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Phalgun 13, 1881 (Saka)

LOK SABHA DEBATES

**Tenth Session
(Second Lok Sabha)**



**LOK SABHA SECRETARIAT
New Delhi**

CONTENTS

[SECOND SERIES, Vol. XXXIX—FEBRUARY 22 TO MARCH, 4, 1960/PHALGUNA 3 TO
14, 1881 (SAKA)]

	COLUMNS
No. 11—Monday, February 22, 1960/Phalguna 3, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 267 to 271, 273 to 279, 281 and 282	2071—48
Written Answers to Questions—	
Starred Questions Nos. 272, 280 and 283 to 300	2048—59
Unstarred Questions Nos. 309 to 339, and 341 to 353	2059—85
Obituary Reference	2085—88
Motions for Adjournment	2088—96
(1) Alleged eviction of 3,000 displaced persons in Mikir Hills, Assam	2088—94
(2) Reported occupation of Salt Lake in Ladakh by Chinese	2094—96
Papers laid on the Table	2097
Messages from Rajya Sabha	2098
Motor Vehicles (Amendment) Bill—	
Laid on the Table as returned by Rajya Sabha with amendments	2099
Public Accounts Committee—	
Twenty-third Report	2099
Calling Attention to Matter of Urgent Public Importance—	
Fire accident in refugee camps near Bharatpur	2099—2101
Tripura Municipal Law (Repeal) Bill—introduced	2101—02
Motion on Address by the President	2102—43
Demands for Supplementary Grants (General), 1959-60	2143—74
Motion <i>re</i> : Report of O. & M. Division for 1958-59	2174—2232
Business Advisory Committee—	
Forty-eighth Report	2232
Daily Digest	2233—38
No. 12—Tuesday, February 23, 1960/Phalguna 4, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 301 to 305, 307, 308 and 310 to 316	2239—77
Written Answers to Questions—	
Starred Questions Nos. 306, 309 and 317 to 344	2277—95
Unstarred Questions Nos. 354 to 369 and 371 to 391	2305—2380
Paper laid on the Table	2320
Estimates Committee—	
Seventy-third Report	2320
Calling Attention to Matter of Urgent Public Importance—	
Lightning strike by Bombay Port Trust workers	2321—23
Business Advisory Committee—	
Forty-eighth Report	2323—24
Demands for Supplementary Grants (General), 1959-60	2324—2406
Dowry Prohibition Bill	2407—53
Motion to consider Rajya Sabha amendments	2407—53
Ports and Exports (Control) Amendment Bill	2453—56
Motion to consider, as passed by Rajya Sabha ly Digest	2453—56 2457—62

No. 13.—Wednesday, February 24, 1960/Phalguna 5, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 346 to 352 and 354 to 360	2463—99
Written Answers to Questions—	
Starred Questions Nos. 345, 353 and 361 to 372	2499—2507
Unstarred Questions Nos. 392 to 425	2507—31
Papers laid on the Table	2532
Committee on Private Members' Bills and Resolutions—	
Fifty-sixth Report	2532
Calling Attention to Matter of Urgent Public Importance—	
Accident in Bhilai Steel Plant	2532—34
Correction of Answer to Starred Question No. 604	2534
Appropriation Bill, 1960—Introduced	2534—35
Statement of Personal Explanation	2535—37
Imports and Exports (Control) Amendment Bill	2537—2600
Motion to consider, as reported by Rajya Sabha	2537—99
Clauses 1 to 5	2600
Motion to pass	2600
Delhi Land Holdings (Ceiling) Bill	2600—52
Motion to consider, as reported by Joint Committee	2600—52
Daily Digest	2653—56
No. 14.—Thursday, February 25, 1960/Phalguna 6, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 373 to 377, 380, 381 and 383 to 389	2657—94
Short Notice Question No. 2	2694—97
Written Answers to Questions—	
Starred Questions Nos. 378, 379, 382 and 390 to 410	2697—2712
Unstarred Questions Nos. 426 to 474	2712—41
Papers laid on the Table	2741—43
Committee on Absence of Members from the sittings of the House—	
Eighteenth Report	2743
Appropriation Bill, 1960—passed	2743—48
Railway Budget—General Discussion	2749—2858
Daily Digest	2859—64
No. 15.—Friday, February 26, 1960/Phalguna 7, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 412 to 416, 418, 419, 421 to 424, 427, 429, 430, 431, 433 and 434	2865—2902
Short Notice Questions No. 3	2903—06
Written Answers to Questions—	
Starred Questions Nos. 411, 417, 420, 425, 426, 428, 432 and 435 to 448	2906—20
Unstarred Questions Nos. 475 to 509	2920—40
Papers laid on the Table	2941—42
Message from the President	2942—43
Messages from Rajya Sabha	2943—44
Orphanages and other charitable Homes (Supervision and Control) Bill—	
Laid on the Table as passed by Rajya Sabha	2944
Joint Committee on Offices of Profit—	
First Report	2944

COLUMNS

Calling Attention to Matter of Urgent Public Importance—

Situation created by invasion of wild rats in Tripura	2944—46
Business of the House	2946—47
Railway Budget—General Discussion	2947—3005
Committee on Private Members' Bills and Resolutions—	
Fifty-sixth Report	3005
Resolution re : Quitting the Commonwealth	3005—76
Resolution re : Appointment of a Committee for evaluation of Agricultural Research Programme	3077—78
Daily Digest	3079—84

No. 16.—Monday, February 29, 1960/Phalguna 10, 1881 (Saka)—

Oral Answers to Questions—

Starred Questions Nos. 449 to 457, 459 to 466 and 471	3085—3123
Short Notice Question No. 4	3123—24

Written Answers to Questions—

Starred Questions Nos. 458, 467 to 470 and 472 to 484	3124—35
Unstarred Questions Nos. 510 to 556 and 558 to 565	3135—63

Papers laid on the Table	3163—66
--------------------------	---------

Committee on Absence of Members from the sittings of the House—

Eighteenth Report	3166—67
Correction of Answer to Starred Question No. 586	3167—68

Railway Budget—General Discussion	3168—3279
-----------------------------------	-----------

General Budget, 1960-61—Presented	3280—3312
-----------------------------------	-----------

Finance Bill, 1960—Introduced	3313—14
-------------------------------	---------

Daily Digest	3315—20
--------------	---------

No. 17.—Tuesday, March 1, 1960/Phalguna 11, 1881 (Saka)—

Oral Answers to Questions—

Starred Questions Nos. 485 to 493	3321—56
-----------------------------------	---------

Written Answers to Questions—

Starred Questions Nos. 494 to 523	3356—76
Unstarred Questions Nos. 566 to 632	3376—3417

Papers laid on the Table	3417—18
--------------------------	---------

Restraint and Release of Member	3418
---------------------------------	------

Statement re : Subsidence of Storage Tanks in the Milk Collection and Chilling Centre at Muradnagar	3418—20
---	---------

Railway Budget—General Discussion	3420—3532
-----------------------------------	-----------

Demands for Grants—Railways, 1960-61	3532—94
--------------------------------------	---------

Half-an-Hour Discussion re. Medium of Instruction in Universities	3594—98
---	---------

Daily Digest	3599—3604
--------------	-----------

No. 18.—Wednesday, March 2, 1960/Phalguna 12, 1881 (Saka)—

Oral Answers to Questions—

Starred Questions Nos. 524 to 529, 533, 534, 536 to 538 and 542	3605—41
---	---------

Written Answers to Questions—

Starred Questions Nos. 530 to 532, 535, 539 to 541 and 543 to 566	3641—60
Unstarred Questions Nos. 633 to 679	3661—88

Motion for Adjournment—

Termination of services of some employees of the Ministry of Rehabilitation	3688—92
---	---------

COLUMNS

Papers laid on the Table	3693-94
Message from Rajya Sabha	3694
Committee on Private Members' Bills and Resolutions—	
Fifty-seventh Report	3695
Calling Attention to Matter of Urgent Public Importance—	
Rise in prices of rice and paddy in West Bengal and Orissa	3695-96
Statement <i>re</i> : Food situation in Mizo District of Assam	3696-3702
Motor Vehicles (Amendment) Bill—	
Amendments made by Rajya Sabha agreed to	3702-03
Demands for Grants (Railways), 1960-61	3703-3840
Half-an-Hour Discussion <i>re</i> : Aligarh Muslim University	3841-68
Daily Digest	3869-74
<i>No. 19.—Thursday, March 3, 1960/Phalgun 13, 1881 (Saka)</i> —	
Oral Answers to Questions—	
Starred Questions Nos. 568 to 574 and 607	3875-3910
Written Answers to Questions—	
Starred Questions Nos. 567, 575 to 606 and 608	3911-28
Unstarred Questions Nos. 680 to 691 and 693 to 720	3928-48
Papers laid on the Table	3948-50
Calling Attention to a Matter of Urgent Public Importance—	
Tractors at Dandakaranya	3950-52
Demands for Grants—Railways	3953-4069
Arrest of Member	3986
Motion <i>re</i> : Dandakaranya Development Project	4069-4119
Half-an-Hour Discussion <i>re</i> : Community Development Programme in India	4120-34
Daily Digest	4135-40
<i>No. 20.—Friday, March 4, 1960/Phalgun 14, 1881 (Saka)</i> —	
Oral Answers to Questions—	
Starred Questions Nos. 610 to 614, 616 to 620, 622 to 626, 628 and 629	4141-77
Written Answers to Questions—	
Starred Questions No. 609, 615, 621, 627 and 630 to 643	4177-88
Unstarred Questions Nos. 721 to 766	4188-4218
Papers laid on the Table	4219-20
Message from Rajya Sabha	4221
Indian Sale of Goods (Amendment) Bill—	
Laid on the Table as passed by Rajya Sabha	4221
Arrest of a Member	4221
Calling Attention to a Matter of Urgent Public Importance—	
Train collision on Southern Railway	4221-23
Business of the House	4223-24
Appropriation (Railways) Bill, 1960—Introduced	4224-25
Demands for Supplementary Grants—Railways, 1959-60	4225-58
Delhi Land Holdings (Ceiling) Bill	4258-93
Motion to consider, as reported by Joint Committee	4258-93
Committee on Private Members' Bills and Resolutions—	
Fifty-Seventh Report	4293
Sikh Gurdwaras Bill by <i>Sardar A. S. Saigal</i> —	
Extension of time for eliciting public opinion	4294-96

LOK SABHA DEBATES

3875

3876

LOK SABHA

Thursday, March 3, 1960/
Phalgun 13, 1881 (Saka)

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Mr. Speaker: The House will now
take up Questions. Shrimati Ila
Palchoudhuri. Absent.

I am seriously considering the
question regarding the questions
tabled by those hon. Members who
have applied for leave of absence.
If they go on sending questions from
somewhere, why should I call those
questions here for oral answer?

Shri Raghunath Singh: One point
more, Sir. There are some Members
who are out of India. Not only
notices of questions but also calling
attention notices are coming in their
names.

Mr. Speaker: If any hon. Member
is on leave, those questions would
not be put down for oral reply.
There is no meaning in marking it
for oral answer. They may be treated
as unstarred questions. As regards
persons out of the country
their questions would not be allowed
to come on the Order Paper at all
during their absence. Next question,
Shri Ram Krishan Gupta.

Shri Raghunath Singh: There is
nobody to reply, Sir.

394 (Ai) L.S.D.—1.

Shri Ram Krishan Gupta: Sir, this
is an important question.

Shri Tyagi: The Minister has avoided
it, Sir.

Dr. Ram Subhag Singh: Let there
be some ruling, Sir.

Shri Raghunath Singh: What about
the Ministers who are absent, Sir?

An Hon. Member: He has come.

**The Minister of Law (Shri A. K.
Sen):** I am sorry; my watch was late.

Shri Hem Barua: Is it sufficient
explanation, Sir?

Election Petition

598. **Shri Ram Krishan Gupta:** Will
the Minister of Law be pleased to
state:

(a) whether any Election Petition
in the name of Chaudhuri Balbir
Singh vs. Chaudhuri Amar Singh
filed in 1952 in Punjab against the
Assembly Election has been decided;

(b) if so, the nature of decision
taken;

(c) if the answer to part (a) above
be in the negative the reasons for so
much delay; and

(d) the nature of steps taken or
proposed to be taken?

**The Minister of Law (Shri A. K.
Sen):** (a) The election petition filed
by Chaudhuri Balbir Singh calling
in question the election of Chaudhuri
Amar Singh to the Punjab Legislative
Assembly held in 1955, is pending
since July, 1955.

(b) Does not arise.

(c) The main reasons for the delay in the disposal of the election petition are:

- (i) the Election Tribunal, constituted for the trial of this petition, consists of three members as required by the law then in force and the dates for the trial have to be fixed taking into account the convenience of all of them;
- (ii) unavoidable changes in the composition of the Tribunal;
- (iii) the large number of witnesses involved (more than 80) and the nature of the evidence to be recorded.

(d) The Election Commission is doing all that is within its power to expedite its disposal. It has stressed on the Chairman of the tribunal the desirability of expediting the trial of the petition.

Shri Ram Krishan Gupta: May I know whether it is a fact that a show-cause notice for disqualification was served upon Sardar Pratap Singh Kairon, Chief Minister of Punjab, against whom serious charges of major corrupt practices were levelled in this petition?

Shri A. K. Sen: I do not think this arises out of the question.

Mr. Speaker: How does this arise out of this question?

Shri A. K. Sen: It does not, Sir.

Shri Ram Krishan Gupta: Sir, he is a co-respondent in this petition.

Mr. Speaker: What is the question of the hon. Member?

Shri Ram Krishan Gupta: May I know whether it is a fact that a show-cause notice for disqualification was served upon Sardar Pratap Singh Kairon, Chief Minister of Punjab, who is a co-respondent in this petition, against whom charges of major corrupt practices were levelled?

Shri A. K. Sen: If that information is required, we shall certainly place it before the House. But I should imagine that it should form the subject-matter of a separate question.

Shri Ram Krishan Gupta: May I know also whether it is a fact that the Chief Minister of Punjab filed an appeal against this order in the Punjab High Court and it was dismissed?

Mr. Speaker: What has that to do with the election petition?

Shri Hem Barua: There is an apprehension in some quarters....

Mr. Speaker: Order, order. This is an election petition filed by Chaudhri Balbir Singh against the election of one Chaudhri Amar Singh to the Punjab Legislative Assembly. It has been decided. Is it part of the decision that the Chief Minister should be disqualified?

Shri A. K. Sen: Our instructions are that the petition is pending. There are certain interlocutory orders pending decision and I suggest a separate question may be given notice of. It is a matter of records and we have to get the records. These are not really our records.

Mr. Speaker: If the petition is pending and there are further appeals, then, we cannot allow questions here.

Shri A. K. Sen: The Election Commission has not given us that information. (Interruptions).

Mr. Speaker: Hon. Members cannot go on talking.

Shri A. K. Sen: All these matters are *sub judice*. We have only been told that the decision is pending. And, we have given the reasons for the delay. But, if certain other questions are asked which are *sub judice*, I should imagine they should not be asked at this stage. (Interruptions).

Mr. Speaker: The hon. Minister has answered.

Shri D. C. Sharma: May I know how many witnesses have so far been examined and what is the number of those who are still to be examined?

Shri A. K. Sen: We do not know about the number of witnesses because it depends upon the parties who are litigating. But the number so far examined appears to be over 50—subject to correction. We have no definite information.

Shri Tyagi: One witness takes one year.

Shri P. R. Patel: The petition was filed in 1952 and yet it is sub judice. May I know the reasons why there is so much delay?

Mr. Speaker: In 1952!

Shri P. R. Patel: Yes, Sir.

Shri A. K. Sen: We have given the reasons.

Shri Raghunath Singh: Filed in 1952 and still it is pending?

Shri A. K. Sen: That is one of the reasons why this time we did not set up three-member Tribunals. We have set up only one-member Tribunals all over the country. In some of these cases the death or retirement of one has caused delay in the decisions being taken. But I understand that there have been several appeals taken against interlocutory orders which have gone on as a result of which these petitions have been pending. (Interruptions).

Mr. Speaker: If in this election petition a person is declared duly elected what is his position?

Shri A. K. Sen: I do not know myself. I think the decision will be absolutely infructuous. I think there are some other reasons for proceeding with it.

Mr. Speaker: It is meaningless.

Shri Tyagi: There is a limit to the patience of even your best admirers.

This is going on since 1952. Parliament cannot be satisfied with the reasons which the Minister has given for such a long and abnormal delay. I want to know whether it is a fact that some of the officers who have been dealing with this, immediately after their retirement, were provided with other jobs by the Punjab Government.

Shri A. K. Sen: We ourselves are not very much satisfied. That is why....

Shri Tyagi: Then, what steps have you taken?

Shri A. K. Sen: We cannot take any steps. The Election Commissioner can only write to these Tribunals; and, he cannot do anything else. After all, we are not the Tribunal, nor is the Election Commissioner.

Shri Braj Raj Singh: You should do something. (Interruptions).

Shri A. K. Sen: If I may explain... (Interruptions). Not so many questions, please. Shri Nayar is not recognisable today due to a certain change in his appearance....

Shri Tyagi: These things should not be tolerated as if it were a court. The Election Tribunal is a forum where the whole fate of democracy hangs. I wonder if the hon. Minister has not got powers in exceptional cases to dismiss a Tribunal and appoint another and get the thing expedited.

Mr. Speaker: Order, order. Hon. Members get unnecessarily excited over these things. It is no good trying to show exuberance of spirit. When the hon. Law Minister is answering a particular question, why should Shri Tyagi get up and go on making a speech here? I would advise hon. Members to put questions one after the other. I also understand the seriousness of the question. A matter which was started in 1952 is

still not disposed of. It is a serious matter. I will allow one or two Members to put questions one after the other. All hon. Members are not simultaneously to put questions. The hon. Law Minister.

Shri A. K. Sen: As I said, there have been, unfortunately, several changes in the composition of the Tribunal. It was, possibly, beyond anybody's fault. Possibly Shri Tyagi did not hear the detailed answer I gave.

Mr. Speaker: All that the hon. Members want to know is this. If the appointment of the tribunal is in the hands of the State Government and for their own purpose and if the case is against State Government....

Shri A. K. Sen: No, Sir. The appointment is in the hand of the Chief Election Commissioner.

Mr. Speaker: If these people do not carry on the work the Commissioner has no remedy; even if they carry on like this for eight or ten years, the Commissioner must keep quiet looking to the convenience of the people there?

Shri A. K. Sen: Once the appointment is made, until it is vacated or until the member resigns or is dead, there is no question of dismissal; that power is not there with the Chief Election Commissioner. All that he can do is to write letters repeatedly asking the tribunal. What happened in this case was that there were three changes in the Tribunal's composition unfortunately, which took it up in 1956.

Shri Tyagi: My question remains unanswered.... (Interruptions).

Mr. Speaker: Order, order. I will not allow so many persons to put questions.

Shri Tyagi: I want to know whether that officer belongs to the State Service and he retired as a District Judge and was immediately given another employment by the State?

Shri A. K. Sen: That was what I was answering, when you stopped me and asked something else, Sir. It is not one officer involved. There were several officers involved. If I may give their names, the first gentleman who was appointed was a gentleman by the name of Shri Manohar Singh Bakshi, District and Sessions Judge, Hoshiarpur. He was appointed as the Chairman of the Tribunal. There was an allegation against him later on that he was a very close associate of one of the respondents to the petition. As a result of it, Shri Bakshi himself expressed his unwillingness to try this petition. Thereafter in his place one Shri Kartar Singh Chadha, Additional District and Sessions Judge, Ludhiana, was appointed Chairman of the Tribunal.

On 22nd November, 1955 the other two members, namely Shri Maharaj Kishore, a retired District and Sessions Judge, and Shri Mohinder Singh Pannun, a member of the bar, were appointed and the Tribunal proceeded with the trial of the petition. In May 1956, Shri Maharaj Kishore was appointed as Special Judicial officer in the Ministry of Rehabilitation and consequently he resigned. A gentleman takes up the appointment and then he resigns. So, another gentleman, Shri Badri Prasad Puri, the Additional District and Sessions, Ludhiana, was appointed as judicial member to fill up his vacancy.

What happened is this. So far as the other gentleman, Shri Mohinder Singh Pannun, was concerned, he then gets appointed as Assistant Advocate General of the Government of Punjab. This was pointed out to the Chief Election Commissioner and thereupon he was requested to resign because it was thought that he should not, as Assistant Advocate General of Punjab, be associated with the tribunal which was trying charges against some highly placed persons in the Government. Thereupon, he resigned in October, 1956. This is the third resignation which takes us to October, 1956. In

November, 1956, Shri D. D. Seth, an advocate of Allahabad--this time from Allahabad--was appointed member in the vacancy caused by the resignation. Then the tribunal consisted of Shri Kartar Singh Chadha, Chairman and Shri Badri Prasad Puri and Shri D. D. Seth from Allahabad as members.

On 26th October, 1957 the Tribunal by a majority judgment decided certain issues under section 99. An appeal was taken against that to the High Court and the appeal petitions were admitted and further proceedings of the Tribunal were stayed by the High Court. By its order dated the 7th October, 1958, the High Court dismissed the writ petitions and the stay order was also vacated in October, 1958.

The records came back to the Tribunal on 3rd January, 1959 and on three occasions thereafter the hearing had to be adjourned as one or the other of the members of the Tribunal failed to attend the sittings on account of their health or otherwise.... (Interruptions). What are we to do?

An Hon. Member: How long will this continue?

Mr. Speaker: All the hon. Members here are convinced that the hon. Law Minister is absolutely innocent.

Shri A. K. Sen: Up to October, 1958 the proceedings were stayed by the High Court; after October, 1958 the records came back in January, 1959. On three occasions, one of the members—it was a three-member Tribunal—because of his health or otherwise fails to attend and as a result the proceedings cannot go on and then regularly the proceedings have been going on.

Of course the Chief Election Commissioner has sent innumerable reminders to the Chairman saying that this should be expedited as far as possible. As far as I can see, if is not the result of the election which is at issue; it is an issue no more and we have had another General Elections. There are certainly other issues in-

volved, mainly charges of corrupt practice against some respondents which, I suppose, are the main issue. So, it should be tried fairly and properly after examination of all the witnesses available and that is going on at the present moment.... (Interruptions).

Mr. Speaker: There has been a very elaborate reply. Nothing more is necessary. Next question.

An Hon. Member: We want half-an-hour discussion.. (Interruptions).

Mr. Speaker: The hon. Members may give notice for half-an-hour discussion and then that will be considered. Next question.

Pay Roll Savings Scheme

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*569. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri Aurobindo Ghosal:

Will the Minister of Finance be pleased to state:

(a) whether the Pay Roll Savings Scheme has been introduced in all the industrial concerns of the country;

(b) if so, how it is functioning; and

(c) whether this is working in accordance with the scheme suggested by the Indian Labour Conference at Madras?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). The Pay Roll Savings Scheme has been introduced in a number of industrial units in the country. Efforts are being made to extend the Scheme to other industrial units with the co-operation of the employers and the employees.

(c) The suggestions made by the Conference have, to the extent feasible, been adopted in the working of the Scheme.

Shri S. C. Samanta: The view expressed in the conference was that the

collection should be made by the Government agency only and the moneys should not be deposited with the employer. Has that been done?

Shrimati Tarkeshwari Sinha: The responsibility for making the deductions at source from the wages is under the Payment of Wages Act entrusted to the employers' which are collecting these savings.

Shri S. C. Samanta: The hon. Deputy Minister has said that many establishments have taken up the scheme. May I know whether regular distribution of pamphlets, folders, posters, etc. are being done there?

Shrimati Tarkeshwari Sinha: Yes, Sir. All possible steps are being taken to encourage this.

Shri Aurobindo Ghosal: What are the industrial units where this has been introduced? Is this a voluntary scheme?

Shrimati Tarkeshwari Sinha: There are a large number of industrial units where this scheme has been introduced. I cannot give out the names of all these but I can certainly give the total membership which is 68,732. It is naturally voluntary because it is done with the consent of the employees.

Shri Kamanathan Chettiar: How is this scheme working in the textile mills in Coimbatore and will it be taken to other areas also?

Shrimati Tarkeshwari Sinha: Efforts are being made to take this scheme to almost all the industrial units working in this country. I do not know how this scheme is working exactly in certain factories in Coimbatore.

Shri Damani: Since the commencement of this scheme, what is the amount collected from them?

Shrimati Tarkeshwari Sinha: At the end of December 1959, the collection stood at Rs. 15,87,037.

Shri Tangamani: May I know whether the scheme which was suggested at the Indian Labour Conference at Madras was not adopted by that Conference and if so whether some modified scheme will be considered by the Ministry?

Shrimati Tarkeshwari Sinha: We are not concerned with the agenda of that Conference but we are certainly concerned with the decisions of that conference. In almost all cases decisions have been taken. There was one decision that the one per cent. service charge paid to the employers should be utilised for the actual expenses involved in the collection in this pay roll saving scheme and the rest of the money, if there is any, should be utilised for the workers.

Shri Tangamani: Part (c) of the question is whether this scheme is working in accordance with the scheme suggested by the Indian Labour Conference at Madras. There was a scheme suggested. We want to know whether that scheme was accepted and adopted by the Conference and if so, what were the modifications suggested? Will the modifications be adopted by the Ministry so as to increase the incentive?

Shrimati Tarkeshwari Sinha: Almost all the decisions which were taken, as I have said repeatedly, have been implemented as far as feasible.

Shri S. C. Samanta: May I know whether, as decided by the conference, the collection charges paid at one per cent. will be distributed among the workers or whether the employers will take charge of the amount after collection?

Shrimati Tarkeshwari Sinha: It has already been decided, as I said earlier. This scheme as envisaged expects the employers to utilise this amount either for meeting the cost of collection or for the general benefit of the employees.

Durgapur Steel Plant

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570. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Ram Krishan Gupta:
Shri D. C. Sharma:
Shri Nagi Reddy:
Shri Vasudevan Nair.
Shri Morarka:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 485 on the 1st December, 1959 and state:

- (a) whether the findings of the Committee appointed to investigate into the matter of defective pile foundations put up at the Durgapur Steel Plant have been examined;
- (b) if so, what action has been taken in the matter; and
- (c) what precautions will be taken to avoid any such recurrence?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c). The findings of the Committee have not yet been fully examined by Hindustan Steel Limited. The Committee had, even before submitting the report, informally brought to the notice of Hindustan Steel Limited some of the important recommendations about the piled foundations and much has been done to implement them.

The number of Indian engineers under the Consultants has been augmented so that supervision of work would be more effective.

Shri S. C. Samanta: In reply to the Question referred to—Question No. 485 of 1st December, 1959—the hon. Minister said that the findings of the Committee were being examined by the Hindustan Steel Limited. I want to know the results of the examination.

Sardar Swaran Singh: I would remind the hon. Member that I have already informed the House that ISCON have agreed to carry out all

remedial measures at their own cost and rectify at their own expense any damage to works caused by settlement of foundations containing bored piles for a period of ten years. They consider the foundations to be safe now. So, that was a very precise and tangible outcome of the findings of the Committee.

Shri S. C. Samanta: May I know whether in the agreement it was written that for any such losses they will be held responsible?

• **Sardar Swaran Singh:** I do not know whether it was written there, but it is not necessary that this should be written because in any contract if there is a failure of that type, obviously, the party who is responsible for that shortfall is responsible for the loss under the general law.

Shri D. C. Sharma: What are the remedial measures suggested by the Committee; whether they relate to supervision in construction or basic materials used in construction: if so, may I know why sufficient care was not taken with regard to all these before the foundations were put up?

Sardar Swaran Singh: Remedial measures of a physical nature that have been suggested consist of underpinning at a number of points. This expression "under-pinning" means that where the piles have not got deep enough additional reinforcement is given. That they have done at their own cost. On the supervision side also, as suggested by the hon. Member, the strength of staff has been increased and the supervision now is more effective.

Shri Morarka: The hon. Minister said just now that the tangible outcome of the report was that they could secure a guarantee for a period of ten years. In view of the fact that the paid-up capital of the company is only £100, may I know how Government propose to secure this position?

Sardar Swaran Singh: The constituent members of this consortium

themselves would guarantee the fulfilment of the terms of guarantee.

Shri Vidya Charan Shukla: May I know whether the Committee suggested any penalty to be imposed on the consultants; if not, what was the reason given by the Committee for not recommending any penalty to be imposed on the consultants?

Mr. Speaker: For the defective execution?

Shri Vidya Charan Shukla: Yes, Sir

Sardar Swaran Singh: I think, Sir, it will not be fair to the Committee to examine their work in this light. With regard to penalty, it is a matter which flows out of the contract. It was a technical committee, and its main responsibility was to assess as to what are the defects on the technical side and what should be done. So far as penalty and other matters are concerned, they are already engaging the attention of Hindustan Steel Limited and they will be taken care of at the time payments are made. As a matter of fact, even now when payments are made, a clause is entered there that the payments are subject to the ultimate decision on this aspect.

Shri S. M. Banerjee: What are the main recommendations of the Committee? Could the hon. Minister throw some light on the various recommendations of this Committee?

Sardar Swaran Singh: I have already indicated some, both physical as well as of organisational character.

Shri S. M. Banerjee: That is only a generalisation.

Mr. Speaker: Has the hon. Minister any objection to place it on the Table of the House?

Sardar Swaran Singh: When it is being examined, Sir, I think it will be rather embarrassing, because that might affect our contractual relationship, and it is not in the interest of Hindustan Steel Limited that we should place it here before any final action is taken.

Shri Jadhav: May I know whether construction work and supervision were being done by the same concern?

Sardar Swaran Singh: No, Sir.

Shri Damani: May I know how far this defective pile foundations have affected production?

Sardar Swaran Singh: Luckily, Sir, the production programme has not been affected. The coke oven and blast furnace have already gone into production more or less according to schedule, and I am glad to inform the House that the blast furnace is showing very good performance.

Shri S. M. Banerjee: The hon. Minister said: "luckily it has not affected". I want to know why he used the word "luckily", and whether it was actually to be affected. What is the real report?

Mr. Speaker: We can understand that much.

Shri Supakar: The real question here is why the Hindustan Steel Limited have taken so long to come to a decision. The same answer was given on 1st December, 1959. Nearly four months have since elapsed. Why is it that no final decision has so far been taken on the report by the Hindustan Steel Limited?

Sardar Swaran Singh: It is not a fair suggestion to say that no action has been taken or no decision has been taken. I have already recounted a number of points upon which decision and suitable action have already been taken. It is in the national interest that this matter is not closed unless it is examined threadbare from all aspects. Whatever is required to be done by way of precaution, by way of additional guarantee, by way of additional physical work, has already been undertaken or is being undertaken. But it is not good to close it unless we know the picture a little more clearly.

Shri Vidya Charan Shukla: The hon. Minister said that the Hindustan Steel Limited are examining the question of imposing a penalty on the

consultants. May I know at what stage is this examination and by what time it is likely to be completed or it is expected to be completed?

Sardar Swaran Singh: I did not say that they are contemplating to impose penalty. What I said was, the question as to whether a penalty should or should not be imposed, or whether it is a case to impose penalty are matters that are always being considered between the Hindustan Steel Limited, the contractors and the consultants, and in the light of their discussion and the violation of any term in the contract appropriate results will flow.

राष्ट्रीय अनुशासन योजना

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श्री भक्त दश्मनः

श्री स० क० सामन्तः

श्री सुबोध हंसदा:

श्री रा० च० माझीः

*५७१. श्री हरिश्चन्द्र मायुरः

श्री पांगरकरः

श्री हात्वरः

श्री हेम बरुआः

श्री इ० मधुसूदन राजः

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राष्ट्रीय अनुशासन योजना के अन्तर्गत किये गये कार्य, सर्व और बच्चों के प्रशिक्षण कार्य में अब तक की गयी प्रगति की विस्तृत रिपोर्ट पटल पर रखी जायेगी ; और

(ल) १६०-६१ में इस योजना के विकास का कार्यक्रम क्या है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) :

(क) और (ल). विवरण सभा-पटल पर रख दिया गया है। [विलिये परिचय २, अनुशासन संस्का ६]

[(a) and (b). A statement is laid on the Table of the Lok Sabha. (See Appendix II, annexure No. 6)]

श्री भक्त दश्मनः इस विवरण से यह स्पष्ट हो जाता है कि यह योजना बहुत नोक-प्रिय मिथ्क हुई है और सन् १६५८-५९ के लिए जो लक्ष्य निर्धारित किये गये थे अभी तक उनसे भी अधिक सफलता इसे प्राप्त हो चुकी है। अतः मैं जानना चाहता हूँ कि सारे देश के प्रत्येक राज्य के प्रत्येक विद्यालय में इसे चलाने के लिए कौन से कदम उठाए जा रहे हैं ?

डा० का० ला० श्रीमाली : तीसरी पञ्चवर्षीय योजना में यदि धनराशि उपलब्ध हो गयी तो हमें आशा है कि इस काम को ज्यादा आगे बढ़ाया जा सकेगा।

श्री भक्त दश्मनः क्या यह मत्त्य है कि युवकों के और लड़कों के अनुशासन के लिए और शारीरिक विकास के लिये जितनी भी योजनाएँ इस समय इस देश में चल रही हैं उनमें यह योजना सबसे कम खर्चीली है ? और इसलिये क्या गवर्नरमेंट यह विचार कर रही है कि उन सब का सामाजिक करके सब को इसी में मिला दिया जाए, या एक और नई योजना इसी तरह की चालू की जाय ?

डा० का० ला० श्रीमाली : मैं यह तो निश्चित रूप में नहीं कह सकता कि यह योजना सबसे कम खर्चीली है। शिक्षा के काम लिए तो लक्ष्य करना होता है, बिना लक्ष्य के अच्छा काम नहीं हो सकता। लेकिन माननीय सदस्य को मालूम है कि एक कमटी नियम की गयी है जो यह जांच कर रही है कि इन सब योजनाओं में ज्यादा में ज्यादा कोशाडिनेशन किस प्रकार में हो सके।

Shri Hem Barua: In view of the fact that indiscipline starts at the school stage, may I know whether the Government have so far assessed the result of the scheme in the States where it is being put into operation and whether they are satisfied with it? If they are satisfied with it, may I know if they propose to extend it to the other States particularly the border States like Assam?

