन लगे। यह सोचने की बात है और मैं सरकार से जानना चाहता हूँ कि इस हालत में कोई कैसे सोच सकता है कि उसका माल समय पर पहुंचेगा और इस स्थिति में कैसे रेलवे को अपेक्षित फायदा हो सकता है। कैसे किसी को इंसटिव मिल सकता है रेल से माल दुलाने के लिये वे प्रोत्साहित हो सकते हैं? आज जो रोड और रेल में कम्पटीशन है वह इस बात का द्योतक है कि अधिक से अधिक लोग रोड की तरफ आकर्षित हो रहे हैं, रेलों की ओर कम लोग आकर्षित हो रहे हैं। रेलों की ओर उनके इस आकर्षण को सरकार बड़ी आसानी से बढ़ा सकती है

अगर वह इस ओर ध्यान दें। कम से कम समय में माल पहुंचाया जा सकता है और इस तरह कार्यक्षमता बढ़ाकर दुलाई कार्य से बहुत बड़ी आमदनी की जा सकती है।

कुछ छोटी लाइनों के उदाहरण भी अब मैं देना चाहता हूँ। सहरसा से सुपौल सतरह मील है और माल के पहुंचने में आठ दिन लगे। बरौनी जं० से सुपौल 60 मील है और माल पहुंचने में 40 दिन लगे। मुजफ्फरपुर से सुपौल लगभग 100 मील है और इस में 115 दिन लगे।

पासल पहुंचाने में भी कितना समय लगता है, यह भी मैं आपको बतलाना चाहता हूँ। कलकत्ता से सहरसा 73 दिन लगे। अगर पासल की चीजें पहुंचने में भी इस तरह की दिक्कत हो सकती है, सामान सड़ सकता है, नष्ट हो सकता है, खराब हो सकता है तो रेलों को जो घाटा होता है वह अलग, माल भेजने वालों को कितनी तकलीफ होती है इसका अनुमान आप सहज लगा सकते हैं। इससे लोगों का जो विश्वास है वह बिल्कुल जाता रहेगा। मैं 1965 की बात अब कहना चाहता हूँ, दो चार या दस बरस पहले की नहीं। डब्बे का एलाटमेंट हुआ मातीपुर स्टेशन से सुपौल के लिए जो लगभग 60-70 मील का फासला है 3 दिसम्बर को और लदान 24 दिसम्बर को हुआ। चीनी पहुंची 5 जनवरी को। इसी तरह सीवान से सुपौल का डब्बों का एलाटमेंट हुआ चार जनवरी को, लोडिंग हुआ 24 जनवरी को और पहुंचा 8 फरवरी को। यह घोर निराशा की बात है कि जो एलाटिड कोटा है, कांटा का सामान है और उसके लिए गाड़ी भी एलाटिड है, वहां भी इस तरह देरी का मुकाबला करना पड़ता है। तीस-बालीस या पचास मील के फासले पर जो सामान पहुंचाना है उसको पहुंचाने में भी महीना दो महीना लग सकते हैं, एसंशियल कम्पिटीज के सूबमेंट में भी इस तरह देर लग सकती है तो फिर सिवाय इसके कि लोग माल दुलाना बन्द करें और क्या हो सकता है। इस प्रकार की

[श्री लहटन चौधरी]

जो बातें हैं इन पर रेल विभाग को अवश्य सोचने पर मजबूर होना चाहिये।

माल गाड़ियों की रफ्तार के बारे में अब मैं कुछ कहना चाहता हूँ। 1962-63 में मालगाड़ी के लगभग 60 किलोमीटर प्रतिदिन चलने का आंकड़ा है। मालगाड़ी चाल प्रतिघण्टा 15 किलोमीटर है, यानी एक दिन में 24 घण्टे के अन्दर माल गाड़ी सिर्फ चार घण्टे काम करती है। जब एक मालगाड़ी दिन भर में, 24 घण्टे में सिर्फ चार घण्टे चलती है तो इससे साफ पता चलता है कि जितना समय ये बेकार में खड़ी रहती है, उसका उपयोग भी चल स्टाफ को बहुत कुछ बढ़ाये बगैर किया जा सकता है और उससे काफी आमदनी में वृद्धि हो सकती है, देश को भी बड़ा फायदा हो सकता है, राज्य को बड़ा लाभ हो सकता है। इस ओर खास तौर पर मैं सरकार का ध्यान आकर्षित करना चाहता हूँ।

बजट स्पीच में यह भी कहा गया है कि माल गाड़ी की रफ्तार को बढ़ा कर कम से कम समय में सामान पहुंचाने की भी कोशिश की गई है। इस सुधार के बावजूद जो मौजूदा स्थिति मैंने आपको बताई है उस में काफी सुधार की गुंजाइश है, काफी सोचने और समझने की जरूरत है, उसको आगे बढ़ाने की आवश्यकता है।

अब मैं सवारी गाड़ियों की रफ्तार की तरफ आना चाहता हूँ। मैं बड़ी लाइन का चर्चा नहीं करना चाहता। मैं आप का ध्यान एन० ई० आर० की छोटी लाइन की ओर दिलाना चाहता हूँ। मानसी से सुपौल 71 किलोमीटर है लेकिन यहां पहुंचने में 4 घण्टे का समय लगता है यानी करीब 17 किलोमीटर की रफ्तार से गाड़ी चलती है। इसी तरह आप देखें कि सहरसा से कटिहार 99 किलोमीटर है और इस फासले को तै करने में 9 घण्टे का समय लगता है, यानी इस गाड़ी

की रफ्तार 11 किलोमीटर प्रति घण्टा है। आप सोच सकते हैं कि अगर वहां बस सरविस अच्छी हो जाए तो कोई आमदनी क्यों रेल से जाना चाहेगा। इस हिस्से से रेलवे को काफी आमदनी होती है और इतने पर भी यहां गाड़ियों में काफी भीड़ होती है क्योंकि यातायात का अभी कोई दूसरा साधन नहीं है। मेरा सुझाव है कि गाड़ियों की रफ्तार को बढ़ाने पर काफी विचार किया जाना चाहिए। केवल बड़ी लाइन का ही ध्यान नहीं रखना है, छोटी लाइन की ओर भी ध्यान देना चाहिए। इन से काफी पैसा मिलता है। और कोई सुविधाएं तो दी जाती नहीं हैं तो गाड़ियों की जो 10-12 किलोमीटर प्रति घण्टा रफ्तार है, इसको तो जरूर बढ़ाना चाहिए जिससे यात्रियों को यात्रा में कुछ कम समय लगे।

भाड़े की वृद्धि को मैं बुरा नहीं मानता। आवश्यकता पड़ने पर वृद्धि होनी ही चाहिए, लेकिन साथ साथ यात्रियों की दिक्कतों को भी दूर किया जाना चाहिए। अगर लोगों का माल ठीक समय में ढोया जाए तो लोग ज्यादा पैसा दे सकते हैं, लेकिन वैसा होता नहीं है।

सवारी गाड़ियों के किरायों में जो वृद्धि की गयी है उसके बारे में मेरा सुझाव है कि 25 किलोमीटर तक का भाड़ा न बढ़ाया जाए। जो अभी किराया है उसको दृष्टि में रखते हुए और उन लोगों को दृष्टि में रखते हुए जो ज्यादा तर इतनी दूरी की यात्रा करते हैं, 25 किलोमीटर तक के लिए भाड़े में वृद्धि नहीं होनी चाहिए। इस सम्बन्ध में मेरा विचार है कि अगर बिना टिकट यात्रा को रोका जा सके तो रेलवे को काफी पैसा मिल सकता है।

मैं इस बात को जानता हूँ और सरकारी मुलाजिम भी जानते हैं कि बिना टिकट यात्रा करने में रेलवे के मुलाजिमों का

बड़ा हाथ रहता है। मुझे इस बात का बड़ा अनुभव है कि जब मजिस्टीरियल चौकिंग होता है तो जो लोग पढ़े लिखे और साफ कपड़ों वाले होते हैं वे बच जाते हैं और जो लोग कम पढ़े लिखे और गरीब होते हैं वे पकड़े जाते हैं, कारण पढ़े लिखे लोगों को रेलवे के स्टाफ की ओर से पहले से सूचना दे दी जाती है। तो इस तरफ मैं रेलवे मंत्रालय का ध्यान आकर्षित करूंगा।

अब मैं अपने क्षेत्र की कुछ खास समस्याओं की ओर आना चाहता हूँ। सरकार को मालूम है कि सहरसा जिला कोसी क्षेत्र का जिला है और यहां पर चालीस बरस से आवागमन की कोई सुविधा नहीं रही है। इस जिले की आबादी बीस लाख है पर इसमें केवल 52 मील रेलवे लाइन है। शायद देश में कोई दूसरा हिस्सा समतल भूमि का ऐसा नहीं होगा कि जहां बीस लाख की आबादी हो पर वहां पर केवल 52 मील रेलवे लाइन हो। आज से चालीस बरस पहले वहां रेलवे लाइनें बहुत ज्यादा थीं लेकिन कोसी के कारण वे टूट गयीं। इसमें सरकार का दोष नहीं है क्योंकि लाचारी थी। उस समय वहां विकास नहीं हो सकता था। लेकिन अब आप जानते हैं कि कोसी बंध गयी है और आज विकास का काफी मौका है।

इस हिस्से में जूट की खेती सब से ज्यादा होती है। आपको शायद पता हो कि हिन्दुस्तान में जितनी जूट की खेती होती है और जो जूट बाहर जाता है, उसका करीब दसवां हिस्सा केवल इस जिले में उत्पादन होता है। लेकिन उस जूट को चाल स या पचास मील रेलवे स्टेशन तक बैल गाड़ियों द्वारा पहुंचाने में, खास कर उस कीचड़ वाली जमीन में हो कर किसानों को बड़ी परेशानी होती और उनको पैसा भी बहुत खर्च करना पड़ता है, जिससे उनको नुकसान होता है। इस कारण कलकत्ता में जो भाव जूट का चलता है उस में और इस जिले के भाव में बहुत अन्तर हो जाता

है और इससे किसानों को नुकसान होता है। इस ओर विशेष ध्यान देना चाहिए।

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है।

(कोरम की घण्टी बजाई गयी)

उपाध्यक्ष महोदय : कोरम हो गया।

श्री लहटन चौधरी : यह बहुत बड़ा एरिया है और यहां गन्ने की काफी खेती होती है। पर इस इलाके में ट्रान्सपोर्ट की सुविधाएं नहीं हैं। इस कारण सैकड़ों बीघे ईंधन जला दी गयी। कहा जाता है कि जहां इंडस्ट्रियल एरिया हो वहां लाइन बनानी चाहिए। लेकिन अगर इस एरिया में रेलवे लाइन नहीं बनायी जाएगी तो इंडस्ट्री का विकास कैसे होगा? इन बातों को ध्यान में रखते हुए इस एरिया में रेलवे लाइन बढ़ाने पर अवश्य विचार किया जाना चाहिए।

मेरा सुझाव है कि सुपोल से भपटियाही होते हुए परतापगढ़ को जो लाइन पहले चालू थी उसको फिर चालू किया जाए। इस इलाके में रेलवे की जमीन मौजूद है, मकान मौजूद हैं और अब कोसी के बंध जाने से सुरक्षा भी हो गयी है, इसलिए यहां लाइन बनायी जा सकती है।

मेरा दूसरा सुझाव है कि भपटियाही को निर्मली से जोड़ दिया जाए। यह लाइन भी पहले थी। सुपोल से निर्मली 14 मील है, वैसे एक घण्टे का रास्ता है। लेकिन आज करीब 20 घण्टे इस में लगते हैं। इसके बारे में एक सज्जन ने कहा कि इस की वही दशा है जो देवनागरी के अक्षरख की है, कि वह जहां से शुरू होता है वहीं उसका अन्त होता है लेकिन वहां पहुंचने के लिये उसे एक बड़ा सा चक्कर लेना पड़ता है। इसी तरह सुपोल से निर्मली जाने के लिए चार जिलों को पार करना पड़ता है और इस यात्रा में बीस घण्टे लगते हैं क्योंकि सीधी लाइन नहीं है। इस ओर मैं

[श्री लहटन चौधरी]

सरकार का ध्यान आकर्षित करना चाहता हूँ।

इस सिलसिले में मैं एक और बात आपके सामने रखना चाहता हूँ। इस लाइन के बन जाने से आसाम और पश्चिम बिहार का सम्बन्ध हो जाएगा। कोशी पर भीमनगर में जिस बैराज का निर्माण हुआ है उसी पर होकर लाइन बिछायी जायगी। बैराज का निर्माण इस दृष्टि को सामने रखकर किया गया है कि उस पर हो कर रेल चल सके। अगर यह दलील दी जाए कि इसका कुछ हिस्सा नेपाल में पड़ेगा तो मेरा कहना है कि जो लैटरल रोड बन रही है उसको इससे मिला दिया जाए।

श्री मित्र गुप्त (कटिहार) : किशन गंज तक एम्बैकमेंट तो बन गया है पटरी पड़नी बाकी है।

15 hrs.