Dr. K. L. Shrimali: I just answered the question. I said that a committee has been appointed to go into all the schemes which are at present in operation including the national discipline scheme and we will have to await the report of this committee before further action can be taken in this matter.

Shri Harish Chandra Mathur: The scheme has suffered a serious setback, not for want of funds. In fact, there is a great shortfall according to the statement before us. Suitable instructors were not available as is stated here. May I know why the instructors could not be trained in the years 1958-59 and may I also know what is the programme which has been chalked out? What is the total number required and what is the number of instructors who are being trained?

Dr. K. L. Shrimali: The reasons for the shortfall are also explained in the statement: non-availability of the right type of candidates for appointment as instructors; lack of suitable accommodation for starting training camps for instructors simultaneously in the different parts of the country and delay on the part of the State Governments for introduction of the scheme in their territories. So, it is not just one reason. There are three reasons for the shortfall in expenditure. The hon. Member will also see that in the last two lines, it is indicated that we propose to introduce a scheme in over 1,000 schools in the various States by the end of the year 1960-61. That will give the hon. Member a rough idea as to the extent to which the scheme will expand during the forthcoming year.

Shri Palaniandy: There are only five or six States which have introduced the scheme. May I know whether the Government will come forward to introduce the scheme in other States also if those States are willing to take up the scheme?

Dr. K. L. Shrimali: As I said, it is our intention to expand the scope of the scheme and if all the State Governments will co-operate and also

contribute something, we will be able to expand it more rapidly.

सेठ अब्दल सिंह : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि विद्यार्थियों में डिप्लिन की जो कमी हो रही है, उसको ध्यान में रखते हुए क्या सरकार उनको मारल एजुकेशन देने की किमी स्कीम पर विचार कर रही है?

डॉ कांता श्रीमाली : यह तो इस प्रश्न से नहीं उठता है। यह एक विशेष योजना के बारे में प्रश्न या। जैसा कि माननीय सदस्य महोदय को मालूम है, उस सम्बन्ध में भी सरकार जांच कर रही है। कमेटी नियुक्त की गई थी, जिसकी रिपोर्ट अभी आई है। सेटल एडवाइजरी बोर्ड ने उसकी जांच की थी और गवर्नरमेंट उस पर विचार कर रही है।

Shri Joachim Alva: May I know why the Ministry took over the scheme with such niggardly financial interests, in view of the fact that it has been fostering so much the discipline schemes in the face of such indiscipline in the universities?

Dr. K. L. Shrimali: I am afraid the hon. Member has not looked into the statement. The statement clearly indicates that we have not been able to spend as much as we had provided for the scheme, and the reasons have been explained as to why there has been a shortfall in expenditure. The Ministry of Education is not niggardly. We are trying to make greater and greater provision for the scheme, and in fact, the hon. Member will find that every year the expenditure is increasing, and it is not on account of lack of provision for adequate funds but on account of the lack of proper personnel and certain difficulties in operating the scheme in the States.

Shri Dige: In view of the fact that in Bombay State, there is a physical instructor-cum-teacher in every high school, having a diploma in Physical Education, I want to know what more training do these people give to their

children in the high schools, under this scheme.

Dr. K. L. Shrimali: I do not know what the hon. Member wants. If he wants to know whether this scheme is superfluous in the case of those institutions which have already got physical instructors . . .

Shri Dige: What more instruction do they give?

Mr. Speaker: The hon. Minister must first of all know what exactly is being done there so that he may compare it with what is going to be done. Therefore, he may ask for notice.

Shri Dige: Only physical training is given.

Mr. Speaker: Probably some drill and gymnastics are being gone through. If the hon. Minister is not aware of the curriculum there, he may say that he wants notice.

Dr. K. L. Shrimali: It is difficult to answer a question like this. The hon. Member wants to know whether some kind of physical training is being imparted in the educational institutions. He does not tell me what kind of training is there. But I may tell the House—whether this scheme is superfluous or not—that it is difficult to answer a question like that.

Mr. Speaker: I understand the difficulty.

Shri Achar: I find from the statement that only some seven States have taken up the work in their schools. None of the southern States have taken up the work. There is not a single institution in any of the southern States which has taken up the work. May I know the reason?

Dr. K. L. Shrimali: The reason is obvious. In the beginning, this scheme was started primarily for the refugees in the States where the refugees were mostly settled. They were mostly settled in the eastern and the northern parts of the country. Now, we are expanding the scope of

the scheme and we are moving southwards also. I hope in course of time we will expand the scheme so as to cover the whole country.

Shri Harish Chandra Mathur: May I put a basic question? The scheme has been adopted by the Education Ministry. May I know why it is not being made an integral part of the educational system, instead of running it as a parallel show?

Dr. K. L. Shrimali: I have already answered that question. The Government have appointed a co-ordination committee. This committee is going into all kinds of schemes which are being operated in these educational institutions, and we must await the report of this committee before we can take a decision in this matter.

श्री भक्त दर्शन : श्रीमन्, क्या यह सत्य नहीं है कि देश के प्रत्येक राज्य में और लगभग प्रत्येक विद्यालय में शारीरिक व्यायाम के विषयक पहले में ही मीजूद हैं और क्या सरकार इस बात पर विचार कर ही है कि उन्हीं को इस नई योजना की दुर्दिनग देकर प्रशिक्षकों की कमी को दूर कर दिया जाये ताकि साथ ही इस योजना का भी अधिक प्रसार हो सके?

डा० का० सा० श्रीमाली : यह सत्य नहीं है, क्योंकि बहुत सारे स्कूल और विद्यालय ऐसे हैं, जहां कोई फिजिकल इन्स्ट्रक्टर नहीं है।

Bangalore Corporation Buildings

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*572. *Shri Keshava:*
Shri Agadi:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the then Defence Minister had given a site to the Government of Mysore at the instance of the Bangalore Corporation to build Corporation buildings thereon;

(b) whether he is aware of the fact that the Prime Minister had laid the

foundation stone of the buildings in 1955; and

(c) if so, what are the reasons for refusing permission for construction of the buildings now?

The Minister of Defence (Shri Krishna Menon): (a) to (c). In 1948, a plot of land measuring 30 acres and 32 gunthas at Bangalore was placed with the Government of Mysore for temporary occupation on a "care and maintenance" basis. There is nothing in the terms to show that the land was given at that time for buildings for the Corporation. As the land is an essential open space in Bangalore and part of the oxygen area required by the Armed Forces, it cannot be released.

The facts in regard to the status and role of this site was not before the Prime Minister.

Shri Keshava: May I know if these facts were not taken into consideration while the consent for the building and the laying of the foundation-stone was given by the Government then?

Shri Krishna Menon: There is nothing in the record to show that we ever gave any consent for building. It is very doubtful, even if the land belonged to the Government of India, whether the Defence Ministry would agree to the building on that site.

Shri Raghunath Singh: May I know what will happen to this foundation-stone which is still there?

Shri Krishna Menon: If I may say so, with respect, there is no need to ridicule this matter. It very often happens that a foundation is laid in a place and if a more suitable place is found the matter will be explained to the Prime Minister. There is no need to add to the intricacy of the situation. This land is essential for defence purposes.

Shri Keshava: Is it not a fact that this land legitimately belonged to the Government of Mysore and has never been acquired by the Central

Government nor any conveyance has ever been made, and may I know what is the basis for the Central Government to claim it?

Shri Krishna Menon: I am glad that the question has been asked. It is the property of the Government of India in the Ministry of Defence.

Criteria for Determining Backwardness

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*573.	Shri D. C. Sharma: Shri Ram Krishan Gupta: Shri C. K. Bhattacharya: Shri Pangarkar: Shri Madhusudan Rao: Shri Hem Raj: Shri Siddhiah: Shri Chuni Lal:
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Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 751 on the 9th December, 1959 and state the latest position in regard to fixing the criteria for the determination of backward classes?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The matter is still under consideration.

Shri D. C. Sharma: The Backward Classes Commission gave the report several years ago, and the Home Ministry has been considering the report as to the determination of the criteria of backwardness. May I know why so much time has been taken in arriving at a decision?

The Minister of Home Affairs (Shri G. B. Pant): The views of the Government of India were expressed in the memorandum that was placed on the Table of the House. It was also found that there was a sharp divergence of opinion in the committee itself as to the criteria of backwardness. The chairman has expressed very strong opinion about caste being regarded as a criterion. In this House as well as in the other House, the Members of Parliament have repeatedly, not only said, but emphasised that caste should not be taken as

a criterion and that the institution of caste should not be recognised so far as possible, and that no further extension of these principles should be given. In the circumstances, caste could not be recognised. I had repeatedly consulted the State Governments about some uniform principles to be adopted in this matter. They are reluctant to disturb their existing lists as they think that certain interests would be affected by any alteration. In the circumstances, in spite of our best efforts, we have not been able to evolve a uniform principle.

Shri D. C. Sharma: May I know if any commission will be set up to reconcile the differences between the States and the Central Home Ministry, so that a firm decision can be taken about the backwardness, whether educational, social, economic or in any other respect?

Shri G. B. Pant: The States are getting full assistance from the Centre for backward classes and every State has its own list. These lists are not based on any uniform principle. So, when we were unable to find any criterion ourselves, we requested the States to give the maximum assistance they could to the backward classes, to include in their lists people who are really backward and also, continue to give stipends to the members of the backward classes as they appeared in the lists of the States. The Centre itself had no list of its own at any time. So long as the States cannot be persuaded to accept a uniform basis, it is difficult to impose anything on them.

Shri Hem Raj: Some months back, a conference of the Ministers of the States was held. May I know whether this question was considered in that conference?

Shri G. B. Pant: This question was considered with the Chief Ministers. I discussed it with them and only recently again I had requested them to look into this matter. My own view is that there are certain backward classes such as nomadic tribes, ex-criminal tribes and others who are

really backward. So, we should try to help them to the extent we can and ask the States also to assist them and not insist on their revising or altering their lists. We leave it to them, because any other course is not likely to be accepted by them and the primary responsibility in that regard rests on the States. There is no reservation under the Constitution and we cannot over-rule the States in this matter.

Shri Tyagi: With a view to carrying this benefit to the most deserving families in these classes, has the Government examined the feasibility of dropping out of the lists of backward classes those families whose income is above the average?

Shri G. B. Pant: I will pass on the suggestion to the States.

Shri B. K. Galkwad: From the reply given by the hon. Minister, it appears that he is also very keen to solve the problem of the backward classes. May I know how long it will take to solve it?

Shri G. B. Pant: It is being solved every day. The plans that have been framed from time to time are intended to remove the disparity and to raise the position of the backward classes and the amounts set aside for assistance to them specifically in addition to the general assistance they get from the general budget are larger and larger. So, the problem is being solved every day, and we have declared that our aim is to have a casteless and classless society.

Shri Sampath: May I know if the lists of backward classes prepared by the Education Ministry at the Centre could be either abridged or enlarged on the suggestions from the respective States?

Shri G. B. Pant: The Education Ministry has not, so far as I am aware, prepared any list of their own. They are guided by the lists prepared by the various States and now the task of distributing stipends in the States has also been made over to the States themselves, so that the

Education Ministry has not to distribute these stipends either.

Shri Kalika Singh: May I know whether Government are aware that last week in Madhya Pradesh, an IAS officer, Shri Gour, presiding over a conference of All-India Koormi Kshatriya Mahasabha advocated the formation of an All-India caste body and even dragged the name of Sardar Vallabhbhai Patel in that connection? The news appeared in all the papers.

Mr. Speaker: How does it arise out of this?

Shri G. B. Pant: I am not so well informed as the hon. Member. I accept whatever he says.

Shri Palaniyandy: May I know if Government are aware that recently the Mysore Government has included all the communities in the backward classes except the Brahmin community and if so, what is the criterion they have followed in fixing this?

Shri G. B. Pant: The Mysore Government has, I understand, recently revised their lists and reduced the proportion of backward classes, which was about 90 per cent of the population to 50 per cent.

Shri Tangamani: After the recommendation of the Backward Classes Commission, which enumerated about 14 points, may I know whether Government will accept the list which has been prepared by the various State Governments on the basis of social and educational backwardness?

Shri G. B. Pant: The State Governments make use of the funds that are given to them and the Planning Commission also frames certain schemes for the assistance of the backward people. So, the Centre does not directly administer anything itself.

Shri Hem Barua: May I know whether it is a fact that addressing the State Ministers' Conference on the 31st January in New Delhi, the hon. Home Minister said that the welfare schemes meant for backward classes are not satisfactorily implemented?

May I know how far the implementation has been done?

Shri G. B. Pant: I have been impressing on the States the advisability of implementing the schemes that have already been approved within the time prescribed for their implementation.

Shri Hem Barua: May I know whether any co-operation of non-official agencies for the implementation of these welfare schemes is sought and if so, what are those agencies?

Shri G. B. Pant: I hope the non-officials who are affected should be co-operating with the execution of schemes which are meant for their welfare. If they do not, then other non-officials who hold influential positions should persuade them to do so.

Shri Vidya Charan Shukla: A suggestion has been made by important quarters repeatedly that poor people below a certain agreed level should be treated as backward classes. May I know if the Government have examined this suggestion?

Shri G. B. Pant: I have sympathy with the suggestion that all those people who are in a position which calls for special assistance should be given such assistance. But it is difficult to say how many people in this country are not poor, and if any such criterion were applied then whether 70 per cent or 80 per cent of the population would be covered or 10 per cent or 20 per cent. So, any general sort of distinction one cannot easily make.

Import of Steel from East European Countries

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*574 { **Shri Hem Barua:**
 { **Shri Aurobindo Ghosal:**

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

(a) whether steel is being imported by Government from the East European countries particularly from Russia;

(b) the names of the firms entrusted with the handling and distribution of this steel; and

(c) whether it is a fact that none of these firms were in the steel business previously and have no experience of handling and distributing steel?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) Yes, Sir.

(b) A list of Handling Agents appointed by the Iron and Steel Controller for handling steel imported on Government account is laid on the Table of the House. [See Appendix II, annexure No. 7.]

(c) No, Sir.

Shri Hem Barua: May I know whether it is not a fact that the policy of the Government is to allow established importers to deal in quota items and, if so, whether any deviation has been made in this case? How many of the dealers detailed in the statement do business other than the import of steel? We are told that they generally engage in business like cotton textiles, silk trade, banking etc., and these people do not have the record of past performance. How many traders in this list have records of past performance?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): It is true that before a couple of years most of the handling agents were established importers of steel. But in 1957 they took a strange attitude. Some of the major importers of steel refused to handle the cargo unless their remuneration was increased. The Iron and Steel Controller had then no alternative except to introduce some new-comers into the business, as ships had arrived in Indian waters with cargoes for unloading. Whereas it may be that these new-comers should not be there in large numbers, we should also not create a monopoly.

Shri Aurobindo Ghoshal: May I know whether it is a fact that very reputed companies who have been acting as handling agents for steel have not been given a chance and that they are not appointed as handling agents for importing steel whereas new companies who have no experience at all—I can name some of the companies—have been introduced into this business after 1958?

Sardar Swaran Singh: I think everyone knows that all these so-called established importers are fairly clever people and if somebody who had the right to be there was not there he would have done everything that can be done by any businessman to see that his rights are not affected. If there is any particular name in the mind of the hon. Member, he can mention it to me. It is hardly an important matter whether an individual firm has or has not been given the work which need be raised on the floor of the House.

Shri Supakar: Having regard to the volume of blackmarketing that was prevalent in this particular business, it appears that Government have decided to bring in fresh blood. May I know whether after the introduction of fresh blood the morale of the businessmen has improved?

Sardar Swaran Singh: I am afraid, I have not got a morale meter with me to measure exactly the standard of morality, about which the hon. Member is speaking. This question relates to a limited issue, namely, handling agents, whose work is extremely limited. They physically handle the cargo when it arrives and charge a fixed remuneration. They are not entitled to sell in the market, which is done under the directions of the Iron and Steel Controller. But, on the whole, scarcity conditions have disappeared, and the type of feeling that we formerly used to have about steel traders will require radical re-thinking by all of us, because when these shortages disappear then those margins also shrink.

Shri P. R. Patel: May I know why the private sector is selected for this purpose even though we have got in the public sector the State Trading Corporation? Is the Government not aware that imported steel is sold at higher prices in the country?

Sardar Swaran Singh: This type of work is not being handled by the State Trading Corporation.....

Shri P. R. Patel: Why?

Sardar Swaran Singh:which, I think, is the body, in the hon. Member's mind. Moreover, we have not taken a decision that we have to push out every private individual from business. That certainly is not our decision. This question relates to the handling agents, who have got nothing to do with regard to sale at a particular price. Even that sale is made at a controlled price.

Shri Joachim Alva: While appreciating the hon. Minister's offer to assist in the selection of applicants, may I know whether the Ministry called for the representatives of the Iron and Steel associations of Bombay or Calcutta and asked for their help in this regard? Did they co-operate or non-co-operate with the Government?

Sardar Swaran Singh: No one non-co-operated. But while entering into these business matters it is not customary to consult the associations, because they fall to pieces, each component member wanting to have business for himself?

Mr. Speaker: Before taking up the next question I would like to inform the House that Shri Rameshwar Tantia had requested me that Starred Question No. 807 relating to LIC investments in Newspapers and Journals may be taken up. Is it the desire of the House to take it up now?

Some Hon. Members: Yes.

Shri T. B. Vittal Rao: You have suggested certain rules in this regard. May I take it that the rules have come into force?

Mr. Speaker: Whenever the House desires it, we will do so.

Shri T. B. Vittal Rao: I suggested that whenever there is a deviation from, or change or modification of, the rules, it shall be done in consultation with the leaders of various groups.

Mr. Speaker: Yes, I agree. But the House is bigger than the leaders of various groups. Whenever the House likes a particular course, certainly I would give preference to the House. No doubt, the hon. Member suggested a change in the rules. I think a change in the rules is not necessary. If a question is very important, and if the House itself would like to take it up, there is no need for a change of the rule. Let us see how this works. If hon. Members are not in favour of this, I am not going to ask the House to take up that question.

Shri T. B. Vittal Rao: It happened that Shri Panigrahi.....

Mr. Speaker: There is no meaning in going into it. The other day I told the House that if any hon. Member after having gone through the list finds that a particular question is not likely to be reached he may write to me, before the questions are taken up, to take up that question at the end and I am prepared to come to that with the consent and approval of the House. After my announcement, Shri Rameshwar Tantia has sent me notice about this question. Shri Panigrahi says that S.Q. No. 580 may be taken up. Why did he not write to me about it?

Shri Chintamoni Panigrahi: Yesterday another question about Delhi air-port was taken up. It was an unimportant question. At that time my question was there to be taken up.

Mr. Speaker: I now announce clearly that if any hon. Member feels that a particular question should be given priority, five minutes before 11 O'Clock he should write to me and if the House approves, I will allow that question to be put. Merely because one hon. Member has given notice,

another hon. Member cannot rise in his seat and say "No Sir, my question should be taken up". He should give notice earlier. In future we shall adopt that practice, subject to the approval of the House. The House can always say that priority may be given to a particular question.

Shri Hem Barua: If two members write to you about two questions differently, it will be difficult for you.

Mr. Speaker: Then I will decide.

Shri Hem Barua: You should establish a convention by drafting rules. It is democracy.

Mr. Speaker: The House is agreeable to this procedure. We will now take up S.Q. No. 607. **Shri Rameshwar Tantia.**

L.I.C. Investments in Newspapers and Journals

*607. **Shri Rameshwar Tantia:** Will the Minister of Finance be pleased to state.

(a) whether it is a fact that the Life Insurance Corporation has purchased shares or has given loans to some newspapers and journals; and

(b) if so, the names of the newspapers and journals and amount invested in each of them?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [See Appendix II, annexure No. 8.]

Shri Rameshwar Tantia: It has been mentioned in the statement that some preference shares have been bought of Messrs. Kasturi and Sons Ltd. May I know the considerations for this purchase when these shares are not readily saleable in the market and when better preference shares could have been brought in the market at this price?

Shrimati Tarkeshwari Sinha: The Corporation was very much convinced of the soundness of this proposition.

Shri Tyagi: Newspapers being political organs.....

Mr. Speaker: I am coming to this side also. **Shri Tantia.**

Shri Rameshwar Tantia: What are the considerations in buying these preference shares? Have other newspapers also been approached by the L.I.C for their preference shares? What will be the L.I.C's policy in future?

Shrimati Tarkeshwari Sinha: I would like to draw the attention of the hon. Member to the statement about the investment policy of the L.I.C which was made by the hon. Finance Minister. All those considerations are taken into account.

Shri Tyagi: Since newspapers are important political organs, I wonder if the Government have considered the feasibility of advising the L.I.C not to invest their funds in any enterprise which has any direct connection with political parties.

Shrimati Tarkeshwari Sinha: It is a suggestion for action.

Shri Tyagi: A good suggestion too.

Shri Joachim Alva: I find that Government shows very great partiality for big newspapers with big funds and with big moneys behind them. In the first place the State Bank of India lent a large sum of money, nearly half a crore of rupees, to newspaper barons. Here, I find, they have lent to very big papers. What happens to poor papers who just die for want of Rs. 10,000 to Rs. 20,000?....(Interruption).

Mr. Speaker: What is the question? The hon. Prime Minister.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): May I say that the suggestion made by the hon. Member, Shri Tyagi, will be considered by Government....(Interruption).

Shri Braj Raj Singh: No, it will not be.

Shri Jawaharlal Nehru: It is a matter of importance and we shall consider it.

Shri Tangamani: From the statement I find that the *Ananda Bazar Patrika* has been given Rs. 25 lakhs. What was the criterion and on what basis Rs. 25 lakhs were advanced by the LIC?

Shrimati Tarkeshwari Sinha: It has been the policy of the Life Insurance Corporation to buy preference shares and also taxable redeemable first mortgage debentures. The Corporation has been buying from time to time preference shares and debentures of the sound companies. This is nothing new. It is not a departure from the policy which has been followed by the Corporation.

Shri P. R. Patel: May I know whether the policy of the paper is considered before a decision to buy shares is taken?

Shrimati Tarkeshwari Sinha: The policy has already been approved by the House to buy.....(Interruption).

Shri Braj Raj Singh: No, the policy of the paper.

Shri P. R. Patel: Whether the policy of the paper is considered.

Mr. Speaker: He wants to know whether the policy of the paper is considered before loans are advanced to that paper.

Shrimati Tarkeshwari Sinha: The financial soundness and the position of the paper is always considered by the Life Insurance Corporation.....(Interruption). The political implications were not considered by the Corporation, but as the hon. Prime Minister has now announced, it will be taken into consideration. That has already been said by him.

Mr. Speaker: Shri Pattabhi Ramam.

Shri A. C. Guha: May I know.....

Mr. Speaker: I have not called Shri Guha.

Shri C. R. Pattabhi Ramam: Is it not a fact that they were interested only in preference shares and not in equity shares?

Shrimati Tarkeshwari Sinha: Investment has been in preference shares and also taxable redeemable mortgage debentures.

Shri A. C. Guha: Has the LIC referred this matter of purchase of shares of that company or any similar matter to the Government before a decision, which is almost a political decision, is taken by the Corporation?

Shrimati Tarkeshwari Sinha: Certain loans were already advanced before the LIC came into existence. Commitments were made. Those loans are given as an inherited thing by the LIC. Certain prior commitments were made. Therefore the LIC had to implement those commitments. Only one loan has been advanced and that is to Kasturi and Sons Limited. That is the only initiative which has been taken by the LIC.

Shri A. C. Guha: There is a difference between the inherited and the new ones.

Mr. Speaker: Shri Thirumala Rao.

Shri Thirumala Rao: Does the LIC take into account the political professions of the managing directors and the directors of public limited companies before they invest money in their shares?

Mr. Speaker: It is an answer to that question.

Shri Thirumala Rao: This is a larger issue raised not only about newspapers but about big magnates also, who take sides in policies as a result of the advantage derived from these investments.

Mr. Speaker: The Question Hour is over.

Some Hon. Members rose—

Shri Vidya Charan Shukla: May I ask one question?

Mr. Speaker: Papers to be laid on the Table.

WRITTEN ANSWERS TO
QUESTIONS

Gangs of Child Lifters

*567. **Shrimati Ila Palchoudhuri:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the Deputy Inspectors-General of Police of the States of Punjab, Uttar Pradesh, Bihar and West Bengal submitted to the Government of India early in 1958 a report in regard to the activities of inter-State gangs of child-lifters and kidnapped children being lured into begging;

(b) if so, the main points of the report;

(c) the steps taken in regard thereto; and

(d) whether a copy of the report will be laid on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

(a) Yes.

(b) The report revealed that the evil of kidnapping of children for exploiting them for begging was fairly wide-spread in the country and the laws, which existed, were not adequate for tackling the problem.

(c) The Indian Penal Code (Amendment) Act, 1959, providing deterrent punishment for kidnapping or obtaining custody of a minor and the maiming of a minor for exploiting him for begging, has been enacted and enforced throughout India, except in the State of Jammu and Kashmir, with effect from 15th January, 1960. The State Governments have also been advised to bring into force the provisions of the Women's and Children's Institutions (Licensing) Act, 1956, expeditiously, and to have suitable Children Acts for their respective areas.

(d) The report is of a confidential nature.

Manufacture of Transistor Radio

*575. { Shri Goray:
Shri Rameshwar Tantia:
Shri Pangarkar:
Shri Bibhuti Mishra:

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Bharat Electronics, Jalahalli has developed a Transistor Radio;

(b) when it will be manufactured for commercial use; and

(c) how it is expected to meet the requirements of the villages?

The Deputy Minister of Defence (Sardar Majithia): (a) A transistorised community receiver is under development in BEL.

(b) and (c). It is difficult to give an answer to this question at this stage. When the results of tests and evaluation are available it would be possible to consider this question.

M.E.S., Kanpur

*576. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) whether serious charges have been levelled against the MES authorities at Kanpur;

(b) whether any departmental enquiry has been instituted against one of the Garrison Engineers; and

(c) the nature of charges?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) Yes, Sir. A Staff Court of Inquiry was held on 1st December, 1958.

(c) A statement is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 9].

Reorganisation of Central Board of Revenue

*577. **Shri Harish Chandra Mathur:** Will the Minister of Finance be pleased to state:

(a) whether reorganisation of the Central Board of Revenue has been

decided upon as per recommendations of the Direct Taxes Administration Enquiry Committee, 1958-59.

(b) what is the nature of the Scheme; and

(c) from what date it will come into effect?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) The report of the Direct Taxes Administration Enquiry Committee is still under consideration of the Government of India and final decisions have not been taken;

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

Common Police Reserve Force

*578. **Shri Rameshwar Tantia:** Will the Minister of Home Affairs be pleased to state:

(a) whether any decision has been taken on the question of formation of Common Police Reserve Force for any zone;

(b) if so, the nature of the decision, and

(c) if the answer to (a) above be in the negative, the stage at which the matter rests at present?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). A statement is laid on the Table of the Lok Sabha.

STATEMENT

Common Police Reserve Force

Schemes for a Common Police Reserve Force have been adopted by Eastern and Northern Zonal Councils. These schemes provide for the pooling of the agreed quota from the existing reserves in the States and the Union Territories in each of these Zones to form a common force which would be available when required in an emergency anywhere in the Zone. Arrangement would be made for the joint training of the reserve force for a short period every year by rotation in the different States, etc.

The Committee appointed by the Central Zonal Council for this purpose has submitted its report which

will be placed before the Council at its next meeting.

The Southern Zonal Council also agreed in principle to the formation of the Common Police Reserve Force for Andhra Pradesh, Madras and Mysore States. Details of the scheme are being worked out by the Inspectors-General of Police of these States.

The Western Zonal Council did not consider it necessary for the present to constitute a Common Police Reserve Force for the Zone.

Purchase of Japanese Jeeps

*579. **Shri Morarka:** Will the Minister of Defence be pleased to state:

(a) whether any Japanese jeeps have been purchased recently;

(b) if so, the price of each; and

(c) the reasons for purchasing the same in preference to those made in India?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) No, Sir.

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

Bolani Ore Mines

*580. **Shri Chintamoni Panigrahi:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the raising of ore by mechanised equipment in Bolani Iron ore mines has started by now;

(b) the total amount of money which has been spent so far in working out the Bolani iron ore mines; and

(c) whether Government have any proposal to own majority shares in this Company with a view to exercise controlling power in the management of the Company?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir.

(b) Rs. 1,06,88,584 upto 31-12-1959.

(c) Government already own majority shares; i.e. 50·5 per cent.

Shortage of Officers in Army

*581. **Shri P. G. Deb:** Will the Minister of Defence be pleased to state:

(a) whether Government have seen the speech of the Chief of Army staff at Indore that Indian Army is short of 3000 officers; and

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

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir. I have seen a press report. There is no reason to think the Chief of Army Staff was referring to precise figures. There is, however, a shortage of officers in the Army.

(b) It is not in the national interest to give out and discuss this publicly.

Smuggling of Gold through Post

*582. **Shrimati Mafida Ahmed:** Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 1168-A on the 22nd December, 1959 and state:

(a) the result of the investigations conducted regarding smuggling of gold through postal envelopes; and

(b) whether any arrest has been made so far?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). Investigations in the case are still in progress. 8 persons had been arrested upto the 27th February, 1960 in this connection.

Manuscript of Mahatma Gandhi on Jallianwala Bagh

*583. { **Shri Radha Raman:**
 { **Shri A. M. Tariq:**

Will the Minister of Education be pleased to state:

(a) whether the National Archives were in search of the original manu-

script written in Gandhiji's handwriting containing his report on Jallianwala Bagh;

(b) if so, what steps were taken in the matter; and

(c) with what results?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) and (c). Certain institutions likely to possess the manuscript or have knowledge of its whereabouts were consulted but it was not available with them.

भारत में पश्चिम जर्मनी की पूँजी का लगाया जाना

*५८४. { **श्री सरजू पाण्डेय :**
 { **श्री घरीत तिह सरहदी :**

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार और बोन सरकार के बीच भारत में पूँजी लगाने के बारे में जो पत्र-प्रवाहार हो रहा था उसकी क्या स्थिति है; और

(ख) इस सम्बन्ध में किये गये समझौते की शर्तें क्या हैं?

वित्त उप मंत्री (श्री ब० रा० भगत) :

(क) और (ख). भारत सरकार ने संघीय जर्मन गणराज्य (फेडरल रिपब्लिक ज़ाफ जर्मनी) की सरकार को सूचित कर दिया है कि वह जर्मनी द्वारा भारत में पूँजी लगाये जाने के बारे में करार करने के लिये बातचीत करने को तैयार है। पश्चिम जर्मनी की सरकार के जवाब का इन्तजार है।

Coal Supply to Calcutta and Howrah

*585. **Shri Tridib Kumar Chaudhuri:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the attention of Government has been drawn to the persistent complaints on the part of

wholesale coal merchants in Calcutta that in the months of December, 1959 and January, 1960 they have failed to get their full quota of wagons for bringing coal to Calcutta from the mining areas in West Bengal and Bihar, due to which there was a great scarcity of coal supply in Calcutta and Howrah;

(b) the daily number of wagons allotted for wholesale coal merchants in Calcutta and the number actually supplied to them; and

(c) the reasons for dislocation in wagon supply for coal movement to Calcutta?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The West Bengal Government brought to the notice of the Coal Controller, the inadequate supply of wagons for movement of soft coke to Calcutta and Howrah areas during December, 1959 and January, 1960.

(b) and (c). The daily average quota of soft coke for the Calcutta and Howrah areas during the period was 77 wagons. Against this quota supplies were on the average 62 wagons per day during December and 72 wagons per day during January, 1960. The shortfall was not much.

Production of Radar

*586. **Shri Ajit Singh Sarhadi:** Will the Minister of Defence be pleased to state how far Bharat Electronics has been able to take up production of radar?

The Deputy Minister of Defence (Shri Raghuramalah): It is not in the public interest to furnish information on this matter.

Income-Tax Building, Calcutta

*587. { **Shri Subiman Ghose:**

Shri D. R. Chavan:

Will the Minister of Finance be pleased to state:

(a) the cost of construction of the new Income-tax building in Chowringhee Square, Calcutta;

(b) whether a big ceiling in the said building collapsed on the 12th January, 1960;

(c) if so, the number of casualties and the extent of loss suffered by Government; and

(d) whether compensation has been paid to the injured persons?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) The new Income-tax building (Main & Annexe) at Chowringhee Square, Calcutta is estimated to cost Rs. 69.3 lakhs.

(b) Only a portion of the false ceiling in the ground floor of the Annexe came down on the scaffolding on 12-1-60 due to the extra load of some workmen.

(c) Two persons received minor injuries and four others got bruises. They were immediately attended to. The work is being executed through a contractor who has already rectified the damage at his own cost. Any compensation payable to the workmen will also be the liability of the contractor, and no loss to the Government is involved.

(d) The Executive Engineer, Central P.W.D., Calcutta has taken steps to secure Medical reports from the Hospital authorities expeditiously. The Labour Officer of the Central P.W.D. will thereafter take up the question of compensation payable by the contractor to the injured persons.

Investment Centres for Foreign Capital

*588. **Shrimati Renuka Ray:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that under the auspices of Industrial Investment and Credit Co-operation a plan has been adopted to set up investment centres to attract foreign capital;

(b) if so, the names of the places where such centres are being set up; and

(c) what are the detailed arrangements for their working?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (c). Attention of the Hon'ble Member is invited to Project Agreement No. 97 signed between the Govt. of India and the International Co-operation Administration on the 5th October, 1959, copies of which have already been placed in the Library of Parliament. The proposed All India Investment Centre has not so far been established. Discussions are going on regarding the feasibility of setting up the Centre in collaboration with a non-official agency.

Tribals in Tripura

*589. **Shri Dasaratha Deb:** Will the Minister of Home Affairs be pleased to state:

(a) whether the tribals of Gamcha Kabara and its adjacent villages have been facing eviction from their occupied lands;

(b) whether it is also a fact that the displaced persons have been asked to forcibly occupy the lands of the tribals of the said area; and

(c) if so, what step Government propose to take in the matter?

The Minister of Home Affairs (Shri G. B. Pant): (a) No.

(b) No.

(c) Does not arise.

Construction of Naval Ships

*590. **Shri S. A. Mehdhi:**
Shri Goray:

Will the Minister of Defence be pleased to state:

(a) whether it has been decided by the Navy to construct ships for its requirements; and

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

The Deputy Minister of Defence (Shri Raghuramalaih): (a) The construction of small Naval ships in India is under consideration.