श्रीमती जमुना देवी (झाबुआ) : उपाध्यक्ष महोदय, रेल मंत्री महोदय ने सन् 1965-66 के बजट पर जो अपना भाषण दिया है उस भाषण को पढ़ने के बाद ऐसा मालूम पड़ता है कि उन के उस भाषण को विभागीय लोगों ने, अधिकारियों ने बड़ी सूझबूझ और कुशलता से लिख कर हाउस के सामने पेश किया है। रेलवे मंत्री महोदय के रेलवे के ऊपर पहले भाषण को पढ़ने और सुनने के बाद ऐसा मालूम पड़ा कि उनका भाषण एक उस्ताह की ओर हमें बढ़ाता है और हमारे देश को ले जाता है। उसमें चाहे वह नई लाइन हों, चाहे डबे या डीजल इंजन के कारखाने हों और चाहे जनता की सुविधाओं की व्यवस्था हो, उन सारी ही चीजों में कुछ न कुछ लब्धीली जरूर है जिससे कि हम यह आशा कर सकते हैं कि हम अपने इन योग्य मिनिस्टर के हाथों से इस साल के बाद जब हम दूसरा भाषण सुनने की कोशिश करेंगे तब

हमें भ्रवश्य इन सारी रेलवे की व्यवस्था में कुछ नई तबदीली दिखाई पड़ेगी।

मैं समझती हूँ कि हमारे देश में रेलवे विभाग सब से बड़ा विभाग है जिसका कि हमारे देश की योजनाओं से बहुत बड़ा सम्बन्ध आता है। आज हमारे देश की खुशहाली रेलवे के ऊपर बहुत कुछ निर्भर है। रेलवे में अधिकतर सहयोग गरीब और पिसे हुए लोगों का है। अगर हिसाब लगा कर देखा जाय तो पता चलेगा कि फर्स्ट क्लास, सैकंड क्लास और थर्ड क्लास में सब से अधिक आय रेलवे को थर्ड क्लास से ही होती है।

माल यातायात की व्यवस्था यदि आप देखें तो इतने वर्षों की जो प्रगति इस में बतलाई गई है उस को देख कर संतोष नहीं किया जा सकता है। उस को बढ़ाने की ओर ध्यान देना चाहिए।

दूसरी बात प्रशासन के सम्बन्ध में कहना चाहती हूँ। जिन बड़े बड़े अधिकारियों के हाथ में सारा प्रशासन है उन लोगों के कार्य से अभी जो प्रगति रेलवे विभाग में होनी चाहिए वह नहीं हो पाई है। इसका सबूत यह है कि अनेकों रेलवे कर्मचारियों को सजाएं दी गईं, चाहे उन को नौकरी से निकास किया गया, चाहे बर्खास्त किया गया या तनख्वाहें रोकी गईं और माल गायब होने के कारण जो क्षतिपूर्ति और मुआवजे के रूप में भुगतान किया गया, और रेलवे द्वारा मुआवजा दिया गया यह सब चीजें इस बात का साफ सबूत है कि हमारे प्रशासन में कहीं कुछ कमी या कमजोर है। मैं मिनिस्टर साहब से यह आशा करती हूँ कि जैसा अभी तक का उनका मंत्री पद के क्षेत्र में योग्य कार्य रहा है उसी के अनुरूप वे इस रेलवे विभाग में मौजूद खामियों को सुधार लेंगे और इस वर्ष में जो भी त्रुटियां रहती हैं वह बाकी नहीं रहने देनी चाहिएं। मुझे आशा और विश्वास है कि वे इस रेलवे के काम को भी ठीक करने और कुशलतापूर्वक

उसका संचालन करने का परिचय देंगे, सारी गलतियों को हटा देंगे और इस संसद के अन्दर और अपने मिनिस्टर काल में हम सदस्यों को कुछ भी उन से कहने के लिए नहीं रह जायेगा। हमें आशा है कि इस और मंत्री जी कड़े से कड़ा कदम उठा कर अपने प्रशासन को मजबूत बनायेंगे ताकि जनता को ज्यादा से ज्यादा सहूलियत मिल सके।

इस के बाद मैं अपने क्षेत्र की कुछ समस्याओं की ओर ध्यान दिलाऊंगी। रेलवे बजट पर पिछले दो, तीन रोज से भाषण हो रहे हैं और मैं ने देखा है कि सभी माननीय सदस्य अपने अपने क्षेत्र के वास्ते रेल लाइनों की सुविधाओं का विस्तार करने की मांग कर रहे हैं, अपने अपने क्षेत्र में नयी रेल लाइनें मांग रहे हैं तो मैं भी यह मुनासिब समझती हूं कि मैं भी अपने इलाके की आवाज उस बारे में मंत्री महोदय के कानों तक पहुंचा दूं ताकि अगर हो सके तो वे हमारे इलाके की तरफ भी कुछ ध्यान कर लें। दरअसल हमारा इलाका एक पेसा पिछड़ा हुआ इलाका है जिसका कि कोई विशेष ध्यान नहीं रक्खा जा रहा है। मैं एक ऐसे पिछड़े और अविक्सित क्षेत्र से सम्बन्धित हूं जहां से कि जनता ने मुझे बड़ी आशा और विश्वास के साथ यहां पर चुन कर भेजा है। यह एक ऐसा क्षेत्र है जिसकी सारे हिन्दुस्तान में अपनी सबसे अलग समस्या है। मेरा निर्वाचन क्षेत्र तो विशेष रूप से पिछड़ा हुआ है। हमारे यहां 80 फ्रीसदी लोग आदिवासी हैं और मैं मिनिस्टर साहब से निवेदन करना चाहती हूं कि आदिवासी क्षेत्रों के लिए जो कि पिछड़े हुए इलाके माने गये हैं, उन का पिछड़ापन इस बात में नहीं है कि वे नंगे, भूखे हैं या बेरोजगार हैं, बल्कि उनका पिछड़ापन इस बात पर है कि शासन ने उस और आज तक न तो औद्योगिक दृष्टि से और न किसी और ही तरह की वहां प्रगति करने की कोशिश की। इसलिए वह हर मामले में पिछड़ा हुआ है और वे अपनी तरक्की नहीं कर पा सके हैं। जैसे कि हमारे माननीय सदस्य पांडे जी ने बतलाया था कि

हमारे क्षेत्र में और प्रदेश में ऐसे भी लोग मौजूद हैं जो कि कभी रेल में बैठे नहीं हैं, जिन्होंने कभी रेल के दर्शन नहीं किये हैं ऐसी व्यवस्था में जहां लोग रहते हैं उन लोगों को रेल से कोई फायदा नहीं मिल पाता है न ही वहां की हालत सुधरने की कुछ आशा की जाती है। देखा यह गया है कि जो भी मिनिस्टर रेलवेज में आये उन्होंने अपने अपने क्षेत्रों में तो सुधार किया हुआ है लेकिन जहां से मिनिस्टर नहीं है उनका वैसा ही ध्यान नहीं दिया गया है तो मैं चाहती हूं कि ऐसे क्षेत्रों पर जो कि अभी तक उपेक्षित रहे हैं मंत्री महोदय द्वारा विशेष रूप से ध्यान दिया जाय। ऐसे क्षेत्र जहां से लेडी मैम्बर्स आती हैं वहां पर अवश्य ध्यान दिया जाय।

जैसे रेलवे प्रशासन द्वारा दक्षिण में एक सदरन रेलवे चलाई गई है उसी तरीके से हमारी मांग है कि एक और रेलगाड़ी दिल्ली टु बम्बई जल्दी में जल्दी चलाने की आप व्यवस्था करें। दूसरा सुझाव मेरा रेलों की गति को बढ़ाने का है। आज के युग में जहां कि लोग राकेट के जरिए चन्द्रलोक में पहुंचने की कोशिश कर रहे हैं वहां चार घंटे का मोटर सफर रेल में लगासार 12, 13 घंटे बैठने के बाद कहीं अगले दिन सुबह को किसी वक्त अपनी मंजिल पर जो हम पहुंचते हैं तो यह धीमी गति आज कुछ उचित नहीं प्रतीत होती है। रेलगाड़ियों का समय पर पहुंचने का मंत्री महोदय ने आश्वासन दिया है और उन्होंने कहा है कि अप्रैल के बाद वह इस सम्बन्ध में कुछ व्यवस्था करने जा रहे हैं। यह एक स्वागत योग्य चीज है। हम को और आप को मालम है कि दिल्ली, कलकत्ता, बम्बई और मद्रास इन सारे बड़े बड़े शहरों को आप ज्यादा से ज्यादा सहूलियत देने की कोशिश कर रहे हैं। सहूलियतें देनी ही चाहिए क्योंकि वहां पर सारी चीजें इस ढंग से केन्द्रित हो रही हैं कि वहां की व्यवस्था करना शासन के लिए बहुत जरूरी है। लेकिन छोटे छोटे शहरों

[श्रीमती जमुना देवी]

को भी मत भलिये । उदाहरणस्वरूप मूह, इंदौर, उज्जैन यह सारे बड़े बड़े शहर हैं जिनमें कि रेलों की सुविधा का विस्तार किया जाना चाहिए । इंदौर मध्य प्रदेश में घनी आबादी वाला शहर है उन क्षेत्रों की भी अवहेलना न की जाय । उन को भी बड़ी लाइनों से जोड़ना बहुत जरूरी है ताकि हम लोग भी दिल्ली, बम्बई, कलकत्ता और मद्रास के मकाबले में पीछे पीछे थोड़ी सी इन शहरों की प्रगति कर सकें । इस कारण से हमारे उन इलाकों को बड़ी लाइनों से जोड़ना जरूरी है । मूह, इंदौर, उज्जैन, को वाया नागदा दिल्ली से एक बड़ी लाइन से जोड़ना बहुत जरूरी है । इसी तरीके से अहमदाबाद, भूपाल की रेलगाड़ी को एक्सप्रेस का रूप दिया जाय । अभी वह इतने धीरे चलती है और इतनी खराब हालत में है कि मैं उसका कुछ वर्णन नहीं कर सकती । जितनी भी उस की बुराई की जाय वह थोड़ी होगी । हमारे मिनिस्टर साहब तो बस बम्बई के लिए फुर से प्लेन से उड़ कर चले जाते हैं । मेरा उन से निवेदन है कि हमारे यहां की इस तरह की रेलों में सफर करने का कभी कभी समय निकाल लिया करें ताकि उनको स्वयं पता लग जाय कि कितनी खराब हालत है । वैसा करने पर शायद हमारी यह समस्यायें समझने में उन को आसानी होगी ।

मैं यह निवेदन करूंगी कि इंदौर, दोहद रेलवे लाइन का औद्योगिक दृष्टि से बहुत महत्व है । उस लाइन का जल्दी से जल्दी सब पूरा कराया जाय । बसे तो एक रिपोर्ट तैयार कर ली गई है लेकिन उस लाइन का जल्द बनना बहुत जरूरी है ताकि औद्योगिक दृष्टि से उस क्षेत्र की प्रगति हो सके ।

उपाध्यक्ष महोदय, जब मैं अपने क्षेत्र के औद्योगिक विकास के लिए बात करती हूं तब हमारे सामने यही प्रश्न आता है कि आप के यहां रेलवे लाइन नहीं है इसलिए आप के यहां कोई उद्योग नहीं मिल सकता है न सीमेंट का कारखाना डाल सकते हैं और न ही अन्य प्रकार

के उद्योग बढ़ सकते हैं । लेकिन रेलवे लाइनों के न होने से हमारी जनता की वहां हालत सुधर नहीं सकती है । इसलिए मैं मिनिस्टर महोदय से निवेदन करूंगी कि पिछड़े हुए क्षेत्रों के लिए कोई विशेष सुविधा की जाय ताकि उन क्षेत्रों की भी धीरे धीरे प्रगति हो सके और वे भी देश के एक कोने से दूसरे कोने तक आसानी से और कम समय में आ जा सकें ।

आपके प्रशासन में कर्मचारियों में जो आज एक असन्तोष पाया जाता है उस का कारण आप को खोजना होगा । आखिर क्या वजह है कि उन छोटे छोटे कर्मचारियों में आज असन्तोष व्याप्त है ? क्या उन की कुछ मांगें हैं जोकि प्रशासन द्वारा स्वीकृत न किये जाने के कारण उनमें एक असन्तोष है या क्या कारण है जो यह आपके कर्मचारी असन्तुष्ट हैं ? वैसे मैं खुशी है कि हमारा रेलवे विभाग बहुत जिम्मेदारी से काम करता है लेकिन उन छोटे छोटे कर्मचारियों को जिनको आप बर्खास्त करने की कोशिश करते हैं उनको बर्खास्त करने के पहले आप यह सोच लें कि आखिर इन के भी पीछे बाल बच्चे आदि लगे हुए हैं, वैसे ही महंगाई के कारण उनकी आर्थिक परिस्थिति कठिन है और अगर कहीं उनको बर्खास्त कर दिया गया तो उन का और उन के परिवार वालों का क्या बनेगा ? इसलिए मेरा मंत्री महोदय से निवेदन है कि वे इस ओर विशेष ध्यान दें और अगर उनका असन्तोष वाकई जायज है तो उसको दूर करने की कोशिश करें । इसलिए विभागीय अधिकारियों को किसी भी कर्मचारी को बर्खास्त करने के पहले काफ़ी सोच विचार कर लेना चाहिए और अधिकारियों का उनके प्रति इस तरह का रवैया होना चाहिए ताकि छोटे कर्मचारी यह समझें कि रेलवे में जिम्मेदारी से सेवा करना हमारा काम है और रेलवे के द्वारा हम को जनता को ज्यादा से ज्यादा सुख सुविधा पहुंचाना है और वे एक लगन व उत्साह के साथ अपने कर्तव्यों का पालन करें । इस तरह की भावना उन में पैदा होनी चाहिए ।

जहां तक महिलाओं का सम्बन्ध है, हम ये शब्द हमेशा सुनते हैं कि “लेडीज़ फ्रस्ट” लेकिन रेलवे में हम यह देखते हैं कि महिलाओं को बहुत असुविधा होती है और चढ़ने में बहुत दिक्कत होती है। चूंकि उन के साथ बच्चे और सामान होता है, इसलिए वे कई बार गिर भी जाती हैं। मैं मिनिस्टर साहब से निवेदन करूंगी कि इस जनतंत्र में जब महिलाओं और पुरुषों को समान अधिकार हैं, तो अलग से महिलाओं के लिए कोई सुविधा मांगना मेरी राय में उचित नहीं है, लेकिन फिर भी हमारे देश की महिलाओं की हालत को देखते हुए मैं चाहूंगी कि उन के लिए जो डिब्बे गाड़ियों में लगाये जाते हैं, उन को कुछ ज्यादा सुविधा-जनक किया जाये और उन की संख्या भी बढ़ाई जाये। इस के अतिरिक्त लेडीज़ के लिए ट-टायर में अलग से व्यवस्था की जाये। मैं माननीय सदस्या, श्रीमती यशोदा रेड्डी की बात से सहमत हूं। महिलाओं के लिए रेलवेज में ज्यादा से ज्यादा सहूलियतें मिलनी चाहिए।

जहां तक रेल में खाने की व्यवस्था का सम्बन्ध है, माननीय मंत्री महोदय ने अपने भाषण में कहा है, “रेफीजरेटर, गरम बक्से, गस या बिजली के चूल्हे आदि आधुनिक उपस्करों की व्यवस्था की जा रही है और भोजनालयों के बेअरों को अच्छी किस्म की वदियां दी जा रही हैं ताकि वे अपने काम में सुधार कर सकें।” मैं यह कहना चाहती हूं कि हम को खाना अच्छा चाहिए, बेअरों की वदियों से हम को मतलब नहीं है। वदियों पर भी ध्यान दिया यह ठीक है।

मैं ने अपने क्षेत्र के बारे में जो बातें रखी हैं, मंत्री महोदय उन पर सहानुभूतिपूर्वक विचार करेंगे, वह जनता को ज्यादा से ज्यादा सहूलियत देंगे और अगले वर्ष के बजट में दुर्घटनाओं की संख्या में कमी होगी और हर तरह की व्यवस्था अच्छी ही होगी, इस आशा के साथ मैं अपना भाषण समाप्त करती हूं।

श्री श्रीर्य (अलीगढ़) : उपाध्यक्ष महोदय, 1964-65 में, अर्थात् वर्तमान वर्ष में रेलों

की आमदनी 660 करोड़ रुपये बताई गई है, जिस में बजट के अनुसार 8 करोड़ रुपये अर्थात् 1.25 प्रतिशत की कमी है। गुड्ज ट्रैफिक में, जिस को मैं भाड़ा कहूंगा, 432 करोड़ रुपये का अंकन किया गया था, लेकिन उस में 25 करोड़ रुपये की कमी आ गई है। पैसेंजर ट्रैफिक में, जिस को मैं किआया कहूंगा, 184 करोड़ रुपये का अंकन किया गया था और उस में 16 करोड़ रुपये की बढ़ोतरी हो गई है। इस प्रकार किराया 200 करोड़ रुपये तक पहुंच गया है। गुड्ज ट्रैफिक 1964-65 में 17 मिलियन टन बढ़ जाना चाहिए था, लेकिन मंत्री महोदय के कथन के अनुसार उस में केवल 3 मिलियन टन की बढ़ोतरी होगी, अर्थात् माल ढोने के भाड़े में इस वर्ष 25 करोड़ रुपये की कमी रहेगी। मंत्री महोदय किराये की 16 करोड़ रुपये की ज्यादा आमदनी को 25 करोड़ रुपये के घाटे में जोड़ लेते हैं और इस तरह से घाटा केवल 9 करोड़ रुपये का दिखाते हैं। मैं समझता हूं कि इस तरह की बात वास्तविकता से कोई सम्बन्ध नहीं रखती है।

1965-66 में, अर्थात् तृतीय पंच-वर्षीय योजना के अन्तिम वर्ष में, मंत्री महोदय के अनुसार गुड्ज ट्रैफिक 10 मिलियन टन और बढ़ जायेगा। यदि इस कथन को सही मान लिया जाये, तो तृतीय पंच-वर्षीय योजना के आखिरी साल में टोटल गुड्ज ट्रैफिक 205 मिलियन टन हो जायेगा, जो कि 245 मिलियन टन के रिवाइज्ड टारगेट से कहीं कम है। यदि मैं अंकन की बात कह दूं, तो 260 मिलियन टन के टारगेट की बात तो स्वप्न बन कर ही रह गई है।

फ्रेट ट्रैफिक में गिरावट के कारण क्या हैं ? योजनाओं की असफलता भाड़े की गिरावट का मुख्य कारण है और उस में विशेषकर इस्पात, सीमेंट, खाद और मिनरल ओयल की कमी तो और भी दुखदायी है। लो-रेटिड ट्रैफिक बढ़ रहा है और हाई-रेटिड ट्रैफिक घट रहा है। अगर आप 1956-57 से ले कर

[श्री मौर]

1961-62 तक के आंकड़ों को देखें, तो पता चलेगा कि लो-रेटिड ट्रेफिक में बढ़ोतरी 63 से 73 फ्रीसदी तक हो गई और इसी अनुपात से हाईरेटिड ट्रेफिक में कमी हो गई। मैंने देखा कि है इस वर्ष के बजट में जो चीजें लो-रेटिड ट्रेफिक में हैं, उन में से कुछ के भाड़े को बढ़ाने की बात कही गई है, लेकिन ताज्जुब और अफसोस की बात है कि कोयले को अभी तक छुआ भी नहीं गया है। मैं समझता हूँ कि ज्यों ज्यों विषमता में कमी की जायेगी, त्यों त्यों भाड़े में वृद्धि होगी और रेलवेज को फायदा होगा।

ट्रकों और रेलों में—सड़क-यातायात के साधनों और रेलवेज में जो होड़ लगी हुई है, वह काम्पीटीशन भी भाड़े में कमी का कारण है। अभी कांग्रेस के एक माननीय सदस्य ने कहा कि व्यापारी जो माल रेलवेज को देता है, वह एक एक हफ्ते में पहुंचता है, जब कि वह दो घंटे में पहुंच जाना चाहिए। व्यापारी का लक्ष्य यह होता है कि उस का माल हिफाजत से—उस में कोई खराबी या कमी न हो—और कम पैसे में ले जाया जाये। मैं देखता हूँ कि इस सम्बन्ध में रेलवेज रोड ट्रान्सपोर्ट के मुकाबले में कमजोर पड़ रही है। भाड़े में कमी का एक मुख्य कारण यह भी है।

इस के अतिरिक्त भाड़े की चीजों का अलग अलग से अंकन नहीं किया गया है। जिस विशेषता और सावधानी के साथ अंकन करना चाहिए था उस तरह से नहीं किया गया है।

कुछ व्यापारी तो ऐसे हैं जो ईमानदार सीधे और सच्चे हैं। जब वे अपना माल रेलवेज को देते हैं तो रेल के बड़े या छोटे कर्मचारी उस को खा लेते हैं कम कर देते हैं और कह देते हैं कि माल सड़ गया खराब हो गया फेंक दिया गया। इसके विपरीत कुछ ऐसे भी व्यापारी हैं जो स्टेशन मास्टर आदि से मिल कर खराब माल देते हैं और कामन कैरियर लायबिलिटी एक्ट के अनुसार रेलवे

से उस का पैसा वसूल करते हैं। मेरे पास इस तरह की कई लिखित शिकायतें मौजूद हैं। अदालतों से ऐसे लोगों को हरजाना (कम्पेन्सेशन) दिलाया गया जब कि जो माल रेलवे को दिया गया था वह उस वक्त खराब था।

1964-65 में पर्संजर ट्रेफिक में करीब 4 फ्रीसदी की बढ़ोतरी होने की आशा थी लेकिन सबबर्न ट्रेफिक में 8.6 फ्रीसदी और नान-सबबर्न ट्रेफिक में करीब 5.8 फ्रीसदी बढ़ोतरी हुई है। इस प्रकार 16 करोड़ रुपये की अधिक आमदनी होगी। अब आगामी वर्ष में किराये बढ़ाये जाने से 14 करोड़ रुपये की बढ़ोतरी की बात कही गई है। आजकल की महंगाई में इस तरह किराये बढ़ाये जाने से यात्रियों को कितना दुख और कष्ट होगा मेरा विश्वास है कि पाटिल साहब उस को नहीं समझ सकते। उन्होंने 10 फ्रीसदी बढ़ोतरी की बात कहते हुए विदेशों का हवाला दिया। लेकिन क्या उन्होंने इस बात को भी अपने सामने रखा कि हमारे देश और दूसरे देशों की पर-कैपिटा इनकम में क्या फर्क है है यहां पर एक सिपाही या प्राइमरी स्कूल के अध्यापक को कितनी तन्खाह मिलती है और विदेशों में कितनी मिलती है और यहां पर यात्रियों को क्या सुविधायें दी जाती हैं और बाहर क्या सुविधायें उपलब्ध की जाती हैं? मैं समझता हूँ कि इन बातों को सामने रखते हुए कम से कम तीसरे दर्जे के किराये में वृद्धि करना समझदारी नहीं है और इस लिए उसको करना चाहिये। आज तीसरे दर्जे में यात्रा करने वाले मुसाफिरों को दी जाने वाली सुविधायें न के बराबर हैं।

यह कहा गया कि पंखे लगा दिये गये हैं, लेकिन कितने पंखे लगे हैं वे नाकाफ़ी हैं। अभी तक रेलों में बहुत ज्यादा भीड़ होती है। एक दफ़ा मुझे पहले दर्जे में बर्थ नहीं मिला और इस तरह थर्ड क्लास में चढ़ने का मौक़ मिला। पहले तो थर्ड क्लास में चढ़ने की आदत थी लेकिन अब दो-तीन साल से वह आदत नहीं रही थर्ड क्लास में सोने का तो सवाल ही नहीं

था लेकिन वहां पर बंदू, गन्दगी, सड़ांध और भीड़ इतनी थी कि सिर-दर्द और बुखार हो गया। इन्सान और इन्सान में इतना फर्क करना बहुत बुरी बात है।

ब्राडिट रिपोर्ट, 1965 के आठवें पन्ने पर कहा गया है कि जितना रुपया यात्रियों को सुविधायें पहुंचाने में खर्च होना चाहिये था उतना नहीं हुआ है। आठ पन्ने पर रिपोर्ट कहती है :

“Amenities for passengers and other railway users. When the development fund was instituted for the first time with effect from 1st April, 1960 on the recommendations of the Railway Convention Committee, 1949 incorporating the Railway Betterment Fund existing from 1st April, 1946 it was made obligatory that a minimum of Rs. 3 crores per annum should be earmarked by the Railways for expenditure on passenger amenities with effect from the financial year commencing from 1st April, 1950. The subsequent Railway Convention Committee constituted in 1964 and 1960 also reiterated the earlier recommendation of providing a minimum of Rs. 3 crores for passenger amenities, the scope of which was extended to include all amenities for passengers as well as other Railway users with effect from 1st April 1955. The actual expenditure incurred during the last thirteen years, however, fell short in the aggregate by Rs. 3.57 crores as indicated in the following statement:”

आगे तमाम व्यौरा दिया गया है। जितना रुपया रेलवे को यात्रियों की सुविधाओं पर खर्च करना था उतना नहीं किया यह ब्राडिट रिपोर्ट भी कहती है। मैं पूछना चाहता हूं कि यह रुपया क्यों रखा गया था क्यों इस तरह से चला गया और क्यों खर्च नहीं हुआ और यह कहाँ चला गया। क्यों नहीं रेलवे प्रशासन जिन मुसाफिरों से सब से अधिक आमदनी

होती है उन पर यह रुपया खर्च करता उनको सुविधायें प्रदान करने पर खर्च करता। फर्स्ट क्लास से कम आमदनी होती है। फर्स्ट क्लास वालों के लिए वेंटिंग रूम हैं उनके लिए सोने की भी सुविधा है लेकिन जहां तक थर्ड क्लास वालों का तासलुक है उन के लिए मुसाफिरखानों में बैठने तक की कोई खास सुविधा नहीं है जितने आदमियों के लिए सुविधा होनी चाहिये नहीं होती है। मैं चाहता हूं कि उनकी तरफ अधिक से अधिक ध्यान दिया जाये।

अब मैं भ्रष्टाचार के सम्बन्ध में थोड़ा कहना चाहता हूं। उसके बाद मैं अपनी बात कहूंगा। भ्रष्टाचार का जब जिक्र किया जाता है उस समय अगर गृह मंत्री भी यहां हों तो बहुत अच्छा हो। भ्रष्टाचार केवल पुलिस में ही व्याप्त नहीं है भ्रष्टाचार का शिकार सी० पी० डब्ल्यू० डी० ही नहीं है पी० डब्ल्यू० डी० ही नहीं है रेलवे विभाग भी इस में कुछ पीछे नहीं है यहां भी भ्रष्टाचार बहुत है। अगर आप इस रिपोर्ट के 15 पन्ने को देखें तो आप को पता चलेगा कि उसमें यह कहा गया है कि एक ठेकेदार को ठेका दिया गया वह ठेकेदार नहीं आया या नहीं बुलाया गया। उसके बाद फिर दुबारा ठेका दिया गया। फिर कुछ गड़बड़ी हो गई। यह तमाम कहानी इस में लिखी हुई है। आगे कहा गया है कि एक ठेकेदार ने यह कहा कि मैं इस काम को इतने में कर दूंगा उस ठेकेदार को ठेका नहीं दिया गया। अन्त में जा कर किस को दिया गया यह मैं आप को इस रिपोर्ट के पन्ना नम्बर 15 से पढ़ कर सुनाता हूं।

“Ultimately, the contract was awarded to another contractor on single-tender basis at Rs. 9,11,550, thereby incurring an extra expenditure of Rs. 1,00,595.”

Who was that contractor? The supported of the party in power or who donates to the party in power?

कौन था यह आदमी जिस को एक ही टेंडर पर ठेका दे दिया गया ?

[श्री मौर्य]

अभी कुछ दिन हुए एक रेलवे का ठेकेदार मेरे साथ रेल भवन गया था। वह किस्सा मैं यहाँ नहीं कहना चाहता हूँ। रेलों के सम्बन्ध में लोग कहते हैं कि कोई टेंडरर यहाँ आना नहीं चाहेगा। मैंने पूछा क्यों नहीं आना चाहेगा, क्या बात है। तो मुझे बताया गया कि इस में जो भ्रष्टाचार है उसकी वजह से नहीं आना चाहेगा। इस भ्रष्टाचार का तजुर्बा विरोधी दल वालों को तो नहीं सत्तारूढ़ दल को जरूर होगा क्योंकि यह जो एक लाख रुपया बताया गया है यह एक लाख रुपया ज्यादा यहाँ पर क्यों खर्च किया गया, यह मैं जानना चाहूँगा। इसी तरह की बहुत सी बातें आडिट रिपोर्ट में दर्ज हैं। उनको मैं लाना नहीं चाहता हूँ क्योंकि समय का अभाव है। मैं केवल यह कहना चाहता हूँ कि रेलवे के अन्दर भी भ्रष्टाचार की कमी नहीं है। रिजर्वेशन कराइये तो भ्रष्टाचार, तीसरे दर्जे के एयर कंडीशन की टिकट लो तब भ्रष्टाचार, नौकरी अगर लेनी हो तो पैसे देने के बाद वह मिलती है। टिकट कलैक्टर, असिस्टेंट स्टेशन मास्टर की नौकरी प्राप्त करने के लिए भी वहाँ पर उनको रिश्वत देनी पड़ती है।

रेलगाड़ियों की रफ्तार बढ़ रही है, यह बात सही है। लेकिन देर से पहुंचना, लेट चलना, इसकी रफ्तार भी बढ़ रही है। रेल गाड़ियों की रफ्तार के साथ साथ उनका ठीक समय पर न पहुंचना भी बढ़ रहा है। जहाँ से रेल गाड़ियां चलती हैं वहाँ से ही लेट चलती हैं।

अब मैं केटरिंग की बात कहना चाहता हूँ। इसके सम्बन्ध में जितना चुप रहा जाए उतना ही अच्छा है। जो खाना लाते हैं उनके कपड़ों से बदबू आती है, देखने से शर्म आती है, जो खाना दिया जाता है उसको खाने से तबियत घबराती है, खाली तो कै आती है। यह केटरिंग की हालत है।

यह कहा गया है कि दुर्घटनाएँ कम हो रही हैं। लेकिन मैं समझता हूँ कि बहुत अधिक

हो रही हैं। दुर्घटानाओं का विशेष कारण यह है कि ड्राइवर्ज से विशेषकर जितना समय काम लेना चाहिये उससे कहीं अधिक समय काम लिया जाता है। उससे दस घंटा काम लेना चाहिये। इण्डियन रेलवेज अमेडमेंट एक्ट 1956, उसके अनुसार और राज्याध्यक्ष कमेटी की रिपोर्ट जो आई है उसके अनुसार भी दस घंटे से अधिक समय तक उनसे काम नहीं लिया जाना चाहिये। बारह बारह घंटे उनसे काम लिया जाता है और यह साधारण सी बात है। जो दुर्घटनाएँ हुई हैं उनको लेकर जो इनक्वायरी कमेटीज बैठी हैं उनकी रिपोर्ट्स से पता चलता है कि ड्राइवर बीस बीस घंटे गाड़ी चलाते रहे हैं और उनके कारण से दुर्घटनाएँ हुई हैं। यह भी रुकना चाहिये।

अब मैं कैज्युअल लेबर के बारे में थोड़ा सा कहना चाहता हूँ। उनका कोई पुरसां हाल नहीं है, वे शोषित हैं, कठोरकर्मा हैं, उनके प्रति कोई हमदर्दी नहीं बरती जाती है। सबसे अधिक हालत उनकी खराब है, सबसे अधिक पसीना वही बहाते हैं और सबसे अधिक भूखें भी वही मरते हैं। रेलों में जितना उनका एक्सप्लायेशन होता है उतना शायद टाटा अपने मिल वर्कर्स का नहीं करता है। यह बात किसी से भी छिपी हुई नहीं है।

अब मैं रिजर्वेशन के बारे में कुछ कहना चाहता हूँ। शैड्यूल्ड कास्ट्स के साथ जगजीवन राम जी के जमाने में कुछ थोड़ा सा इंसाफ हुआ था। क्यों हुआ था इसमें मैं जाना नहीं चाहता हूँ। इसको वही जानते होंगे। इसको मिनिस्टर साहब जानते होंगे। लेकिन आप देखें कि जब कोई नया मिनिस्टर आता है तो वह अपने साथ अपनी नीति भी लाता है और जो मिनिस्टर जाता है वह मिनिस्टर जाने के साथ साथ अपनी नीति को भी साथ में ले जाता है। हमारे संविधान में कहा गया है The Council of Ministers shall be collectively responsible to the House of the people.