(b) It is not in the public interest, at this stage, to disclose the details of the scheme.

Indian Expedition to Everest

*591. **Shri H. N. Mukerjee:**
Shri Prabhat Kar:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that an all-India team is making its maiden attempt on Everest this year;

(b) whether Government is offering them all reasonable facilities; and

(c) what are the details of the scheme?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) Yes, Sir.

(c) A team of 20 men, including a physiologist, a doctor, a meteorologist, a photographer and a wireless expert, led by the Principal of the Himalayan Mountaineering Institute in Darjeeling and with Shri Tensing Norgay as the technical adviser, will set out in the middle of March to try to climb Mount Everest.

Low Shaft Furnace at Salem

*592. **Shri Narasimhan:** Will the Minister of Steel, Mines and Fuel be pleased to state whether any party has approached Government with a proposal to start a low shaft furnace in Salem (Madras) for the production of iron?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): No, Sir.

Theft of Motor Cars in Delhi

*593. **Shri N. R. Muniswamy:**
Shri Ram Krishan Gupta:
Shri Radha Raman:
Shri Naval Prabhakar:
Shri Bibhuti Mishra:

Will the Minister of Home Affairs be pleased to lay a statement showing:

(a) whether it is a fact that small cars are being lifted away from Delhi

for sale in Bombay by an organised gang of car lifters;

(b) if so, the number of such cars lifted in the years 1957, 1958, 1959 and till now in 1960;

(c) what preventive steps have been taken by the police to guard against car lifters; and

(d) how many persons have so far been arrested and how many cars have been recovered?

The Minister of Home Affairs (Shri G. B. Pant): (a) Four cars were stolen in Delhi during 1959 for sale in Bombay.

(b)	1957	1958	1959	1960	upto
					24. 2. 1960
	nil	nil	4	nil	

(c) The public have been requested not to leave their cars unlocked, to be careful about their car keys and to report the theft of their cars to the police without delay.

(d) All the 4 cars have been recovered and 12 persons arrested.

Collection of Land Revenue in Ladakh

*594. { Shri Arjun Singh Bhadauria:
Shri P. G. Deb:

Will the Minister of Home Affairs be pleased to state:

(a) whether it has been decided that land revenue will not be collected from the northern districts of Ladakh in Kashmir; and

(b) if so, the reasons therefor?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). Land revenue collection in Ladakh is the sole concern of Jammu and Kashmir Government. We have requested the State Government to let us have necessary information.

National Coaching Scheme

{ Shri Subodh Hansda:
Shri R. C. Majhi:
Shri S. C. Samanta:
Shri Pangarkar:
Shri Ajit Singh Sarhadi:

Will the Minister of Education be pleased to state:

(a) whether the proposal for setting up the National Coaching Scheme for sports has made any progress;

(b) when it is likely to be completed; and

(c) whether this would be fully controlled by the Government of India?

The Minister of Education (Dr. K. L. Shrimati): (a) and (b). The National Coaching Scheme will be introduced when the Central Coaching Institute has been established and has trained the first batch of coaches for the different games and sports. It is hoped to establish the Institute within the next six months and to introduce the National Coaching Scheme within another twelve months.

(c) No decision has yet been taken in the matter.

White Cement

*596. Shri Ram Krishan Gupta: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No. 1936 on the 22nd December, 1959 and state:

(a) whether the suitability from commercial point of view of the process developed for production of white cement has since been ascertained; and

(b) if so, with what results?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). Not yet, Sir. The results of the Pilot Plant experiments at the Regional Research Laboratory, Hyderabad, are expected

to be known by the end of the year 1960.

शिक्षा संस्थाओं को सहायता

*५६७. श्री भक्त दश्मन : क्या शिक्षा मन्त्री १७ दिसम्बर, १९५६ के तारांकित प्रश्न संख्या १६३५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अखिल भारतीय महत्व की शिक्षा संस्थाओं के बारे में सरकार को परामर्श देने के लिये नियुक्त की गई विशेष समिति ने इस बीच घपने कार्य में क्या प्रगति की है; और

(ल) उसका कार्य कब तक पूरा हो जाने की आशा है ?

शिक्षा मंत्री (डा० का० सा० श्रीमाली) :

(क) आवश्यक सूचनाएं प्राप्त करने के लिये उच्च शिक्षा की कुछ विशिष्ट संस्थाओं को एक प्रश्नावली भेजी गई है। इन सूचनाओं के आधार पर ही समिति घपना कार्य करेगी। संस्थाओं के उत्तर की प्रतीक्षा की जा रही है।

(ल) जब तक योजना चलती रहेगी तब तक समिति भी काम करती रहेगी।

Private Schools in Delhi

*५९८. श्री D. C. Sharma: Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 715 on the 9th December, 1959 and state:

(a) Government's reaction to the resolution adopted by the Delhi Municipal Corporation seeking confirmation of authority to accord or refuse recognition to private schools, to regulate service conditions of teachers employed by them and such other powers in respect of these institutions; and

(b) the action taken, if any, to implement the demand?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The matter is still under consideration.

Oil Drilling at Memari, West Bengal

*५९९. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri Bishwanath Roy:
Shri Halder:

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

(a) the result of the drilling operation done at Memari in West Bengal by the Indo-Stanvac Petroleum Project;

(b) how many Indian Technicians are working with the Project and since when; and

(c) whether any double drilling is contemplated in the six places where the result was unsuccessful?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) It was a dry hole.

(b) 53 Indian Technicians are working with the Project. The period of employment of each of these Technicians varies from one to nine years.

(c) Drilling of another well is contemplated only near Ranaghat.

Social Welfare Board

*६००. { Shri Harish Chandra Mathur:
Shri N. R. Muniswamy:

Will the Minister of Education be pleased to state whether the necessity of continuing the Social Welfare Board in the context of reorganisation of Panchayats and Community Development has been considered?

The Minister of Education (Dr. K. L. Shrimali): Yes, Sir.

High Court Judges

*६०१. श्री Rameshwar Tantia: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that more judges are required for High Courts

to ensure early disposal of cases as has been claimed by the Chief Justice of Allahabad High Court in his address to U.P. Lawyers' Conference on the 25th December, 1959; and

(b) if so, what steps have been taken by Government to appoint more judges?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). Government have only seen a press report of the speech delivered by the Chief Justice of the Allahabad High Court at a seminar held under the auspices of the U.P. Lawyers' Conference in December, 1959.

Additional Judges are appointed in the High Courts where the state of work requires it, and so far, 38 such posts have been sanctioned for the various High Courts since 1st November, 1956. Proposals for an increase in the strength of the High Courts are given prompt consideration as and when received from the State authorities.

Working of Suppression of Immoral Traffic in Women and Girls Act

*602. **Shrimati Ila Palchoudhuri:** Will the Minister of Home Affairs be pleased to refer to the reply given to part (d) of Starred Question No. 1141 on the 22nd December, 1959 and state:

(a) whether the suggestions from the State Governments and Union Territories for making more effective the working of the Suppression of Immoral Traffic in Women and Girls Act, 1956 have since been considered; and

(b) if so, with what result?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The suggestions are under consideration in consultation with State Governments.

Volunteer Corps of Home Guards

*603.

Shri Hem Barua:	Shri Mohan Swarup:
Shri Rameshwar Tantia:	Shri Aurobindo Ghosal:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Government have asked State Governments to organise Voluntary Corps of Home Guards;

(b) if so, what are the State Governments that have so far responded to this suggestion of the Union Government;

(c) what is the expenditure that is likely to be involved in organising and executing the scheme;

(d) whether it is proposed to share the expenditure between the States and the Centre; and

(e) if so, what would be the ratio between the two?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) Response from the State Governments is generally favourable. Home Guards Organisation has since been set up in the Union Territory of Delhi and the question of setting up such an Organisation in other Union Territories is under consideration.

(c) The responsibility for the incurring of all financial expenditure rests with the State Governments.

(d) No.

(e) Does not arise.

Central Ordnance Depot, Chheoki

*604.

Shri Ram Krishan Gupta:	Shri S. M. Banerjee:
Shri D. C. Sharma:	

Will the Minister of Defence be pleased to refer to the reply given to Starred Question No. 976 on the 17th December, 1959 and state the further progress made in the inquiry by the Special Police Establishment into the irregularities in the local purchase of stores in the Central Ordnance Depot, Chheoki (Allahabad)?

The Deputy Minister of Defence (Shri Raghuramaiah): The report of

the Special Police Establishment was received on 29th February, 1960 and is under examination in the Ministry.

Price Formula for Petroleum Products

*605. **Shri D. C. Sharma:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 706 on the 9th December, 1959 and state the result of discussions started with the Oil Companies for the finalisation of a permanent formula on the basis of which new prices for petroleum products will be fixed?

The Minister of Mines and Oil (Shri K. D. Malaviya): The *ad hoc* agreement referred to in the reply given on the 9th December, 1959 is for the period ending on the 31st March, 1961. For evolution of a formula to cover the period beyond that date, the procedure and time-schedule will be decided upon well in advance; further discussions will be held with the Oil Companies if and when necessary within such procedure and time-schedule.

Evening Institute for Workers' Education

*606. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri Ram Krishan Gupta:
Shri D. C. Sharma:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 584 on the 4th December, 1959 and state:

(a) whether the Evening Institute for Workers' Education has started functioning; and

(b) how many persons can be benefited by this scheme every year?

The Minister of Education (Dr. K. L. Shrimali): (a) Not yet. The Advisory Board for the Institute and the Executive Committee have been set up and the first meeting took place in December, 1959. It is expected that actual work would be started by the State Government at an early date.

(b) It is too early to say how many persons would be benefited by the Scheme every year for this would be

known only as the programme develops.

Bihar-West Bengal Border Dispute

*608. **Shrimati Ila Falchoudhuri:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 1137 on the 22nd December, 1959 and state:

(a) whether the Chief Secretaries of the Government of West Bengal and Bihar have made any on-the-spot enquiry to find out whether the village of Govindpur on the border of the Districts of Malda in West Bengal and Purnea in Bihar is part of West Bengal or Bihar; and

(b) if so, with what result?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). Not yet. They are expected to make an enquiry shortly.

Wells for S.C. in Punjab

680. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state:

(a) the number of wells that have been sanctioned under Centrally sponsored schemes, during the years 1956-57 to 1959-60 so far for providing water facilities to Scheduled Castes in Punjab; and

(b) the amount of expenditure involved therein?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Nil.

(b) Does not arise.

Gambling in Delhi

681. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state:

(a) the total number of persons arrested for gambling in Delhi during 1959;

(b) the number out of them convicted so far; and

(c) the steps taken or proposed to be taken to check the running of gambling dens?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 5,613.

(b) 4,416.

(c) Raids are organised by the Police whenever any reliable information is received, and police vigilance is maintained.

Head Masters of High Schools in Punjab

682. Shri D. C. Sharma: Will the Minister of Education be pleased to state:

(a) whether any financial assistance was given to Punjab in 1959-60 so far for increase in pay of Head Masters of 'A' and 'B' type high schools in Punjab; and

(b) if so, the amount of such assistance given?

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). The information is being collected from the State Government and will be placed on the Table of the Sabha in due course.

Ex-Servicemen in Gurdaspur

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

(a) the number of ex-servicemen in District Gurdaspur of Punjab to whom land has been allotted for cultivation to earn their living so far; and

(b) the nature of other financial assistance given to them so far?

The Minister of Defence (Shri Krishna Menon): (a) 72.

(b) Assistance has been given to them in the shape of provision of tractors, bullocks, implements, wells/tube wells, houses and common buildings such as Panchayatghars, seed stores, dispensaries and schools.

Scheduled Castes and Scheduled Tribes in Central Government Departments

684. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 1195 on the 9th December, 1959 and state:

(a) whether the information regarding vacancies and posts reserved for Scheduled Castes and Scheduled Tribes in the Central Government Departments during 1958 is now available; and

(b) whether it will be laid on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No, Sir. Complete information is not available yet.

(b) A statement containing the requisite information available so far is placed on the Table. [See Appendix II, annexure No. 10.] As soon as information is complete it will be laid on the Table of the House as promised in reply to Shri M. R. Krishna's Unstarred Question No. 1195.

After Care Programme

685. Shri Krishna Chandra: Will the Minister of Education be pleased to state:

(a) whether 'After Care' homes under social welfare have recently been transferred from the Home Ministry to the Education Ministry;

(b) whether these Homes will after the transfer be administered by the State Social Welfare Board under the supervision of Central Social Welfare Board or whether they would continue to be administered directly by the State Government, as is being done at present, particularly in Uttar Pradesh; and

(c) what will be the exact change in the administrative set up of these Homes in Uttar Pradesh?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) and (c). No change is contemplated at present.

Publication of District Gazetteers of Orissa

686. Shri Chintamoni Panigrahi: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No. 1181 on the 9th December, 1959 and state:

(a) what further progress has been achieved in the compilation of district Gazetteers in Orissa; and

(b) whether Government propose to render any financial assistance for publication of these district gazetteers to the different States?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The drafts for the Koraput and the Puri District Gazetteers are reported to be still under preparation.

(b) The Government of India give the State Governments a grant-in-aid to the extent of 40 per cent of the expenditure incurred on the compilation of the District Gazetteers, subject to a maximum of Rs. 6,211 per District Gazetteer. This grant is available only in respect of those volumes which conform to the standard and pattern laid down by the Centre. In addition, 40 per cent of the expenditure incurred on the printing of District Gazetteers will also be paid by the Centre to the State Governments.

Medals

687. Shri P. K. Deo: Will the Minister of Defence be pleased to state:

(a) how many types of medals have been instituted in the Indian fighting forces since independence so far;

(b) the qualifications of the recipients;

(c) how many have been awarded such medals; and

(d) how many among them were posthumous awards?

The Minister of Defence (Shri Krishna Menon): (a) to (d). The desired information is given in Statements I and II laid on the Table of the House. [See Appendix II annexure No. 11.]

Tobacco Cultivation in Andhra Pradesh

688. Shri Madhusudan Rao: Will the Minister of Finance be pleased to state:

(a) the total area brought under tobacco cultivation in Andhra Pradesh during 1958-59;

(b) the total area already under cultivation before that;

(c) the total income accrued from tobacco during 1957-58, 1958-59 and 1959-60;

(d) the total foreign exchange earned from tobacco during these periods; and

(e) the total quantity of tobacco exported during these periods?

The Minister of Finance (Shri Morarji Desai): (a) to (e). A statement showing the available information is placed on the Table of the House. [See Appendix II, annexure No. 12.]

Revenue Collections in Andhra Pradesh

689. Shri Madhusudan Rao: Will the Minister of Finance be pleased to state the total amount collected by the Government of India by way of taxes and other revenue measures in Andhra Pradesh during 1957-58 and 1958-59?

The Minister of Finance (Shri Morarji Desai):

1957-58	— Rs. 23,23,42,000
1958-59	— Rs. 25,59,70,000

The above figures do not include receipts under various major heads in the group "Civil Administration, Currency, Mint, Civil Works etc" as these receipts are not on account of any revenue measures adopted, but on

account of services rendered and supplies made.

Hall-Cum-Auditoriums in Orissa

690. Shri Chintamoni Panigrahi: Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 1905 on the 22nd December, 1959 and state:

(a) whether the educational institutions of Orissa which applied for assistance to construct hall-cum-auditoriums have since received financial aids;

(b) if so, how many institutions have received it; and

(c) the amount given to each of them?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir. The matter is still under consideration.

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

Indian Institute of Technology, Kharagpur

691. Shri Ram Krishan Gupta:
Shri D. C. Sharma:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No. 973 on the 17th December, 1959 and state:

(a) whether Government have received comments of the Board of Governors of the Indian Institute of Technology, Kharagpur on the report of the Committee appointed to review the working and development of this Institute;

(b) if so, whether Government have considered the report; and

(c) if so, the result thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Board has formulated its views on the Report at its meeting held on the 13th February, 1960. A formal communication incorporating the views of the Board has not however yet been received.

(b and (c). Do not arise.

Grants to Orissa for S.C. and S.T. Schemes

693. Shri Sanganna:
Shri S. C. Samanta:

Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 1983 on the 22nd December, 1959 and state:

(a) whether any decision has since been arrived at in respect of special grants to Orissa State for the implementation of schemes for Scheduled Castes and Scheduled Tribes during the remaining period of the Second Five Year Plan; and

(b) if so, with what results?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Schemes were discussed with the officers of the State Government on 1st and 2nd February, 1960, and revised proposals of the State Government, in the light of the discussions, are awaited.

H.Qs. of Hindustan Steel at Ranchi

694. Shri R. C. Majhi:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Aurobindo Ghosal:
Shri B. Das Gupta:

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

(a) whether the office of the Hindustan Steel has been shifted to the new office at Ranchi; and

(b) if so, when it was shifted?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir.

(b) 26th December, 1959.

India Office Library

695. Shri Ram Krishan Gupta:
Shri Agadi:
Shri Shankaraiya:
Shri D. C. Sharma:

Will the Minister of Scientific Research and Cultural Affairs be

pleased to refer to reply given to Unstarred Question No. 724 on the 1st December, 1959 and state:

(a) whether the Government have received reply from the British Government to the joint note sent by India and Pakistan regarding India Office Library; and

(b) if so, the nature of reply received?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir.

(b) Does not arise.

Northern Zonal Council Meetings

696. Shri Ram Krishan Gupta: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 390 on the 23rd November, 1959 and state:

(a) whether the proceedings of the Northern Zonal Council meetings held in October, 1959 in New Delhi have been finalised; and

(b) if so, the action taken to implement these decisions?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) Copies of the proceedings have been forwarded to the State Governments and other authorities concerned for implementation of the recommendations made by the Council.

Pipeline Study Team

**697. { Shri Ram Krishan Gupta:
Shri Morarka:
Shri Ajit Singh Sarhadi:**

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 328 on the 26th November, 1959 and state:

(a) whether the Pipeline Study Team has submitted its report; and

(b) if so, the details thereof?

The Minister of Mines and Oil (Shri K. B. Malaviya): (a) Yes, Sir.

(b) It would not be in public interest to disclose the details of the Report at this stage.

Neyveli Thermal Station

**698. { Shri Ram Krishan Gupta:
Shri D. C. Sharma:
Shri Pangarkar:**

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 462 on the 1st December, 1959 and state:

(a) whether delivery of equipment, plant and machinery for constructing the thermal power station at Neyveli by M/s. Technoexport, Moscow, has since commenced; and

(b) if so, the extent of the supply so far effected?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes.

(b) So far, 1,383 tons of raw, reinforcement and structural steel have been received at Neyveli and 237 tons are reported to be in transit.

Film Clubs in Universities

**699. { Shri D. C. Sharma:
Shri Pangarkar:**

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 704 on the 9th December, 1959 and state:

(a) the progress so far made in regard to the scheme of setting up film clubs in the universities; and

(b) the expenditure incurred so far on the scheme?

The Minister of Education (Dr. K. L. Shrimall): (a) Only 5 Universities have so far expressed their willingness to implement the revised scheme.

(b) Nil.

Fire in Sirkiwalan, Delhi

700. **Shri B. C. Mullick:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a fire broke out in the 'sirki' stalls on the night of the 11th December, 1959 in Sirkiwalan of Sadar Road, Delhi;

(b) whether as a result of this fire 25 families were rendered homeless; and

(c) what relief has been given by Government?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) Eight huts were gutted. It was not possible to ascertain the number of families which were rendered homeless.

(c) No request for relief was received.

हिमाचल प्रदेश में तम्बाकू की लेती

701. श्री पद्म देव : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्हें पता है कि हिमाचल प्रदेश में तम्बाकू की लेती निजी प्रयोग के लिये एक विशेष सीमा तक बंध थी; और

(ख) क्या उन्हें यह भी पता है कि अब वह सीमा बढ़ा कर नगर्य कर दी गयी है?

वित्त मंत्री (श्री मोरारजी देसाई) :

(क) केन्द्रीय उत्पादन शुल्क कानून (सेंट्रल एक्साइज ला) के अन्तर्गत तम्बाकू की लेती पर कभी भी कोई पाबन्दी नहीं लगायी गयी। जान पड़ता है इस प्रश्न का सम्बन्ध उस 'पहाड़ी, जंगली और रेगिस्तानी क्षेत्र योजना' से है जो अब समाप्त हो चुकी है। इसके अनुसार, कुछ हालतों में तम्बाकू को उत्पादन शुल्क से छूट दी जाती थी। यह योजना

१९५२ में हिमाचल प्रदेश जैसे बिल्लरी लेती वाले इलाकों में, जहां आम तौर से तम्बाकू की लेती १० सेंट से ज्यादा जमीन में नहीं की जाती, प्रयोग के रूप में कानूनी तौर के अलावा जारी की गयी थी। यह योजना बिना किसी नोटिस के बन्द की जा सकती थी और बास्तव में २५ जून १९५६ से बन्द कर दी गयी।

(ख) १९५८ में अखिल भारतीय आधार पर, 'मल्टिपल आकिसर्स रेंज स्कीम' नाम की एक नवी योजना जारी की गयी जिसके अनुसार तम्बाकू की लेती नोटिफाइड (गैर-तिजारती) और नानोटिफाइड (तिजारती) इलाकों में बाट दी गयी है। नोटिफाइड इलाकों में, आम तौर पर पहले के सभी पहाड़ी, जंगली और रेगिस्तानी इलाके के व मैदानों के ऐसी ही विल्लरी लेती वाले इलाके आते हैं। जिन कलबटरों को केन्द्रीय उत्पादन शुल्क नियम, १९४४ के नियम १५ और १६ के अनुसार, २० सेंट और १०० पौंड की सीमाओं के अन्दर नोटिफाइड इलाकों का ऐलान करने का अधिकार दिया गया है वे स्थानीय परिस्थितियों का ध्यान रखते हैं और इस बात का भी कि बहुसंस्कृत सीमान्तिक (मार्जिनल) करदाता इस योजना के बाहर ही रहे। इसलिए कुछ इलाकों में ६ सेंट तक लेती करने और ४० पौंड तक तम्बाकू पैदा करने वालों को तम्बाकू की लेती के सम्बन्ध में सूचना देने से मुक्त कर दिया गया है और इसी सीमा तक उनसे उत्पादन शुल्क नहीं लिया जाता है। चूंकि नवी योजना के अन्तर्गत हिमाचल प्रदेश के अधिकतर गांवों में ये सीमाएं बढ़ा कर १५ सेंट (क्षेत्र) और ६० पौंड (पैदावार) कर दी गयी हैं, जब कि समाप्त की गयी 'पहाड़ी, जंगली और रेगिस्तानी क्षेत्र योजना' के अन्तर्गत केवल १० सेंट तक ही छूट दी जाती थी, इसलिये मोटे तौर पर, भौजूदा योजना, समाप्त 'पहाड़ी, जंगली और रेगिस्तानी क्षेत्र योजना' के मुकाबले तम्बाकू की लेती करने वालों के लिये ज्यादा

फायदेमन्द है। इस तरह, व्यवहार की दृष्टि से नयी योजना पहले से न सिर्फ आसान प्रौद्योगिकी है, बल्कि उसका क्षेत्र भी पहले से ज्यादा बड़ा है।

Gold Mines

702. **Shri Pangarkar:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the number of gold mines in India;

(b) whether any survey of gold areas in India was conducted during the year 1959; and

(c) if so, the result thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) There are four working gold mines in India namely (i) Champion Reef, (ii) Nundydroog, (iii) Kolar and (iv) Hutt.

(b) and (c). The Geological Survey of India carried out a survey of Kolar and Gadag gold fields in Mysore and Ramgiri gold field in Andhra Pradesh during 1959. It is still too early to assess the results of surveys undertaken which are continuing.

Coal Export

703. **Shri Pangarkar:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total quantity of coal exported during November, 1959 to 31st January, 1960 month-wise; and

(b) how does it compare with the exports during corresponding period in previous year?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The exports of coal, monthwise, during November, 1959 to 31st January, 1960 were as follows:

Approx. in tons.

November, 1959	126,190
December, 1959	138,640
January, 1960	142,350

The figures for November, 1958, December, 1959 and January, 1959

were respectively 164,800 tons, 173,980 tons and 143,790 tons.

Library Movement

704. **Shri Chintamoni Panigrahi:** Will the Minister of Education be pleased to state:

(a) whether any grant has been given to Orissa Government for encouraging library movement in the State during the Second Plan period so far;

(b) if so, the amount of grant given; and

(c) how the grant has been utilised?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) Rupees one lakh during 1956-58. Figure for 1958-59 is not available as grants are now sanctioned according to four main groups, viz. Elementary Education, Secondary Education, University Education and other Education Schemes.

(c) The grant has been utilised for giving assistance to village libraries, financing an integrated Library service at Angul and maintaining an Information Centre at the Headquarters.

Roads in Tripura

705. **Shri Bangshi Thakur:** Will the Minister of Home Affairs be pleased to state:

(a) the length of roads constructed for rural areas in Tripura during the Second Five Year Plan period;

(b) the situation of the roads; and

(c) the roads yet to be constructed and the budgeted sum spent and to be spent for the purpose?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). Information is being collected and will be laid on the Table.

मंत्रियों के दौरे

706. श्री विभूति मिश्र: क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने मंत्रियों के दौरों में साजसामान (paraphernalia) कम करने के लिये कोई उपाय लिया है;

(ख) यदि हाँ, तो उनका क्या और है; और

(ग) क्या इन उपायों को कार्यन्वित किया जा रहा है?

गृह-कार्य मंत्री (श्री मो० ब० पस्त):

(क) और (ख). जी हाँ। किये गये उपायों में से कुछ नीचे दिये गये हैं:

(१) रेलवे मैलूनों के प्रयोग;

(२) गाड़ी आफ आनंद के पेश किये जाने;

(३) आगमन और विदा के ममय के शिष्टाचार;

(४) दौरे में साय जाने वाले कमंचारी; और

(५) मंत्रियों के सम्मान में होने वाले समारोहों में कमी कर दी गई है।

(ग) जी, हाँ।

Government Employees in Assam

707. Shri Liladhar Ketoki: Will the Minister of Finance be pleased to state what categories of Government of India employees stationed in Assam have been given compensatory allowance?

The Minister of Finance (Shri Morarji Desai):

Gazetted.

House Rent Allowance at 'B' class rates when posted in Shillong only.

Non-Gazetted.

(a) Compensatory Allowance throughout the State of Assam as prescribed in Finance Ministry Office Memorandum Nos. 2(25)-E.II[B/56, dated the 26th July, 1956 and 10(23)-E.II(B)[57, dated the 3rd September, 1957.

(b) House Rent Allowance at 'B' class rates when posted in Shillong only, in addition to Compensatory Allowance.

Maintenance of Monuments in Punjab

708. Shri Daljit Singh: Will the Minister of Scientific Research and Cultural Affairs be pleased to state whether the total amount allotted for the maintenance and repairs of Centrally Protected Monuments in Punjab for 1959-60 has been fully utilised?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): About 75 per cent. of the allotted amount was spent upto January, 1960.

Prosecution of Ex-ruler of Bastar

709. Shri Surendranath Dwivedi: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the District Magistrate of Jagdalpur had requested for permission to prosecute Shri Pravir Chandra Deo, ex-ruler of Bastar under Section 302 I.P.C. for causing the death of Suner alias Chotala on the 7th December, 1959;

(b) whether the said permission has been given; and

(c) if not, the reasons therefor?

The Minister of Home Affairs (Shri G. B. Pant): (a) In December, 1959, the State Government of Madhya Pradesh asked for the permission of the Government of India for search, seizure of property, and arrest of the Ruler of Bastar if, in the course of investigation of this case, any of these became necessary. They were informed that they may proceed in this case in the manner they considered proper and, that if in the course of the

investigation, they considered it necessary to take any step short of prosecution, they may do so. The State Government have not yet approached Government for sanction to prosecute the Ruler under Section 197-A of the Cr. P. C. Government of India are not aware whether the District Magistrate has made any such request to the State Government.

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

Industrial Management Pool

710. { Shri Karni Singhji:
Shri S. A. Mehdi:

Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 205 on the 18th November, 1959 and state whether the candidates to whom appointment authorizations have been issued have accepted positions in the Industrial Undertakings?

The Minister of State in the Ministry of Home Affairs (Shri Datar): Orders of appointment have now been issued to 114 candidates. Of these, 83 have actually joined their posts.

Basic Education in Tripura

711. **Shri Dasaratha Deb:** Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 505 on the 10th August, 1959 and state the result of the assessment of the progress of basic education in Tripura?

The Minister of Education (Dr. K. L. Shrimall): Departmental assessment of the progress of Basic Education is made from time to time in order to ascertain the difficulties faced and to find out ways and means to overcome them. These reports are generally prepared for departmental use and not with a view to publishing them.

Manipuri Backward Class Students in Tripura

712. **Shri Dasaratha Deb:** Will the Minister of Home Affairs be pleased to state:

(a) whether the students of Manipuri Backward Class get facilities of free education in Tripura;

(b) if not, the reasons therefor and

(c) the total number of Manipuri students getting school stipends in Tripura during 1959-60?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Students belonging to the Manipuri community have been getting free tuition facilities in all Government educational institutions upto collegiate standard and in non-Government Higher Secondary, High and Junior High Schools with effect from 1st April, 1959.

(b) Does not arise.

(c) Five.

High Schools in Rural Areas of Tripura

713. **Shri Dasaratha Deb:** Will the Minister of Education be pleased to state:

(a) the number of high schools in the rural areas of Tripura;

(b) how many of them are privately run; and

(c) whether Government propose to open more high schools in rural areas of Tripura?

The Minister of Education (Dr. K. L. Shrimall): (a) Twenty three.

(b) Ten.

(c) Yes, Sir, as and when necessity arises.

Political Sufferers in Tripura

714. **Shri Dasaratha Deb:** Will the Minister of Home Affairs be pleased

to state:

(a) the number of political sufferers in Tripura who have applied for financial aid from Government; and

(b) the number of such political sufferers who have been granted financial aid?

The Minister of Home Affairs (Shri G. B. Pant): (a) 22.

(b) 6.

Central Research Laboratories

715. Kumari M. Vedakumari: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total expenditure incurred on the establishment of National Research Laboratories functioning under the Council of Scientific and Industrial Research up till 1959; and

(b) whether there is any assessment of the work done, or achievements made by these laboratories?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The total expenditure incurred till 31st December, 1959 is about Rs. 23,41,23,400.

(b) An assessment of the work of the national laboratories was made by a Reviewing Committee appointed in the year 1947 under the Chairmanship of Sir Ardesir Lal Dalal; a Committee under the Chairmanship of Sir Alfred Egerton made another review in 1955. Recently, steps have been taken to constitute Executive Councils for the National Laboratories. Assisted by Scientific Sub-Committees, they carry out continual assessment of the institutions in their charge.

Assistant Commissioners for Scheduled Castes and Scheduled Tribes in States

716. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 713 on the 1st December, 1959 and state whether the selection of Assistant Commissioners for Scheduled Castes and Scheduled Tribes has since been finalised by the Union Public Service Commission?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The Union Public Service Commission have recommended the names of six persons for appointment as Assistant Commissioners.

Polytechnics in Himachal Pradesh

717. Shri Hem Raj: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of polytechnics opened in Himachal Pradesh so far with location;

(b) the number of polytechnics to be opened during the rest of the Second Five Year Plan period; and

(c) the population and the extent of area which each polytechnic serves?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (c). In the Second five year plan of Himachal Pradesh there is provision for only one polytechnic which has been established at Sundernagar. It serves the whole of Himachal Pradesh.

Geological Survey of Minerals in Cuddapa

718. Shri Rami Reddy: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any geological survey of minerals in Cuddapa District in Andhra Pradesh has been made after 1947; and

(b) the broad details of all surveys conducted since 1947?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir. Systematic Geological mapping and investigation of mineral deposits has been and is being carried out in Cuddapa district by the Geological Survey of India.

(b) Broad details of mineral investigations carried out by the Geological Survey of India in Cuddapa

district since 1947 are as follows:—

Barytes.—Thin veins of Barytes along the joints of massive quartzites about 3/4th of a mile north-east of Bhakarapuram were noted but occurrence is considered of no economic importance. The gross reserves of all grades of material available in the Cuddapah and Pulivendla taluks are estimated at about 6,23,500 tons.

Limestone.—As a result of investigations carried out, it is estimated at present that the massive Narji limestone of the Kamalapuram sub-taluk are likely to be of the order of 600 million tons.

Manganese.—The reported occurrence of manganese ore near the foot hills, about two miles W.S.W. of Settigunta, was examined. The ore is of very poor quality and is considered too scanty to be of any economic importance.

New Currency Note Press at Nasik Road

719. Shri Jadhav: Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 1742 on the 17th December, 1957 and state:

(a) the progress since made in the setting up of the new Currency Note Press for printing one rupee notes at Nasik Road; and

(b) whether the necessary building has been built?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The construction of the building for the new currency note press is in progress and is expected to be completed in the near future. Plant and machinery have already been purchased and will be installed as soon as the new building is ready.

हिमाचल प्रदेश में हृत्या की घटनाएँ

720. श्री पद्म देव: क्या गृह-कार्य मंत्री यह बताने की रुपा करेंगे कि :

(क) १९५६ में हिमाचल प्रदेश में कितनी हृत्याएँ की गईं ;

(ल) उन में से कितने मामलों में चालान किया गया; और

(ग) कितने व्यक्तियों को सजा दी गयी और कितने व्यक्ति अभी लापता हैं ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त):
(क) पुलिस में १६ सही मामलों की रिपोर्ट की गई।

(ल) अब तक ११ मामलों में चालान किया गया है जिनमें से ६ अदालतों में चल रहे हैं। ५ मामलों में जांच-पड़ताल हो रही है।

(ग) अभी तक किसी भी मुजरिम को सजा नहीं दी गई है और कोई भी मामला लापता करार देकर समाप्त नहीं किया गया।

12.04 hrs.

PAPERS LAID ON THE TABLE

REPORT OF CENTRAL WAGE BOARD

The Minister of Labour and Employment and Planning (Shri Nanda): Sir, I beg to lay on the Table a copy of each of the following papers:—

(i) Report of the Central Wage Board for Cotton Textile Industry.

(ii) Government Resolution No. WB-8(78) dated the 2nd March, 1960.