यानी काउंसिल आफ मिनिस्टर्स की कोलैक्टिव रिसपांसिबिलिटी है। जो पालिसी है,

जो नांति है वह एक विशेष मिनिस्टर के साथ आनी और जानी नहीं चाहिये। विशेष मिनिस्टर थे तो एक विशेष नीति थी और आज एक विशेष मिनिस्टर हैं तो एक और ही विशेष नीति है। सैकड़ों शैड्यूल्ड कास्ट के कर्मचारियों को चार्ज शीट लगा कर निकाल दिया गया है। उनकी लिस्ट मेरे पास है और अगर आप चाहें तो मैं आपको दे सकता हूँ। जिस अनुपात से उनको सरकारी नौकरियों में लिया जाना चाहिये, उस अनुपात से आज तक नहीं लिया गया है, उनका कोटा भी पूरा नहीं हुआ था कि उनको निकालना भी शुरू कर दिया गया। जितने बड़े बड़े कर्मचारी हैं, जितने बड़े बड़े दफ्तर हैं उनमें एक प्रतिशत भी शैड्यूल्ड कास्ट के कर्मचारी नहीं हैं। दोनों मन्त्री महोदय बैठे हैं और उनसे मैं प्रार्थना करता हूँ कि इस और वह ध्यान दें।

जो बड़े बड़े ठेकेदार हैं, जो आपके कर्मचारियों के साथ मिल करके ठेके इस तरह से ले लेते हैं, जो गबन करते हैं, उनको सख्त से सख्त सजायें दी जायें। अगर ऐसा नहीं होता है तो बहुत बुरी बात होगी। जो मिनिस्टर आफ स्टेट बैठे हुए हैं वह जब मिनिस्टर नहीं थे तब उन्होंने एम० पी० की हैसियत से एक पत्र एक केस को लेकर रेलवे मन्त्री को लिखा था और उसी पत्र के आधार पर मेरी मुलाकात उनसे रेल भवन में हुई थी। मैंने उनसे कहा था कि आपने इस केस के समर्थन में पत्र लिखा था। उन्होंने जवाब दिया कि उस वक्त मैं सिर्फ एम० पी० था। मैंने उनसे उस वक्त भी कहा था और अब भी कहता हूँ कि कोई इस सदन का एम० पी० किसी भी मिनिस्टर से किसी भी माने में गैर-जिम्मेदार नहीं है। लेकिन आप देखें कि जब एक सदस्य एम० पी० होता है उस समय कुछ सोचता है लेकिन जब मिनिस्टर हो जाता है उस समय कुछ और ही सोचता है। यह बहुत दुखदायी है।

अन्त में मैं इतना ही कहना चाहता हूँ कि जो बजट पेश किया गया है मैं इसको शोषण करने वाला, गरीबों का खून चसने वाला और यहाँ क्लास पैसैंजर्स को कोई

सुविधायें न देने वाला बजट कहता हूँ। यह खास तौर से अगर क्लास वालों को, प्रिवेलेज्ड क्लास वालों को अधिक से अधिक आराम पहुंचाने वाला बजट है। मैं इसका विरोध करता हूँ।

Shri Basappa: Mr. Deputy Speaker there are great expectations that the Hasan Mangalore line will be taken up quickly and constructed and my predecessor, Mr. Veeranna Gowd had also appealed to the Minister to expedite construction of the same.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, कोरम नहीं है।

Mr. Deputy-Speaker: The Bell is being rung.

15.30 hrs.

[SHRI SONAVANE in the Chair]

Mr. Chairman: Now, there is quorum.

Shri Basappa may continue.

Shri Basappa: Mr. Chairman, Sir, I was referring to the expeditious construction of the Hasan-Mangalore line to which my hon. friend Shri H. K. V. Gowdh was also referring. I think a wrong impression has been left in the minds of hon. Members, I may clarify it by saying that what Shri H. V. Gowdh meant was that the hon. Minister will not allow himself to be dictated to by others. He only meant that the Railway Minister was a strong man and that he will not be overcome by any other official bodies. So, I wanted to remove any misconception that may have been caused in this respect. I would straightway say that some encouragement has been given to us by the intervention of Dr. Ram Subhag Singh the other day when Shri Shankaraiya was speaking.

The hon. Member gave us to understand that the broad gauge system was being thought of when the Hasan-Mangalore railway is to be laid. The hon. Minister said that the broad

[Shri Basappa]

gauge is kept in view and this will be adhere to. He has given us this great assurance. The predecessor of the present Railway Minister, the late Shri Dasappa, had told us that some amount would be spent on the construction of the line between Hasan and Saklespur even during the year 1965-66 and therefore some amount should be set apart not merely for the construction of the line from Mangalore to Mangalore port area but also for the line between Hasan and Mangalore; this may also be a broad gauge line. I say this because in order to move 2 million tons of iron ore, the Hasan-Mangalore line must be a broad gauge line. A metre-gauge line will not help us to take so much of iron ore to the port. After all, what is the train capacity of Metre gauge. If there is a metre gauge, just 10 to 12 trains moving in each direction including passenger trains will not be able to take more than 2000 tons of iron ore per day. So, the Hasan-Mangalore line must be a broad gauge one. Otherwise, it will not be an economic proposition either. Again, in order that the port of Mangalore may be an all-weather major port and an important port, at least you must have 10,000 tons of iron ore to be carried every day in this Hassan-Mangalore line. In order to achieve that, I feel that a broad gauge is quite essential. The policy of the Government has been that in order to connect the port, they must have a broad gauge. So, that policy could also be satisfied. When we have to send large quantities of iron ore to Europe and other parts of the world, when more steamers come from that area, and when they have to halt at Mangalore port, you cannot say that there is no iron ore. From all these points of view, and for all these reasons, you must have a broad gauge from Hassan to Mangalore, and even now, you must think of it more seriously.

There are broad gauge lines for carrying ore from the Bellary area, from Hospet to Guntakal and to Madras.

Again, you will have a broad-gauge line from Hospet to Goa. After all, the broad-gauge capacity and the port capacity at both Madras and Goa are limited, and the iron ore deposits are large in our area. Therefore, in order to excavate more iron ore and earn more foreign exchange, you must, at some stage or other, in your perspective planning, have a broad gauge from Hospet area to Mangalore so that the more ore may be carried. Therefore, from all these aspects, you must have to do it in your perspective planning, and you must see that the broad-gauge line is laid not only between Hasan and Mangalore but also laid to connect Karwar for the development of Karwar port. The cost of carrying ore in that case will be less. You must think of all this and see that at some stage or other it will have to be constructed. You will have to think of it very seriously, considering all these aspects, and develop both Karwar and Mangalore ports with broad gauge lines.

Then I come to another aspect. Mention has been made of the Nanjangud-Chamarajanagar line and the laying of Satyamangalam-Chamarajanagar line. There is a small metre-gauge line. This Nanjangud-Chamarajanagar metre line was under the Mysore Government and was subsequently handed over to the Indian Railways so that they may develop this area, from Nanjangud to Chamarajanagar. This line has only 40 lbs rail but I am told that unless you have 60-70 lbs rail, the trains cannot run quickly. We were given to understand that this track would be strengthened, but it has not been done. This line is the slowest of all trains. If you travel there, you will find that the Nanjangud-Chamarajanagar train is among the slowest of trains. Sometimes it is called the Nanjangud Tooth-powder Express to indicate its slowness in a funny manner. It is the slowest train. Attention must be paid to this in order to see that the trains

run fast on this line and the area is developed.

We were thinking that the Bangalore-Mysore line would be electrified and that the construction of the bridge over the Kaveri river would be designed for Broad gauge. The Government of Mysore has also represented on the matter, but that is not taken up as Broad gauge but only as a metre gauge. We have been asking for a broad gauge from Guntakal to Bangalore and from Bangalore to Mysore, but that is also not being done. This is an area where electrification or dieselisation must take place in a greater degree, because coal is not available. This is a place where electrification could be done at much cheaper rates or dieselisation could take place. In this Deccan region, a new system of metre gauge locomotive engines could be evolved to carry the heavy load. I have been asking for it for many years. I do not know what is being done. More amenities have to be provided to the Mysore Division and the Hubli Division. The amenities that have been given to them are the lowest. After all, when amenities are provided, they take a number of years, and in this respect, you will find that the most neglected areas are the Hubli and Mysore Divisions. I would, therefore, appeal to the Railway Minister to find out what has been done and to see that more amenities are provided to these two divisions, particularly when it has been proposed to have a new zone in that area—the South-Central Zone as they call it. Greater attention will have to be paid to this aspect. Otherwise, greater harm will be done by the creation of the new zone. At least we requested you to see that those two divisions are kept intact—the Mysore Division and the Hubli Division, especially when the people are aspiring to have the Railway headquarters at Hubli. But perhaps for operational and other reasons—I do not know it has not been done; and it has been done at Secunderabad. But apart from the fact that we had requested the authorities to see that these two

divisions are kept intact, even 30 Maharashtra MPs have given a petition that Sholapur Division may be taken away and some other division may be added. Here is a case where the Mysore MPs have said that the two divisions may be kept intact. I request the Minister to see that these things are done; I request him to work out these things and see what best can be done to satisfy both the M.Ps. of Mysore and Maharashtra.

About accidents, I wish to point out that some accidents on the railways are due to the lack of overbridges and underbridges at the unmanned level crossings. In this connection, I may mention—I have also brought it to the notice of the railway authorities—that there is a great necessity for an overbridge or underbridge at Tiptur railway station between Bangalore and Peona. I have been asking for it since the last 13 years. There is a great justification for this. The town has extended on both sides. The vehicles are held up for a long time. The regulated market there has extended to the other side also. For all these years, the need has been felt, and the State Government has also come to realise the necessity for the bridge. In the circumstances, I request the Railway Minister to see that this railway bridge is put up there early so that the aspiration of the people for the last 13 years may be fulfilled. The people there have given me a warning. I need not mention what that warning is. They say "You have not been able to convince the authorities about the need for this bridge for the last 13 years." I am pressing for this demand not because I happen to come from that area, but I feel there is a great justification for it. Therefore, I request the Railway Minister to put up the railway bridge there.

About the strengthening of the tracks. I wish to remind the Minister that on the Hubli-Bangalore line, a number of derailments take place from time to time. I have brought this matter to the notice of the Minister a number of times. The track

[Shri Basappa]

there is so bad. So, unless you strengthen the track, there will be derailments. Fortunately, it is only the goods trains that have derailed on that line and not passenger trains. Anyhow, the line has to be strengthened and that has to be done early.

In general, I should say that there is more to be done on the railways. We should not be complacent about the various things that have been done and are being done. Continuous attention will have to be devoted to these matters. We have been told that the economy of this country has suffered very much. Of course, the railways have Rs. 3,000 crores of assets with Rs. 600 to 700 crores annual income and having 12 lakhs of people employed have a great impact on the economy as a whole. This economy of the country can be still more strengthened if only all the things are attended to with a little more care. The freight rates have been increased to some extent. The Railway costs have also gone up. All these things should be done in such a way that the country's economy goes on well and improves further. There are some disturbing features. The earnings from Railway freights are Rs. 25 crores less this year. This should be looked into. It has been said by many that the increase in freight leads to increase in the prices of articles and there would be inflation. This also should be attended to.

If we compare how many miles of railways were built before independence and how many miles have been built after that, you will find our achievement is less I know there are difficulties, but more attention needs to be paid to this.

About accidents, the usual answer should not come from the Minister, namely, accidents are more in other countries. Human failure accounts for two-thirds of the number of accidents and that can be eliminated. There is

also the problem of over-crowding, late running of trains, black market in Railway tickets and reservations etc. All these should be carefully gone into. The audit reports and the recommendations made by the PAC should be carefully considered to avoid financial irregularities so that the hands of the new Railway Minister, the railways will improve considerably.

श्रीमती शकुन्तला बेबी (बंका) : सभापति महोदय, आपने जो मुझे बोलने का अवसर दिया उसके लिए धन्यवाद देती हूँ।

आज सदन में जो रेलवे बजट रखा गया है उसमें मैं समर्थन करती हूँ। लेकिन इसमें जो कमी है उसके बारे में मैं संक्षेप में अपनी मांगों आपके सामने रखना चाहती हूँ।

आपने जो यात्री किराया बढ़ाया है, उसका मैं विरोध करती हूँ। आप जानते हैं कि देश में महंगाई बढ़ी हुई है और आम जनता महंगाई के कारण परेशान है। ऐसी स्थिति में रेल का किराया बढ़ा देना उचित नहीं है।

माल भाड़ा बढ़ाना भी इस समय उचित नहीं है क्योंकि इसका असर खाने पीने की चीजों पर अवश्य पड़ेगा। आपको मालूम होना चाहिए कि इससे कोयले, सिमेंट तथा अन्य फल सब्जी आदि खाने पीने की चीजों पर भी इसका असर पड़ेगा। मेरा सुझाव है कि इस महंगाई के समय में यात्री किराया तथा माल भाड़ा न बढ़ा कर अगर रेलवे के फालतू खर्च को कम कर दिया जाय तो उचित होगा। इसके अतिरिक्त जो रेलवे में चोरी होती है, जिसकी ओर अनेक सदस्यों ने ध्यान दिलाया है, और जिसके कारण रेलवे को प्रति वर्ष करोड़ों रुपया कम्पेनसेशन में देना पड़ता है, अगर इसको रोका जाए तो रेलवे को काफी बचत हो सकती है तथा किराया बढ़ाने की कोई जरूरत न पड़े। इस तरफ ध्यान देना आवश्यक है।

महिला यात्रियों की ओर कुछ भी ध्यान नहीं दिया जाता। आजकल काफी संख्या में महिलाएं यात्रा करती हैं, लेकिन उन के लिए कुछ भी सुविधा नहीं दी जाती। उदाहरण के लिए तीसरे दर्जे के स्ल पर कोच में उनके लिए अलग इन्तिजाम नहीं है। उनके लिए अलग से इन्तिजाम होना चाहिए।

पहले दर्जे में लेडीज कम्पार्टमेंट बनाना बहुत जरूरी है। आपको मालम है कि तूफान और आसाम मेल में और अन्य बहुत सी गाड़ियों में लेडीज फर्स्ट क्लास का कम्पार्टमेंट नहीं होता है। इससे जो लेडीज पहले दर्जे में यात्रा करती हैं उनको बड़ी असुविधा होती है। और उनको जब अपर बर्थ मिल जाती है तो उनको कितनी कठिनाई होती है इसका आप अनुमान लगा सकते हैं। इसलिए मेरा निवेदन है कि कम से कम एक कूपे लेडीज के लिए रिजर्व रहना चाहिए जिसमें वे यात्रा सहूलियत से कर सकें।

दूसरी मेरी मांग यह है कि फर्स्ट क्लास में एक जनरल कम्पार्टमेंट होना चाहिए जिसका कोई रिजर्वेशन नहीं रहे। जिस आदमी को कम समय में जरूरी काम से यात्रा करना होता है उसको कम समय के कारण रिजर्वेशन नहीं मिल पाता है और उनको यात्रा करने में बहुत दिक्कत होती है। मैंने देखा है कि कभी कभी फर्स्ट क्लास में जगह न रहने पर फर्स्ट क्लास का टिकट या पास रहने पर भी वे पैसेज में बिस्तर बिछा कर बैठ जाते हैं। इसलिए मेरा निवेदन है कि फर्स्ट क्लास का एक जनरल कम्पार्टमेंट होना चाहिए जिसमें बैठ कर यात्रा करने का प्रबन्ध हो और कंडक्टर को और अटेंडेंट को इस बारे में हदायत होनी चाहिए कि इन में जो यात्री पैठने के लिए आवें उनको सुविधा मिले।

मैं आपका ध्यान रेलवे कांटीन की ओर दिलाना चाहती हूं। आजकल रेलवे कांटीन की सरविस अच्छी नहीं रहती है। बैरा लोग यात्रियों का अर्डर ठीक तरह नहीं लेते तथा किसी की बात तक नहीं सुनते। सुबह में आप

चाय मांगिए तो नहीं मिलती। मैं फर्स्ट क्लास के पैसिजर्स की बात नहीं कहती। उसमें तो अटेंडेंट होते हैं जो पहले स्टेशन से तार भेज कर अर्डर दे देते हैं, लेकिन दूसरे और तीसरे दर्जे के यात्रियों को काफी दिक्कत होती है। मेरा सुझाव है कि बैरा लोगों को हिदायत रहे कि जो लोग अर्डर दें उनको सामान दिया जाए।

रनिंग ट्रेन में जो बैरा जाते हैं वे अधिकतर यात्रियों को बिल नहीं दिया करते और पूछने पर कहते हैं कि जल्दी में बिल नहीं ला सके। पैसा भी ज्यादा ले लेते हैं और पूछने पर कहते हैं कि चार्ज बढ़ गया है। मेरा सुझाव है कि बैरा लोगों के पास मीनू होनी चाहिए और एक प्राइस लिस्ट रहनी चाहिए ताकि जब पैसिजर मांगें तो वे उसे दिखा सकें और बतला सकें कि सही पैसे ले रहे हैं।

स्टेशनों पर खाने की चीजें बहुत गन्दे तरीके से लायी जाती हैं, कि उनको खाने का मन नहीं करता। इस ओर ध्यान देना चाहिए। इस बात की ओर विशेष ध्यान देना चाहिए कि यात्रियों को सम्बन्ध और स्वादिष्ट भोजन मिल सके।

अब मैं आपका ध्यान अपने जिले की ओर दिलाना चाहती हूं। रेल विभाग के राज्य मंत्री जी जब 8 फरवरी 1965 को भागलपुर गए थे तो वहां की जनता एवं पूर्वीय बिहार व्यापारी संघ की ओर से अपनी असुविधाएं पेश की गयी थीं। तथा भागलपुर-मंदार लाइन को मधुपुर तक मिला दिया जाने का आग्रह किया गया था। अगर उसको देवघर तक मिला दिया जाय तो इससे जनता को भी लाभ होगा और रेलवे को भी काफी आमदनी हो जाएगी क्योंकि जो यात्री देवघर जाते हैं वे इसी ट्रेन से जाने लगेंगे। आप जानते हैं कि देवघर (वैद्यनाथ धाम) हिन्दुओं का बहुत बड़ा तीर्थ स्थान है। लाखों लोग प्रत्येक महीना गंगा में स्नान कर वहां गंगा का जल चढ़ाने भारत के कोने कोने से आते हैं अधिकतर लोग मुलतानगंज घाट पर गंगा

[श्रम 'शकुन्तला' बंद]

में स्नान करते हैं और वहां से देवघर जाते हैं। अभी उनको बस या रेल से क्यूल होकर घूम कर जाना पड़ता है जिससे समय तथा कराया दोनों ज्यादा लगता है। अगर यह लाइन बन जाती है तो पैसिजर्स को तथा रेलवे दोनों को लाभ होगा।

भागल पुर स्टेशन की सफाई की ओर ध्यान देना अति आवश्यक है यहां नया स्टेशन बना है लेकिन कोई सफाई की ओर ध्यान नहीं दिया जाता जिससे हालत एक दम खराब होती जा रही है।

भागलपुर से जो 13 अप्र और 14 डाउन चलती हैं वे एक पैसिजर गाड़ी के समान है तथा दिल्ली तक पहुंचने में काफी समय लगता है। इधर के जितने यात्री दिल्ली बम्बई या और जगह जाते हैं उनके लिए कोई मेल ट्रेन नहीं है जिससे क्यूल में दूसरी गाड़ी पकड़ सकें जिससे लोगों को काफी समय तक क्यूल में बैठना पड़ता है। मेर सुझाव है कि बरीनी पैसिजर जो भागलपुर होकर जाता है उसमें एक थंड क्लास का डब्बा बनारस के लिए भागलपुर में जोड़ा जाता है जो क्यूल में बनारस एक्सप्रेस में जोड़ दिया जाता है। अगर वह डब्बा भागलपुर से बनारस न रख कर भागलपुर से दिल्ली कर दिया जाय जो मुगल-सराय में कालका मेल में जोड़ दिया जाय तो अच्छा हो। यह इस इलाके के लिए तथा पटना के यात्रियों के लिए बहुत उपयोगी होगा और वे दिल्ली जल्द पहुंच सकेंगे। उसमें एक फर्स्ट क्लास का डब्बा भी रहना चाहिए।

वर्तमान समय में 323 अप तथा 324 डाउन साहेबगंज तथा जमालपुर के बीच में शटल के रूप में चला करती है। इस गाड़ी को फरक्का से क्यूल तक बढ़ा दिया जाय तथा उसके समय को इस प्रकार रखा जाए कि फरक्का से 323 अप दिन में दस बजे खुले और किऊल संध्या पांच बजे तक पहुंच जाए तथा 324 डाउन किऊल से दिन के एक बजे

खुले तथा संध्या समय भागलपुर पहुंचे। इससे अ.साम तथा उत्तर बंगाल से साहेबगंज भागलपुर जमालपुर तथा मुर्गेर आने वाले यात्रियों को आराम होगा। तथा 323 अप गाड़ी का किऊल में 7 अपतूफान तथा हावड़ा बम्बई वीक्ली एक्सप्रेस 67 अप से भी मेल हो सकेगा।

अब मैं आपका ध्यान बख्तियारपुर राजगीर रेलवे की ओर दिलाना चाहता हूँ। आप जानते हैं कि नालंदा राधानगर, पावापुरी तथा बौद्ध गया धार्मिक एवं ऐतिहासिक स्थान हैं। यहां दूर दूर के लोग तथा विदेशी लोग भी आते हैं लेकिन ट्रेन की कोई समचित व्यवस्था नहीं है जिससे यात्रियों को परेशानी उठानी पड़ती है। जो यात्री-राजगीर नालंदा पावापुरी ट्रेन से जाते हैं उनको बौद्ध गया जाने के लिए फिर पटना आकर जाना पड़ता है जिसमें काफी समय लगता है और घूम कर जाना पड़ता है। इसलिए यात्री लोग बस से ही जाते हैं। लेकिन बस का भी इन्तजाम ठीक नहीं है। इसलिए अगर बख्तियारपुर-राजगीर रेल लाइन को गया से मिला दिया जाए यात्रियों को काफी सहूलियत हो जाएगी।

दूसरी एक बात मैं यह कहना चाहती हूँ कि बख्तियारपुर में सभी मेल ट्रेनों का रुकना अनिवार्य किया जाय। चूंकि राजगीर नालंदा के यात्रियों को तथा उस इलाके के लोगों को जो मेल ट्रेन से दूर दूर जगह से आते हैं वहां जाने के लिए मोरामा या पटना उतरना पड़ता है और फिर बहुत समय बाद दूसरी ट्रेन से वहां जाना पड़ता है इसलिए मेरा निवेदन है कि राजगीर नालंदा तथा पावापुरी के प्रमुखता के कारण वहां सभी मेल ट्रेनों का रुकना अति आवश्यक है। बख्तियारपुर से राजगीर शाम को साढ़े 6 बजे अंतिम ट्रेन खुलती है उसका समय साढ़े आठ बजे या 9 बजे कर दिया जाय तो अच्छा होगा क्योंकि जो यात्री 7 अप तूफान तथा दिल्ली हावड़ा एक्सप्रेस 12 डाउन से उतरते हैं उन्हें ट्रेन या बस का मेल नहीं मिलता है जिससे उनको काफी असुविधा का सामना करना पड़ता है। लोगों को मजबूरन टैक्सी करके

जाना पड़ता है और अक्सर रास्ते में मुनसान बाकर टैक्सी को रोक कर लुटेरे लोग सामान आदि लूट कर ले जाते हैं तथा कभी कभी यात्रियों को जान तक से भी मार देते हैं । अभी हाल ही में इस तरह की एक घटना घटी है कि लुटेरों ने वहां मुनसान रास्ते में टैक्सी को रोक कर सामान आदि लूट लिया और सवार यात्रियों को मार भी दिया । इसलिए इसका समय बदलना बहुत जरूरी है ।

मैं केवल एक बात और कह कर अपना भाषण समाप्त कर दूंगी । बिहार में रेलवे सर्विस कमिशन का एक अलग डिविजन होना चाहिए । इस के लिए मेरा मंत्री जी से अनुरोध है कि बिहार में एक रेलवे सर्विस कमिशन का डिविजन खोलें जिससे कि वहां के लोगों की नौकरियां मिलने में सुविधा हो ।

Shri Shinkre (Marmagao): Mr. Chairman, Sir, as the time at my disposal out of the time allotted to the group that I belong to is very limited, I will only deal with one or two points directly bearing on the constituency that I represent, that is Marmagao.

Before that, I would invite the attention of the hon. Minister to what one of the most outstanding men in the country, incidentally, belonging to their own party—the ruling party—has said about the increase in the fares proposed by the hon. Railway Minister, because however much I tried I could not do any better than what that outstanding gentleman has said in a very vivid manner. He said:

“The Railway Budget has added new pinpricks to the harassed middle classes. It may be claimed that the increase in the passenger fares is not heavy, but I suppose the Railway Minister has heard about the last straw on the camel's back. The increase of prices of all essential commodities has brought these classes to the verge of hysteria. It was altogether needless and unwise to provoke

them further. As for the changes in freight rates, the increases will be reflected in the prices, while the reduction of freight of the high-rated commodities will only add to the profit of the middle-man.”

These are the words of Shri K. Santhanam in the *Hindustan Times* dated 24th February, 1965, under an article called “Economic Survey offers no cures.” Thank God, the ruling party is still left with some outstanding men with real merits. Unfortunately, they are not in power today, but I hope the Railway Minister will give his considered thought to this criticism levelled by no less a person than Shri Santhanam, because as I can see it, there was no need of increasing any fares when even the General Budget has present a revenue surplus of over Rs. 230 crores and when these increased fares, especially in the passenger division, will bring hardly any revenue as such. Even if it brought any, there is no justification at all for it when the Government has already accepted the Das Commission's Report on the dearness allowance to the public servants up to at least the margin of Rs. 600 and most of the third-class travel is undertaken by these people only. So I hope the Railway Minister even now will consider this aspect and not add to the already heavy burden of the third-class travellers, and at least do not earn the distinction of having put the last straw on the camel's back.

The next point that I want to raise is regarding the employees of the railways in the Goa section. Sometime in 1955 the Government of India decided to impose economic sanctions for the so-called economic blockade on Goa. I wonder whether those who advised the late Prime Minister of such a measure did ever care to have a proper look at the map of this country wherein Goa has been shown, as it is, on the west coast with a first-class natural harbour open to the high seas. Therefore, as expected, the economic blockade failed miserably. But what

[Shri Shinkre]

happened is this. At that time the Southern Railway which were controlling the Goa Railways which were then under one independent concern known as the WIP Railway or the West India Portuguese Railway, served notices on the staff concerned from which I will read only the pertinent portion. It says:

"I have to inform you that if you do not comply with the orders of transfer which will be issued to you, you will be treated as having resigned from service without good and sufficient cause and the special contribution to Provident Fund or Gratuity is liable to be forfeited if you do not carry out your order of transfer before 1st January, 1956 and if at a future date you desire to come to India you will not be permitted to enter India and you will get no appointment in India."

As a result of this notice some 900 and odd employees of the railways, mostly those who were wanting to share the nationalistic feelings and were eager to see the liberation of Goa expedited, shifted and took service elsewhere in the Southern Railway. They were assured at that time that it was a matter of hardly six months, they were told by the authorities concerned that they need not worry about their accommodation and other things because within six months Goa would be liberated and they would be back in their old posts. Today, what has happened after nine years is simply ridiculous. Those very people who for seven years, from 1st January 1956 up to end of 1961, served in the Southern Railway have managed—some of them at least—to come back to Goa. But they are made to work under those people who had been at that time their juniors. They do not enjoy the amenities that are being given to the employees of the railways under Goa section because the Portuguese Administration, naturally, after

the economic blockade, started giving them better treatment because they wanted to keep them in Goa. They are not even allowed free quarters whereas the Goa staff are not only allowed free quarters but are also given many other amenities like Goa allowance and other things. Those people have repeatedly represented to the General Manager and even the Railway Board. Even the hon. Minister might have received copies thereof. But nothing has been done. I would request the hon. Minister to look into it. I will lay this paper on the Table of the House.

The Minister of Railways (Shri S. K. Patil): Give it to me and not on the Table.

Shri Subodh Hansda (Jhargram): Mr. Chairman, Sir, while lending support to the Railway Budget, I would like to highlight some of the points and I would request the hon. Minister to give his consideration to them.

Sir, this is the first time in the history of the Railways, perhaps, that the catering service has made a profit. I do not think the profit that has been shown is of a very high order. If you look at the working of the private contractors you will see that they are making huge profits. There are certain reasons why the private contractors are able to make huge profits. One reason is that the quality of food served by the railways is the worst that is possible. If you look at the food served by the railways, you will find that the chappatis are half-baked or over-burnt; so also in the case of vegetables. That is the reason why the travellers are reluctant to take food from the railways. If the railways want to serve the people the quality of catering must be improved.