May I, with your permission, add a few words on this subject?

The report was received by us on the 1st December, 1959. As the hon. Members know this industry has about 500 units employing more than eight lakhs of workers. It was, therefore, necessary to consider the implications of the Board's recommendations thoroughly. This naturally involved consultation with State Governments and other interests to ensure that after the announcement, the recommendations are implemented

[Shri Nanda]

smoothly and expeditiously. I am glad to announce that Government decisions on the recommendations have been finalised. [Placed in Library. See No. LT-1947/60.]

AMENDMENTS TO THE COAL BEARING AREAS (ACQUISITION AND DEVELOPMENT) RULES, 1957.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Sir, I beg to lay on the Table, under sub-section (3) of section 27 of the Coal Bearing Area (Acquisition and Development) Act, 1957, a copy of Notification No. S.O. 428 dated the 20th February, 1960 making certain amendments to the Coal Bearing Area (Acquisition and Development) Rules, 1957. [Placed in Library. See No. LT-1948/60.]

PURCHASE OF U.P. ZAMINDARI ABOLITION BONDS BY BANARAS HINDU UNIVERSITY

The Minister of Education (Dr. K. L. Shrimali): Sir, I beg to lay on the Table a copy of statement regarding the purchase of the Uttar Pradesh Zamindari Abolition Bonds by the Banaras Hindu University. [Placed in Library. See No. LT-1949/60.]

NOTIFICATIONS ISSUED UNDER CENTRAL EXCISES AND SALT ACT AND SEA CUSTOMS ACT

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): Sir, I beg to lay on the Table—

- (i) a copy of each of the following Notifications under section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Central Excise Rules, 1944:—
- (a) G.S.R. 183 dated the 20th February, 1960.
- (b) G.S.R. 198 dated the 18th February, 1960.

(c) G.S.R. 201-A dated the 20th February, 1960.
[Placed in Library. See No. LT-1950/60.]

(ii) a copy of each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises Act and Salt Act, 1944 making certain amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1939:—

- (a) G.S.R. 185 dated the 20th February, 1960.
- (b) G.S.R. 186 dated the 20th February, 1960.
[Placed in Library. See No. LT-1951/60.]

(iii) a copy of each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878:—

- (a) G.S.R. 187 dated the 20th February, 1960.
- (b) G.S.R. 188 dated the 20th February, 1960.
[Placed in Library. See No. LT-1952/60.]

12.06 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

TRACTORS AT DANDAKARANYA

Shri Assar (Ratnagiri): Sir, under rule 197, I beg to call the attention of the Minister of Rehabilitation and Minority Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The reported loss to the Government of India due to the tractors

imported from Japan lying idle at Dandakaranya."

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): The purchase of reclamation machinery was essential to clear dense forests and reclaim lands in Dandakaranya. As a first step and because of urgency, all the serviceable machines available with the Central Tractor Organisation, the only organisation in the country handling this type of work, were taken over by the Ministry of Rehabilitation for Dandakaranya. The approximate cost of this machinery was Rs. 25 lakhs. As the area to be reclaimed was very large, and also for the gradual replacement of the C.T.O. machines on the expiry of their life, it was necessary to purchase some more heavy machinery. Global tenders were invited for the purpose by the Director-General of Supplies and Disposals. The lowest tender was by the Director-General of Ordnance Factories for the supply of Japanese machinery, for the progressive production of which in India, the Ministry of Defence had entered into an agreement with the Japanese manufacturers. The matter was discussed between the Prime Minister, the Minister of Defence, the Minister for Rehabilitation and the Finance Ministry, and thereafter, an order was placed with the Director-General of Ordnance Factories, for the supply of 58 machines. This resulted in considerable saving in cost and in foreign exchange.

2. This machinery was put into operation in the Paralkote zone in the month of December, 1959. The machines are of two types, D-80 and D-120, the numbers ordered being 16 and 42 respectively. The performance of the D-120 type has so far been satisfactory. Some defects were, however, found in the D-80 type machines and on the advice of the Japanese staff, these machines were grounded. The Director-General of Ordnance Factories visited Paralkote from the 15th to 17th February and

after his return to Delhi, the matter was discussed between him, the Secretary, Ministry of Rehabilitation and the Chief Administrator, Dandakaranya Project. The Director-General of Ordnance Factories assured us that the defects were not of a serious nature and could be rectified effectively and expeditiously. Necessary action in this regard is being taken by him. He also advised that the eight D-80 type tractors which had not been put into operation as yet, should be put into the field after adding additional attachments and equipments to them. Orders in this connection have already been issued. Defects are bound to arise in any new machinery working on difficult terrain and under trying climatic conditions but, according to the Director-General of Ordnance Factories, the defects noticed are not such as to cause any serious misgivings.

3. As it is planned to step up the reclamation programme in Dandakaranya after the next monsoon, Government have decided to place a further order for another 5 units comprising seventy-five D-120 type machines and necessary attachments and equipment with the Director-General of Ordnance Factories. These machines are to be delivered to the Dandakaranya Development Authority by the end of September, 1960, so that no working day is lost. The cost will be about Rs. 125 lakhs. On account of the indigenous element in these tractors, the approximate saving in foreign exchange will be about Rs. 26 lakhs and Rs. 45 lakhs respectively on the comparative cost of the machinery.

4. Some defects have undoubtedly appeared and there has been a certain amount of set-back in the reclamation programme, but in the overall interest of developing production of this important machinery in India and also to save foreign exchange some risk in the matter can justifiably be taken. It is only by taking such risks that progress can be achieved in the long run.

12.10 hrs.

DEMANDS FOR GRANTS (RAILWAYS)—contd.

Mr. Speaker: The House will now take up the remaining Demands for Grants, that is Demands No. 2 to 20, in respect of Railways—1960-61. As the House is aware, 4 hours have been agreed to for discussion and voting on these Demands.

Hon. Members who desire to move cut motions may send slips to the Table within 15 minutes, indicating the numbers of their cut motions. I shall treat them as having been moved, if the hon. Members in whose names the cut motions stand are present in the House and the cut motions are otherwise in order.

It is now nearing quarter past 12. I will apply the guillotine at quarter past 4. In the meantime, all the other Demands, No. 2 to 20, must be disposed of.

Dr. Ram Subhag Singh (Sasaram): I suggest that the statement regarding the purchase of the Uttar Pradesh Zamindari Abolition Bonds by the Banaras Hindu University just now laid on the Table of the House by the hon. Minister of Education may be circulated to Members, because on the basis of this report action has been taken. We must also discuss the report.

Mr. Speaker: He wants it to be circulated?

Dr. Ram Subhag Singh: To be circulated and discussed.

Mr. Speaker: For discussion, hon. Members must give notice.

Shri D. C. Sharma (Gurdaspur): There is a discussion at 3 O'clock today.

Mr. Speaker: I have put it down at 4 O'clock.

Hon. Member will look at the Order Paper.

MARCH 3, 1960 Demands for Grants 3954
(Railways)

Mr. Speaker: Motion moved:

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 1,87,48,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Miscellaneous Expenditure".

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 24,47,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Payments to Worked Lines and Others".

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 39,10,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Administration".

DEMAND NO. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 123,36,67,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Repairs and Maintenance".

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 74,74,74,000 be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Operating Staff".

DEMAND NO. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 68,07,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Operation (Fuel)".

DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 23,70,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel".

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 32,13,65,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Miscellaneous Expenses".

DEMAND NO. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 11,05,30,000 be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Ordinary Working Expenses—Labour Welfare".

DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Appropriation to Depreciation Reserve Fund".

DEMAND NO. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 57,27,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Dividend Payable to General Revenues".

DEMAND NO. 13—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,64,18,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Open Line Works—(Revenue)—Labour Welfare".

DEMAND NO. 14—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 12,35,82,000 be granted to the

[Mr. Speaker]

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Open Line Works—(Revenue)—Other than Labour Welfare".

DEMAND NO. 15—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 54,76,09,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Construction of New Lines—Capital and Depreciation Reserve Fund."

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 264,18,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Open Line Works—Additions".

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 92,30,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Open Line Works—Replacements".

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 25,00,00,000 be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Open Line Works—Development Fund."

DEMAND NO. 19—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,06,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Repayment of Loans from General Revenues and interest thereon—Development Fund".

DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 18,42,52,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Appropriation to Development Fund."

Shri Kunhan (Palghat—Reserved—Sch. Castes): I do not wish to take up the time of the House by a long speech. I will concentrate on some of the points covered by some of the cut motions standing in my name.

Whether it is justified or not, there is a feeling in my State of Kerala that it is entirely neglected in the matter of railway facilities. I do not want to go into the numerous complaints which have been forwarded to the Minister, but I must draw his attention to the question of providing an overbridge near Shoranur Junction. This demand for an overbridge near the level-crossing has

been there for so many years. A lot of inconvenience and trouble is caused to the public travelling by the National Highway because they have to wait for long at this level crossing. This is one of the biggest junctions in Kerala, but it is a most regrettable fact that facilities which are normally available in junctions like this in other States do not exist in Shoranur.

A similar condition exists in Parli near Palghat where also an overbridge is necessary. The question of an overbridge in the east of Kozhikode Town, through which a river passes, has also been delayed for so many years. I request the hon. Minister to consider these just demands and give directions for putting up the overbridges without delay.

I also draw the attention of the Minister to the terrific overcrowding in the Cochin Express and Mangalore Mail. These two trains carry thousands of passengers to and from Kerala. It is an ordeal to travel in these two trains. I request the Minister to run two more Express trains on these routes in order to reduce congestion.

People travelling to Kerala from all over North are very much handicapped due to the necessity of having to detrain at Madras. It will be an invaluable help to the people going beyond Madras if through third class compartments going to Mangalore and Cochin are attached to the G.T. Express and the Delhi Janata Express. Then the people will get greater relief.

Another matter of urgent necessity is the problem of providing roof on the platforms of stations like Pattambi, Parli, Lakkidi and Nilambur Road. As every one knows, in Kerala, there is heavy rain for most of the year, and the sun is also very hot. A number of stations have no roofs over the platforms and the passengers have to wait for the trains in the hot sun or during heavy rains. So,

I request the hon. Minister to give attention to this problem.

श्री राम कृष्ण गुप्त (महेन्द्रगढ़) : मैं सिर्फ दिमाण्ड नम्बर २ के बारे में केवल दो, तीन तजवीजें हाउस के सामने रखना चाहता हूँ। जैसे कि पहले भी कहा गया कि पैमेंजर प्रैमेनिटीज के लिये काफी रकम दी जा रही है तो मेरी इस मामसे में सिर्फ इतनी ही तजवीज है कि जो रकम संकेतन की जा रही है वह योड़ी है और हमें उसके लिये यह कोशिश करनी चाहिये कि और ज्यादा रकम दें क्योंकि हम प्रबल्लर यह देखते हैं कि जो भी प्रोप्राम इस सिलसिले में बनाया जाता है वह काफी से ज्यादा अधूरा रह जाता है और उसके लिये यह कहा जाता है कि चूंकि फण्ड के लिये कमी यी इसलिये प्रोप्राम जिसकी कि स्कीम बनाई गई वह बक्त के अद्वार पूरा नहीं हुआ। इसके बारे में मैं दो, तीन तजवीजें भी हाउस के सामने रखना चाहता हूँ। पिछले दिनों दो साल हुए इस बात का फैसला हुआ या कि मेरे हालके में एक रेलवे स्टेशन चरखी दादरी के प्लेटफार्म को कवर करने के प्रोप्राम को सन् ५६-६० में मुकम्मल किया जायगा लेकिन अभी तक इस बारे में कुछ नहीं किया गया और जब मैंने इस बारे में सवाल उठाया तो यह जवाब दिया गया कि चूंकि फण्ड की कमी थी इसलिये मैं चाहता हूँ कि जो भी प्रोप्राम बनाया जाय उसको मुकम्मल तौर पर इस्पलीमेंट किया जाय क्योंकि प्रोप्राम जो बनता है अगर वह विदिन टाइम पूरा नहीं होगा तो उससे ज्यादा कायदा नहीं होगा और मुझे पूरा विद्वास है कि जो पिछले साल का प्रोप्राम है मरवे पहले उसकी तरफ ध्यान दिया जायगा और उसको मुकम्मल करने की पूरी कोशिश की जायगी और नगे प्रोप्राम को बाद में हाय में लिया जायगा। इसके लिये अगर ज्यादा रकम खर्च करनी पड़े तो उसका भी इस्तेमाल करना चाहिये।

दूसरी बारी तजवीज यह है कि मेरे हालके में एक छोटा सा रेलवे स्टेशन है उसके

[भी राम कृष्ण गुप्त]

दरमियान एक नया पर्याग स्टेशन बनाने का फैसला हो गया था। रेलवे बोर्ड ने यह फैसला किया था कि इसके लिये गांव के लोग लेवर और ४००० इन केंद्र दाखिल कर दें तो वह बना दिया जायगा। अब वह रुपया काफी दिनों से दाखिल हो चुका है तो भी उस हार्स्टिंग स्टेशन को बनाने के लिये कोई अमली प्रोग्राम नहीं बनाया गया। यह बड़े दुःख की बात है कि जब रेलवे की तरफ से जो भी शारायत नगार्ड गई थी मान ली गई और केंद्र रुपया भी दाखिल कर दिया गया तब भी इसको शुरू नहीं किया गया। उसके बाद तो प्रोग्राम को लेवर हाथ में लेना चाहिये था। मुझे पूरा विश्वास है कि इन बातों की तरफ पूरा ध्यान दिया जायगा।

मैं एक नई रेलवे लाइन की तामीर के मुतालिक भी कहना चाहता हूँ क्योंकि आनरेवेल निनिस्टर ने प्रपनी स्पीच में इसके बारे में कोई खास पूरी तौर से जवाब नहीं दिया। पंजाब के अन्दर दो रेलवे लाइन की सबसे ज्यादा जरूरत है। यह सबाल दो, तीन दफे हाउस में पहले भी उठाया गया था। एक लाइन तो जगधारी-नुधियाना वाया चंडीगढ़ बनानी चाहिये। इस रेलवे लाइन की सबसे ज्यादा जरूरत है क्योंकि पंजाब चंडीगढ़ की राजधानी है और इस बात की जरूरत है कि चंडीगढ़ को मेन लाइन पर नाया जाए ताकि लोगों को वहां राजधानी में आने जाने के लिये रेलवे के जरिये सहायित मिले। खास तौर से जिस इलाके से मैं आता हूँ वह बैकवर्ड एरिया है और वहां के लोगों को उस जगह पहुँचने में बड़ी मुश्किल पेश आती है और उनका इसमें बहुत सा समय जाया होता है। बस के सिवाय और कोई जल्दी पहुँचने का साधन नहीं है। इसलिये मुझे पूरा विश्वास है कि इस रेलवे लाइन को थर्ड फाइव ईयर प्लान में जरूर लिया जायगा और चंडीगढ़ को मेन लाइन पर लाने के लिये पूरी कोशिश की जायगी। इसके बारे में पंजाब

गवर्नरेंट की तरफ से भी कई दफे दरस्वास्त प्राई है और मुझे विश्वास है कि ऐसा करने से चंडीगढ़ शहर की अहमियत बढ़ेगी और उसके इन्फ्रास्ट्रक्चर और एकोनामिक डेवलपमेंट में भी काफी से ज्यादा मदद मिलेगी।

इसके अलावा एक दूसरी रेलवे लाइन के बारे में भी मैं तजबीज रखता चाहता हूँ। ऐसे कि मैं कई दफे पहले भी कह चुका हूँ कि जो दूसरी लड़ाई हुई थी उस लड़ाई से पहले यह मुक्कमिल तौर पर तय हो गया था और मैंने हाउस में एक सवाल भी रखता था और उसके जवाब में भी यह बात बतलाई गई थी और रेलवे बोर्ड से जो मुझे इतिलाल मिली उसके मुताबिक रोहतक और भिवानी को बजारिये रेलवे लाइन कनेक्ट करने की तजबीज थी। उसके बारे में सर्वे भी हुआ था लेकिन उस स्कीम को इसलिये पोस्टपोन कर दिया कि दूसरी लड़ाई शुरू हो गई थी। लड़ाई की विकल्पों के कारण इस काम को हाथ में नहीं लिया जा सका। चाहिये तो यह या कि आजादी के बाद सबसे पहले उस रेलवे लाइन के काम को हाथ में लिया जाता लेकिन बड़े दुःख की बात है कि बार बार मांग करने के बावजूद उस रेलवे लाइन की तरफ कोई खास ध्यान नहीं दिया जाता। मुझे पूरा विश्वास है कि इस स्कीम को थर्ड फाइव ईयर प्लान में जरूर लिया जायगा क्योंकि ऐसा करने से इस बैकवर्ड एरिया के लोगों को सफर करने की सहूलियतें मिलेंगी और यह एरिया इन्फ्रास्ट्रक्चर और एकोनामिकली तरफकी कर सकेगा। यह तीन, चार तजबीजें मैं हाउस के सामने रखता चाहता हूँ और मुझे पूरा विश्वास है कि उनको पूरा करने की पूरी कोशिश की जायगी।

ओ मूँ ३० जून (कैथल) : प्रध्यक्ष महोदय, यह डिमांड नम्बर २ पर मिसले-नियस एक्सपैडिचर के तहत जो बहस शुरू हुई है उस में मैं खास तौर पर रेलवे निनिस्टर

माहव के नोटिस में कुछ चीजें लाना चाहता है। जैसे जनरल डिस्केशन का जवाब देते हुए रेलवे मिनिस्टर साहब ने जो बहुत नम्बरी चौड़ी बाटें कही हैं उन से, उन की बजट स्पीच से भी और उस जवाब से भी यह हो साफ जाहिर है कि रेलवे के महकमे ने बहुत तरक्की की है। इस मुहकमे पर जो पंचवर्षीय योजना की बजह है बड़ी जारी जिम्मेदारी थी, उस जिम्मेदारी को बहुत अच्छी तरह से निभाने की कोशिश की है। खास तौर पर पिछले साल के मुकाबले में भी जो इस हाउस में कई चीजें कही गई थीं और कई किस्म की नुकताचीनी की गई थीं, उस को भी मुहकमे ने ठीक कर देने की कोशिश की है। गो यह दुर्लभ है कि जितनी एक्षियां एसी मुहकमे में होनी चाहिए थीं जितनी किफायतशारी होनी चाहिए थीं उन्हीं नहीं हुई लेकिन जैसा कि रेलवे मिनिस्टर माहव ने करमाया इतनी बड़ी किसी भी संस्था में १०० फीसदी काम ठीक होना मुमकिन नहीं है लेकिन फिर भी तरक्की की बहुत गुंजाइश है और मैं खास तौर पर रेलवे मिनिस्टर साहब के नोटिस में लाना चाहता हूँ कि जैसे अभी एक स्पेशल रिप्रोगेनाइजेशन यूनिट ने दूसरे मुहकमे में काम करना शुरू किया है और उसकी कोशिशों में काफी बचत हुई है। ज्ञास तौर पर हाउस के प्रान्तरेवत मेम्बरान को इस चीज का इतम है ही जिस स्पेशल रिप्रोगेनाइजेशन यूनिट ने फारंट एफेसमें में काम किया तो सिफ हमारा लंदन में जो एक दफतर है उसमें ३५००० रुपये सालाना की बचत हुई। लेकिन मुझे तो मातृम होता है कि इतना बड़ा काम हो और किसी इस्टीट्यूशन के सुपुर्दं यह काम हो और उसमें सिफ इतनी योड़ी सी आमदनी हो जितनी कि रेलवे मुहकमा कर के दिखाता है तो यह आमदनी मेरी राय में कम है और बहुत कम है। अगर यही काम हम किसी प्राइवेट कम्पनी या कैप्टेनिट को सौंपते तो वह इसमें दम गुना आमदनी करके दिखाने। अब

इसके लिए वह यह जवाब देगे कि यह एक युटिलिटी सर्विस है जैसा कि उहोंने करवाया लेकिन इस के साथ साथ जब हम अपने देश के लोगों पर तरह तरह के नये टक्स लगाते हैं तो क्या यह हमारा कर्ज नहीं होता कि यह एक मुहकमा जिस के कि जिस्मे एक मोनोपली हो, जिसके कि सिपुर्दं तमाम हिन्दुस्तान की रेलें चलाने की, वैसेंजस ट्रैफिक और गुह्य ट्रैफिक की सारी मोनोपली हो तो वह किर क्यों न इस तरीके से काम करे कि हमारे जनरल रेलवेज को ज्यादा आमदनी हो। उस की आमदनी कैसे बढ़ सकती है। एक तरीका जो लुट दूसरे मुहकमों ने आजमा कर देला है तो मैं यह तजवीज करना कि वह स्पेशल रिप्रोगेनाइजेशन यूनिट जल्दी में जल्दी रेलवेज में काम करे।

रेलवे मंत्री (श्री जगदीश्वर राम) : कल शायद आपने मुना नहीं कि वह जो ६ करोड़ की बचत हुई है उसमें से पौने ६ करोड़ रेलवेज का ही है।

श्री मू० चं० जैन : जी क्या कहा ?

श्री हरिहर माधुर (पाली) : ६ करोड़ की जो बचत है उसमें से पौने ६ करोड़ रेलवेज का है।

श्री मू० चं० जैन : मेरी इस सिल-सिले में तजवीज यह है कि रेलवे मुहकमे के अफसर तो इस किफायतशारी के लिए जितना काम कर सकते हैं वह कर ही रहे हैं, आप इस मुहकमे में कुछ बाहर के आदमियों को स्पेशल रिप्रोगेनाइजेशन यूनिट के तौर पर लगाएं ताकि वह अच्छे तरीके से देले। पिछले दस बारह बरमां में मैंने यह बराबर देखा है कि इस मुहकमे में और दूसरे मुक्हमां में लकड़ी और अफसरों की तादाद बढ़ रही है और वह कम होने को नहीं आती।

[श्री मृ० चं० जैन]

इसके लिए दूसरे मुहूर्मे के इंडिपेंडेंट अफसरों को लगाकर एक स्पेशल रिअर्गेनाइजेशन यूनिट बनायी जाए तो सातिरसाह नतीजा भी होंगा और किफायत भी होगी।

दूसरी बात में खास तौर पर करप्तान के बारे में कहना चाहता हूँ। वैसे यह एक ऐसा टापिक हो गया है कि जिसको छोड़ने का कोई खास जी भी नहीं करता। लेकिन मैं इस बीज को नहीं मानता कि सोधर रेक्स में करप्तान है और अपर रेक्स में नहीं है। अभी पिछले दिनों जब हमारे मिस्टर माथुर ने आरयेनाइजेशन और मैथड डिवीजन के बारे में बहस उठायी थी तो मैंने आफिशियल करप्तान का ही नहीं बल्कि नानआफिशियल करप्तान का भी जिक्र किया था। अगर हमको करप्तान को रोकना है तो पहले नानआफिशियल करप्तान को रोकने की कोशिश करनी चाहिए। अगर ऐसा नहीं करेंगे तो हमारा करप्तान रोकने का सपना कभी पूरा नहीं होगा। मैं तो कहता हूँ कि हमको नेजिसलेचर के लेविल पर, मिनिस्टरों के लेविल पर, एम० एन० १० और एम० बीज० के लेविल पर कोई स्टेट और गवर्नेंट आफ इंडिया के मिनिस्टरों के लेविल पर करप्तान को रोकने की कोशिश करनी चाहिए। अगर ऊपर करप्तान बन्द हो तो हम पब्लिक सरविसेज में करप्तान को रोक सकते हैं। अगर आज में हाई आफिशियल्स के बारे में कहता हूँ तो उनको बुरा नहीं मानना चाहिए और न मिनिस्टरों को बुरा मानना चाहिए। मैं एक किस्सा जानता हूँ और शायद मिनिस्टर माहब भी जानते होंगे। कुछ दिनों पहले एक किस्सा मेरे नोटिस में आया। एक हाई आफिशर की लड़की की शादी पंजाब में थी। वह शादी पंजाब के एक कौनी में हो रही थी। लेकिन संकहों बहे बड़े अफसरों ने और हैडस आफ डिपार्टमेंट ने उस शादी में शामिल होने के लिए उसी दिन उस जगह के लिए अपने दोरे ढाके।

क्या इस तरह से दौरे ढालना करप्तान नहीं है। तो यह कहना कि आपके अपर रेक्स में करप्तान नहीं है बिल्कुल गलत है। जब हम इस गलतफहमी को दूर करेंगे तभी करप्तान जा सकता है।

आपके यहां कुछ जगहें हैं जो कि करप्तान के नवं सेंटर हैं जैसे एस० डी० और का दफ्तर है या जनरल मैनेजर का दफ्तर है जहां पर कि छोटे छोटे कल्की के, स्टेशन मास्टरों के और गृहस कल्की वर्गरह से ट्रांसफर के पेपर पृष्ठ अप किए जाते हैं, वहां पर करप्तान की जड़ है। मेरे नोटिस में ऐसे कई केम हैं कि एक एक ऐसा आदमी है जो कि उस नवं सेंटर पर बैठा है उसको नहीं हटाया जा सकता। मुझे इस तरह का तजरबा है। मैंने एडमिनिस्ट्रेशन का काम किया है। इन नवं सेंटर पर एक एक आदमी दस दस पांच पांच बरस से बैठा है। अगर कोई अपसर ऐसा आ जाता है और उसका तबादला कर देता है तो ऐवान का ऐवान हिल जाता है और किर उसको वही वापस किया जाता है। तो इन नवं सेंटरों की बजह से आपके मुहूर्मे के छोटे छोटे मुलाजमीन को बड़ी परेशानी हो रही है। कुछ स्टेशनों पर आमदनी होती है और कुछ स्टेशनों पर नहीं होती। जो नवं सेंटर को एप्रोच कर लेता है उसको आमदनी बाले स्टेशन पर भेज दिया जाता है और जो एप्रोच नहीं करत उसको धक्के दिए जाते हैं।

टिकटलैंस ट्रेवलिंग के बारे में श्री शाहनवाज खां ने कहा था और रेलवे के एक प्रश्नबाज़ में भी यह बात निकली थी कि रेलवे को सालाना टिकटलैंस ट्रेवलिंग से पांच करोड़ का नुकसान होता है। अगर पूछा जाएगा कि आप उसका क्या इन्तजाम करते हैं तो

आप बहुगे कि साहब जितना ह्यूमेंटली पासि-
बिल है, जितना हमारी ताकत में है, उतना
हम रोकने की कोशिश करते हैं। मैं
कहता हूँ कि छोटी लाइनों को तो प्राप्त
छोड़िये। जहाँ तक बांच लाइनों का ताल्लुक
है, मुझे तजर्बा है, और परसों शायद एक
मेम्बर साहब ने कहा भी था कि बांच साइनों
पर तो लूट मची हुई है। लेकिन मैं पूछना
चाहता हूँ कि मैंने लाइनों पर इसको रोकने
के लिए प्रापका क्या सिस्टम है और क्या उसको
इम्प्रू नहीं किया जा सकता। मैं समझता
हूँ कि उसको इम्प्रू रखने की बहुत बड़ी
गुजाइश है। अगर प्राप इस पांच करोड़
की बचत कर सके तो जो प्रापने ५ पैसे का
टैक्स लगाया है उसकी जरूरत नहीं होती।
मैं टैक्स लगाने के बंसे खिलाफ नहीं हूँ।
अगर प्राप प्रपनी योजनाएं चलाना चाहेंगे
तो प्रापको टैक्स तो लगाना ही होगा।
लेकिन लोगों को यह देखकर दुःख होता है कि
एक तरफ तो प्राप टैक्स लगाते हैं लेकिन
उससे उनको पूरा कायदा नहीं होता।
यह तो मैं मानता हूँ कि इस चीज को कर्तृ
तौर पर तो बन्द नहीं किया जा सकता लेकिन
क्या रेलवे मिनिस्टर साहब को तसल्ली है
कि जितनी कोशिश उनके मुहकमे की होनी
चाहिए उतनी हो रही है। प्रापको इस
लीकेज को रोकने की पूरी पूरी कोशिश
करनी चाहिए। अगर किसी बरतन के
वेदे में छेद हो और प्राप उसमें पानी ढालते
जाएं तो वह कभी नहीं भर सकता। इस-
लिए प्रापको इस लीकेज को रोकने की तरफ
ज्यादा ध्यान देना चाहिए।

ये बातें तो मुझे रेलवे बजट के जनरल
डिसकशन के बक्स कहनी चाहिए थीं, लेकिन
तब मुझे भौका नहीं मिला, इसलिए मैंने
इस भौके पर ये बातें भर्ज कर दीं। अब मैं
कुछ प्रपने एरिया को एमेनिटीज और रेलवे
लाइनों के बारे में प्रापकी नवजग्जह दिलाना
चाहता हूँ।

मुझे खुशी है और मैं रेलवे के मुहकमे,
मिनिस्टर साहब, डिप्टी मिनिस्टर साहिबान
का दिली शुक्रिया प्रदा करता हूँ कि उन्होंने
जीद, पानीपत, कुरुक्षेत्र, नरवाना सेक्षन
पर कुछ फालू ढेने वाला दी जिससे लोगों
को बहुत सहलियत हो रही है। मैंने
उनसे ऐसा करने की दरक्खास्त की थी।
उन्होंने मेरी दरक्खास्त के मुताबिक ज्यादा
ढेने चलाकर लोगों को जो महलियत दी
है उसके लिए मैं उनका शुक्रिया प्रदा करता
हूँ।

लेकिन एक चीज है जिसके बारे में
पंजाब के तमाम मेम्बरान ने मिनिस्टर साहब
में दरक्खास्त की है। पंजाब में रोहतक
गोहाना पानीपत लाइन जो कि सन् १८८०-४१
में डिसमेंटल हुई थी जंग के जमाने में, उस
लाइन को प्रापने पारशियली रेस्टोर किया है
सिफ़ रोहतक में गोहाना तक लेकिन गोहाना
में पानीपत तक प्रभी नहीं रेस्टोर की है।
मैं मिनिस्टर साहब की तवज्ज्ञ हृषि तरफ
दिलाना चाहता हूँ कि मुहकमा यह कहता
है कि जब यह देख लें कि हमको रोहतक
गोहाना लाइन में कमर्शियली कायदा होता
है तब हम आगे रेस्टोर करेंगे। मैं कहता
हूँ कि इस तरीके से प्राप सही अन्दाजा नहीं
लगा सकते, प्रापने आधी लाइन रेस्टोर की
है और आधी छोड़ दी है। और फिर
उम्मीद करते हैं कि प्रापको उससे कायदा
होगा। यह कभी नहीं हो सकता। यह
डिफेक्टिव कमर्शियल विकिंग है। जब तक
प्राप इस पूरी लाइन को रेस्टोर नहीं करेंगे
तब तक प्रापका कायदा होने का सपना पूरा
नहीं हो सकता। अगर प्राप इस पूरी लाइन
को रेस्टोर नहीं करना चाहते हैं तो जो रोहतक
गोहाना प्रापने रेस्टोर की है उसको भी
उड़ा लीजिए, ज्योंकि इस लाइन से कायदा
तभी होगा जब प्राप इसको गोहाना से पानीपत
तक मिला दें। पानीपत में बुगर मिल है,
रोहतक में शगर मिल है, जीद के पैसिजर
हैं, करनाल के पैसिजर हैं, तो इनना मारा

[श्री मू० चं० जैन]

एरिया आपको मिलता है। मेरी दरक्षास्त है कि आप मेहरबानी करके इसको तीसरी चंच वर्वाय योजना में शामिल कराएं। इस पर रुपया तो लचंच होगा ही, लेकिन यह बहुत ज़रूरी चीज़ है और पंजाब के तमाम मेम्बर आपसे इस मिलसिले में रिकैस्ट कर चुके हैं।

इसके बाद दूसरी चीज़ में औबर लिजेज़ के बारे में अर्ज़ करना चाहता हूँ। मिनिस्टर साहब ने आपनी स्पीच में जवाब दिया है कि इसके लिए कोशिश की जा रही है, लेकिन मुझे उस जवाब से तसल्ली नहीं हुई। आप फरमाते हैं कि इस काम का ताल्लुक स्टेट गवर्नरेंट्स से और लोकल बोर्ड्स से है, कुछ काम उन्हें करना है, कुछ रुपया उन्हें देना है, अब क्या करें, हम उनको लिखते हैं। लेकिन मैं आपकी इजाजत से अर्ज़ करना चाहता हूँ कि जिस स्टेट डिपार्टमेंट का मिनिस्टर माहबूब ने जिक्र किया है उसका मुझे तर्ज़ा है। १६५६ में मैं पंजाब में इस मुहकमे का इनवार्ज़ या और मैं ने औबर-हैंड लिजेज़ की तमाम फाइलें मंगवाई और हिदायत दी कि मुझे बताया जाय कि इस काम में क्या प्रयोग होती है। सन् १६५६ से अब सन् १६६० आ गया, इस प्रसें में कोई प्रोब्रेम नहीं हुई है, मामला ज्यों का त्यों पढ़ा है। यह काम इस तरह से नहीं हो सकता। इसके लिये आप कोई कोआडिनेटिंग ऐंजेसी बनाइये जो कि इस काम की जिम्मेदारी ले। इस तरह कहने से कि मिनिस्टरी यह कर रही है, और स्टेट से यह कहा जा रहा है, हम एक कदम भी आगे नहीं बढ़ सकते। चाहे आप खुद रेसपासिविलिटी लें या कोई भी को-आडिनेटिंग ऐंजेसी बनाएं जो कि जिम्मेदारी ले। तब यह काम आगे बढ़ सकता है। खर्च के सिलसिले में जो मैंशिनरी है उसको बास तौर पर सिम्पलीफाइट करना चाहिए। तभी यह चीज़ कामयाब हो सकती है। पंजाब में इस तरह का राजपूत का मामला है,

लुचियाने का मामला है, जालंधर का मामला है और हिसार में औबरहैंड लिज़ की ज़स्तर है। कहा जाता है कि इनके लिए स्टेट गवर्नरेंट्स हमको प्रायरिटी लिस्ट भेजे। चार साल से यह मामला चल रहा है और अभी तक कुछ काम नहीं हो पाया है। यह बड़ी प्रायर यूटिलिटी की चीज़ है और इसके बैरे परिलक को बहुत तकलीफ है। इसकी तरफ सास तज़ज़ह दी जानी चाहिए। पंजाब के जो मामले ये वह मैं जानता था और उनको मैं ने आपके नोटिस में ला दिया लेकिन इस किस्म की तकलीफ मुल्क के दूसरे हिस्सों में भी है जिसके बारे में मेम्बरान ने आपसे रिकैस्ट की है। मैं चाहता हूँ कि इस बारे में आप कोई ऐसा कदम उठाएं। जिसका खातिरकाल नदीजा निकले जिससे कि प्रगल्भ माल के बजट के भौके पर इस शिकायत की गुंजाइश न रहे। तभी मुझे बहुत लुची होगी और मैं आपको हार्दिक बधाई दूँगा।

इसके बाद एक चीज़ है वैसिजर एमेनिटीज़ के बारे में। अब की दफा आपने इसके लिए २ करोड़ रुपया रखा है और पिछले साल भी रखा होगा। रेलवे वालों के क्वार्टर्स के लिए आपने ६ करोड़ रुपया रखा है। मैं तीसरे चौथे दिन करनाल के स्टेशन में आता जाता हूँ तो उस बक्त बहां के स्टेशन मास्टर, और असिस्टेंट स्टेशन मास्टर उनको जो तकलीफ होती है मुझ से कहते हैं। मैं अब कहंगा कि ऐसा करने में इन्सानी खलतल के खिलाफ कुछ नहीं है। अगर उन की कोई तकलीफ मैं माननीय मंत्री के महकमे के नोटिस में लाऊं, तो महकमा इस बारे में एलजिक होता है। यह बात मेरी समझ में नहीं आती है। मुझे पालियामेंट में भी यह क्षेत्रस्थन रेज़ करना पढ़ा। अगर मिनिस्टर साहब बिहार में आपनी कांस्टीन्युएन्सी में जाएं तो चूँकि वह मिनिस्टर है, इस लिए रेलवे के आदमी उन से शायद कुछ न कहें, लेकिन आपनी तकलीफों और शिकायत को

नोटिस में लाना एक कुदरती बात है। पिछले दिनों जब हम चंडीगढ़ गए, तो वहां के स्टेशन बालों ने अपनी तकलीफों का डिक किया। यह हमारा फ़र्ज़ है कि हम उन लोगों की तकलीफों को माननीय मंत्री और महकमे के नोटिस में लायें। जब हम करनाल के लोगों की तकलीफों को महकमे के नोटिस में लाते हैं, तो उन के जो जवाब आते हैं, मुझे उन से गुस्सा आता है। उन के एक एक शब्द से मालूम होता है कि महकमे वाले इस बात से नाराज़ हैं कि हम उन के काज़ को क्यों ले रहे हैं। वे कहते हैं कि अपने स्टाफ़ की तकलीफों को हम भिटाने वाले हैं और इस लिए पार्लियामेंट के मेम्बरों को क्या ज़रूरत है कि वे इस में दखल दें। मैं यह अर्ज़ करना चाहता हूँ कि यह कोई अच्छा रवैया नहीं है। यह एक इन्सानी बात है कि जब एक स्टेशन पर रहते हैं और उत्तरते चढ़ते हैं, तो वहां की तकलीफ़ें हमारे नोटिस में लाई जाती हैं। हर एक में बर को इसका तड़पा होगा। अगर हम स्टाफ़ के किसी ईंडिविजुअल की तकलीफ़ को नोटिस में लायें कि उस की तरकी हो, या कुछ और हो, तो उस पर गिला किया जा सकता है, लेकिन अगर हम उन लोगों के बवाटर्ज़ के डेनेज़ प्रावलम की बात महकमे के नोटिस में लायें, तो इस में एतराज़ की कोई गुंजायश नहीं होनी चाहिए। वहां का डेनेज़ ठीक नहीं है और गला सड़ा पानी लड़ा रहता है, इस लिए उस को ठीक किया जाये। वहां पर बीस बवाटरों में से पांच में तो बिजली लगी हुई है और पंद्रह में नहीं है। बिजली सारे शहर में लगी हुई है और उन पांच बवाटरों में भी है, लेकिन पंद्रह बवाटरों में नहीं है। उन पंद्रह बवाटरों के बच्चे तो लालटन ले कर पढ़ते हैं और पांच बवाटरों के बच्चे बिजली की रोशनी में पढ़ते हैं, तो इस से क्या हाट-बरानिंग नहीं होगी? क्या ऐसी सुरत में स्टाफ़ के धादमी शान्ति से काम कर सकेंगे? जहां तक खबर का सबाल है, मैं श्री जगजीवन राम की लिदमत में कहना चाहता हूँ कि तीन चार वर्ष से एस्टीमट्स बनते जा रहे हैं। इस

में सिर्फ़ छँ : सात हजार रुपए का खबर है, लेकिन क्या मजाल कि नौ करोड़ में से छँ हजार करनाल पर खबर किया जाये और शायद इस बजह से कि पार्लियामेंट के एक मेम्बर की हिम्मत हुई कि उस ने स्टाफ़ का क्वेस्टन उठा दिया। यह बात मुनासिब नहीं है कि अगर किसी पार्लियामेंट के मेम्बर ने स्टाफ़ की फ़ीसिलिटी का सबाल उठा दिया, तो उस सबाल को हल करना ही नहीं। उन की भी इस में शान है और पार्लियामेंट के मेम्बरों की भी इस में शान है कि उसको हल किया जाये। मैं चाहूँगा कि इस में अब देर न की जाये और मिनिस्टर साहब पर्सनली इस पर ध्यान करें और इस तकलीफ़ को दूर करें।

स्पीकर साहब, बातें तो मैं ने और भी कही थीं, लेकिन फ़िलहाल मैं यही महोदय करता हूँ और आप का शुक्रिया भदा करता हूँ।

श्री रा० रा० चित्र (फैजाबाद) : अध्यक्ष महोदय, डिमांड नम्बर २ से १५ तक जो बकिंग एक्सपैसिज़ दिए गए हैं, उन की तरफ़ मैं माननीय रेलवे मंत्री महोदय का ध्यान दिलाना चाहता हूँ। मालूम होता है कि हमारे बकिंग एक्सपैसिज़ हर साल ज्यादा बढ़ रहे हैं। बजट के कागजों के साथ जो किताब ईंडियन रेलवे, १६५६-५६ दी गई है, उस के पेज २१ पर रेलवेर्ज़ के बकिंग एक्सपैसिज़ का जो चार्ट दिया गया है, उस से मालूम होता है कि १६५६-५७ में २३३ करोड़ रुपए के एक्सपैसिज़ ये और १६५७-५८ में वे बढ़ कर २६४ करोड़ रुपए हो गए। १६५६-५६ में वे २७६ करोड़ रुपए हो गए हैं। यह खबर १६५४-५५ में २३५ करोड़ रुपए था। इस से पता चलता है कि खबर इस साल पार साल से ३४ करोड़ रुपए ज्यादा हो गया है। ऐसा मालूम होता है कि हमारे एक्सपैसिज़ ज्यादा बढ़ रहे हैं और इस को देखने की ज़रूरत है। मैं जानता हूँ कि हमारे रेलवे मंत्री महोदय और रेलवे प्रशासन इन सब बातों की

[श्री राठ राठ मिश्र]

तरफ देखता रहा है, लेकिन क्या ऐसा नहीं हो सकता कि कुछ बातों में कमी की गुजायश हो ? मान लीजिए कि इस साल क्षूपूल के सम्बन्ध में ६ करोड़ रुपए की बढ़ि हुई है । क्षूपूल पर पार साल ६६ करोड़ रुपए का खर्च था और इस साल ६८ करोड़ रुपए रखा गया है । यह सही है कि इस साल कोयले के दाम में बढ़ि के कारण और कुछ एक्साइव सेस बढ़ जाने से कुछ बढ़ि हो जाना ज़हरी है, लेकिन क्या यह मुमुक्षिन नहीं है कि इस में कुछ कटौती हो सके । यद्यपि यह कहना कठिन है कि रेलवे मंत्रालय और रेलवे का प्रशासन इस तरफ ध्यान नहीं देता है, लेकिन ऐसा मालूम होता है कि इस तरफ कम ध्यान दिया जाता है । हमारे सदन के बहुत से माननीय सदस्यों ने इस तरफ ध्यान दिलाया है कि मंत्रालय को अपने खर्च में कमी करने की तरफ विशेष ध्यान देना चाहिए, ताकि यह मालूम हो सके कि रेलवे का खर्च कम हो रहा है और आमदनी बढ़ रही है । इसना ही काफी नहीं है कि हम रेलवे से कुछ बचा लें, बल्कि पर्सनल को मालूम होना चाहिए कि हमारा खर्च कम हो रहा है और आमदनी ज्यादा बढ़ रही है और रेलवे । एक कमशियल बाई के द्वारा पर काम कर रहे हैं । पहली बात यह है कि इस में खर्च कम करने की और विशेष कर कोयले के खर्च में कमी की ज़रूरत है । माननीय मंत्री महोदय ने कोयले के खर्च में जो कमी करने के स्टेप्स लिए हैं, वे उपयुक्त ही हैं, लेकिन फिर भी उस तरफ विशेष ध्यान देने की ज़रूरत है ।

जहां तक नई रेलवे लाइन का सम्बन्ध है, डिमांड नवम्बर १५ में ५४,७६ करोड़ रुपए स्वेच्छा गए हैं । इस में बहुत सी लाइनों के विविध केंद्र सम्बन्ध में रुपया है । इस में कुछ रुपया टांडा-प्रक्षेपुर लाइन के सम्बन्ध में है । इस लाइन का मसला कीरी बारह तेहरु सालों से सामने है और चार पांच साल से बायातार इस के लिए कुछ रुपया रखा गया

है, लेकिन इस को शुरू करने की नीबत नहीं आती है । मैं समझता हूँ कि माननीय मंत्री महोदय जानते होंगे कि टांडा एक मशहूर तिजारी मुकाम है । वहां की डोरियां और जामदानी आज से नहीं सैकड़ों बर्षों पहले से मशहूर हैं और वे बाहर जाया करती थीं । लेकिन वह रोजगार खत्म हो रहा है । मेरी प्रार्थना है कि टांडा-प्रक्षेपुर लाइन का काम इस साल शुरू किया जाये ।

तीसरी पंच-वर्षीय योजना के सम्बन्ध में मैं रेलवे मंत्री महोदय से यह कहना चाहता हूँ कि नार्थ-ईस्टन रेलवे धाघरा नदी के उत्तर तक जाती है और उस का आखिरी मुकाम लकड़मंडी है । धाघरा नदी के दक्षिण की तरफ नार्थन रेलवे जाती है और उस का आखिरी मुकाम धाघरा नदी पर प्रयोग्या है । इन दोनों के बीच में करीब करीब तीन चार मीलों का फ़ैसला है । यदि वहां पर रेलवे ब्रिज बन जाये, तो उस से नार्थन रेलवे और नार्थ-ईस्टन रेलवे का मिलान हो जाये और इस तरफ दक्षिण से उत्तर जाने का रास्ता सुलभ हो जाये । यह नेशनल हाईवे के ऊपर भी है और यहां से दक्षिण से नेपाल जाने का भी रास्ता है । यहां पर यह ब्रिज बन जाने से दोनों रास्ते जुड़ जायेंगे और नवनक्त से आसाम जाने का जो रास्ता है, जो नेशनल हाईवे है, वह बिल्कुल साफ़ हो जायगा । सुरक्षा की दृष्टि से भी यह आवश्यक है । मैं प्रार्थना करूँगा कि तीसरी पंच-वर्षीय योजना में इस तरफ ध्यान दिया जाये ।

जहां तक रेलवे पैसेंजर एमिनिटीज़ का सवाल है, माननीय मंत्री जी ने यह बताया कि ६,८७ करोड़ रुपए चार बर्षों में लंबे हुए और अगले बर्ष ५,१३ करोड़ रुपए इस पर खर्च होंगे । ऐसा मालूम होता है कि अभी तक हम ने १५ करोड़ रुपए में से कम खर्च किया है और इस साल ज्यादा लंबे करना है । मैं ने पहले भी सदन का ध्यान इस तरफ दिलाया । या कि छोटे स्टेशनों की तरफ मंत्रालय का

ध्यान कम है। मैं ने अपने छिले के दो तीन रेलवे स्टेशनों की तरफ ध्यान दिलाया है— दियोराकोट, दर्शननगर व गोरह की तरफ, कि वहां पर कोई लैंटफार्म नहीं है, वहां पर सिंगल नहीं है, वहां पर बैठने की जगह नहीं है, बैंचिंग व गोरह नहीं हैं। हमें सूची है कि रेलवे मंत्री महोदय ने इस साल यह आश्वासन दिया है कि उन्होंने सर्कुलर जारी किया है कि छोटे स्टेशनों का ध्यान रखा जायगा और उन को एमिनिटीज की सुविधा दी जायगी। लेकिन मैं नहीं जानता कि वे आश्वासन काम में आयेंगे। मेरी इच्छा और प्रार्थना है कि छोटे स्टेशनों के सम्बन्ध में इस आश्वासन को पूरा किया जाये और कम से कम बारिश के बहत मुसाफिरों के बैठने के लिए छोटे से शैड का इन्टर्नल बहर होना चाहिए। उस पर ज्यादा स्वर्च नहीं होना है। जब हम बड़े स्टेशनों पर लालों करोड़ों रुपए खर्च करते हैं, तो यह आवश्यक है कि देहात के रहने वालों के लिए छोटे स्टेशनों पर भी कुछ सुविधायें दी जायें।

जहां तक भ्रष्टाचार का सवाल है, मैं उस के बारे में ज्यादा नहीं कहना चाहता हूँ। सिर्फ इतना ही कहना चाहता हूँ कि अगर रेलवे के मुलाजमीन और सासकर रेलवे प्रोटेक्शन फोर्स के लोग इस तरफ विशेष ध्यान दें, तो इस में बहुत कमी हो सकती है। मैं ने एक आध दफ़ा रेलवे पुलिस के लोगों को फ़स्ट क्लास के डिब्बे में सोते हुए देखा है। मैं ने जब उन को कहा कि यह क्या काम करते हैं, तो मूँझे जबाब मिला कि मैं सो लूँ थोड़ी देर, मैं ने हृष्टी गमी करनी है। इस तरह की वे गफकत करते हैं। रेलवे प्रोटेक्शन फोर्स के सम्बन्ध में जैसा कि अन्य माननीय सदस्यों ने कहा कि वे चोरिया कराने में मदद करते हैं आपको सक्त कारंबीर करनी चाहिए और उनको सचेत करना चाहिये। यदि ऐसा किया गया तो मूँझे विश्वास है कि जो रेलों पर चोरिया हो जाती है या लोकोज में चोरिया हो जाती है, या डायनमो मैदूस काट लिए

जाते हैं या बत्व निकाल लिये जाते हैं, इनमें कमी भा सकती है और जो नुकसान होता है वह कम हो सकता है।

कम्पेंसेशन देने का जहां तक प्रश्न है माननीय मंत्री जी ने बताया है कि इस साल उनको सिर्फ़ ३.१३ करोड़ रुपये देने पड़े हैं और पार-साल ज्यादा देने पड़े थे। मैं समझता हूँ कि इस पर संतोष मान कर नहीं चला जा सकता है। यह कोई छोटी रकम नहीं है। जब हम नए नए टैक्स लगाते जाते हैं तो हमारा यह देखना भी कर्तव्य हो जाता है कि एक एक पैसा बचाने का हम प्रयत्न करें। अभी आपने पांच नए पैसे प्रति रुपया फेट चार्जिंग में बढ़ाया है जिस के लियाफ़ सारे देश में शोर भड़ा हुआ है। कम्पेंसेशन के तौर पर जो ५०—६० लाख रुपया कम देना पड़ा है, इस पर ही आपको मंत्रोप नहीं मानना चाहिए। आपको चाहिये कि जो अधिकारी गफकत करे उनके लियाफ़ आप सक्त कारंबीर करें। बजट पेपर्स को पढ़ने से हमें यह मालूम नहीं पड़ा है कि कहां कहां और किन किन स्टेशनों पर किन किन लोगों के लियाफ़ क्या एक्शन लिया गया है और यह भी हमें मालूम पड़ना चाहिये था। मैं चाहता हूँ कि माननीय मंत्री महोदय इस भी ध्यान दें और जो कम्पेंसेशन दिया जाता है, उसको और भी कम करने का प्रयत्न करें।

भ्रोवर-काउर्डिंग का जहां तक सम्बन्ध है, उसके बारे में मैं यह कहना चाहता हूँ कि यह सही है कि पार-साल और इस साल भी कुछ नहीं देने वाला रह गई है। लेकिन उससे इस भ्रोवर-काउर्डिंग की समस्या हल नहीं हुई है और न ही उनसे लोगों को सन्तोष हुआ है। रेलवे मंत्री स्वयं इस बात को स्वीकार करते हैं कि उन्हें भी तक इस बारे में सत्तोष नहीं है और भी भी काफी भ्रोवर-काउर्डिंग होता है। मेरा सुझाव है और यह मुकाबले कई दूसरे माननीय सदस्यों द्वारा भी दिया गया है कि कुछ और डिब्बे एयरकंडिशन बगैरह

[श्री राम राम मिश्र]

को निकाल कर तीसरे दर्जे के लगाये जायें, यद्युपलास की कोचिज लगाई जाएं और उनको आस तौर पर उन लाइनों पर लगाया जाए जहां पर कि बहुत उदाहरण ओर काउंटिंग होता है ताकि वह कम हो सके। साधारण जनता आज काफी परेशान है और लोग कहते हैं कि देशमें दो तबके होगए हैं, एक बड़ा और एक छोटा और हम लोग जो कि इस सदन के मदस्य हैं उनके बारे में भी वे कहने लग गए हैं कि ये बड़े तबके में आते हैं। वे समझते हैं कि इनको कोई तकलीफ नहीं है। मैं चाहता हूँ कि उन्हें दर्जे पर होने वाले लक्चर्स को कम करके तीसरे दर्जे की नई कोचिज लगाई जायें, उनकी तादाद बढ़ाई जाए।

टिकिटलैंस ट्रेवल के बारे में मुझे यह कहना है कि इसको रोकने के लिए रेलवे मंत्रालय ने जो कदम उठाये हैं, वे उपयुक्त हैं। मैं चाहता हूँ कि इस और योड़ा सा और ध्यान दिया जाए ताकि एक तो यह जो अनंतिकता बढ़ रही है, इस पर रोक लगाई जा सके और दूसरे आपकी आमदानी बढ़ सके। इस चीज़ को रोकने के लिए और भी सहज कदम उठाने की आवश्यकता है।

१ मार्च से ५ नए पैसे प्रति रुपया फेट पर बढ़ाने का जो आपने प्रस्ताव किया है उसमें से मिलिटरी, होस्टल और रेलवे के सामान को मुक्त कर दिया है, वह मुनासिब ही किया गया है। हमारे देश का जो गरीब तबका है वह चाहता है कि कूड़प्रेंज तथा जो दूसरी साने पीने की चीजें हैं वे भी इससे मुक्त कर दी जायें ताकि जो साने के रोजाना का लक्चर्स है जो लिविंग एक्सप्रेंडिचर है, वह न बढ़ने पाए और वे महसूस कर सकें कि उनकी आजीविका की चीजों को इससे मुक्त कर दिया गया है जिससे उनको कुछ राहत मिली है। मेरा स्पष्ट है कि रेलवे मंत्रालय इसके बारे में विचार कर रहा है। यदि उसने इनको इस कर से मुक्त कर दिया तो मैं समझता हूँ कि रेलवे मंत्री और रेलवे प्रशासन जनता के

धन्यवाद के पात्र होंगे और वह उनकी कृतज्ञ होगी।

Shri Kalika Singh (Azamgarh): Mr. Speaker, Sir, I have to congratulate the Ministry of Railways for the vast constructional works that have been going on since the start of the Second Five Year Plan. In the First Five Year Plan, we have noted, as it was a case of under-planning, that in the draft outline, that was presented to the country in July, 1952, it was argued that railways were not very essential for planning. While priority was being given to agriculture, irrigation, industries etc., priority was not sought to be given to railways because at that time it was considered that railways were not very essential. Later on, a sum of Rs. 200 crores was provided for railways in the First Five Year Plan. But at the end of the First Five Year Plan it was reported that instead of Rs. 200 crores that was provided for in the First Five Year Plan a sum of Rs. 423 crores was spent, and it was considered an essential expenditure. The impact of the First Five Year Plan expenditure as regards industries, movement of foodgrains and other transport activities was so great that it was a new experience that was gained in India, that transport is highly essential for the successful implementation of any Plan. Therefore, in place of the Rs. 200 crores that was provided in the First Five Year Plan, in the Second Five Year Plan, the demand of the Railway Ministry was Rs. 1485 crores. As against that demand Rs. 1125 crores were provided. I am glad that not only Rs. 1125 crores but something more is going to be spent by the Railways and that is still being considered as not meeting the real requirements of the Second Five Year Plan.

I hope that that mistake will not be committed again while considering the Third Five Year Plan, and the Planning Commission will just con-

sider the essential nature of the railways while providing money for the railways.

In this connection, Sir, I just want to point out that a large number of hon. Members have spoken about the requirements of expansional activities of the Railways. But I want to point out that looking into circumstances, the efficiency of the existing railways is more important. Only after we have looked into the efficiency of the railways that are running—broad gauge, metre gauge and narrow gauge—and after all the constructional activities that are already in hand have been completed or fully implemented, new lines or new constructional activities have to be taken up. If we go on constructing new lines, then they also will require to be maintained. Therefore, that will become a recurring expenditure. Unless we are able to provide for that from our revenues we should not go in for such expenditure.

The Railways have got a very big asset in the country. It is about Rs. 1,200 crores. That is their capital-at-charge. Seeing that capital-at-charge, the World Bank—I.B.R.D.—has considered it very sound business to invest funds in the railways here. It has not given loans to our other projects which have been started in India. Even very big projects in other sectors have been ignored. But the World Bank has considered that the Railways have got a very sound financial backing and, therefore, the Bank is providing money for railways.

But, Sir, in the Third Five Year Plan and in the Fourth Five Year Plan we are not just to bank upon such loans from foreign countries. Our country may not be in a position to pay. Therefore, we are not to expand so much that we may not be able to meet the recurring expenses which may become a very high figure. I will, therefore, plead for some caution in expanding our railways beyond our means.

A sum of Rs. 50 crores has been provided for staff quarters in the Second Five Year Plan. I have spoken about this to several employees of the Railways. Although the staff quarters are very essential and there is a very big demand for it, at the same time, what they complain is, it is the engineering department of the Railways which is being benefited by this constructional activity. Therefore, the Ministry of Railways should look into the constructional activities of their engineering department and see that no leakage occurs there as far as construction of staff quarters is concerned, because a very big sum of Rs. 50 crores has been provided for that.

There are two or three other things which I want to bring to the notice of the hon. Minister of Railways. First, I wish to mention the Ghazipur-Ganga bridge. That scheme is before the Ministry of Railways. Questions have been answered about it on the floor of the House. It has been said that that project has been examined and I now understand that it is before the Poona Research Institute. That project will cost about Rs. 14 crores. The Ganga bridge at Ghazipur is very essential. There will be a line constructed after the bridge is built. One essential railway line there will be the Ghazipur-Azangarh-Akbarpur line.

13 hrs.

The next thing that I would mention is about the Akbarpur-Tanda line, which my hon. friend has just now pointed out. It is one of the three lines which were dismantled in these areas. The Akbarpur-Tanda line is an essential line. It was dismantled during the war. But in 1958 money was provided in the budget; however, strangely enough, the construction work was not started. In the next year also, money was provided, but the construction work was not started. This year again money has been provided, but I want to be sure that this time the Railway Minister himself pays attention to this

[Shri Kalika Singh]

matter and at least starts the construction so that the people of that place may know that the Akbar-Tanda railway is going to be restored this year.

Another demand is about the boundary wall in Aunrihar. Aunrihar is a very big junction on the metre gauge line of the North-Eastern Railway and the Minister of Railways also is aware of the fact that there is a boundary wall; several Members of Parliament visited the spot, because the Aunrihar people demanded that the boundary wall should be just removed 15 or 25 feet away so that they will have some more space. It was considered so essential that the Chief Engineer of the NER, when he visited that place, agreed that about 25 feet more space will be provided for the people and that the wall will be removed accordingly. Rather a sort of compromise was effected on that matter. But later on, somehow or other, a letter followed from the District Magistrate that the Gram Sabha of Aunrihar must deposit about Rs. 20,000 for the space that has to be provided for the people. About 50 years back, it was the same land that was acquired and then the acquisition did not cost more than Rs. 100 per acre or something like that. But today, asking about Rs. 10,000 or so per acre as compensation will be too much for the Gram Sabha of Aunrihar to bear. So, the correspondence file is already there. I know that the District Magistrate has again referred the matter to the General Manager. I request that the scheme should now be favourably considered and that the people of Aunrihar should be provided with the space which is very essential.

I shall now proceed to say a few words about corruption. There is a double machinery working in this regard. There is the Special Police Establishment of the Home Ministry and at the same time, the Railway Ministry has a vigilance department.

I have personal experience of this. In Ayodhya there was a case of some defalcation; a very big bridge is going to be constructed on the Sarju river and from quarries of Chunab, Mirzapur, etc., stone was being transported. Some persons complained to the Home Ministry and the Railway Ministry. A special police officer went there and he just caught hold of 36 wagons and found that all of them were overloaded to the extent of six tons each. At the spot, Rs. 10,000 was realised from the contractors because it was a case of under-payment of freight and there was some corruption. Railway people were charging money from those contractors and trying to send more boulders in those very wagons. I heard that the vigilance department of the Railway Ministry also set up an enquiry. The Special Police Establishment of the Home Ministry also started an enquiry. There were parallel enquiries. The Home Ministry S.P.E. said that the railway people were spoiling all their witnesses. The persons who were examined in that connection, they said, were trained beforehand so that when they went before the Special Police Establishment they did know what to say, so that they may be defended. I do not believe either the vigilance department or the Special Police Establishment is corrupt. I do not believe that. But, at the same time, there must be some machinery which should be final. There should not be a double check. The Railway Ministry has a vigilance department and the Home Ministry also has another establishment. Both of them are having parallel enquiries and both are trying to examine the same set of witnesses. In such cases, the case itself is spoiled. I do not know what has happened to that case. It was a very big case. I think corruption was there. Therefore, the Railway Ministry should take note of it and should enquire into the matter and finish that matter. It should also look into the machinery to check corruption.

I should next like to refer to amenities. I was looking into the figures given in the second volume of the Annual Report of the Railways which was provided to us. In that Report I found that the number of air-conditioned coaches and first class coaches had increased in 1959 over the figures furnished for 1958. But, at the same time, the number of third class coaches has decreased. There should be a progressive increase in all the coaches. First class coaches should also get more seats and third class coaches also should increase in number. But in the metre gauge section, there has been a reduction of about 5,000 seats in third class coaches as seen from the figures of 1959 when compared to the figures for 1958. We have, therefore, to provide more seats for third class passengers so that there will not be any overcrowding.

Mr. Speaker: Shri Amjad Ali.

Several Hon. Members rose—

Mr. Speaker: After Shri Amjad Ali, I shall call Shri Damani; then Shri D. C. Sharma and then Shri Rami Reddy.

Shri Amjad Ali (Dhubri): Mr. Speaker, I think I will not be misunderstood if, from these Benches opposite, I give a word of appreciation to the Minister in charge of railways for the assiduous efforts and the lively interest they are taking in their work. I congratulate my hon. friend, Shri Jagjivan Ram, on the manner in which he has been carrying out the duties of his portfolio. When I speak on these Demands, I am perfectly aware that he is not inattentive to the interests of my State, that is, Assam. For during the last two or three years, the hon. Minister has seen for himself how Assam is backward in point of communication, particularly railways. In Assam, the railways have got the least number of road-miles. The figure is 18.4. If that information of mine is correct, that

is the least in the whole of India. When I draw attention to this, I have got also to state that the backwardness of a State and also the backward Tribal areas of the State have to be considered.

The Garo hills areas for sometime has been receiving the attention of the Railway Ministry as well as the Ministry of Transport, but nothing tangible is being done. Before I enter into the advisability of taking up the Garo Hills link, I should also like to state that if the total resources of Garo hills are tapped fully, Assam possibly would not be so backward as it is today. First of all, if you take up the figure of the Associated Cement Companies, Garo Hills has got potentiality of 65,000 tons capacity of output of cement per year. In the Sijoo area, there are 500,000 tons of good coal which can be extracted annually. That is the figure given by Sir Cyril Fox of the Geological Survey of India; there may be more also.

Then, there is abundance of bamboo for paper pulp. Assam, as a matter of fact, lacks in industry. In the whole of Assam, you do not find a single inch of cloth being produced, not a single ounce of sugar being manufactured. Mustard oil and pulses have to be brought from outside. Sometimes we have to take back to Assam finished jute in the shape of gunny-bags. It is one of the problems of the Railway Ministry to see that transport facilities are improved in Assam, and if that is done, Assam shall be industrialised quickly.

There is cotton in Garo Hills and also lac. Last but not least in importance are the fruits in Garo Hills. The Railway Minister must have seen it during his last tour. Tons of pineapples and oranges are being wasted daily for want of transport facilities to be taken to outside markets for sale. With these preliminary remarks, I want to say that

[Shri Amjad Ali]

Garo Hills area should receive the attention of the Railway Ministry and the Planning Commission, because it will help to industrialise Assam and Assam would not be so backward as it is today, when you tap the resources of Garo Hills.

Mr. Speaker: Is there no cannery factory?

Shri Amjad Ali: Absolutely none, Sir. Tons of oranges and pineapples are being wasted. With these preliminary remarks, I want to bring to your notice that Garo Hills has to be linked up with the rest of the country by rail as soon as possible and with that idea, a bridge had to be constructed across the Brahmaputra.

The Railway Ministry has now decided and has begun construction of the Railway bridge at Pandu-Amingaon. Regarding this bridge, I should like to say a few words. As early as 1946, the Railway Board appointed a committee called Muddiman Committee. After a survey, that committee had reported in 1949 that bridging the Brahmaputra east of Manash confluence will be a mistake, because the line which passes from Fakiragram to Amingaon is subjected to annual inundations. It runs parallel to the Himalayas and every year, a large volume of water passes under and washes away the railway line. It is a headache; possibly an engineering impossibility, to keep this line intact. I have yet to see how you can stabilise this line and if the bridge we are building at Pandu will be of any use to the Railway Ministry. That is a challenge to the Railway Ministry. That is a mistake which the Railway Ministry has committed. I see they have gone beyond their own report and decision. It was decided that the Brahmaputra should be bridged at Jogighopa-Pancharatna. Now you are bridging the Brahmaputra at Pandu-Amingaon. I am yet to see if this bridge would be of any use. The line which the Muddiman

Committee had reported had to be built from Jogighopa to Pancharatna. From Pancharatna to Pandu it would be 88 miles. A bridge there would be the safest thing, because there are no turbulent rivers on the south-bank side. That was their own committee's report. But they have gone beyond that. I do not know if any parochial patriotism that way has played its part from the local Ministry. I am not aware of it, but that thing might have also influenced the Railway Ministry. I cannot vouchsafe for that. But the safest course would have been to follow their own committee's report and build the bridge at Jogighopa-Pancharatna side. That would have been the safest. Now you have decided to take the line from Pandu to Sijoo area, i.e. a shorter distance. The survey was decided to be made as early as 1956. 1956, 1957, 1958 and 1959 have gone and 1960 is going. They have taken all these years to survey this line, and I do not know when the survey will be completed. I am also told that they are short of engineers. I do not know why the railway engineers could not be drafted to Assam to quicken the survey so that this line-estimate may be ready earlier. They say that the survey is in progress but is doubtful whether the survey work has been taken up at all. So, I would request the Railway Ministry to see that this work is immediately taken up so that the problem of communication of Assam is tackled at a better level.

—
13.21 hrs.

ARREST OF A MEMBER

Mr. Speaker: I have to inform the House that I have received the following telegram dated the 2nd March, 1960 from the Deputy Superintendent of Police, Baitongal:

"I have found it my duty in exercise of my power under

section 54, Criminal Procedure Code (Act V of 1898) to arrest Shri Nath Pai, Member, Lok Sabha, in the limits of Idalhond Village Khanapur Taluka Police Station today at 11.30 hours for offences under sections 341 and 353 I.P.C. registered at Khanapur Police Station."

DEMANDS FOR GRANTS—RAILWAYS—contd.

Shri Damani (Jalore): Mr. Speaker, the working results of the Railways for the previous year are promising and encouraging. The main feature of the working is that there is a decline in the expenses and there is a slight increase in the return on capital. The return on capital in 1957-58 was 4.73 per cent which has now come to 4.80 per cent. The expenses during 1957-58 were 81.48 per cent which have now come down to 79.85 per cent. Apart from these, there are many items to which due attention has been paid and results obtained by the Ministry. They have increased their capacity to carry goods to an appreciable extent. I remember very well that two years back the country and many friends in this House were anxious to know how the railways will be able to fulfil the targets set in the Second Five Year Plan, because of the bottleneck in transport. But in the last two years they have made remarkable progress and now we can be rest assured that the target of 162 million tons fixed for the Second Plan is within reach and there will be no difficulty on that score. It is comforting to know that even in the Third Plan there will be no difficulty in the matter of transport.

This will also indirectly assist the expansion of big industries. Because, big industries can develop only when they are certain that they will get the raw materials in proper time and that they will be in a position to

despatch their manufactured goods to different places in right time. Railways have created confidence in the minds of people, particularly the industrialists, that there will be no difficulty about transport in the future.

Another important achievement of the Railways is the saving of foreign exchange to the tune of 90 crores of rupees. The foreign exchange target of the Railway Ministry during the Second Plan was Rs. 425 crores, out of which it is estimated that there will be a saving of Rs. 90 crores; in other words, their spending on foreign exchange will be less to the extent of Rs. 90 crores. This has been achieved by the efforts of the Ministry in enabling manufacturing of those parts which they originally thought they would have to import from other countries. In this way, apart from saving the foreign exchange, side by side they have encouraged many new small and medium-sized industries, which give plenty of employment to our people in the country.