16 hrs.

Having said so about catering, now I would like to say a few words about the budget proposals. The Railway Minister has stated in his budget speech that he wants to enhance the

passenger and freight rates and thereby earn a revenue of Rs. 13.5 crores. I am against this. If we look at the figure of passenger earnings we will find that the revenue from passenger fares has been going up steadily. The increase in 1962-63 was 9 per cent, in 1963-64 9.8 per cent and in 1964-65 about 9.3 per cent. Perhaps this increase in revenue is due to the increase in number of passengers because from the figures of passengers travelled I find that the rate of increase is about 9 per cent. If we take the overall picture, the rate of increase in passenger revenue has been steady. In 1963-64 the passenger earnings amounted to Rs. 196 crores. For 1964-65 the revised budget estimates of passenger fares are Rs. 200 crores. At that rate, the passenger revenue will go up to Rs. 219 crores. The Railway Minister wants to raise a revenue of Rs. 221 crores and if the above rate is maintained he will get Rs. 219 crores. In other words, the gap is only about Rs. 3 crores. This Rs. 3 crores can very easily be raised in some other way. For example, in 1963-64 the number of passengers who have travelled without tickets is about 9 million and the amount realised from them is Rs. 2.25 crores. Even today ticketless travel is rampant all over the country. If a strict check is kept on that and money realised from all ticketless travellers, I am sure that more than Rs. 2 crores can be realised. Then, there are plots of lands near railway stations which are used by people without paying anything to the railways. Railways can levy some rent from such people and make some money out of it. Therefore, I do not think there is any justification for raising the fares by 5 or 6 paise as they could raise the Rs. 221 crores without doing so.

Coming to overcrowding, it is said that it is gradually diminishing. From the figures it appears to me that the percentage of over-crowding in 1963-64 was 13.8 per cent and that figure has remained static. But if you take the overall picture of the increase in number of trains it is negligible. Fur-

ther, I have seen people travelling on the roofs which I had never seen before in the past. I am sure they are not doing it, just for pleasure; they are doing it because there is not sufficient space inside the compartment. The rush and overcrowding are more, particularly in the South Eastern Railways. We cannot get even standing accommodation in some of the trains, like the Howrah-Delhi-Kalka mail except during night.

Mr. Chairman: As his time is limited, let him refer to the main points first.

Shri Subodh Hansda: Thank you, Sir, for reminding me.

The number of trains in the South Eastern Railways must be increased. I am happy to know that the number of trains is going to be increased in the next time-table. At least three more trains are necessary in South Eastern Railways, namely, an express train from Gomo to Howrah via Kharagpur, one *janata* train from Howrah to Nagpur and another express train from Howrah to Waltair. Then, with regard to the bi-weekly de-luxe train, which has become very popular, I would suggest that it should be made tri-weekly in order to relieve congestion.

I am told that the construction of the Haldia line has been slowed down for some time because it was the impression of the railways that the construction of the Haldia port is going to be delayed. It appeared in the newspapers a few days back that the World Bank has given the green signal for the construction of the Haldia port as early as possible. So, I would submit that this line should be constructed soon so that the construction of the Haldia port, the refineries and the chemical complexes are not unduly delayed.

Then I come to the staff matters in which, Sir, you are also interested.

[Shri Subodh Hansda]

The railways is the biggest organisation in the country, absorbing about 13 lakhs of people in various categories. As the House is well aware, Government is very sympathetic towards people belonging to Scheduled Castes and Scheduled Tribes and that is why reservation has been provided for these people. Though the reservation is 12-12 per cent for Scheduled Castes and 5 per cent for Scheduled Tribes, from the figures which I have got, though they are not the latest, I find that the actual recruitment is nowhere near that percentage. In 1963-64 in the railways 12,75,686 people were working. Out of that, the total number of Scheduled Castes and Scheduled Tribes were, in Classes I and II 125 and 11 respectively; in Class III the numbers were 40,562 and 4,060 respectively; in Class IV the numbers were 1,58,134 and 26,397 respectively.

16.07 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

When worked out, the percentage of Scheduled Castes and Scheduled Tribes comes to 2.16 and .19 respectively in Class I and II, 7.8 and .76 respectively in Class III and 21 and 3.5 respectively in Class IV. So, it appears that the intake of Scheduled Caste and Scheduled Tribe members is very very limited. Even though quota has been fixed and there is reservation, there is something wrong with the administration, so far as recruitment of people belonging to Scheduled Castes and Scheduled Tribes is concerned. That is why the reserved quota has not been filled up by those people. Even though the General Managers have been given certain powers to recruit people belonging to these classes, I do not think they have utilized those powers properly to ensure that quota. In the case of Class III, though the quota reserved for Scheduled Castes and Scheduled Tribes were 1,719 and 1,171, the actual recruitment numbers were 1,375 and 215. Similarly, for Class IV, the

quotas were 4,362 and 6,037 respectively and the actual recruitment 6,383 and 1,704. So, it is only in the case of Class IV that the recruitment of members belonging to the Scheduled Castes and Tribes is the highest. Most of the employees of the Class IV services do sweeping or scavenging for which other people are not prepared to come. That is why these people are taken for that work and that is why their percentage in that category is the highest. Of course, the general excuse is that the shortfall is due to non-availability of suitable candidates.

It may be true that in the case of officers or in the technical services there is shortage of personnel; but even then I would like to know whether any training is being given. We all hear from the Minister that there is enough arrangement for the training of Scheduled Castes and Scheduled Tribes people particularly in the training posts; but I have not seen anywhere in the Railways that anybody has been given training in the technical posts as apprentice or anything in any of the workshops.

As regards Class III and Class IV, I do not think that there is any shortage of persons, I think, this shortage is simply a manmade one. Some time back there was one Scheduled Caste man who was member of the Union Public Service Commission or the Railway Service Commission in the Eastern Zone. At that time the recruitment was the highest; but since then it has again fallen down. That is one of the reasons and that is why I say that there is something wrong at the recruiting stage and this shortage has been made. On an earlier occasion I have said that at the recruiting stage there must be someone who will represent the interests of the Scheduled Castes and Scheduled Tribes people.

In cases of selection and promotion similar treatment is meted out to these people. I do not think they meet with

any fair treatment or they get justice from the authorities. The Railways or the Government should appoint a committee to go into this question of why this shortage is there and what it is due to, whether the shortage is actually due to the non-availability of persons or whether it is due to the antagonistic attitude of the recruiting authorities. Then and then alone we can understand where the fault lies.

The last point which is the most interesting is education. Now the Railways are running 731 institutions and there are about 1,07,000 and odd students in these institutions. The Railways say that education is a State subject and, therefore, the Railways have nothing to do with it. But when the Railways are running these schools, I would say that certainly the Railways have got some responsibility for giving certain facilities for the education of children of railway employees. From figures that I have worked out I find that only 8·4 per cent of the children of railway employees are getting facilities from the Railways. There are big railway colonies. One of my hon. friend from the other side, Shri Bhattacharya, mentioned about Kharagpur. I am personally associated with Kharagpur and I know what is Kharagpur. There is only one higher secondary school catering to the needs of 500 or 600 students only where the population of railway employees is more than a lakh. One school is essential there and the railway employees themselves are running a school. The Railways are pleased to give them godowns in which the school is housed. They are trying to get better accommodation for that school. We appeal to the Railways to give them the plot of land that they require for housing the school. The alternative suggestion is, if the Railways are not prepared to give them that plot of land, that the Railways should take the responsibility of the 500 children reading there. I think, the Railway Minister should give consideration to this.

श्री जगदेव सिंह सिद्धान्ती (झज्जर) : उपस्थित महोदय, घंटी बजती रहे और मैं बोलता रहूँ इस को मैं पसन्द नहीं करता हूँ। इसलिए ३० मिनट के दो मिनट रहें तब एक बार घंटी बजा दीजिये और मैं बैठ जाऊंगा। मैं यह भी आपको बताना देना चाहता हूँ कि अपने दिल का और से बोलने वाला मैं प्रकट हूँ।

दिल्ली से ज़िद को जाने वाली जो गाड़ियाँ हैं और ज़िद से दिल्ली आने वाली जो गाड़ियाँ हैं उनके चारों में मैं कुछ कहना चाहता हूँ। दिल्ली से जो गाड़ी चलती है वह 11:10 और उसके पश्चात् 16:45 पर चलती है। बीच में कोई गाड़ी नहीं है। इसी तरह से ज़िद की ओर से एक गाड़ी साढ़े सात बजे प्रातः काल और फिर 13:55 मिनट पर चलती है। बीच में कोई गाड़ी नहीं है। दिल्ली से आप देखें मथुरा को, रिवाड़ी को, गाज़ियाबाद को, पानीपत को जाने या आने वाली गाड़ियों के बीच में समय का कितना अन्तर है। हमारे दिल के में यह कहा जा रहा है कि रेल अधिकारी ट्रांसपोर्ट के लोगों से मिले हुए हैं और अष्टाचार हो रहा है।

पुनर्वास मंत्री (श्री त्यागी) : यह बात गलत है।

श्री जगदेव सिंह सिद्धान्ती : गलत हो या ठीक, मैं चाहता हूँ कि आप जल्द विजिये कि इतना समय बीच में क्यों है और क्यों बीच में कोई और गाड़ी नहीं है? कुछ तो इसका सबब होगा आप उस सबब को बतायें।

दूसरी चीज़ यह है कि बस के अन्दर पैसे अधिक लगते हैं और रेल में कम। जिन के पास रेल का पास होता है पहली रिफ्ट में जाने वाले होते हैं उनका कोई समय नहीं; विद्यार्थी जो आने जाने वाले होते हैं उनके लिए कोई समय नहीं, व्यापारी जो आते हैं दिल्ली सामान लेकर या यहां से सामान लेकर जाना चाहते हैं उनको कोई और म नहीं मिलता है, कोई बुविधा नहीं मिलती है। भीड़भाड़ होती है और वे बस में अधिक पैसे दे कर चले जाते हैं। एक और बात भी है। यह

[श्री जगदेव सिंह सिद्धांती]

सैनिक क्षेत्र है। सैनिकों का भी आना जाना रहता है। उनके लिए भी कोई किसी प्रकार का प्रबन्ध नहीं है। मैं आपकी नीयत पर शुबहा नहीं करता हूँ। लेकिन यह आवश्यक है कि इस बात की आप जांच करें कि ऐसा क्यों हो रहा है और बीच में कोई गाड़ियाँ क्यों नहीं होती हैं।

मुझे मालूम हुआ है कि हमारा एक प्रतिनिधि-मंडल माननीय शाम नाथ जी, उपमंत्री, से मिला है, और नार्दनरेलवे के जनरल मैनेजर से भी मिला है . . .

श्री बागड़ी (हिसार): समय मिल गया उनको मिलने का ?

श्री जगदेव सिंह सिद्धांती : समय तो मिल गया लेकिन एक महोदय ने तो इंकार किया और एक ने कहा कि हम सहानुभूति से विचार करेंगे। मन्त्री महोदय से सहानुभूति वाली बात और जनरल मैनेजर महोदय जो हैं उनकी तरफ से उनको फ्लैट रिफ्यूजल मिला है।

मैंने सब्जी मण्डी के बारे में मन्त्री महोदय को लिखा था। सब्जी मण्डी रेलवे पर जो कठिनाई होती है वह मैं आपको बतलाता हूँ। वह तो बिल्कुल पास है और वहाँ पहुँचने में पांच मिट लगते हैं और आप जाकर देख सकते हैं। एक नम्बर प्लेटफार्म है उस पर से तो सीढ़ी उतरती और चढ़ती है, दूसरे नम्बर के प्लैटफार्म पर नहीं। सायंकाल पांच बजे गाड़ी आती है, इधर से भी उधर से भी। बड़ी उम्र के आदमियों, माताओं, बहनों को इससे बड़ी कठिनाई होती है। या उधर पार करो या इधर पार करो। जो विदाउट होते हैं वे सब पार इसी तरह से हो जाते हैं। इससे रेलवे को भी काफी हानि होती है। मैंने इसको लिख कर भी दिया है। मैं चाहता हूँ कि इसके ऊपर भी विचार आप करें।

मैं थर्ड क्लास में भी चलता हूँ। यह बो रोज़ा जिन्दगी है। मैंने देखा है कि थर्ड क्लास में लोग ताश के बहाने जुआ खेलते रहते हैं और जुआ खेलने वालों में रेलवे कर्मचारी अधिक होते हैं।

श्री त्यागी : त्रिज खेलते हैं।

श्री जगदेव सिंह सिद्धांती : मथुरा लाइन पर एक असावटी स्टेशन है। यह बल्लभगढ़, पलवल के पास है। यहाँ पर लगभग बीस पच्चीस गांवों की सवारियाँ उतरती हैं। दो सौ सवारी इधर से और दो सौ उधर से यहाँ पर उतरती हैं। यहाँ का पानी खारी है। गर्मियों में क्या हालत है, इसका अनुमान आप लगा सकते हैं। अगर पानी आज का कल रह जाय, और पानी खारी हो तो मैं समझता हूँ जो पीने वाले हैं उनको मालूम हो जाए कि खारी पानी कैसे पिया करते हैं। फरीदाबाद से अगर उसको गाड़ी में ले जाते हैं तो खर्चा अधिक पड़ता है। असावटी स्टेशन से आधा मील पर पानी का राजबहा है, एक छोटी नहर है। वहाँ से पानी लाने का अगर प्रबन्ध कर दिया जाए, पाइप लाइन वहाँ से अगर लाई जाए तो सब दिक्कत जो है वह हल हो सकती है और अच्छा मीठा पानी पीने को मिल सकता है। असावटी स्टेशन से लगभग पांच हजार की आमदनी होती है और दो हजार का खर्च। मैं समझता हूँ कि अगर पानी का प्रबन्ध कर दिया जाए तो यात्रियों को बहुत सुविधा हो सकती है।

अब मैं हिन्दी के बारे में एक बात कहना चाहता हूँ। दिल्ली से कुल पन्द्रह मील के फासले पर एक बेवरा नाम का स्टेशन है। उसको हिन्दी में घयोरा लिखा हुआ है। हिन्दी के बारे में हमारे पास और भी शिकायतें आई हैं जिनको मन्त्री महोदय की सेवा में भी भेजा गया है। एक शिकायत यह भी आई है कि उच्च अधिकारी जो रेलवे के हैं वे लोग-बागों को विवश करते हैं कि वे हिन्दी में न लिखें। यह शिकायत लिखित रूप में मन्त्री

मन्त्री जी के पास भेजी जा चुकी है। यह जो चीज है यह नहीं होनी चाहिये। सब के साथ न्याय होना चाहिये और किसी को मजबूर नहीं किया जाना चाहिये।

बम्बई से एकलड़के की शिकायत आई— लड़का मैं अपनी उम्र के हिसाब से कह रहा हूँ— कि उसकी धर्मपत्नी विषम ज्वर से पीड़ित है, तपेदिक से पीड़ित है। इसके बारे में लिखा गया है कि कम से कम इंसानियत के नाम पर इसको क्वार्टर दे दो। यहां से जवाब आता है कि जब नम्बर आया तब ही मिल सकता है, पहले नहीं। कानून से क्या लाभ अगर इंसान ही खत्म हो जाएगा तो। इसी तरह से एक यहां पर भी है। उसको भी रेलवे बोर्ड वाले, बड़ीदा हाउस वाले आगे दिखा रहे हैं, उत्तर रेलवे भी आगे दिखा रही है। उस की धर्मपत्नी भी वर्षों से बीमार है, वह कहां तक जाये। उसकी ड्यूटी कहीं है और पत्नी कहीं रहती है। बच्चों के लिये बड़ी कठिन समस्या है। यह दो घटनायें मैंने आपको बतलाई।

अष्टाचार के बारे में मैंने खूब लिख कर दे रक्खा है। माननीय डा० राम सुभग सिंह जी ने विजिलेंस ब्रांच को बुला भी दिया, लेकिन बुलाने मात्र से कुछ नहीं हो सकता है। आप दिल्ली स्टेशन पर जाइये तो पायेंगे कि वहां पर जो लोग अष्टाचारी हैं वह अपने अधिकांशों से कह सुन कर फिर वहीं आ जाते हैं, और जो अच्छे अच्छे कर्मचारी हैं, जो लोगों का ध्यान रखते हैं, उन्हें दूर फेंक दिया जाता है। दिल्ली स्टेशन का एक साल नहीं दो साल नहीं, पता नहीं कब से यही ढंग है।

इसी तरह से हिन्दी की बात को लीजिये। अगर हिन्दी में पता लिख कर ले जाओ तो हिन्दी के पते के पार्सल को लेने से इंकार किया जाता है कि यह पता ठीक नहीं है। यह कुछ चीजें मैंने आपके सामने सूत्र रूप में रखी हैं। अगर आप इन पर विचार करें तो बहुत उत्तम बात होगी।

मोरवी से टंकारा तक रेल बनाये रखने का जो निश्चय था उसको लिख दिया गया इसके लिये मैं हादिक बघाई देता हूँ। इसी भांति से सोचें और बराबर अच्छे काम करते चले जायें और ध्यान देने रहें कि क्या कुछ कहा जा रहा है तो सब कुछ अच्छा होता चला जायेगा। लेकिन अगर आप इस सारे काम को दफ्तरी हुकूमत पर छोड़ दें तो ठीक नहीं है। मेरा अनुभव है कि जो डिप्टी कमिश्नर है, कमिश्नर है, उच्च अधिकारी है उससे काम करा लेना सरल है साधारण लोगों के लिये, लेकिन उनके जो कर्क होते हैं उनसे कराना मुश्किल है। अभी मेरा दूसरी बार काम पड़ा तो मैं ट्रेजरी में गया। मैंने अपना विजिटिंग कार्ड चपरासी को दिया और कहा कि दे दो जाकर ट्रेजरी आफिसर को। तो कहने लगा कि आधे घंटे के बाद। मैं चिक उठा कर अन्दर चला गया झट और जाते ही उन से सारी बातें कर लीं। छोटे छोटे चपरासी तक लोगों को एक एक-एक दो-दो रुपये ले कर ही घुसने देते हैं। यही हाल सब जगह है। आपकी रेलवे भी बची हुई नहीं है अष्टाचार से।

एक माननीय सदस्य : विजिटिंग कार्ड में एम० पी० लिखा हुआ था क्या।

श्री जगदेव सिंह सिद्धान्ती : जी हां, लिखा हुआ था। हिन्दी में था। अंग्रेजी में नहीं था। अंग्रेजी में होता तो शायद बात बन जाती, और सीधा सादा धोतीपोश आदमी भी मैं था। खैर कुछ बातें मैं आपसे निवेदन करना चाहता हूँ। एक तो विद्यार्थियों को आपको सुविधा देनी चाहिये। वे बेचारे दूर से आते हैं, गरीब हैं। आने के बाद फिर वापस जाते हैं और भोजन घर में जाकर करते हैं। उनके लिये आप अधिक से अधिक सुविधा दे सकें तो उनका बड़ा कल्याण होगा।

एक माननीय सदस्य : क्या टिकट माफ कर दें।

श्री जगदेव सिंह सिद्धान्ती : नहीं, टिकट साफ न करें। सुविधायें दें।

बहुत पहले से मांग चली आ रही है पानीपत से लेकर रेवाड़ी तक की गाड़ी के लिये। पानीपत से रोहतक तो पहले लाइन थी। लेकिन लड़ाई के समय उखाड़ दी गई थी। अब रोहतक से गोहाना तक तो है लेकिन पानीपत से गोहाना तक रेल नहीं मिली। पानीपत और रोहतक के बीच में गोहाना पड़ता है। कहा गया तो मंत्रालय की ओर से उत्तर मिला कि पंजाब सरकार से बातचीत हुई थी तो यह बात सासने आई कि ट्रांसपोर्ट को हानि न हो। लेकिन इस में हानि तो होती है ट्रांसपोर्ट वाले मुकाबला करेंगे इसमें क्या सन्देह की बात है। मैं कहना चाहता हूं कि पानीपत से गोहाना तक लाइन डाल दी जाये। रोहतक से हाते हुए, अज्जर होते हुए रेवाड़ी तक मिला दिया जाये। इससे एक तो आर्थिक दृष्टि से रेलवे को बहुत लाभ होगा दूसरे अन्न भी वहां बहुत होता है, सैनिक भी बहुत हैं, और अच्छे अच्छे व्यापारी भी हैं जो कलकत्ता, बम्बई आदि जाकर व्यापार करते हैं। मैंने पहले भी इस का सुझाव दिया था। अगर आप अब इसके ऊपर विचार कर सकेंगे तो बड़ा कल्याण होगा।

मेरी यह मांग नहीं है कि यहां से अमृतसर तक दोहरी लाइन कर दें, लेकिन जहां जहां पर भार अधिक रहता है यात्रियों के आने जाने से वहां पर दोहरी लाइन कर दी जाये जहां तक संभव हो। इतना आप जरूर कर दें जिससे आने वालों और जाने वालों को पूरी तरह से सुविधा हो जाये।

कई बार देखा गया है कि यात्री गाड़ियों के पहले माल गाड़ियों को निकाला जाता है और यात्रियों को रुका रहना पड़ता है। मैं अभी फ्लाइट मेल में गया तो यहां से चल कर गाड़ी बादली स्टेशन पर खड़ी रही। इसी तरह पानीपत स्टेशन पर हुआ।

पानीपत स्टेशन पर दो गाड़ियां खड़ी रहीं और मालगाड़ी को पास कर दिया गया। मैं समझता हूं कि माल ढोने की अमेझा यात्रियों को जो सुविधायें होनी चाहियें उनकी ओर अधिक ध्यान दिया जाये तो ज्यादा अच्छा होगा।

जो यात्री थर्ड क्लास के अन्दर जाते हैं, यह ठीक है कि उनको आप सुविधायें आहिस्ता-आहिस्ता दे सकेंगे। परन्तु इतना तो हो जाये कि यात्रियों को चढ़ने के लिये उचित प्रबन्ध हो और सवारियों में जो मातायें और बहनें हैं उनका विशेष ध्यान रखा जाये। यह बात हमारी बहन कह रही थीं कि अगर हमारी तरफ आ जायें तो वे देखेंगे कि औरत मर्दों को उठा कर फेंक दें। लेकिन फिर भी इतना ध्यान रखा जाना चाहिये कि उनको रेल में चढ़ने की सुविधा हो।

मैं अब भी देखता हूं कि उत्तर रेलवे में गाड़ियों पर अंग्रेजी में एन० आर० लिखा हुआ है। और थर्ड क्लास पर थर्ड क्लास लिखा हुआ है, सेकेण्ड पर सेकेण्ड लिखा हुआ है। पहले तो देहाती क्षेत्रों में लोग पढ़े लिखे नहीं होते। थोड़ा बहुत पढ़े लिखे होते भी हैं तो हिन्दी पढ़े होते हैं। वे अंग्रेजी नहीं जानते। अब डिब्बों में अंग्रेज तो आकर बैठते नहीं। आखिर अंग्रेजी से इतना मोह क्यों है, मुझे पता नहीं। रेलवे तो एक सार्वजनिक साधन है, इसलिये इस सार्वजनिक साधन पर हमें चाहिये कि हम हिन्दी का ज्यादा से ज्यादा प्रयोग करें। स्टेशनों के ऊपर लिखा हुआ है, वेटिंग रूम पर लिखा हुआ है कि यह फर्स्ट क्लास का वेटिंग रूम है, यह सेकेण्ड क्लास का वेटिंग रूम है। लेकिन थर्ड क्लास का वेटिंग रूम कहाँ है? कम से कम यह तो हो जाये कि बहा पर बेंचें पड़ी हों। कई स्टेशन ऐसे हैं जिनके प्लेटफार्मों के ऊपर टिन शेड नहीं हैं लोग गर्मी में खड़े रहते हैं, धूप में खड़े रहते हैं। सिगनल हो जाता है लेकिन सिगनल हो जाने पर भी धूप में खड़े रहने से दिक्कत हो जाती है आने जाने की। बरसात में भी

यह बात हो सकती है, गर्मी में भी यह बात हो सकती है। उनके लिये सुझाव भी दिये गये लेकिन अभी भी स्थिति वैसी ही है।

बड़े बड़े स्टेशनों पर जैसे कि रेवाड़ी आदि, ऐसा प्रबन्ध होना चाहिये जिसमें कि वहां ठीक ढंग से पानी की सुविधा हो, ठंडे पानी की या और चीजों की। लोहारू पर आपने बड़ा अच्छा काम किया है। उसी ढंग पर बड़े बड़े स्टेशनों पर चिकित्सा का प्रबन्ध होना चाहिये। रेलवे की ओर से डाक्टर रहें। कहीं किसी की ड्यूटी होती है वह भ्रूचानक बीमार हो जाता है, कोई गाड़ी में गर्मी के कारण बीमार हो जाता है, कभी लू लग जाती है, कभी कुछ हो जाता है। तो आपके द्वारा थोड़ी बहुत फर्स्ट एंड की सुविधा देनी चाहिये।

यह कुछ सुझाव मैंने आपके सामने रखे हैं। उपाध्यक्ष महोदय, मैं आपके द्वारा आपके स्टेशनमाफरों से भी प्रार्थना करता हूँ कि वे मेरे हिन्दी शब्दों के स्थान पर उर्दू के शब्द न लिख लिखा करें। अगर मुझे हिन्दी के स्थान पर उर्दू के शब्द मिले तो मैं भूक के अन्दर काट दूंगा।

Shri P. C. Borobah (Sibsagar): Mr. Deputy-Speaker, Sir, I associate myself with the hon. Members who have commended the Railway Minister and also his Ministry for bringing about an all-round improvement in the Railway system, particularly in the matter of expansion of the capacity as also reduction in the number of accidents.

Coming, as I do from the strategic State of Assam, I am particularly grateful to the hon. Minister and the Ministry that they have started the construction of the broad-gauge railway line from Siliguri to Jogighopa and then the expansion of the metre-gauge railway line Rongiya-Ronagapara upto Morkongsalek. These are very important works and I wholeheartedly congratulate the hon. Minis-

ter for this. In regard to Siliguri-Jogighopa line, it ends at a river point which is a blind point. We do not want that the first B.G. line that will touch the land of the State it should end at a blind point. It should be extended right upto Gauhati, nerve-centre of the State. There is a demand for it both from the side of the Assam Government and from the people of Assam. When the Railway Minister had been to that State he was convinced of the necessity of this, and if I am not mistaken he has said that he has welcomed this proposal and would see it done. I do not know when it will be done. I hope that he will implement these good words uttered and see that the broad gauge line is extended right up to Gauhati.

Regarding Morkongsalek, I am to point out that this is another blind point just on the bank of the river Lohit. We want that this railhead point should be connected with the south bank Railway line. If the south bank and north bank Railwaylines could be connected by means of a railway bridge or some sort of transshipment arrangement, it would be a complete route, when it would be possible to keep the traffic undisturbed even in times of emergency. The north bank Railway line passes through a very vulnerable area of NEFA border, while the south bank line passes through another vulnerable area of Nagaland border and we have seen on how many occasions the railways had to suspend running of trains during the night on account of the activities of the Naga hostiles. If the north bank and the south bank lines are connected in that farthest north-east corner of the country, it would be possible to manage the traffic in all times very well. If there is any breach in the north bank line traffic will be diverted to the south bank line and similarly if there is any breach in the south bank line, traffic will be possible to be diverted to the north bank line. I hope that the Railway Minister will consider the matter and will see that this is also done.

[Shri P. C. Borooah]

Now I would like to say a word about the utilisation of the surplus wagon capacity. There is a general complaint that wagons are not made available to the Trade Adviser of Assam at Calcutta even for the movement of important items like iron, steel, cement and at times food articles like salt as well. This is a regular complaint. Just the moment, I may point out that the fertilisers meant for the tea gardens in Assam from Sindri and other producing centres are held up for want of wagons, and even after good efforts of the State Government and Tea Board they have not been moved up to Assam. The time for application of fertilisers to tea plantations are fast passing and because of it the tea planters are having a very anxious time. I request the hon. Minister to enter into telegraphic communication and see that enough wagons are released for the purpose of transporting fertilisers to Assam immediately.

As regards overcrowding, we have heard speeches from both sides of the House where a demand has been made for two-tier or three-tier sleeper coaches, and there has even been a demand for increasing the number of Deluxe trains. But I come from a part of the country where the people are struggling for standing space in the trains. The plight of passengers in that area is horrible and is beyond description. I believe that this is known to the Railway Minister, and particularly to my hon. friend Dr. Ram Subhag Singh who had been the other day to Assam and went to many places and saw things for himself. Wherever he went the people met him and said to him the condition of Assam, so far as the railways are concerned, and more particularly in regard to overcrowding. I would request that the hon. Minister should see that at least one more passenger train is introduced in both North and South Bank lines and also a fast-running train for long distance passengers. These are a few of the urgently requir-

ed matters which the people of Assam want to see implemented.