In this connection, I would like to suggest that the railway workshops should pay more attention to the production of those items which are now being imported. There are many items which it is difficult to produce in the private sector, in the small and medium-sized industries, because they cannot get import licences for the capital plants for manufacturing those items. Now that the railways have got a surplus of foreign exchange, they can import such plants which will manufacture those items. That will result in a further saving of foreign exchange. Also, if the railways utilize their capacity mainly to manufacture new items, the present manufacturers will have confidence that their products will have a regular market in the railways, as the railways are not going to produce it themselves. In this connection, I would like to suggest that they should utilize the capacity of their workshops to the full, at the same time, seeing to it that the existing

[Shri Damani]

industries which supply various items to the railways are not disturbed.

There has been a shortfall in the revenue on goods transport. I do not think it is due to very keen competition. I think that road transport is equally essential and there should be some healthy competition between road and rail transport.

13.29 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Road transport gives so many facilities to the clients that people are tempted to send their goods by road transport. If similar facilities are given by the railways, they will also get more transport. Therefore, in my opinion, the railways should consider the question of giving more and more facilities in the matter of delivery of goods, allocation of wagons to the parties etc. so that they may be tempted to send their goods by rail.

Now I want to make a request about my constituency and Rajasthan. Sometime ago a Janata train was introduced from Ahmedabad to Delhi. It is a tri-weekly service. I want to request that this be made a daily service. It is becoming very popular and the public is getting full advantage of it. So it will be very good if this train is made a daily train.

Previously this train was going through Jaipur. Now the route has been changed and it is going through Reengus. I do not know the reason as to why the route has been changed. Jaipur is the capital of Rajasthan. So many passengers are going from Abu Road and other parts through this train to Jaipur. This train was very convenient for them. It should be reconsidered and the previous route should be maintained because it would be very helpful to the public. I have received so many letters from people in my constituency about the inconvenience caused due to this change. So I request

that a thorough investigation should be made in this connection and route restored.

The Deputy Minister of Railways (Shri Shahawaz Khan): There was no mail train on that line while there were mail trains on the other line.

Shri Damani: But you can consider the matter.

Last time I requested to construct a line between Sirohi and Bhinmal. Bhinmal is a place which is developing and if a line is constructed from Sirohi to Bhinmal there will be very great amount of work. Now that we are developing Kandla Port, if this line is constructed it will help the growth of this section. This is the hinterland of the Kandla Port and these areas are developing as also agricultural production is increasing there. Therefore it is most essential that this line should be considered favourably.

I want to request about one more thing and that is about the opening of Ayurvedic dispensaries at those places where no dispensary or hospital is there. An Ayurvedic dispensary can be opened with a very small amount. In the rural areas the public is very favourably disposed towards Ayurvedic medicines. This can be done with little expense. So, I hope that the hon. Railway Minister would pay attention to the opening of more Ayurvedic centres in the rural areas where there are no dispensaries or hospitals, on the Railway Stations and other Centres.

बी पहाड़िया (सर्वाई माधोपुर--रक्षित--अनुसूचित जातियां): उपर्युक्त महोदय, इस से पहले कि मैं घरने क्षेत्र के सम्बन्ध में कुछ घर्ज करने में रेलवे मंत्री महोदय की तथा रेलवे मंत्रालय का धन्यवाद देना चाहता हूँ कि उन्होंने पिछले वर्षों में बहुत ही अच्छा काम किया है। मैं रीति-नीति के सम्बन्ध में उस समय कुछ घर्ज करना चाहता था जबकि

रेलवे बजट पर आम बहस हो रही थी लेकिन उस समय मुझे बोलने का अवसर नहीं मिल सका ।

माननीय मंत्री महोदय के साथ-साथ मैं उन विरोधी दलों के माननीय सदस्यों को भी धन्यवाद देना चाहता हूं जिन्होंने रेलवे मंत्री महोदय जब बहस का उत्तर दे रहे थे तो उस समय उस बात का धोषा सा विरोध किया कि क्यों रेलवे मंत्री महोदय शैड्यूल कास्ट और शैड्यूल ट्राइब्स के लिये जो स्थान सुरक्षित रखे गये हैं, उन को दिलाने में पूरा-पूरा व्यान दे रहे हैं । यही उन की भंशा थी, जहां तक मैं समझ पाया हूं । मैं उन्हें इसलिये धन्यवाद दे रहा हूं कि उन्होंने हमें इस बात का एहसास कराया कि शैड्यूल कास्ट और शैड्यूल ट्राइब्स जो यहां पर किसी भी तरह से पढ़ लिख कर आगे आते हैं और नौकरी करना चाहते हैं उन के लिये क्यों स्थान सुरक्षित रखे जाते हैं, क्यों उन को नौकरी दी जाती है, क्यों उन को आगे लाने का भारत सरकार तथा राज्य सरकारे प्रयत्न करती हैं । वे नहीं चाहते कि रेलवे मंत्रालय इस पर अपनी तबज्जह दे । वैसे यह कदम रेलवे मंत्रालय का नहीं था यह डायरेक्शन तो होम मिनिस्ट्री की तरफ से आई थी और यह एक बहुत ही अच्छा कदम था जो होम मिनिस्ट्री ने उठाया था । इस के लिये मैं होम मिनिस्ट्री को भी धन्यवाद देना चाहता हूं । मेरी समझ में नहीं आता है कि जब हम अपने देश से वर्ग-भेद को मिटाने की कोशिश करते हैं तो हम इस बात का विरोध क्यों करते हैं कि ये जो पिछड़े नागे हैं इन को बया ऊपर लाया जाता है । जो लोग इस तरह की बातें करते हैं मैं समझता हूं वे वर्ग-भेद को कायम रखना चाहते हैं और नहीं चाहते हैं कि यह मिटे ।

मैं आप को बतलाना चाहता हूं कि कुछ दिन पूर्व मेरे पास कुछ लोग शैड्यूल कास्ट और शैड्यूल ट्राइब्स के आये थे और

मुझ से कहने लगे कि जो इन जातियों के लोग रेलों में काम करते हैं उन का एक अलग से संघ हो भाल इंडिया रेलवे एम्प्लायरीज एसोसिएशन के तहत नहीं रहना चाहते । उस समय मैं ने उन को परामर्श दिया था कि उन को अलग कोई संस्था नहीं बनानी चाहिये, अलग से कोई फेंड्रेशन नहीं बनानी चाहिये बल्कि आभी जो फेंड्रेशन या एसोसिएशन है उस में रहते हुए ही काम करना चाहिये । लेकिन अब मुझे महसूस होने लगा है कि बास्टव में शैड्यूल कास्ट और शैड्यूल ट्राइब्स की जो मांगें हैं उन को मनवाने के लिये उन की अलग से कोई फेंड्रेशन होनी चाहिये अन्यथा ये जो भाई अपने आप को हिन्दुस्तान का हमदर्द कहते हैं और हिन्दुस्तान से वर्ग-भेद को मिटाने की नीति की जो बार-बार और जारीदार शब्दों में बकालत करते हैं वे दिल से नहीं चाहते हैं कि जो लोग दबे हुए हैं वे उठें, वे चाहते हैं कि जो दबे हुए हैं वे दबे ही रहें । रेलवे मंत्रालय ने इन लोगों के बारे में जो व्यान दिया है, उस के लिये मैं उस को धन्यवाद देता हूं ।

अब मैं अपने क्षेत्र के बारे में कुछ चर्चा करना चाहता हूं । लगातार तीन सालों से मैं यहां पर कहता आ रहा हूं कि रेलवे मंत्रालय अपना व्यान उन क्षेत्रों की ओर करें जहां पर कि आभी तक कोई तरक्की नहीं हुई और जो बहुत पहले से काफी व्यापारिक केन्द्र रहे हैं और अब भी हैं । उन क्षेत्रों का व्यापारिक दृष्टि से बड़ा महत्व है । मैं ने यह भी कहा था कि जहां पर काफी भीड़-भाड़ रहती है उन इलाकों की तरफ भी व्यान दिया जाय । पिछले साल मैं ने आप का व्यान करौली और टांक की ओर दिलाया था । ये ऐसी जगहें हैं जोकि भूतपूर्व रियासतों की राजधानियां थीं । लेकिन चूंकि वहां आने-जाने के साधन नहीं हैं इसलिये वहां का जो व्यापार है वह पनप नहीं पाता है । इस से व्यापार को हानि पहुंचती है । करौली को आप लौजिये । हम पालियामेंट हाउस में

[थी पहाड़िया]

बैठे हुए हैं, यहां पर जितना भी लाल पत्थर लगा हुआ है, सेक्टेरिएट में तथा राष्ट्रपति भवन में जितना भी पत्थर लगा हुआ है यह सारे का सारा पत्थर वहां से आया है। हिन्दुस्तान में ही इस पत्थर की खपत नहीं होती बल्कि हिन्दुस्तान के बाहर दूसरे देशों में भी यह जाता है। मिसाल के तौर पर कर्मा और पाकिस्तान को। पाकिस्तान का तो मुझे सास तौर पर भालूम है कि यह पत्थर वहां जाता है। लेकिन चूंकि वहां आने-जाने के साधन नहीं हैं, पहुंचने के साधन नहीं हैं, माल को इधर लाने के साधन नहीं हैं, इसलिये हमारा जो व्यापार है वह जितना पनपना चाहिये, पनपता नहीं है। साथ ही साथ जो आश्रियों को सुविधायें मिलनी चाहिये वे मिल नहीं रही हैं। इसलिये मैं आप से निवेदन करता हूं कि करौली और टांक को कहीं से भी किसी भी लाइन से मिला दिया जाय। करौली एक ऐसी जगह है जहां पर बहुत अधिक माइनिंग का काम होता है। उस को भी किसी न किसी रेलवे लाइन से जोड़ दिया जाय तो बहुत अच्छा होगा।

मैं यह भी निवेदन करता चाहता हूं कि करौली को सरमयुरा से मिलाने की बहुत पहले एक योजना बली थी और यदि यह सम्भव हो तो उस पर अमल किया जाय और यदि यह न हो सके तो जैसा कि माननीय मंत्री ने अपनी स्पीच में कहा है कि कोसीकलां से डीग हो कर भरतपुर या ग्रन्डर या लाइन के जाने का सबै आप करवायें, मुझे कोई एतराज नहीं है न होना चाहिये लेकिन साथ ही कोसीकलां से डीग हो कर नदवाई या लेडली को मिलाते हुए भुसावल और हिंदौन होते हुए इस को करौली से मिला दिया जाय तो मैं समझता हूं कि इस इलाके की काफी तरक्की हो सकती है। और जो व्यापार हमारा चलता है पत्थर का, जिस से हम बहुत से मकान बनाने की

योजना बना रहे हैं, उस में काफी बचत हो सकती है क्योंकि रेलवे कोई अलग कंसन्ट तो है नहीं, उस का मूल्य के सभी थेनों से सम्भव है। आज आप इतना सीमेंट स्लर्च करते हैं, उस के लिये इतनी फैक्ट्रियां बनाते हैं, आप बार-बार कहते हैं कि फैक्ट्रियां बनाने के लिये आप को बाहर से सामान भेजना पड़ता है, जिस के लिये आप को फारेन एक्सचेंज स्लर्च करना पड़ता है जबकि आप के पास फारेन एक्सचेंज की कमी है, जो अगर आप पत्थर को बाहर भेजने की सुविधा दे दें तो वह फारेन एक्सचेंज आपका बच सकता है। इस के लिये यह जरूरी है कि आप रेलवे की सुविधा इस थेन को दें।

इस के अलावा मैं टांक के बारे में भी आप से कहता चाहता हूं। टांक भूतपूर्व नवाब की राजधानी था। मैं नवाब की राजधानी की बकालत नहीं कर रहा हूं, मैं तो पूरे जिले की बात कर रहा हूं। पूरे जिले में ऐसे लोग बसते हैं जिन्होंने सिर्फ रेल का नाम भर सुना है। दो साल पहले हमारे रेलवे मंत्री टांक पधारे थे। उन्होंने स्वयं देखा था कि उन के नाम मात्र से कितने लोग इकट्ठे हो गये थे। वहां का बच्चा-बच्चा बड़ा उत्सुक था। रेलवे मंत्री जी का नाम सुन कर वह समझते थे कि शायद उन के इलाके में रेल ही आ रही है। तब मैं ने उन को बताया कि वह तो रेलवे मिनिस्टर है, स्वयम् रेल नहीं है। माज, उन की यह हालत है, अगर ऐसे इलाकों की ओर व्यापार दिया जाय तो मैं समझता हूं कि देश के पिछ़े इलाकों की आप बहुत सेवा कर सकेंगे, जिन को आप पनपाना चाहते हैं।

इस के पश्चात् मैं घोबरङ्गिजे के बारे में अजे करना चाहता हूं जिस के बारे में कल बात हो रही थी। सबाई माथोपुर और हिंदौन दो ऐसे इलाके हैं जिन में लगातार

ट्रैफिक रहता है। कभी-कभी तो ऐसा भौका आता है कि तीन-तीन घंटे तक फाटक बन्द रहता है और वहां पर १००, १०० और १५०, १५० लारियां, ट्रक्स और सैकड़ों व्यक्ति लड़े रह जाते हैं, इस की बजह से जहां उन के दूसरे कामों का हर्ज होता है वहां वह मुकदमे जो उन लोगों के पक्ष में निर्णय होने वाले होते हैं, खारिज हो जाते हैं। सवाई माघोपुर और हड्डीन ऐसी जगहें हैं जोकि व्यापारिक सेन्टर भी हैं इसलिये उन के काम में बड़ी बाधा आ जाया करती है। मैं बराबर औबर-ड्रिज की बात यहां कहता था रहा हूँ। रेलवे विभाग बार-बार यह कह देता है कि अगर राज्य सरकार या म्यूनिसिपलिटी आधा लंब देने को तैयार हों तो वह ऊपर का ड्रिज बनवा देगा। जैसा कि एक पंजाब के सदस्य यहां पर कह रहे थे, राज्य सरकार इस तरफ व्यान देने वाली नहीं है। मैं इस में अपनी कमी महसूस करता हूँ। मेरी इतनी हैसियत नहीं है कि मैं राज्य सरकार को कंविस कर सकूँ और उन की सिफारिश आप तक पहुँचा सकूँ। इसलिये मैं आप से ही कहना चाहता हूँ कि इस तरह की जो जगहें हैं, उन की ओर आप को व्यान देना चाहिये।

मैं ने आप से पहले भी अर्ज किया था कि मधुरा से बयाना तक और आगरा फोर्ट से बयाना तक दो लोकल ट्रेन्स चलती हैं। मैं चाहता था कि उन को कोटा तक बढ़ा दिया जाय। जितनी दूर तक चलती थी उतना ही और बढ़ा दिया जाय, लेकिन अगर वहां तक नहीं कर सकते हैं तो सवाई माघोपुर तक ही बढ़ा दें। यही नहीं, अगर दोनों को नहीं बढ़ा सकते हैं तो कम से कम दोनों में से एक को बढ़ा दिया जाय। राजस्थान की राजधानी जयपुर तक के सारे इलाके में भरतपुर और सवाई माघोपुर के ऐसे कुछ लेन्ट्र हैं, जिसे हैं जहां से आने-जाने की सुविधा नहीं है। इस से वहां जाने के लिये रास्ता खुल जायेगा। आप जानते हैं कि राजस्थान की राजधानी जयपुर में

हम लोगों को काफी काम रहता है। लेकिन वहां पहुँचने में पूरे दो दिन लग जाते हैं, दिन ही नहीं, रातें भी लग जाती हैं और स्टेशनों में जैसा आप का इन्तजाम है वह सब को मालूम है। जैसा मैं ने स्वयम् कहा है आप विकास का काम करते जा रहे हैं और लोगों को सुविधायें भी देते जले जा रहे हैं। लेकिन आप की सीमाओं को भी मैं जानता हूँ। पिर भी मैं कहूँगा कि जो इस तरह की सुविधायें हैं वे हमारे यहां प्राप्त नहीं हैं। आप को जो विकास का काम करना है वह तो आप कर ही रहे हैं, लेकिन साध-साथ मैं अगर इस इलाके से एक ट्रेन को ही बढ़ा दिया जाय तो इस से उस इलाके को काफी फायदा होगा। इस सम्बन्ध में जब रेलवे मंत्रालय से कहा गया तो उस ने जवाब दिया कि चूँकि वहां भीड़-भाड़ नहीं होती है इसलिये इस में जो लंब आयगा वह भी पूरा नहीं हो सकेगा। यह बात गलत है। मैं ने हर स्टेशन मास्टर से और हर सरपंच से जा कर जांच की है। उन्होंने कहा कि चूँकि यह आमिक स्थान है, इसलिये वहां इस बजह भी भीड़-भाड़ काफी रहती है और हम लोग बहुत परेशान हो जाते हैं। अगर इस क्षयन में जरा भी सच्चाई हो तो आप इस की जांच करवा सकते हैं, जहां तक मुझे मालूम है हर साल दो-चार आवधियों की जानें इस जगह पर चली जाती हैं, और इस का कारण सिर्फ़ भीड़-भाड़ है, उन को रेल में बैठने की जगह भी नहीं मिलती है। इसलिये आगरा फोर्ट से बयाना और मधुरा से बयाना जो लोकल शटल्स चलती हैं उन में से एक ही को थोड़ा बढ़ा दें तो आप की कोई हानि नहीं है। इस में आप का कोई लंब एडीशनल नहीं होने वाला है और वे कोई एडीशनल स्टाफ़ ही रखना पड़ेगा। बयाना से चल कर दो घंटे में सवाई माघोपुर पहुँच जायगी और वहां से गाड़ी किर वापस आ सकती है। इस के लिये कोई नया एंजिन भी लगाना नहीं है। अगर आप इसी को एक्सटेंड कर दें तो मैं समझता हूँ कि रेलवे

[श्री पहाड़िया]

भी आमदनी भी बड़ जायेगी और मेरे इलाके के लोगों को काफी सुविधा हो जायेगी।

इस के बाद मैं स्टेशनों के विकास के बारे में भी कहना चाहता हूँ। हिंदौर, भरतपुर और सेहनी मंडी तीन बहुत बड़ी-बड़ी मंडियाँ हैं। वहां पर यात्रियों को कोई भी सुविधा प्राप्त नहीं है। न वहां पर कोई टिन खोड़ है और न कोई दूसरा ही इन्तजाम है। वहां का प्लेटफार्म भी इतना नीचा है कि कई बार तो रेल से चढ़ना और उत्सर्वा भी मुश्किल हो जाता है। इस के ऊपर प्रगर रेलवे मंत्रालय व्यापार देते हैं कि व्यापारियों को बहुत सुविधा मिल जायगी और यात्रियों को भी आराम मिलेगा।

कुछ दिन पहले आप ने एक संकुलर इस्यू किया था जिस की तहत आप ने शेड्यूल कास्ट्स और शेड्यूल ट्राइब्स के लोगों को रेस्टोरेन्ट्स आदि के ठेकों या लाइसेंस देने की योजना बनाई थी। लेकिन इस की ओर कोई तब्ज़जह नहीं दी जा रही है। आप तौर पर यह देखा जा रहा है कि जहां रेलवे का इन्तजाम नहीं है वहां पर रेस्टोरेन्ट्स और चाय आदि की दुकानों के ठेके दूसरे लोगों को दे दिये जाते हैं। इस ओर भी व्याप देना चाहिये। केवल संकुलर को इस्यू कर देने से काम नहीं चलेगा। जिन को आप सुविधा देना चाहते हैं आप को देखना चाहिये कि उन को सुविधा पहुँच भी रही है या नहीं। प्रगर नहीं पहुँच रही है और संकुलर कामगों पर ही जमा रहता है या जेनरल मैनेजर के दफ्तर में ही पड़ा रहता है तो उस से काम नहीं चलेगा। आप के पास जो दक्षताएँ आती हैं उन की जांच पड़ताल हो कर इन लोगों को पूरा मौका दिया जाना चाहिये।

मैं ने बार-बार यह किया है, पिछली बार निल कर भी भेजा था, कि मेरी कॉस्टिं-टू-एसी से लगातार शिकायतें आ रही हैं कि आप के यहां से मालगाड़ियों के डिब्बे नहीं मिलते हैं और कई स्टेशनों पर डिब्बे लड़े

रहते हैं। आप के जो अधिकारी हैं, स्टेशन मास्टर हैं या जो उन से ऊपर के अधिकारी हैं, वे डिब्बों को देने के लिये कोई कदम नहीं उठाते हैं। वहां के व्यापारी लगातार दक्षताएँ दे रहे हैं लेकिन इस के बावजूद महीने-महीने, दो-दो महीने निकल जाते हैं और उन को डिब्बे मिलने का मौका नहीं प्राप्ता। मेरी समझ में नहीं प्राप्ता कि वह डिब्बे लड़े-लड़े छा करते हैं। अगर डिब्बे उन को जलदी से जलदी दे दिये जायें तो रेलवे की भी आमदनी बढ़ेगी और व्यापारियों को भी सुविधा रहेगी। यद्योंकि जहां पर माल पहुँचना चाहिये वह पहुँच जायेगा। इस तरह की जो धांधलेबाजी चलती है, मुझे पता नहीं कि उस का कारण क्या है। अगर आप इस की जांच करा लें और डिब्बों को लाली लड़े न रहने दें, और उस से बनता को सुविधा मिल सके, तो ऐसा जरूर किया जाना चाहिये।

भ्रष्टाचार के बारे में बहुत कुछ बातें कही जा सकती हैं। मैं पालिसी मैटर के बारे में कुछ नहीं कहना चाहता लेकिन नजीरों पेश कर सकता हूँ। खादी की संस्थाओं की भी शिकायतें आ रही हैं, जोकि खादी का काम करती हैं और जिन को सरकार एक देती है, लोन देते हैं और प्रोत्साहन देना चाहते हैं, खादी एजेंसी ने हमें लिखा है कि रेलवे के स्टेशन मास्टर और दूसरे अधिकारी हमारे माल का लदान नहीं करते जब तक कि जो उन का चार्ज होता है वह प्राइवेट टोर पर उन को नहीं दे दिया जाता। प्रगर सरकार के माल के बारे में ऐसी बातें हो सकती हैं तो मेरी समझ में नहीं प्राप्ता कि भ्रष्टाचार की सीमा कहा होगी। मैं यह नहीं कहना चाहता कि भ्रष्टाचार बड़ रहा है या कम हो रहा है, वह सब तो आप की नजीरों में होगा, लेकिन जहां तक मैं समझता हूँ वह कम नहीं हुआ है, लगातार बढ़ता ही चला जा रहा है, चाहे रेल के

दिव्यों के सम्बन्ध में हो, जाहे दूसरी चीजों के सम्बन्ध में हो। ज्ञास तौर से जहां तक माल के लदान का सवाल है, वह तब तक नहीं होता है जब तक कि स्टेशन मास्टर को या माल के बाबू को उन का चार्ज भलग से न दे दिया जाये। इस की ओर भी आप को ध्यान देना चाहिये।

इस के बाद मे डकैतियों के सिलसिले में भी घर्ज करना चाहता हूँ। जो चीजें मैं बताता रहा हूँ उन को अपने क्षेत्र में मैं स्वयं भुगत चुका हूँ। रात-दिन यह समस्याये हुमारे सामने आती हैं और पता नहीं यह कब तक चलेगी। खेड़ली मंडी और भरतपुर के बीच एक स्टेशन है। चलती गाड़ी में घड़े बलास में एक पैसेन्जर ट्रेन में डकैती पड़ी लेकिन आज तक उस की जांच नहीं हो पाई। मैंने लगातार इस की कोशिश कि आप के अधिकारी इस की जांच करा लें, लेकिन जांच करना तो दूरा रहा, यह तक नहीं मालूम पड़ा कि उस में क्या हो रहा है। रात-दिन डकैतियां पड़ रही हैं, लोगों में अनियन्त्रिती की भावना फैलती जा रही है। लेकिन उन की सुरक्षा का कोई इन्तजाम आप की तरफ से नहीं है। आप लगातार प्रोटेक्शन फोर्स बढ़ाते चले जा रहे हैं, लेकिन इस के बावजूद चेरियां बढ़ती चली जा रही हैं और डकैतियां बढ़ती चली जा रही हैं। आप इसके कारणों की जांच भी करायें। मैं नहीं कहता कि आप नहीं करा रहे हैं, आप करा भी रहे हैं, लेकिन उस का कोई असर हो रहा है यह मालूम नहीं हो रहा है। असर आप कानून स्वर्ण करते जा रहे हैं और उस को करते हुए कोई इन्तजाम नहीं कर सकते तो उस से कोई कल्पया नहीं है, आप उन को बन्द कर दीजिये और जो पैसा बचे उसे दूसरे कंस्ट्रक्शन के कामों में लगाइये।

जो डी-लक्स गाड़ी दिल्ली से बम्बई जाती है वह मधुरा किर गंगापुर में जा कर छह जाती है। डी-लक्स ट्रेन की स्पीड

फंटियर मेल से भी ज्यादा तेज है, और होनी भी चाहिये, लेकिन अगर डिस्ट्रिक्ट हैडक्वार्टर में नहीं ठहरती, एक ऐसी जगह ठहरती है जहां पर सवारियों के उतरने का कोई इन्तजाम नहीं है तो इससे कोई कायदा नहीं है। डिस्ट्रिक्ट हैडक्वार्टर सवाई माधोपुर है, गंगापुर नहीं है, लेकिन डी-लक्स गाड़ी गंगापुर में ठहरती है। गंगापुर भी मेरी कास्ट्रिट्युएंसी है, मैं उस का विरोध नहीं करता, लेकिन अगर वह भरतपुर तथा सवाई माधोपुर रुके तो लोगों को ज्यादा सुविधा मिलेगी क्योंकि वह ऐसी जगह है जहां पर छोटी और बड़ी दोनों लाइनें मिलती हैं। वहां से दूसरी जांच लाइन भी जाती है जयपुर और रियस को क्रमशः इसलिये सवाई माधोपुर में ज्यादा सवारियां मिलती हैं जब कि गंगापुर से सवारियों के चढ़ने-उतरने का सवाल नहीं उठता। चूँकि वह मेरा क्षेत्र है इसलिये मैं चाहूँ कि वहां न रहे यह ठीक नहीं है। परन्तु चूँकि सवाई माधोपुर में ज्यादा सुविधा होती है इसलिये वहां डी-लक्स गाड़ी छह सके तो ज्यादा अच्छा है।

एक और चीज़ मेरे नोटिस में घार्ड है। संसद में आने से पहले मैं स्वयं एक विद्यार्थी था। कई बार विद्यार्थियों की शिकायतें आती हैं कि आप ने जो कंसेशन दिया है उन लोगों को, वह पैसेन्जर ट्रेन्स में ही दिया है, एक्स्प्रेस और मेल ट्रेन्स में नहीं दिया है। आप ने क्या दिया है क्या नहीं, इस के बारे में मुझे कोई सवाल नहीं उठाना है, लेकिन जब वे कंसेशन लेने जाते हैं तो कंसेशन तो उन्हें प्राप्त हो जाता है परन्तु जब वे स्टेशन पर आते हैं तो उस समय उन से कह दिया जाता है कि मेल ट्रेन और एक्स्प्रेस में वह कंसेशन प्राप्त नहीं होगा। यदि वह रेलवे व कंस्ट्रक्शन कंसेशन ज्ञाती पैसेंजर्स ट्रेन्स के लिए ही प्राप्त हो और वह इसका उपयोग मेल और एक्स्प्रेस रेलगाड़ियों में न कर सकें तो वह तो बेकार का हो जाता है। उन को

[श्री पहाड़िया]

परेशानी हो जाती है, रेल निकल जाती है। इसलिए मेरा सुझाव यह है कि रेलवेज विद्यायियों को मेल और एक्सप्रेस गाड़ियों में भी यह रिप्रायत प्रदान करे और वह रिप्रायती दर पर इनमें भी सफर कर सकें। १०

इसके अलावा कई और दूसरी बातें हैं। अब यह एक उत्तर और दक्षिण का सवाल है और जो कि यहां पालियामेंट में भी सड़ा हो जाता है। अब मैं इस अवसर पर पालियामेंट में जो उत्तर और दक्षिण का सवाल सड़ा हो जाता है उसको छेदना नहीं चाहता। लेकिन यह तो ठीक है कि रेलवेज में जो आपने लाने पीने का इन्तजाम किया है वह धीरेधीरे बेहतर हो रहा है, उसमें इम्प्रूवमेंट हो रहा है लेकिन अब भी काफी उसमें इम्प्रूवमेंट की जरूरत है। अब भी रेलवे के लाने की हालत यह है कि कहीं तो कच्चा लाना मिलता है तो कहीं पर बहुत सिक्का हुआ अर्थात जला हुआ लाना लाने को मिलता है और यह मैं स्वयं आपने अनुभव के आधार पर कह रहा हूं। एक चीज़ मुझे इस विषय में और कहीं है और वह यह कि उत्तर के लोग जब दक्षिण में रेल से जाते हैं तो उनको उत्तर का लाना जिसके कि वे आदी होते हैं, नहीं मिलता है और उनको वही दक्षिण भारत का लाना सर्व किया जाता है और जब वे उत्तर का लाना अर्थात् गेहूं मांसते हैं तो उत्तर मिलता है कि गेहूं आउट भाफ़ आड़र है। अब अगर हिन्दुस्तान में गेहूं आउट भाफ़ आड़र है। जब अगर उत्तर के लोग खायेंगे क्या? इसलिए दक्षिण में कुछ रेसा इन्तजाम किया जाय जिससे उत्तर वालों को उनका गेहूं आदि का लाना मिल सके। अब दक्षिण वाले इधर उत्तर में आते हैं दो उनको तो उत्तर का लाना लाने को नहीं दिया जाता है, उनको तो दक्षिण का लाना ही दिया जाता है। जब मध्यस्थी और चावल आदि चीजें उत्तर में दक्षिण-वालों को मिल सकती हैं तो उत्तर वालों को

जब वे दक्षिण में जायें तो उनको भी उत्तर का गेहूं का लाना मिलना चाहिए। मैं चाहता हूं कि रेलवे मंत्रालय इस और व्याप दे और इसकी आवश्यक व्यवस्था करे। जहां तक सम्भव हो सके यह लाने पीने की सुविधा तमाम लोगों को एक समान मिलनी चाहिए।

इसके अलावा पे कमीशन के सम्बन्ध में मुझे यह कहना है कि उसने कर्मचारियों की तनस्वाहों कोई लास नहीं बढ़ाई है अलवता छूटियां कम कर दी हैं। अब मैं उसकी सिफारियों पर डिटेल में तो नहीं जाना चाहता लेकिन इतना तो जरूर कहना चाहूंगा कि जब उसने कर्मचारियों की छूटियां कम की हैं तो उसी प्रपोर्शन में उनकी तनस्वाहों में भी बढ़ाहोतरी करनी चाहिये यी लेकिन पे कमीशन ने वह नहीं किया है। अगर कर्मचारियों को आवश्यक सुविधाएं इसके बाद भी सुलभ न हों तो किर यह कमीशन नियुक्त करने से लाभ क्या रहा? आज भी हम देखते हैं कि एक और तो आपके जो बड़े सरकारी असर हैं वे ४०००, ४००० रुपये तनस्वा पा रहे हैं और वे आराम की जिन्दगी व्यतीत कर रहे हैं और दूसरी तरफ आपके तृतीय और चतुर्थ प्रेणी के कर्मचारी हैं जिनकी कि तनस्वाहों बहुत कम हैं और आज के महंगाई के युग में और जब कि महंगाई लगातार बढ़ती ही जा रही है उनकी तनस्वाहों बिल्कुल नाकाफी हैं और इंसाफ का तकाजा तो यह या कि उनकी आर्थिक प्रवस्था जो कि अत्यन्त शोचनीय है उसको उनकी तनस्वाहों में बढ़ती करके कुछ बेहतर बनाया जाता। मैं तो यहां तक कहूंगा कि अगर आवश्यक हो और उसके बौर सम्भव न हो तो यह जो ४०००, ४००० और ३०००, ३००० रुपये की मोटी तनस्वाहों आपके बड़े सरकारी कर्मचारी पा रहे हैं उनके बेतनों में योगी सी कटौती करके इन बलास यह और फोर्य के कर्मचारियों के बेतनों में बढ़ि की जाय। आज हमारे प्रशासन में बड़े

प्रफतरों का बोलबाला है और ४००० पाने वाले अफसरान के नीचे ३००० पाने वाला है और उसके नीचे २००० और फिर उसके नीचे १००० और १५०० रुपया मासिक पाने वाले अफपर लगे हैं और उनकी तादाद हजारों में है। मेरी समझ में नहीं आता कि उनकी इन लम्बी तनस्वाहों में थोड़ी कटौती करने और कलास ३ और ४ के कर्मचारियों की तनस्वाह बढ़ाने में कौन सी कठिनाई है? वैसे मैं जब यह कह रहा हूँ तो इसका यह मतलब न समझा जाय कि मैं ऊंची तनस्वाह पाने वालों के खिलाफ हूँ और उनकी तनस्वाहों में आनिवार्य कटौती की मांग कर रहा हूँ। सरकार और राष्ट्र के पास उसके साधन हों और इन्हीं सामर्थ्य हो तो अगर उन को ५००० के बजाय ६००० रुपया मासिक दिया जाय तब भी मुझे कोई ऐतराज नहीं होगा लेकिन साथ ही यह जरूर कहूँगा कि आज जैसो हमारे देश में हालत है और जैसी आर्थिक असमानता है कि एक व्यक्ति तो अपार धन लिये बैठा है और दूसरा भूलों भर रहा है और वह इंसान की सी जिन्दगी नहीं बिता पा रहा है तो यह घोर आर्थिक असमानता कम होनी चाहिये और जो हमारे तीसरी और चौथी श्रेणी के कर्मचारी आज कल्पमय जीवन बिता रहे हैं और जिनकी कि कमर महंगाई के कारण टूट गई है, उनको कुछ राहत बड़ी हुई तनस्वाहों और भलों आदि की शक्ति में दी जानी चाहिये थी। इसलिये मैं अन्त में अपनी बात समाप्त करते हुए यही पुनः निवेदन करना चाहूँगा कि जो नीची श्रेणी के कर्मचारी हैं उनको ज्यादा से ज्यादा सुविधाएं प्रदान की जा सके तो बेहतर होगा।