As regards the increase in freight rates I am sure my hon. friends who spoke before me must have referred to this point. Still, I would like to say a word about it. In the face of the 10 per cent increase in customs duty and the increase by 4 to 5 per cent in the bank rate, whatever little increase is made in freight rates will certainly add to the cost of production of the industrial goods and thus make the price of those goods higher and higher. This increase will aggravate inflation and affect those articles which have to face competition in the export markets of the world. I might specially mention about tea. Assam produces a little more than one-fourth of the world's production. The North-East Frontier Railway passes through the tea-producing area, and yet strangely enough, very little of the tea traffic was going by railways and much of it was going by road and river. It is a good augury that from last year, because of the introduction of the weekly tea special the time taken for transporting tea from Assam to Calcutta got reduced and this proved itself very popular, and as a result a considerable amount of tea traffic has come to the railways. We hope that not only will this tea special continue but the Railway Minister would be pleased to see that such tea specials are made to run every alternate day at least during the peak season. I would also plead with the Railway Minister to give some concession in freight for tea transport. Everybody would ask for freight concession, but my asking for concession is not for the industry alone but also for the purpose of more revenues for the railways. The steamer services are giving concessions, likewise if the railways also give some concession, and tea specials are introduced as suggested, I am of opinion that the revenue that will be earned by the railways on account of transportation of tea would become almost double that what it was before, and this will result not only in the betterment of the railways finance but also in the earning of greater

amount of foreign exchange for the country.

As regards marginal adjustments resulting in a slight increase in fare, I am sorry to say that it has been a regular annual feature. If we pool together the marginal adjustments made during the last ten years, it comes to a total of about 30 per cent. rise in fares. And this tells very hard upon the lower income group who generally make short distance travels for attending to their daily duties. At least on humanitarian grounds, I would request the hon. Minister in charge to see whether he cannot withdraw this little bit of increase in fare at least for short distances up to 50 k.m. I hope that he will consider this point.

As regards the continued operation of some of the railway lines in the private sector, I would say that this is a sad commentary on the implementation of our industrial policy. These private railways are using outmoded locomotives and equipment and give scant attention to the amenities of the passengers. I hope that the hon. Minister will look into this matter also and see that the private railway companies which are still running are taken over by Government at the earliest possible time.

There are many other matters about which I would have liked to speak, but since my time is almost up now, I shall make just one or two more points. I do not want to speak about corruption etc., but I would like to point out that the Audit Report for 1963-64 points out that there was infructuous expenditure to the tune of over Rs. 1.58 crores. If the hon. Minister would pay some more attention to check the loss to railway revenue arising out of ticketless travelling, pilfering of railway property and corruption in contract works, etc., I am sure he will be able to give more relief in freights and fare. I hope he will give his attention to this point also.

The north bank town of Tezpur is one of the most important towns of

Assam, but the people from that side are finding difficulty to even to come to Gauhati not to speak of Calcutta, Delhi etc., for want of accommodation in trains. We want that there should be special bogies attached to the trains for Barauni, Lucknow and Calcutta. This is a very small demand and I am sure that Railway Minister would be able to meet this demand.

I had the occasion to meet my hon. friend Dr. Ram Subhag Singh when he was there in Assam, and I accompanied him in his tour in my constituency when representations were given to him by the people. One such was presented to him a Sibsagar on behalf of the people of Assam in general and the people of Sibsagar in particular. I hope that the ministry will bear those representations and the points mentioned therein in mind, and strongly urge that receive prompt attention at the hands of the Railway Minister and his Ministry.

Shri Mohammad Elias (Howrah): In his speech, the hon. Railway Minister has said that on the basis of the Santhanam Committee Report, the railway vigilance department and the railway administration are taking active steps to eliminate corruption from railways. But I think no improvement has been made in this regard; on the contrary, corruption has been on the increase day by day in the railways.

श्री हुकमचन्द कछवाय : उपाध्यक्ष महोदय, मेरा एक व्यवस्था का सवाल है और वह यह कि हाउस में इस समय कोरम नहीं है।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. He may continue.

Shri Mohammad Elias: I think the most fertile field for corruption in the country is the railways.

I do not have much time at my disposal to give much evidence. But

[Shri Mohammad Elias]

I have concrete examples of it and I shall quote two of them. My house is situated very near the Shalimar godown of S. E. Railway. From my childhood, I have been seeing lorry-loads of goods taken away in broad daylight by unsocial elements. Those things are sold in the black market. This is done with the connivance of the officers and staff. How the thieves can know in which compartment valuable goods are kept. If some wagons from Bombay or Nagpur come, wagon brokers will know the exact numbers of these wagons, they will know the exact time of arrival of the train; they will stop the train, break open the wagons where valuable articles like typewriters, terylene clothing etc. are kept and take them away in lorries. These things very often happen. No police watch is there. We reported the matter to the RPF, and to Police but no action is taken. Gangs are organised in different places, and those gangs of wagon breakers do not care for anybody in the locality and create a lot of trouble and break the peace of the locality.

Whoever goes and fights against this corruption is victimised by the railway administration. I shall give one instance, in regard to the Lillooah Workshop, which is one of the biggest railway workshops, which is a very old factory, spread over an area of half a mile. Here in broad daylight, prohibited things are sold inside the office and factory, things like ganja, opium, country-made wine. Even prostitution goes on inside the factory.

Mr. Deputy-Speaker: The railways cannot be held responsible for that.

Shri Mohammad Elias: It goes on inside the railway premises; inside the factory and offices, these things go on. A very sincere and honest employee of the railway by name Ashutosh Chatterjee, Grade I Clerk, has written to the President, the Railway Minister and the Railway Manager, detailing the activities of

these unsocial elements and stating that many officials who are well-placed are also connected with these things. Because he has done so, a chargesheet was framed against him and he was suddenly removed from service without any enquiry. Why? Because he wanted to fight corruption. He was in the army. He has got many certificates of his good conduct. He does not belong to any political party. He is a very sincere and honest worker. That was his main fault. I shall read a portion of the letter he has addressed, signing over a revenue stamp, to the President, the Railway Minister and the Railway Manager. He has thrown out a challenge that if he was unable to prove the allegations he has made about corruption in the railways, he could be dismissed, his whole paternal property, moveable, immovable could be confiscated by the railways and he could be awarded RI for twelve years. I am reading a portion of it.

Mr. Deputy-Speaker: Please write to the Minister about it.

Shri Mohammad Elias: I shall lay it on the Table with your permission.

Mr. Deputy-Speaker: No, it cannot be laid on the Table.

Shri Mohammad Elias: He writes:

"Previously on 10/19-11-60, I challenged the railway authorities by signing on the revenue stamp that I will be dismissed from service. I will pay one thousand rupees as a fine and I will suffer 12 years RI and again on 23-10-61, I declared on signing on revenue stamp that if I at all am unable to prove the corruption, then the Ministry of Railways will seize my whole paternal properties including moveable and immovable things and can forfeit those and I will be discharged from service immediately and I will pay ten thousand rupees as a fine to the Ministry of Railways and

lastly I will suffer 12 years RI. But regret my challenge was not accepted by the Ministry of Railways".

Instead of accepting this challenge, the railway authorities of that particular store dismissed him. This is the fate of an honest man who wanted to fight corruption, who wanted to point out where corruption is taking place. I am placing it on the Table.

Mr. Deputy-Speaker: No, no.

Shri Mohammad Elias: Let the hon. Minister take action on this.

Mr. Deputy-Speaker: You send it to the Minister.

Shri Mohammad Elias: I cannot place it on the Table?

Mr. Deputy-Speaker: Not necessary.

Shri Mohammad Elias: All right. Then I am passing it on to the Minister with the hope that he will look into this and order for withdrawal of dismissal served against Mr. Chatterjee.

The second point is with regard to casual workers. Shri S. M. Banerjee and others have referred to this. The hon. Minister in his speech spoke about the welfare of 13 lakh railway employees directly employed by the railways. But he has not mentioned a single word about the half-million casual labourers who are employed in the railway. They have to do the worst type of work, and most important work at the same time. If they do not work, the railway operations cannot be maintained. On the construction side, on the maintenance side, everywhere casual workers are working; and if they do not work properly, the railways cannot be maintained and it is due to their sacrifice that the railways are smoothly running, not only due to the work of the employees engaged directly. But these poor people are treated like slaves of the middle ages. They get only very poor pay. The pay of an unskilled worker is Rs. 27—50, of a

semi-skilled worker Rs. 35—60 and of a skilled worker Rs. 40—90. It varies from place to place. How a person with his family can maintain himself on this pittance of a salary I cannot imagine. These workers are very innocent. Most of them come from the scheduled castes and scheduled tribes and Adivasis. They do not know how to protest against these things. They do not know how to organise themselves to protest against these things. They have to give bribe every now and then. In a circular, the Railway Board has instructed that all persons working more than 6 months will be treated as temporary employees and will be given the CPC scale. But the railway authorities in different places who actually deal with these things do not allow these workers to reach 90 days of service. They do not allow them to continue for more than two months and 29 days. Then they are discharged, and again they are engaged. Then the man has to give Rs. 10, Rs. 15 and so on, before he can be engaged to the engineer and other local people who employ him. Again he will work for two months and twenty-nine days and again he will be dismissed. In this way, thousands of workers are working for 8, 12 and 12 years. But still they are not treated as temporary workers. Instead of that, if workers who have not put in more than six months service can give some bribe to the engineers and the officers concerned, they are taken as temporary workers on the CPC scale. How can the poor Scheduled Caste and Scheduled Tribe workers afford to give this bribe of Rs. 100 or Rs. 200 to get this benefit? They cannot give and they are not treated as temporary workers on CPC scale of pay. In this way, the instructions of the Railway Board are being flouted.

My hon. friend Shri S. M. Banerjee has demanded that an enquiry committee should be constituted to go into the problem of casual labourers, so that they are ensured proper treatment. I fully support the idea. The

[Shri Mohammad Elias]

Ministry and the railway administration may think that these casual workers cannot organise themselves, they cannot organise a violent movement. But just as the slave system collapsed in the middle ages when the slaves revolted, these people can also rise one day and they can do much harm if the Railway Minister and the railway administration pay no heed to their problems. So, I earnestly request the hon. Minister, through you, to pay attention to this problem of the casual workers.

I also wish to point out the difficulties of the railway electrification workers. As soon as the project in which they are employed is completed, they are dismissed. Though there are many new projects undertaken by the Government, they are not transferred to them. They are dismissed, and new recruitment takes place. We have received a number of telegrams that in the Eastern and South-eastern Railways casual workers and workers of the railway electrification department are being retrenched. They are going on hunger strike, they are agitating, but their problem is not being solved. I wish to take this opportunity to request the hon. Minister that their problem and the problem of the casual workers should be given proper attention.

I have been raising the question of the light railways for the last seven years on the floor of this House. Due to the efforts of the Minister of Railways, the Barsi Light Railway was taken over, and it is running very well for the last few years,

Shri Daljit Singh (Una): Other Members have been given only five minutes while he is taking a lot of time.

Shri Mohammad Elias: You are so many.

Mr. Deputy-Speaker: This is out of his party's time.

Shri Mohammad Elias: I know the problems of the light railways in Bengal—the Howrah-Amra and the Howrah-Sheakhala Light Railways which carry a lot of passengers. But they are as old as 90 years. The carriage, the wagon, the compartment, everything has become old and they cannot run properly. The owners, Messrs. Martin Burn, are making a huge profit. In spite of that, Government is giving lakhs and lakhs as subsidy to those railways, instead of taking them over. The previous Railway Minister, Shri Jagjivan Ram, gave an assurance on the floor of the House that an expert committee would be appointed to go into the question of the light railways, especially the two light railways of Bengal that I have mentioned, and give its opinion on their nationalisation. We do not know what has happened to this expert committee. We would like to know whether it has submitted any report. The Petitions Committee had recommended the taking over of these railways. If they are taken over and dieselised, Government can get a huge amount of profit, because in the Hooghly and Howrah districts there are no other means of communication.

In this age of rockets and supersonics, this railway runs at ten miles an hour, and there are only 10 to 15 trains during 24 hours, as a result of which the people have to face enormous difficulties. The new Railway Minister, with his vigour and enthusiasm, we hope, will earn our blessing by nationalising this light railway. There is also the problem of transport in Calcutta which can be dealt with only by a circular railway. If the circular railway system is not built, the whole transport system of Calcutta will collapse as the buses and trams could not cope with the growing passenger traffic in Calcutta.

There are only three trains between Howrah and Bombay, two in the main

line and one via Allahabad. With the construction of two steel plants in Rourkela and Bhilai and with the one already existing at Jamshedpur and the coming in of new townships on this line, the number of passengers has increased tremendously and two more trains are needed to meet this situation. Of these one could be a Janta train and another the Deluxe train, both of them to run between Bombay and Howrah. I also request for the introduction of one Deluxe train between Madras and Howrah due to large volume of increase in the number of passengers.

Catering improved as soon as it was departmentalised but it has again deteriorated in the recent past. The contractors when they were there made huge profits. Till last year, catering was a losing proposition for the railway department. From the speech of the Railway Minister now it appears that there is some profit. I feel that the railway department can improve the departmental catering and can serve the travelling public much better and at the same time make profits, if the management is improved and corruption is eliminated. I have heard from a vigilance officer who investigated a case that one manager of the catering department was to write in the duplicate copy of a bill only six annas, while serving lunch to a person worth Rs. 4 and also collected the amount of Rs. 4 from him without depositing entire amount. In that way corruption and forgery are going on.

Shri Dinen Bhattacharya: The manager does so because he has to oblige the big bosses in the Railways.

Shri Mohammad Elias: You are right. Besides, the managers and other staff—the poor workers in the catering department are treated just as they were treated in the contractor's days. They are employed on the

commission basis; if they sell for one rupee, they will get a commission of 10P. Their minimum wage should be guaranteed; then there could be incentive or production bonus over and above that so that they may get 2 or 3 paise per rupee's sale as incentive. These staff also face risks and accidents and they do not get any compensation or medical facility or travel facilities; they are employed as slaves. I think the catering department should be better managed. Many committees and informal consultative committees had enquired into this but we must go to the root cause of this problem: why cannot the catering department make any profit or satisfy the travelling public? This should be looked into properly.

17 hrs.

Then, about the speed of the trains, it has been mentioned in the Minister's speech that the speed is being increased, but it is the experience of everybody including Members of Parliament that the trains cannot run on time. Even the train which used to be called the VIP train, No. 1 UP and No. 2 Down Howrah-Delhi Mail used to run one time in time, but nowadays, very often, we find that it is late by anything from one to five hours, and no passenger can be confident that if he boards that train he will reach his destination in time. We cannot say that the speed of the train has increased. There is bad running of the trains.

There is a very good suggestion that the Government is proposing to increase the speed of trains to 70 miles an hour. But I think it will remain a dream if the railway administration moves in the way it is doing now. So, particular attention must be given towards increasing the speed of trains and at the same time towards punctuality. I vehemently protest against the decision to increase the third-class passenger fares.

[Shri Mohammed Elias]

I conclude by supporting the suggestion made by my hon. friend Shri Tridib Kumar Chaudhuri, namely, that the Railway Board should be abolished. There is no necessity for keeping this Railway Board. The Board which the Britisher had constituted—a bureaucratic organisation—should not remain. The railways must by themselves run the administration properly. There is no need to keep any Railway Board. The Ministry with the departments can easily run this vast railway organisation with expe-

rienced staff. So, the Railway Board should be abolished.

Shri Kapur Singh (Ludhiana): The Ministry should also be abolished.

Shri Mohammad Elias: No; the Ministry must be there. With these words, I close.

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 9, 1965/Phalgun 18, 1886 (Saka).