श्री नलदुर्गांकर (उस्मानाबाद): उपाध्यक्ष महोदय, यह जो दिभाष्ट कौर याण्ट्रस पर बहंस चल रही है इस पर बहुत से लोगों ने काफी रोशनी डाली है। मुझे कुछ ज्यादा अर्ज करने की जरूरत नहीं है लेकिन दो, तीन अपनी लोकल चीजों की तरफ मैं मन्त्री महोदय का ध्यान दिलाना चाहता हूँ। मैंने कुँडवाड़ी स्टेशन पर कौमन प्लेटफार्म बनाने के बास्ते मिनिस्टर

साहब से सवाल किया था जिसका कि जवाब यह दिया गया कि इसके ब्रॉड गेज लाइन में तबदील किया जाने वाला है और उसके बाद देखा जायेगा। अब कुँडवाड़ी से पंडरपुर को साल में दो मर्त्तवा आसाद और कार्तिक के महीने में तकरीबन दो लाल याची वहाँ से गुजरते हैं। मिर्ज़ा से लातुर जाने वाली नैरोगेज और बम्बई से रायचूर जाने वाली ब्राडगेज यह दोनों लाइनें कुँडवाड़ी जंक्शन पर मिलती हैं। लेकिन उनके बास्ते कोई प्लेटफार्म नहीं है। पहले तो मेरे सवाल के जवाब में मिनिस्टर साहब ने यह कहा कि इसको ब्राडगेज लाइन में तबदील किया जाने वाला है लेकिन अब पता चला है कि इसको बजाय ब्राडगेज करने के मीटरगेज में कनवर्ट किया जाने वाला है। उसका सबै भी हो चुका है और वह लातुर से परदी को ले जाकर मिलाने वाले हैं। लेकिन मुझे समझ में नहीं आता कि अभी तक उसको क्यों नहीं किया गया बावजूद इसके कि लोगों को आम तौर पर और वर्षा में खास तौर से बहुत तकनीक होती है। वहाँ की हालत देखने काबिल है। छोटे-छोटे बच्चे लेकर वर्षा में गुजरना पड़ता है। वहाँ पर न तो कोई शैद है और न ही बैठने की जगह है। इसलिये मेरी गुजारिश है कि वहाँ पर एक कौमन प्लेटफार्म अवश्य बना दिया जाय जिससे कि एक गाड़ी से उतरने के बाद दूसरी गाड़ी को कैच करने का मौका मिल जाय।

अब घौन मनमाड और मनमारकाबूगुडा रेलवे लाइनों का अंकाई कौमन स्टेशन है। इसलिये अंकाई पर यात्रियों के बास्ते सहलियतें मुहूर्या की जायं। मैंने इस बारे में एक रिटेन रिक्विस्ट भी की थी कि मिरज़ से लातुर को जो नैरोगेज जाती है उसको मीटरगेज में कनवर्ट करके परदी को जोड़ने वाले हैं तो शोलापुर पर सदन रेलवे की मीटरगेज लाइन है वह अगर इस मीटरगेज से जोड़ी जायगी तो इस तरह पूरे हिन्दुस्तान में मीटरगेज का कनेक्शन हो जाता है। एक रेलवे लाइन जिसके लिए हमने कहा था वह गवर्नर्मेंट ने

[ब्री नलदुर्गेकर]

टेकमेड भी की है, मालूम ऐसा होता है। यह साइन शोलापुर, तुलजापुर, उस्मानबाद, बीड़ से जालना करे ले जायेगे तो यह बहुत फरटाइल एरिया से जायेगी और वहां बड़े-बड़े कमर्शियल सेटर्स पैदा हो जायेंगे। और रेलवेज को इससे कोई नुकसान नहीं होगा। अंकाई को ही जंक्शन बना दिया जाय और वहां पर यात्रियों के बास्ते पूरी सहालियत मूहया की जायें। यात्रियों को वाया अंकाई टिकट दिये जायं जिससे कि अभी बीस मील का जो लंबाई पड़ता है वह न पड़े और बच जाय। अब पहले तो निजाम स्टेट रेलवेज एक फारन रेलवे थी और इस बजाए से अंकाई पर ले जाने के बजाय वाया मनमाड जाना पड़ता था लेकिन अब तो दोनों रेलवेज भारत सरकार और रेलवे अंत्रालय के अधीन हैं और इसलिये अब टिकट से वाया अंकाई जाने की इजाजत देनी चाहिये ताकि अभी जो एक यात्री का २० मील का अतिरिक्त लंबाई होता है वह उसका बच जाय। और वहां अगर तमाम जितनी सहालियत मूहया हो सकती है वह अगर मुसाफिरों को दी जाएं तो मैं गुजारिश करता हूँ कि उनको अंकाई से मनमाड और मनमाड से अंकाई दो बार नहीं जाना पड़ेगा और वह इस दिक्कत से बच जायेंगे।

तीसरी मेरी गुजारिश यह है कि हाल ही में मैं परड़ी से विकारालाल रेलवे पर सकर कर रहा था तो मैंने बहुत से लोगों को बग्रेर टिकट जाते देखा। मैं इसको पहले भी शिकायत कर चुका हूँ। टिकट-लैस ट्रेवलिंग दो कारणों से होता है। एक तो खुद लोग बिना टिकट जाते हैं दूसरे रेलवे के एम्प्लाईज की तरफ से भी लोगों को बिना टिकट जाने की इजाजत दी जाती है। यह बहुत बुरी बात है। मैंने बहुत से लोगों से पूछा कि तुम बिना टिकट क्यों चलते हो तो उहोंने कहा कि बहुत से स्टेशनों पर बुकिंग आर्डिनेट नहीं है और टिकट इस्यू करने का कोई इन्टिजाम नहीं है और इस बजाह से उनको बिना टिकट आना पड़ता है। लेकिन

जहां वह पहुँचते हैं वहां तो उनसे पैसा लेकर उनको रसीद दी जा सकती है। लेकिन जो रेलवे सर्वेट ऐसा करने की कोशिश करते हैं उनकी आफत की जाती है। मिसाल के लिये सातुररोड का स्टेशन मास्टर इस तरह के लोगों को रोकता था, जिससे रेलवे के कुछ लोगों का नुकसान होता था। उन्होंने उस पर आफत लाने की कोशिश की।

ये ही तीन चार बातें हैं जिनकी तरफ से रेलवे मंत्री जी का व्यापार दिलाना चाहता हूँ। मेरी गुजारिश है कि इन का लिहाज करके इन पर अमल किया जाए।

Mr. Deputy-Speaker: Members may now move their cut motions to various Demands for Grants subject to their being otherwise admissible.

Need for investigation and engineering survey for doubling of track between Dindigul and Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100." (20).

Need for investigation and engineering survey for doubling of track between Virudhunagar and Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100." (21).

Need for investigation and engineering survey for doubling of track between Manamadurai and Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100." (22).

Need to open out-agency at Dharmagala for journeys from Salem station to Dharamgala in Southern Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (67).

Need to open out-agency at Uthamapalayam for journeys from Bouanayekkanur station to Uthamapalayam via Konboli in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (68).

Need to open out-agency at Lower Camp for journeys from Thena station to Lower Camp in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (69).

Failure to promote assistant fitters of Signal and Tele-communication to the posts of fitters in the Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (70).

Need to give the same scale of any to assistant fitters of Signal and Tele-communication in Southern Railway as in other Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (71).

Need to fix same pay scales of platform porters of ex-S.I.R. as for platform inspectors

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (72).

Need for confirmation of all workers who have put in one year's service in the Integral Coach Factory, Perambur

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (142).

Need to provide more waiting room facilities in Tenkasi Station, Southern Railway, for visitors to Courtallam Falls during season time

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (242).

Failure to redress the grievances of the railway accounts clerical staff, viz., merging of grades I and II

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (415).

Advisability of appointing a Committee to discuss the various recommendations of the Pay Commission with workers' representatives before implementation

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (416).

Discriminatory treatment of the staff on the basis of political affiliations to Unions

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (417).

Need to enforce the Railway Police to check the increase of crimes in the railway

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (424).

Question of confirmation of the employees in the Signal and Tele-communication Workshop at Secunderabad

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (437).

Need to appoint gangmen from among the Casual labour who are promoted as approved list candidates on the basis of length of service only

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (443)

Faulty maintenance of rolling stock

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (448)

Failure to account for some tapping and drilling machines in the Central Workshop at Matunga, Bombay

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (454)

Delay in payment of travelling allowance, provident fund advance and salary to the employees at Tirunelveli Junction in Madurai Division of Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (455)

Delay in payment of loans drawn by railwaymen from the Provident Fund

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (456)

Delay in sanctioning and payment of loans from the Provident Fund

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (457)

Need to raise salary of T.T.Es.

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (458)

Need to adopt principle of equal pay for equal work for the running staff

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (459)

Need to fix 8-hour duty for all points-men in stations where the station masters are on 8-hour duty

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (142)

Delay in payment of over-time allowances

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (143)

Need for running electric trains between Madras Central and Adyar in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100." (23)

Sale of half-burnt coal from the engines

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100." (419)

Need to reduce the consumption of coal

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100." (438)

Need to fix concessional rates of freight for vegetables and fruits to help the consumers and the farmers of the country

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Ordinary Working Ex-

penses—Operation other than Staff and Fuel' be reduced by 100." (427)

Delay in electrification of Jajpur-Keonjhar Road in Orissa

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100." (243)

Working of the Maternity Home at Kalyan—Central Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (58)

Need to grant one year's special leave to employees suffering from T.B. with full pay

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (415)

Need to provide one nurse and sufficient staff in dispensary of Bonbay Central Railway Colony hospital, Western Railway

Shri Assar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (193)

Need to provide adequate number of doctors in Railway Hospitals

Shri Assar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (194)

Failure to provide adequate number of quarters for employees of Integral Coach Factory

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (215)

Need to prevent unqualified persons from giving injections in the Dispensary at Kalyan on Central Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (244)

Need for starting a holiday home in hill-station in the South

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (420)

Delay in sanctioning leave arising out of unwieldy size of the Olavakot Division of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (460)

Working of the hospital at Erode Junction on Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—(Revenue)—Labour Welfare' be reduced by Rs. 100." (216)

Need of an over-head bridge at Garpos and Bamra stations in the South Eastern Railway due to doubling of lines

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Open Line Works—(Revenue)—Labour Welfare' be reduced by Rs. 100." (427)

Need for construction of new lines between Tinnevelly and Nagercoil in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (24)

Need for construction of new lines between Dindigul and Cuddalore vis. Thena in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (25)

Supply of defective keys by a firm of Kanpur

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (117)

Need to construct a new line from Diva to Dasgaon

Shri Assar: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (195)

Need to construct a new line from Karjat to Khapali

Shri Assar: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (196)

Need to undertake the construction of Sathyamangalam-Chamrajnagar line

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (217)

Need to construct a new railway line from Sukinda Mines to Paradip Port via Kendrapara

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (245)

Failure to construct the new line between Pandoo and Sijoo area of Garo Hills

Shri Amjad Ali: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (274)

Failure to stabilise the link-line in the North East Frontier Railway

Shri Amjad Ali: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (275)

Need to expedite the construction of Jhund-Kandla broad gauge line on Western Railway

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (344)

Need to undertake the construction of Salem-Bangalore line

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (407)

Need to construct the Sathyamangalam-Chamrajnagar line

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (408)

Need to undertake the construction of Tinnevelly-Cape Comorin line

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (409)

Need of extension of the branch-line from Rourkela-Dumaro to Talcher via Borkote

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs 100." (428)

Need to take up Ramagundam-Nizamabad Railway link

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Construction of New

[Shri T. B. Vittal Rao]

Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (439)

Need to take up the Salem-Bangalore rail link

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (440)

Need for expanding goods shed at Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (26)

Need for goods shed in East Madurai to remove congestion in Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (27)

Need for goods shed in Pasumalai to remove congestion in Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (28)

Need for public Telephone facilities in goods shed in Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (29)

Need for constructing an over-bridge on Avarashi Road in Coimbatore

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (135)

Delay in providing a new over-bridge at Jajpur-Keonjhar Road Station to connect the platforms with the goods shed

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (246)

Failure to operate water supply scheme at Jajpur-Keonjhar Road Station

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (247)

Condition of third-class waiting rooms

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (429)

Need for brighter lights in all railway compartments

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (430)

Inadequate lavatory facilities at stations on branch-lines of Southern Railway

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (431)

Inadequate catering facilities on the Calicut-Mangalore section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (432)

Lack of adequate attention by catering section to women's compartments in the third class

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (433)

Need for conversion of Pacharam Station into a Flag Station

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (441)

Need for a Ladies Waiting room at Dornakal Railway Station

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (442)

Need to expedite the construction of siding between Ramagundum and Godavari Khani, Central Railway

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (443)

Need for a platform covering over the Island Platform at Dornakal Railway Station

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100". (444)

Need for over-bridges at Shoranur, Calicut and Cannanore Stations

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (453)

Need for coverings over platforms at stations between Cannanore and Mangalore

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (454)

Need for a proper road-cum-railway bridge at Balipatnam

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (455)

Need for a new flag station at Shyria, Southern Railway

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (456)

Need for conversion of Mangalapadi Railway Station, Southern Railway, into a inter-locking station

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (457)

Need for conversion of Chirakkul Halt into a block station

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (458)

Inadequate catering facilities on Jalarpet-Bangalore section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (462)

Mr. Deputy-Speaker: These cut motions are now before the House.

Shri Rami Reddy: I hope I will be able to accommodate all other Members. There is no hurry about it.

14 hrs.

Shri Rami Reddy (Cuddapah): Sir, the first point I want to make is about the reorganisation of the present zones. There are at present 8 zones. Some of the zones are very unwieldy considering the total route mileage. The total route mileage in the country is about 34,000 miles. The total route mileage of the 4 zones, the Central, the Northern, the Western and the Southern zones, is about 24,000 miles, which comes to more than two-thirds of the total route mileage in the country; whereas the other 4 zones constitute about only 10,500 miles which is less than one-third. I do not know why some of the zones should contain far greater

mileage than some of the other zones. Not only considering this, but also considering the staff that is employed in these zones, I say, it calls for redistribution. For example, in the Northern zone the number of staff is 185,000 and in the Southern zone, the number is 165,000. So, the staff is also unwieldy to be managed by one General Manager.

Coming to the number of complaints, there seem to be about 43,000 complaints in the country in all the railways. The number of claims for compensation and other things comes to more than 4½ lakhs. I do not have the break-up of these things. But, I believe that it will be proportionate to the route mileage and the number of staff employed by these railways.

In 1958, about two years ago, one of the small zones, the North-Eastern, which has only a route mileage of 4,800 miles, was reconstituted into two zones, the North-Eastern and the North-Eastern Frontier Railway. When one of the smallest zones has been reconstituted into two, I do not find any justification for keeping the bigger zones as they are at present. So, for the sake of achieving efficiency in administration, for the sake of effecting economy, for the sake of quick disposal of complaints and for the sake of maintaining better relations with the vast public, I believe, a redistribution of the present bigger zones is absolutely necessary.

For example, in regard to the disposal of complaints, I find from the report submitted to the House that the inquiry into these complaints took about 77 days in the case where confronted enquiry was arranged and in other cases it took about 33 days. I believe that if the bigger zones are split up and constituted into smaller viable zones, these complaints could be more quickly disposed of. They will also be able to maintain better relations with the employees and with the public. Therefore, I submit, on grounds of economy, on grounds of

administrative efficiency, on grounds of the speedy disposal of complaints, that the redistribution of these bigger zones is called for.

The policy of the present Government is decentralisation of administration. That is why some of the developmental works are entrusted to some of the local bodies. The Railway Ministry also being a part of the Central Government I do not know why they should not accept this principle. I appeal to the Railway Ministry to consider the redistribution of the bigger zones into compact, smaller and viable units.

The other point I would like to mention is about the construction of new lines. The policy of the Government is to lay new lines wherever they feel the industrial needs of the particular region require the laying of new lines. But, in this connection I wish to draw the attention of the Railway Ministry and the Central Government to this fact. Whenever a particular State or a particular region requests the Government to locate a particular industry in that area, they say that there are no communications. But whenever we request the Railway Ministry to lay a new line, they say that we have no industries. I cannot really understand this policy. Because communications are a forerunner to the development of industries, I would appeal to the Railway Ministry, if they want to remove the regional disparity in the development of industries in the country, the laying of new lines and the development of railway communications is an absolute necessity. The sooner the regional disparities are done away with the better it would be for the country.

In this connection I would like to mention the claims of the South. The South has been neglected during both the First Plan and the Second Plan. Especially, Andhra has been given a very raw deal. Not a single mile of new line has been laid there, dur-

ing either of these two Plan periods. Andhra Pradesh is very big; it is the fourth largest State in the country; and it has a population of about 333 lakhs. It has about 9 per cent of the population of the country. I, therefore, appeal to the Railway Minister to consider the laying of new lines in underdeveloped States like Andhra Pradesh, Rajasthan and some others, because the laying of new lines in industrially developed areas and not taking any care of the under-developed areas would lead to more and more disparity in the development of the different regions.

There have been some suggestions from the Andhra Pradesh Government in regard to the laying of new lines. One is the line from Nandyal to Nellore via Mydukur and Mydukur to Cuddapah. I believe the State Government has given top priority to this line. I appeal to Government to include this at least in the Third Plan.

Another important line that has been suggested by the State Government is a line from Kazipet to Nellore via Nagarjunasagar. Nagarjunasagar is going to be complete within 6 or 7 years and all these under-developed areas are going to be brought under irrigation. Therefore, it would be absolutely necessary to lay a new line there also.

Coming to the surcharge of 5 nP in the rupee, I would like to mention only one point. Food production has been the war cry in the country. Everywhere we have been saying, 'produce more and more food'. The Railway Ministry say that for meeting the operational expenditure, for meeting the additional expenditure as a result of the acceptance of the Pay Commission's Report and all these things, they have to raise more and more revenues. Therefore, they have imposed this surcharge of 5 nP in the rupee, in the freight rates.

The hon. Minister has said in his Budget speech that this increase in

[Shri Rami Reddy]

freight rate would mean on the retail only 1 $\frac{1}{8}$ nP per seer. But when it comes to the question of retail it would not be only 1 $\frac{1}{8}$ nP. It may be so for purposes of calculation. But, actually, when any commodity reaches the consumer the increase would be far higher than that. It would be several nP. Especially when the Government is trying to stabilise the consumer price index at least at the present level—it has already reached 126 points—if this surcharge applies even to foodgrains, then, the consumer price index is sure to go up. Therefore, I appeal to the Railway Minister to exempt at least the foodgrains from this increase in freight rates.

Then, with regard to fertilisers also I would like to say this. Several incentives are now being given by the Centre and the State Governments for producing more and more foodgrains. Under these circumstances, fertilisers are the basic necessity for producing more and more foodgrains. Therefore, I request the Railway Ministry to exempt foodgrains and fertilisers from the proposed freight increase of 5 nP per rupee.

Coming to my local interests, Muddanur is a station on the Madras-Bombay line. I have already brought this to the notice of the Railway Ministry. The Madras-Bombay Express was halting at that station ever since that railway line was laid some decades ago. But about a year back, the Southern Railway appeared to have laid down certain criteria for the stopping of express and mail trains at particular stations. One such criterion is that there should be not less than six passengers travelling over 160 miles per day. There is a peculiar feature there and it is a station lying between Cuddapah and Guntakal. I believe there are more than six passengers or, at any rate, sufficient number of passengers travelling from stations between Cuddapah and Guntakal and from

this station to Hyderabad, our State capital, and from Hyderabad to this station. For the last three years the number of passengers has been going up. But there is a peculiar difficulty with regard to this station. If one has to go from Muddanur or even from any station between Cuddapah and Guntakal to Hyderabad, he has to go via Guntakal, if he has to travel the whole distance by train. In fifty per cent of the cases, the express train which takes the passengers to Guntakal to catch the Bangalore-Hyderabad train, is not punctual. Again while returning from Hyderabad the Bangalore-Hyderabad express or passenger trains, in 75 per cent of the cases, are not running punctually so that one has to miss the connection train at Guntakal which comes from Bombay though the Railway Ministry has been claiming that there has been an increase in the punctuality of trains. The result is that the passengers do not want to take a risk, though there are sufficiently large number of people travelling from Muddanur for over 150 miles to justify the stoppage of this express train at Muddanur. People from Muddanur station take a ticket upto Gooty—less than 150 miles—instead of taking a ticket to Guntakal or to Secunderabad to avoid this risk. Instead of travelling from Muddanur or Cuddapah to Hyderabad via Guntakal—the whole distance by train—they take a ticket to Gooty and go by bus to Dronachalam by the shortcut and get the same train which comes from Guntakal to Dronachalam and proceed to Secunderabad. Therefore, I request the Ministry to examine this point and restore the halts of the Express Trains at Muddanur and Kamalapuram Stations where they were halting from the time the Railway line was laid.

This principle is applied only in the Southern Railway while in the other Railways they take into consideration the commercial importance of the station, the other facilities

available on that particular railway and all these things. Muddanur station connects Pulivendla and Jammalamadugu which are important taluk headquarters. It is also a commercial centre and even from these points of view the express should halt at Muddanur.

There is so much of overcrowding in the trains in the Madras-Bombay line, between Guntakal and Renigunta. Now that they have achieved self-sufficiency in regard to the rolling stock and are even trying to export some engines, there may not be much difficulty if some additional trains, at least mixed trains or even only third-class trains with no first or second class compartments, are run between Guntakal and Renigunta. Such a train is needed to reduce overcrowding there.

Shri D. C. Sharma: I thank God that the Railways are more or less in good health. There have been fewer accidents than before and I think that the relations between the workers and the railway authorities have not been as exacerbated as in previous years. It does not mean that there is no room for improvement but all the same one feels that the Railways have done quite well during the last year.

I want the Railways to take a warning from the fate of the Railways in UK and USA. I think that our Railways think that they are eternal accompaniment to the immortal India, that they are going to be there for all times to come, that their revenues will be going up all the time and that there is going to be some kind of excess so far as revenue and expenditure are concerned. In almost all countries of the world, the Railways are facing a crisis. Railway travel may suit India for sometime so long as our Plans do not fully succeed but it should be remembered that the Railways are not going to have a monopoly of this kind for a very long time to come. They have to step up their efficiency and provide other

amenities and increase their attention towards the public.

I am afraid that the Railways are not afraid of the rail-road competition which is making heavy inroads on them. There are many places where people like to travel by road, rather than by the railways. Taking note of all the other factors which are inherent in the situation in our country, in spite of the health to which I referred to earlier, I cannot help feeling that the Railways are showing some kind of smugness and self-complacency and the sooner it is done away with, the better would it be for the Railways. Otherwise, there will be railways and no passengers; wagons and no goods. That is happening in UK and USA and some other countries and I do not think the day is far off when India also may have to face a situation like that.

I feel that the Railways have evolved a very circumlocutory method of survey for new lines; they are of all kinds: pre-engineering survey, engineering survey, location survey, this that and the rest. They have given these surveys all kinds of names so that the actual work of having a line is postponed as long as possible. The Railways show a kind of allergy to the construction of new lines. Even when they do so, even when they take up construction of new lines, their programme is never balanced. I fail to understand why they are going in for the construction of some new lines somewhere. Are there economic reasons? No. Are there any reasons which are called strategic? No. Are there any reasons which can be called reasons of public utility? No. They sometimes construct these lines guided by some considerations which I fail to understand. I think the Railways should try to have a committee which should consist also of a few Members of Parliament, and that committee should sit annually in order to chalk out a plan for the construction of new railway lines. Unless that is done, I am sure there is

[Shri D. C. Sharma]

going to be unbalanced addition to the mileage which our Railways have. I am not saying this because the line about which I have been speaking all these years has not been done—a mere line of eight miles from Una to Nangal. I am saying this in the overall interest of the country, that something should be done to rationalise the construction of new lines in our country.

Again, Sir, there is the Research, Design and Standards Organisation. What are our wagons? What are our engines? What are our coaches? Have we done anything in free India to show that these things are going to have a new look? What is this Research, Design and Standards Organisation meant for? We find the same coaches. I think the most beautiful thing done was to have a three-tier third-class coach, with the result that a few persons lost their lives who have had the misfortune to occupy the third tier of the sleeping coach. I want that this section, the Research, Design and Standards Organisation of the Railways should give a better account of itself. We have our scientific laboratories. We have the Indian Council for Agricultural Research. We know that they are showing to us something for their pains. They may not be showing to us all that we want to do. These outmoded, outdated organisations which are hang-overs from the British days and where people who are traditionally educated along those lines and conditioned by those things are working are not going to do any good to India. I think so far as these things are concerned our Indian Railways should also show something for their pains. They should also be able to say, "This is something that we have done, this is something new that we have made, this is some new device that we have brought out for the safety of passengers". We see the same things now. Our railways in every way are second-hand replicas of railways in other countries. Our

Parliament is not a replica of any other country; we stand on our own legs. But, somehow, the inventive genius of our people, the inventive capabilities of our people have not been tapped by the Railways to the extent that they should.

I feel there is plenty of inventive talent in our country. If you already have some incentive scheme, I think it has not worked well. You have some incentive scheme at Chittaranjan. That might have been doing some good, but I feel that sometimes new designs, new things come not from those who are normally charged with doing those things but those who are doing other things. Therefore, I think the Railways should try to organise a campaign for getting new ideas, new things from their staff right from the lowest rung to the highest rung. Unless that is done our Railways will be as they are now.

Then, Sir, I want to say something about the Staff College, Baroda. The Staff College, Baroda is a good college. I have no doubt about it. But in the Defence Ministry we used to send our officers for higher training abroad. We have now got our National Defence Academy, or we are going to have it so that our country becomes self-sufficient so far as the highest kind of training for our defence services is concerned. Now, look at the Staff Training College. It is a kind of refresher course, I should call it. It is a course which has not come to have any impact of new things that are being done in India. It is an old college run along old lines employing old methods and trying to do things in the old conventional way. I would request, Sir, that the Staff College should be given a new look. It should compare favourably with similar colleges in other countries of the world. It should be such as can give our officers and others some thing that can make them up-to-date. It is no use having those

people there for whom you cannot find jobs elsewhere. If you cannot find a job for somebody somewhere, you are asking him to go to the Staff College. The Staff College should not be used for that purpose. It should have up-to-date men, who know the latest things in railway training, latest things about officers' training, latest things about personnel, latest things about management, latest things about other things, so that our officers get the right kind of training that they should have.

There is, then, the Special Police Establishment. Well, people talk about crimes, dacoities and others on the railways. Sir, there was a murder between Hoshiarpur and Jullundur. It has remained untraced all these years. This shows the efficiency of our police. There was a bomb explosion near Pathankot. They have not been able to find out the culprits up to this time. They say it is an act of sabotage. Anyhow, I am not judging their results by these things, but I would say that there should be no dyarchy in this matter. In some areas the Railway Protection Force rules and in other areas there is the Special Police Establishment. For instance, if I am robbed in the train and I am not able to catch the robber, I have to go to the Special Police Establishment. There are some of my friends who have had that experience. Therefore, I would say that the Railways should appoint a committee to put an end to this dyarchy. It is this dyarchy that is responsible for much of the trouble.

Sir, I would not take long, though there are many points I would like to speak about. I want to say something about the Railway Service Commission. They have, I think, six Railway Service Commissions.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Four.

Shri D. C. Sharma: I am sorry—there are four Railway Service Commissions. I would suggest that these

railway service commissions should be asked to declare the results of the candidates not as languidly as they do now. For example, certain examinations were held in October, and the candidates go on waiting and waiting, and the results are not declared. When the results are declared, they do not know when they will be called. These railway service commissions should be asked to expedite the results so that the candidates who take the examinations are not kept in this kind of suspense all the time.

I have no time to deal with all the other points but I shall only mention them in one or two sentences each. Take repair and maintenance. I am glad that repair and maintenance is a recognised item so far as the railways are concerned. I do not think there is anybody here—and if there is anybody here I shall congratulate him—who will not say that the condition of repairs and maintenance is deteriorating day by day. If there is anybody who thinks that I have made a statement which is not true, I would withdraw it. But I think anybody who travels in the railways will bear me out when I say that the coaches look prematurely old; that the wagons look prematurely dilapidated.

Unfortunately, my constituency happens to be served by a branch line. I would say that branch lines are the orphans of the Railway Ministry. Branch lines are the step-children of the Railway Ministry. So, I do not expect anything from the Ministry in this respect! If the trains run late, I do not complain. If overaged engines ply there, I do not bother about it. The most dilapidated coaches are used there but I do not complain; I do not grouse about it. This is our lot. But I talk about other lines on the railways. Looking from one point to the other, I think I should say that we have lost that sense of maintenance which we used to have at one time. We have lost that interest in repairs which we used to have at one time. One day a Mem-

[Shri D. C. Sharma]

ber of the Naiva Sabha was travelling with me from Delhi to Allahabad. There was no light in the compartment. There was no latch in the door and that gentleman was feeling very, very unhappy. He said that somebody would come into the coach. I said, "Why do you bother? If somebody comes, let him come." So I am suggesting that the standard of maintenance should be improved.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri D. C. Sharma: Two sentences more and I shall have done. I would now refer to labour welfare. I have looked into the measures for labour welfare. I think labour welfare is receiving some attention and as far as it goes it is good. In respect of other amenities, there has been a stepping up and I am very happy about it. I wish they could be stepped up a little more.

But there has not been any corresponding increase in the expenditure on education. The Railway worker is manning the railways at places which are far removed from the seats of habitation; he is manning posts which are sometimes far away from the centres of culture and other things. So, those places deserve a better deal so far as education is concerned. The children of the railway employees in these distant places should have a better treatment at the hands of the railways. So I request that the railway schools should be looked after with much greater care than hitherto.

Mr. Deputy-Speaker: The hon. Member should finish now.

Shri D. C. Sharma: Two more sentences and I shall finish. I find that our Prime Minister sometimes talks about our administration and our administrative structure being so complicated I would say that no administrative structure is more compli-

cated than the railway administrative structure. You take any category of employee—commercial, loco, this, that and the rest. You will find that there is a tremendous categorisation of services in the railways.

Mr. Deputy Speaker: The hon. Member must finish now.

Shri D. C. Sharma: It causes difficulties and a number of persons are kept back because of that. So, I request the hon. Minister to look into this matter.

श्री गणपति राम (जीनपुर-रक्षित-प्रनु-सूचित जातियाँ) : उपायक महोदय, रेलवे की माननीय सदस्यों ने जितनी प्रशंसा की है वह कम नहीं है औ जनता भी इस चीज को आज महसूस करती है कि अगर किसी विभाग का काम विकास के नाम पर और सहृदयत के नाम पर देखने में आता है तो वह रेलवे विभाग का ही काम है। मैं चन्द बातें प्रपने क्षेत्र के बारे में कहना चाहूँगा उसके बाद और विषयों पर प्रकाश डालूँगा।

मैंने पिछले बजट पर बोलते हए कहा था, और सरकार का ध्यान आकर्षित किया था, कि शाहगंज रेलवे स्टेशन पर, जो कि लखनऊ और बनारस लाइन पर है और एक जंक्शन भी है, हर साल दो एक जानें चली जाती हैं, केवल इस बजह से कि बड़ी लाइन का जो दो प्लेटफार्म है उस पर और बार त्रिज नहीं है। वहां पर सामान भी आ कर पड़ा हुआ है, लेकिन इस को बनाने में देर हो रही है। यह काम सालों से पड़ा हुआ है। इस पर ध्यान दे कर जनता के कष्ट को दूर करना चाहिये।

मैंने पिछले बजट में यह भी कहा था कि जीनपुर जंक्शन पर, जहां बनारस से, लखनऊ से और सुल्तानपुर से आ कर लाइनें मिलती हैं, आजादी के बाद आज तक एक भी नया शेड नहीं बनाया गया। पुराने प्लेटफार्म

पर एक छोटा सा थोड़ है, जोकि नम्बर दो प्लेटफार्म पर पहले से था । उस में भी अभी तक कोई सुधार नहीं किया गया । अगर भारत सरकार वहां की जनता को सहूलियतें देना चाहती है तो रेलवे मंत्रालय वहां प्लेटफार्म नं० १ पर एक और थोड़ बनवाने की कृपा करे । लेकिन मैं आप का काफी शुक्रगुजार हूँ कि इस समय जौनपुर रेलवे वार्ड में जो विकास कार्य किया जा रहा है उस ने जनता को काफी प्रोत्साहन दिया है । दूसरी पंचवर्षीय योजना में यह मुना गमा था कि शाहगंज से इलाहाबाद को मिलाने वाली रेलवे लाइन जो बाया जंघई हो कर जाने वाली थी उस का सर्वे किया जायगा, लेकिन हमारी दूसरी पंचवर्षीय योजना में अन्त समय तक भी इस का कुछ पता नहीं चल रहा है । मालूम होता है कि शाहगंज से इलाहाबाद बाया पिलखीचा, पिलखीचा और जंघई की लाइन को टाला जा रहा है जोकि बनाई जाने वाली थी । उस के बना देने से जनता को काफी सहूलियत हो जायेगी और इलाहाबाद आने वाले पैसेंजर सीधे आजमगढ़ और बलिया से शाहगंज हो कर आ सकते हैं

जौनपुर में जो आर० पी० एक० का स्टाफ है उस के विषय में रेलवे बोर्ड, जेनरल मैनेजर और ठी० एस० को बड़ी शिकायतें की गईं । उन की खास शिकायत यह है कि कभी कभी फस्ट और सेकेन्ड ब्लास कोचेज में वे जा कर सो जाते हैं और जब फस्ट और सेकेन्ड ब्लास के पैसेंजर आते हैं तो वे दरवाजों को खोलते नहीं हैं । जब कभी ठी० सी० और ए० एस० एम० इन्वार्ज से शिकायत की जाती है तो वे उन लोगों से ही लड़ने लगते हैं और कभी कभी तो बन्दूकें भी तान लेते हैं । कभी कभी ऐसी शिकायतें मिली हैं कि जुड़ीशल आफिसर जौनपुर, तहसीलदार, ए० पी० डब्ल्यू० आई० और सकिल इन्वार्ज थाने को आर० पी० एक० बासों ने घरके दिये हैं और मारा है । इतना ही नहीं जो महिलाओं

की फस्ट और सेकेन्ड ब्लास कोचज़ होती हैं उन में भी वे जा कर सो जाते हैं और जब महिलायें आती हैं तो उन को खोलते नहीं हैं । इस तरह की शिकायतों पर, जुड़ीशल आफिसर, जौनपुर; तहसीलदार, जौनपुर; ए० पी० डब्ल्यू० आई०, जौनपुर और सकिल इन्वार्ज थाने जैसे जिम्मेदार अधिकारियों की शिकायतों पर अवश्य ध्यान दिया जाना चाहिये । साथ ही जब ठी० सी० इन्वार्ज ने उन लोगों से रिक्वेस्ट किया और उन के खिलाफ इस की एन्कवायरी हुई तो इस पर ठी० सी० को जान माल की धमकी भी दी गई । इस तरह की शिकायतें नहीं होनी चाहिये । यह गड़बड़ी जौनपुर से इलाहाबाद की लाइन पर जौनपुर से बनारा । लाइन पर और जौनपुर से शाहगंज पर भी हुआ करती है । मैं इस की तरफ ध्यान आकर्षित करता हूँ ।

मैं रेलवे ज में टिकटलैस ट्रैवलिंग के सम्बन्ध में बोलते हुए यह ध्यान दिलाना चाहूंगा कि जौनपुर-इलाहाबाद रेलवे लाइन पर और ब्लास तौर से जंघई से इलाहाबाद के बीच में फस्ट और सेकेन्ड ब्लास कोच की फस्ट और सेकेन्ड ब्लास को इस के कारण लड़े लड़े असुविधा में सकर करना पड़ता है । लेकिन इस के साथ ही मैं रेलवे मंत्रालय की इस के लिये तारीफ भी करता हूँ कि उस ने इस टिकटलैस ट्रैवलिंग को रोकने की दिशा में कुछ प्रयत्न किया है और उस के परिणामस्वरूप पहले की अपेक्षा अब रेलवे में बगैर टिकट की यात्रा में कभी भी हुई है । लेकिन आप के द्वारा इस और अधिक तबज्जह देने की जरूरत है जिस से कि फस्ट ब्लास और सेकेन्ड ब्लास के यात्रियों को सहूलियत मिल सके ।

इलाहाबाद से मेजारोड जाते हुए देसा जाता है कि वहां पर काफी तादाद में जनता

[श्री गणपति राम]

बर्गर टिकट लिये चलती है और करीब एक तिहाई या एक चौथाई पब्लिक बिना टिकट के रेल पर सफर करती है और मजा यह है कि टी० टी० बर्गरह की हिम्मत नहीं कि वह उन को इस के लिये पकड़ कर दंडित करवा सके । मैं समझता हूँ कि रेलवे मंत्रालय के दृष्टिकोण में ऐसी शिकायतें भी आई होंगी कि जिन बेचारे टी० टी० इंज० ने इस की शिकायत की ओर चैकिंग करने की हिम्मत दिल्लाई तो उन को ऐसा करने से रोका गया और न मानने पर उन को उन की जान और माल बर्गरह की धमकियां भी दी गईं । यहाँ तक सुनने में आया है कि एक टी० सी० से २५० रुपया इसलिये चार्ज किया गया कि उस ने शिकायत कर दी थी । इस तरह की शिकायतें उस लाइन पर हैं और मैं आशा रखता हूँ कि मंत्री महोदय उन की ओर ध्यान देंगे और उन को दूर करने की उचित व्यवस्था करेंगे ।

रेलवे के अन्दर शेड्यूल कास्ट्स का कोटा फिल अप नहीं किया जा रहा है हालांकि मैं इस तथ्य से इंकार नहीं कर सकता कि गवर्नर्मेंट आफ इंडिया के आफिसों में और राज्य सरकारों के और विभागों के मुकाबले में रेलवे विभाग ने सब से अधिक शेड्यूल कास्ट्स के लोगों को सर्विस में लिया है । इस सम्बन्ध में मैं यह भी कहना चाहूँगा कि सन् १९५२ में जब हमारे सदन के सदस्यों ने एक बार सदन में यह प्रार्थना की थी कि कम से कम एक बुलकेट छाप कर हर साल मेम्बर्स को दी जाय जिस से कि मालूम हो सके कि हर साल कितनी नई जगहें बनाई जाती हैं, कितनी अर्जियां इनवाइट की जाती हैं और काइनली कितनी सेलेक्शन में भागी हैं, तो सन् ५२ में इस तमाम जानकारी से सम्बन्धित एक बुलकेट हर एक पार्लियामेंट के मेम्बर को दी गई थी लेकिन उसके बाद से फिर इस तरह की जानकारी बाली बुलकेट प्रोवाइड नहीं की गई । मैं चाहूँगा कि

मेम्बरों को इस सम्बन्ध में आवश्यक जानकारी इस तरह की बुकलेट्स से सभय समवर पर मिलती रहनी चाहिये ।

यह तो ठीक है कि अन्य जगहों की अपेक्षा रेलवे में शेड्यूल कास्ट्स का प्रतिनिधित्व अधिक है, उनका कोटा और जगहों की अपेक्षा अधिक है । लेकिन रेलवे में भी मैं यह बतलाना चाहता हूँ कि नीचे की श्रेणी में अर्थात् क्लास ४ में ही शेड्यूल कास्ट्स का प्रतिनिधित्व ज्यादा है । अधिकतर उनको निम्न सेवकों के ही रूप में रखवा जाता है । और मेहतरों की जगहें उनको दी जाती हैं क्योंकि इस सर्विस में गैर शेड्यूल कास्ट्स के लोग आते नहीं वैसे अगर उनको इसका गिला हो कि वहाँ पर शेड्यूल कास्ट्स की संख्या अधिक है तो उनको खुला निमन्त्रण है कि वे मेहतरों में भरती होकर स्वीपर्स का काम कर सकते हैं । मेरी तो मांग है कि हमारे उन शेड्यूल कास्ट्स के भाइयों को जो कि पढ़े लिखे हैं और क्वालिफाइड हैं और आज उनकी संख्या काफी है, ऐसे हमारे भाइयों को क्लास २ और ३ में भी नौकरियां दें और साली क्लास ४ में ही उनको न रखें । आज भी दिल्ली के रेलवे आफिस में हालांकि कौम्पी-टेंट शेड्यूल कास्ट एम्पलायीज की कमी नहीं है लेकिन उनको जिम्मेदारी के पदों पर नहीं लिया जाता है और बहाना कुछ न कुछ न लेने के बाते बना दिया जाता है और कह दिया जाता है कि हम क्या करें शेड्यूल कास्ट्स में से तरक्की देने के लिये कौम्पीटेंट और द्यूली क्वालिफाइड स्टाफ नहीं मिलता है । रेलवे सर्विस कमीशन में काफी जिम्मेदारी के पद पर काम करने वाला एक्सप्रीरियंस्ड स्टाफ हेड क्वार्टर में पड़ा है आप क्यों नहीं वहाँ के हमारे अनुभवी शेड्यूल कास्ट्स के भाइयों को जिम्मेदारी की जगहों पर बैठाते ? उनकी सेवाओं की हर जगह प्रशंसा हुई है । आप उनको जिम्मेदार पदों पर जाने का मौका दें ।

नार्थ इस्टर्न रेलवे में प्रोमोशन में

रिजर्वेशन रूल्ज के बारे में रेलवे मंत्रालय की ओर से जो एक सरकुलर निकाला गया था तथा अन्य रेलवेज ने अपनी रेलवेज में उसको इम्पलीमेंट भी किया लेकिन नार्थ ईस्टन रेलवे एक ऐसी रेलवे है जहां पर कि जनरल मैनेजर से बार बार कहने के बावजूद भी वह रिजर्वेशन रूल्ज अमल में नहीं आये। शायद अभी दो महीने पहले से उनको इम्पलीमेंट किया है। इतना ही नहीं मुझे यह मुन कर आश्चर्य हुआ कि वहां जो शेड्यूल्ड कास्ट्स के एम्पलायीज हैं और जो जिम्मेदार पदों पर हैं उनको केवल इस नाते कि वह चूंकि शेड्यूल्ड कास्ट्स का कोटा सर्विसेज में बढ़ाने का प्लाई देते हैं तो उनको गलत गलत तरीके से और एडीशनल काम दे करके गिराया जाता है किर किसी की कौनफिंडेंशियल रिपोर्ट रखाव कर दिया जाता है और किसी को डिग्रेड करने के लिए एंट्रीज खराब कर दी जाती है। इतना ही नहीं मुझे तो यह कहते हुए शर्म आती है कि जो रेलवे के जी० एम० हैं, उनके बारे में मुझे ऐसा पता चला है कि उन्होंने अपने एक लड़के के मुंडन के समय लोगों को दो दिन निमन्त्रण दिया। एक दिन उन्होंने ब्राह्मण एम्पलाइज को निमन्त्रण दिया और एक दिन नान ब्राह्मणों को निमन्त्रण दिया। इस तरह का स्पष्ट भेदभाव कम से कम जिम्मेदार अफसरों के द्वारा तो नहीं होना चाहिये। इतना ही नहीं मुझे यह कहते हुए शर्म आती है कि वहां पर पंजाब के जो एम्पलायीज हैं और जो जिम्मेदार पदों पर हैं, बिहार के हैं, मध्य प्रदेश के हैं, उत्तर प्रदेश के हैं, उनकी प्रेक्षा वहां पर साउथ इण्डियन एम्पलायीज को ज्यादा प्रीफेंस दिया जाता है और जिसके कारण नार्थ ईस्टन रेलवे एम्पलाइज में असन्तोष पैदा हो रहा है। कहा तो यह जाता है कि साउथ इण्डियन एम्पलायीज को प्रीफेंस इसलिये दिया जाता है क्योंकि वह ज्यादा क्वालीफाइड हैं। लेकिन मुझे यह कहते हुए हिचक नहीं होती कि अभी पिछले कुछ वर्ष पहले कुम्भ के अवसर पर जो स्टाफ रखा गया था वह नाकाफ़ी समझा गया था और उसको लेकर काफ़ी

आलोचना हुई थी लेकिन हमने देखा कि जब अब कुम्भी हुई तो जितना पूर्ण कुम्भ में स्टाफ लगाया था उसका आधा लगाना चाहिये था लेकिन ऐसा न करके पिछले साल के मुकाबले में दूना और तिगुना स्टाफ लगा कर एक ऐम्पलायी को प्रमोशन दिलवाने के लिये इस तरह के मौके दिये जाते हैं। इतना ही नहीं स्टाफ में हालांकि एक पंजाबी सीनियर भी होता है और मैरिट में भी अच्छा रहता है तो भी केवल एक साउथ इण्डियन एम्पलायी को अनड्यू प्रमोशन देने के लिये उसे पंजाबी एम्पलायी की कौनफिंडेंशियल रिपोर्ट रखाव कर दी जाती है। मैं मन्त्री महोदय का ध्यान इस धींगांधारी की ओर इसलिये दिलाना चाहता हूं ताकि वे ऐसे निर्देश दें कि इस तरह के नियम विहद्ध बात न की जाय और जो पालिसी है उसके खिलाफ न जायें।

मैं आपका ध्यान खासतौर से इलाहा-बाद रेलवे सर्विस कमिशन के आफिल में होने वाली अनियमितताओं की ओर दिलाना चाहता हूं। यह कहा जाता है कि रेलवे सर्विस कमिशन रेलवेज के अन्दर जो शेड्यूल्ड कास्ट्स की कमी हुई है उसको पूरा करने के लिये रक्खा गया है लेकिन मैं बतलाना चाहता हूं कि इलाहा-बाद रेलवे सर्विस कमिशन के आफिल में भी शेड्यूल्ड कास्ट्स का कोटा पूरा नहीं किया जा सका है हालांकि उसको बने ५, ६ वर्ष हो चुके हैं। मुझे तो यह बतलाते हुए शर्म आती है कि वहां के एक जिम्मेदार सेलेक्शन बोर्ड के अधिकारी से यह मालूम हुआ कि अभी योड़े दिन पहले एक कैरिरिंग मैनजर की पोस्ट निकली थी जिसमें कि एक शेड्यूल्ड कास्ट एम्पलायी और एक नान शेड्यूल्ड कास्ट एम्पलायी को इंटरव्यू के लिये बुलाया गया था। और शेड्यूल्ड कास्ट का एम्पलायी कारेन डिप्री यापता था और एक्सप्रीरियस्ड भी था जब कि नान शेड्यूल्ड कास्ट बाला यहीं हिन्दुतान की डिप्री रहता था और उस को तजुबी भी उस से कम था। जब तक सेलेक्शन बोर्ड को यह मालूम न था कि वह शेड्यूल

[गणपति राम]

कास्ट का है और उस को फस्ट बैस्ट और नान शेड्यूल कास्ट को सेकेंड बैस्ट उन्होंने रखा । लेकिन जब रेलवे बोर्ड के सामने नाम प्रोपोज करने का मौका आया और उनको मालूम हुआ कि वह शेड्यूल कास्ट का है तो उन्होंने दूसरे को यानी नान शेड्यूल को सेकेंड बैस्ट को अधिक पे स्केल पर उसके लिये रेकमेंट कर दिया । इस के बाद हुआ यह कि रेलवे बोर्ड ने यह नियंत्रण किया कि जब उसी पेपर हमें एक एम्प्लायी मिलता है तो किसी और को ज्यादा पे पर रखने की क्या जरूरत है और इसलिये शेड्यूल कास्ट का आदमी वह जगह पा सका ।

डी० एस० आफिस लखनऊ में भी नार्दन रेलवे का आफिस है उसमें इस तरह के भ्रष्टाचार के केसेज नोटिस में आये हैं । शेड्यूल कास्ट एम्प्लायी की सीनियरिटी और मैरिट के होते हुए भी एक नान शेड्यूल कास्ट्स एम्प्लायी को इस नाते अनन्द्य प्रमोशन दे दिया जाता है और बहाना यह कर दिया जाता है कि करा क्या जाय हमें शेड्यूल कास्ट में ड्यूली बवलिकाइड आदमी मिलते नहीं हैं । आज रेलवे के दफतरों में हम देखते हैं कि हमारे शेड्यूल कास्ट्स के एम्प्लायीज को उनका ड्यू शेयर नहीं दिया जाता है, उनके साथ इंसाफ नहीं किया जाता है और उनके मुकाबले नान शेड्यूल कास्ट्स वालों को तरकी दे दी जाती है और उसके लिये कुछ न कुछ एक्सक्यूज बना दिया जाता है । मैं चाहूँगा कि वे भाई जो कि जिम्मेदार पदों पर हैं जिम्मेदार अधिकारी हैं, उनको इस तरह का जातीयता वाला और वर्गवाद का व्यवहार नहीं करना चाहिये जिससे कि वे लोग जो कि सदियों से कुचले जाते रहे हैं उनके दिलों में इस किस्म की भावना पैदा हो कि हमारे साथ न्याय और अधिकार रहते हुए हुए भी हमको न्याय नहीं दिया जाता है । अगर आप न्याय देर से देते हैं तो जस्टिस डिलेड इज जस्टिस डिनाइड वाली कहावत

चरितार्थ होती है और देर से दिया हुआ न्याय न्याय न देने के बराबर ही हो जाता है । बहुत सी जगहों पर हमारे शेड्यूल कास्ट वालों ने अपने यूनियन बना लिये हैं क्योंकि उन्होंने अनुभव कर लिया है कि इसके बर्गेर उनका कोटा पूरा नहीं हो सकता । मैं माननीय रेलवे मंत्री जी का व्यान नार्थ ईस्टन रेलवे शेड्यूल कास्ट्स एंड शेड्यूल्स ट्राइब्स यूनियन की तरफ दिलाना चाहता हूँ । उन्होंने उसका कांस्टीट्यूशन बना लिया और जी० एम० को भेजा और जहां तक मुझे याद मैं ने ही उस को फारवर्ड किया था, लेकिन दो महीने से ज्यादा समय हो गया, अभी तक उनका जवाब नहीं आया । जब भी मैं न बम्बई के जी० एम० को या नार्दन रेलवे के जी० एम० को लिखा तो उनका फौरन उत्तर मिला ।

आज भी नार्थ ईस्टन रेलवे के कर्मचारियों को शिकायत है कि अधिकारियों में यह भावना है कि शेड्यूल कास्ट वालों को दबाया जाये और जो अधिकार उनको मिले हुए है उनसे उनको बंचित रखा जाये । मैं तो यह डिस्क्लोज करने में भी हिचक नहीं रखता कि जब सन् १९५६ में मैं ने डिप्टी सी० पी० ओ० से शेड्यूल कास्ट वालों के प्रोमोशन के बारे में बात करने गया तो उन्होंने जवाब दिया कि गवर्नरमेंट की तरफ से जो सरकुलर आया है इस बारे में उसमें कुछ लेकूना रह गया है, इसलिये पूरा बैनिफिट शेड्यूल कास्ट वालों को नहीं मिल सकता । इसलिये उसको अभी तक इम्प्लीमेंट नहीं किया जा रहा है । मैं ने उनसे पूछा कि प्रगर पूरा बैनिफिट नहीं मिल सकता तो जितना मिल सकता है उतने को आपने क्यों इम्प्लीमेंट नहीं किया तो उनके पास उसका जवाब नहीं था । अब ऐसे ही अधिकारियों को प्रोमोशन दिया जाता है । ऐसी बातें नहीं होनी चाहिये ।

इन चन्द शब्दों के साथ मैं मिनिस्ट्री को अन्यवाद देता हूँ और आपको भी अन्यवाद

देता हूँ कि आपने मुझे बोलने का अवसर दिया ।

श्री भवत दश्मंत (गढ़वाल) : उपाध्यक्ष महोदय, मैं बहुत ही संक्षेप में आपने विचारों को यहां रखने का प्रयत्न करूँगा ।

पिछली बार माननीय अध्यक्ष जी ने यह सुझाव दिया था कि भिन्न भिन्न रेलों से सम्बन्धित संसद् सदस्यों की बैठक माननीय भंत्री जी बुलाया करें । मैं माननीय भंत्री जी का बहुत भनुप्रही हूँ कि उन्होंने समय समय पर संसद् सदस्यों का परामर्श लेना प्रारम्भ कर दिया है । इस सम्बन्ध में केवल एक दो सुझाव मैं देना चाहता हूँ । एक सुझाव तो मैं यह देना चाहता हूँ कि हमारे वर्ष में तीन अधिवेशन होते हैं, यदि प्रत्येक अधिवेशन में हमें कम से कम एक बार मिलने का अवसर दिया जाये तो बहुत सी स्थानीय बातें और कम महत्व की बातें जिनको सदन में कहा जाता है उनका फैसला वहां किया जा सकता है ।

मुझे पिछली दो बैठकों में जाने का अवसर मिला है । दूसरी बात जो मैं इस सम्बन्ध में कहना चाहता हूँ वह यह है कि जो पहली बैठक में सुझाव दिये गये होते हैं उन पर जो कारंटवाई की जाती है उसको दूसरी बैठक में प्रस्तुत किया जाता है । उस पर उस बैठक में बहस शुरू हो जाती है और बहुत समय निकल जाता है । इसलिये मेरा सुझाव है कि पिछली बैठक की कारंटवाई की रिपोर्ट सदस्यों को दूसरी बैठक होने से दस पद्धति दिन पहले भेज दी जाया करे । इससे उनको सहायत होगी और वह तैयार हो कर आयेंगे ।

इस सम्बन्ध में मैं एक सुझाव और देना चाहता हूँ । वैसे तो रेलवे विभाग को परामर्श देने के लिये जो जोन है उनमें परामर्शदात्री समितियां हैं । लेकिन मैं चाहता हूँ कि जो महत्वपूर्ण स्टेशन हैं, या जो जिलों के हेडकवार्टर्स के स्टेशन हैं, या जंकशन हैं, या ऐसे स्टेशन हैं

जहां पर जा कर रेल समाप्त हो जाती है वहां पर साल में कम से कम एक बार डिवीजनल सुपरिटेंडेंट जायें और वहां के संसद् सदस्यों को और दूसरे महत्वपूर्ण लोगों को बुला कर उनसे बात करें तो जो उनकी कठिनाइयां हैं उनमें से बहुतों का समाधान हो सकता है । मैं शिकायत तो नहीं करता चाहता, लेकिन देखता हूँ कि कभी कभी रेलवे के जनरल मैनेजर साल भर में दौरे पर जाते हैं, उनकी एक स्पेशल ट्रेन चलती है और कभी कभी तो साधारण गाड़ियों को रोक कर भी उसको चलाया जाता है । मैं इसकी शिकायत नहीं करता । यह अच्छी बात है । लेकिन अगर वह आपने आने की स्थानीय संसद् सदस्यों को भी सूचना दें तो वह उनसे मिल सकते हैं और आपनी बातें कह सकते हैं । जो उस इलाके के डिवीजनल सुपरिटेंडेंट है उनको तो जरूर हिदायत होनी चाहिये कि जब वह दौरे पर जायें तो वह स्थानीय संसद् सदस्यों को और दूसरे महत्वपूर्ण लोगों को आपने आने की सूचना दें और समय दें ताकि वह उन से बातचीत कर सके ।

रेलों के विकास के सबन्ध में पिछले कई दिनों से भंत्री जी को और रेलवे मंत्रालय को बधाइयां दी जा रही हैं । मैं भी इन बधाइयों में सम्मिलित होना चाहता हूँ लेकिन मैं यह कहना चाहता हूँ कि स्वाधीनता से पहले रेलों के निर्माण में जितनी प्रगति हो रही थी उतनी अब नहीं हो रही है । इसका कारण क्या है यह तो मंत्री जी जानते होंगे लेकिन हमको इनके अधिक विकास की ओर ध्यान देना चाहिए । तीसरी योजना की तैयारियां हो रही हैं; इसमें कोई दलीय प्रदर्श नहीं है; यह सारे देश का प्रस्तुत है । हमारा रेल परिवहन हमारे सारे आर्थिक जीवन की रीढ़ की हड्डी है और जब तक हम इसका पूरी तरह से विकास नहीं करते और विस्तार नहीं करते तब तक जो हमारी औद्योगिक और विकास की योजनाएँ हैं वे केवल कल्पना मात्र ही रह जाएंगी । इसलिए इस पर जोर देने की आवश्यकता है ।

[श्री भक्त दर्शन]

स्वयं माननीय मंत्री जी इस बात से परिचित हैं कि पिछले दस वर्षों में, उत्तर प्रदेश में जिसका इतना बड़ा इलाका है, केवल दो नई लाइनें बनायी गयी हैं। एक तो जिला एटा के हैडवाटर को मिलाया गया है और दूसरे राबर्ट्सगंज तक रेलवे लाइन बनायी गयी है। और कुछ उलझी हुई लाइनें बनायी गयी हैं। अब हमें तीसरी शीजना के लिये आरम्भ से ही कोशिश करनी चाहिए ताकि जो बहुत सी लाइनें बनानी आवश्यक हैं उन पर सहायुभूति से विचार किया जाए। इस सम्बन्ध में मैं खास तौर से मंत्री जी का ध्यान उस रेलवे लाइन की ओर आकर्षित करना चाहता हूँ जिस से वह स्वयं परिचित है, वह है श्रीधीकेश-कर्णप्रयाग लाइन। यह तर्क दिया जा सकता है कि पहाड़ों पर रेलों को बनाने का कार्य बहुत व्यय साध्य है। यह भी कहा जा सकता है कि जब वहां मोटर की सड़क बन गयी है तो फिर रेल की क्या आवश्यकता है। पर अंग्रेजों के जमाने में इस लाइन का सर्वे किया गया था और अभी भी कई जगहों पर छोटे छोटे पथर के टुकड़े लगे हुए हैं जिन पर लिखा हुआ है आर० के० आर०। इस लाइन पर अभी तक कोई और काम नहीं हुआ है। अंग्रेजी शासनकाल में जब तिब्बत की ओर खतरा पैदा होने की सम्भावना थी तब इस लाइन का सर्वेक्षण कराया गया था। आज भी उत्तर की दिशा से भारी खतरा पैदा हो रहा है। तो इस लाइन के बनने से जो भारत के यात्री केदारनाथ, बद्रीनाथ, जमनोत्तरी और गंगोत्री जाते हैं उनको ही लाभ नहीं होगा, बल्कि सामरिक दृष्टिकोण से भी इस लाइन का बड़ा महत्व है। इस इलाके में एक बहत बड़ा बांध, नायर बांध बनने वाला है। उसका निर्माण तीसरी योजना में होने जा रहा है। उसके लिए भी इस लाइन से सीमेंट, मैशिनरी आदि लाने ले जाने में सुविधा होगी। इसलिए मैं मंत्री जी से अनुरोध करूँगा कि वह रक्षा मंत्रालय

से, और उत्तर प्रदेश की सरकार से परामर्श करें और इस लाइन को तीसरी पंचवर्षीय योजना में प्रायोगिकता दिलाने का प्रयत्न करें। इस लाइन के बनने से बद्रीनाथ जाने का पूरा मार्ग नहीं तो आधा मार्ग रेल द्वारा तैयार किया जा सकेगा।

मुझ से पहले परसों लतीफ साहब ने एक बड़ा लच्छेदार भाषण दिया था, उन्होंने बताया कि क्या हालत है पानी की, क्या हालत है गाड़ियों आदि की। मैं उनके एक ही बात का समर्थन करने के लिये बड़ा हुआ हूँ। हम उस चीज के लिए वर्षों से प्रार्थना कर रहे हैं। माननीय मंत्री जी भी जानते हैं, डिप्टी मिनिस्टर साहब भी जानते हैं और उन्होंने बचत भी दिया है। हमारे इलाके के लोगों की यह बहुत बड़ी मांग है कि एक ट्रेन दिल्ली से गजरीला, बिजनोर होती हुई सीधे कोटड्हार तक चलायी जाए। इससे केवल दो तीन जिलों का ही लाभ नहीं है बल्कि सब देश वासियों को इस से लाभ मिलेगा। मैं आशा करता हूँ कि पहली अप्रैल के टाइम ट्रेनिंग में इस ट्रेन को शामिल कर दिया जायेगा और प्रगर एंसा न हो सकता हो तो पहली मई से तो हमारी यह मांग अवश्य पूरी कर दी जाए।

अन्त में मैं यह निवेदन करना चाहता हूँ कि पहाड़ों के लोग हैं अगर वह रेलों का लाभ उठाना चाहे तो आउट एंजेसियों के द्वारा ही उठा सकते हैं। मैं बड़ा आभारी हूँ कि रेलवे मंत्रालय ने आउट एंजेसियों की संस्था बहुत बढ़ायी है। लेकिन लोगों को एक शिकायत है। वह यह जो कि मोटर आपरेटर्स, ठेकेदार हैं वह बहुत ज्यादा किराया चार्ज करते हैं। मुझे बताया गया कि पौंडी तक अगर दो सेर भी सामान भेजा जाए तो उसका किराया एक मन का चार्ज किया जाता है, कृष्ण एसा शिद्धयूल ठेकेदार

ने बना रखा है। तो इस में सशोधन होना चाहिये तब जाकर पहाड़ वालों के लिए उन आउट एजेंसियों की कुछ उपयोगिता हो सकती है।

मुझे बताया गया है कि कई जगहों में आउट एजेंसियों में रेल विभाग की अपनी मोटरों भी हैं। पर सब जगह नहीं हैं। इस पर विचार करना चाहिए। अभी तो नियोगी साहब की अध्यक्षता में एक कमेटी रेल रोड कोप्राइंडेशन के प्रश्न पर विचार कर रही है। तो इस बात पर भी विचार किया जाए कि जहां आउट एजेंसियों हैं वहां रेलवे अपनी मोटरों को भी बलाये। इससे विभाग को भी फायदा होगा और यात्रियों को भी सुविधा हो सकती है। इस पर विचार किया जाय।

15 hrs.

Shri S. L. Saksena (Maharajganj): Mr. Deputy-Speaker, Sir, I am sorry that as I was attending a committee of the House I could not move these amendments of mine. If I may be permitted to request, they may be taken as moved.

I have carefully gone through the speech of the hon. Minister of Railways as well as through the Budget statements. I must congratulate him on a good record of the last one year. I hope that the Railways will bear the brunt of our Plans.

The Third Five Year Plan should be so comprehensive as to be able to take full account of our needs. I am of the opinion that the Third Plan should be a very comprehensive one. In fact, in my speech on the President's Address I said that we want to be a free nation and want to keep our place as a political power. After seeing what China has done to us, we must at least go in for a plan of at least Rs. 25,000 crores. China had its first plan of Rs. 60,000 crores and the second plan is of the magnitude of Rs. 50,000 crores. So, if we want to be somewhere near them,

we must at least have a plan of not less than Rs. 25,000 crores. I hope the Railways will have at least one-fourth the share of that amount so that they may carry the burden of that big plan.

I am disappointed with the recommendations of the Pay Commission. I think the hon. Railway Minister, who has been the Labour Minister and who can very well appreciate the feeling of labour, will now do something to mitigate the most grievous shortcomings of that report, so that the workers may give full support to whatever he may undertake to fulfil the Third Plan. Without their full and loyal co-operation no plan could be fulfilled properly.

In this connection I have to draw attention to one aspect. In the North Eastern Railway particularly, a large number of instances have come to my notice of the General Manager giving notice of termination of services to a large number of people without giving any reason. Only four days back I was in Gorakhpur. One worker came to me. He had 27 years' service to his credit. There is not even a single adverse entry all through these 27 years and he has been given the notice of termination of services by the General Manager without assigning any reason. I was astounded. I sent a letter to the General Manager. I have not received a reply as to why such a thing has been done.

This is not the only case. There have been at least 270 cases wherein he has exercised these special powers. This, I think, is not the purpose of this power. I will request the hon. Minister to call for the papers of those cases who have been dismissed in this way. If dismissals are made under this extra-judicial power of the General Manager, he should see whether there is any justification for that. I think those who are inimical to some persons take advantage of that power and poison the ears of the General Managers. In this way they try to wreak their vengeance and have their own promotion in this manner. I hope

[Shri S. L. Saksena]

this will be particularly looked into. At least some restriction will be put upon it. The High Courts may be given authority to see that there are sufficient reasons for this dismissal. Otherwise, this blanket power will be very greatly abused.

Then I want to draw attention to the needs of Gorakhpur, Basti and Deoria districts. This, I think, has now got special importance. Although it is not on the border with Tibet, but it is on the border with Nepal. For us it is as important as the other districts bordering Tibet. I hope that the Railway Board will take into consideration that these areas have developed communications.

During the last difficulties that arose on account of aggression by Tibet, the lack of communications was the biggest difficulty. So, I hope they will take care to see that in these border areas communications are perfect.

In my own district, Gorakhpur, Deoria and Basti have got practically no communications with the north. My own constituency, Maharajganj, has no railway although it is 36 miles from Gorakhpur. In the whole area the population is about 1½ million. The railways go only up to the borders. The distance between the two ends is about 25 miles. This is a very big distance. There is no railway line on the border of Nepal particularly.

I was told that there was some proposal in the Second Plan, which has not fructified, that there was going to be a railway line from Rudrapur to Deoria and then to Karia, Padrauna, Khada, Nichlaul, Toontibari and along the border to Nautanwa and Naugarh. I do not know what happened to that. I wish the Railway Board will look into it. I request that this may be particularly speeded up so that the communications on the border may be easy and that area may be opened to civilisation. At present it is absolutely dark and uninhabited. Nobody goes there. It is impossible to go to that

area. People there live in a very bad condition. They are, in fact, inhabited by poor class, Scheduled Castes and Scheduled Tribes. They are exploited like anything. No body can go there. No officer can go there. So anything can happen. People get murdered in daylight and nobody can trace what happened. In fact the wife of one Harijan M.L.A., Shri Purnamasi, was killed by the Zamindars there and nobody could find out as to who was the murderer because the area is absolutely dark. Nobody could go there. So I hope that now at least, when we are going to have a Third Five Year Plan, we will have this railway constructed so that it is opened to civilisation and will also serve the needs of the strategic areas.

There is another important question to be considered. Gorakhpur is not on the broad gauge line. The result is that there has to be transhipment either at Marvadi or at Barabanki. I would suggest that the time has now come to connect Gorakhpur with broad gauge. It can be connected with Barabanki. The Elgin Bridge can be made a road-cum-rail bridge. We can also have connection from Ayodhya to Gorakhpur. That is a distance of 80 miles only. It could be connected with the broad gauge system. We can also have it from Shahganj. We are building a bridge over Gogra at Dohrightat. That bridge can also be made into a rail-cum-road bridge. The line from Shahganj to Gorakhpur can be a parallel line. That will connect very important centres of whole of eastern U.P. with the broad gauge system. We can extend it later on when the occasion permits with Bihar. Then we can have a full-fledged system of broad gauge as well as narrow gauge. This will very much help the transport of goods.

In fact, at present a large amount of traffic has to go through the motor trucks. Because Elgin bridge is very

narrow and there is a bottleneck, it is not easy for the traffic. Much of the traffic goes through roads across the Sarju. If that was opened to railway traffic then I think the Railways would have a large amount of traffic and conveyance between northern and southern U.P. will be much improved. This important subject of having connection with broad gauge railway should be considered. It can be either from Barabanki to Gorakhpur or from Ayodhya to Gorakhpur or from Shahganj via Dohrihat to Gorakhpur so that in the Third Plan period we may have Gorakhpur also as a centre on the Broad gauge.

In my constituency in Anandnagar there is a very big yard behind the railway. I suggested that should be made into a park and the railway station should be beautified. Some railway overseers went there and saw that there were some houses about 50 years old. They said that they will demolish them. I think the only purpose of this was to take some money from them. These things should not be done. The thing was then given up. I hope the whole area will be made into a good park and a small 15' or 20' wide road will be made just behind this place. This will obviate the accumulation of dirt and other nasty things there and it will become a good place.

I have received several telegrams about wireless operators recently. There was a selection board about three years back, and 150 wireless operators were selected. After three years, some of them have now been informed that there is going to be cancellation of the selection. Most of these people have become over-aged, and some have been officiating. This kind of selection and late cancellation is most unfortunate. They may not be fit to sit in other competitive examinations now. I therefore hope all of them will be confirmed and absorbed in permanent posts. I also hope that in future such things will not happen.

I have to say a few words on catering. Today we are laying so much

stress on co-operation, we want to have co-operative farming societies and all that. The one thing which is most amenable to co-operation is catering on railways. I had the experience of two co-operatives on the railways, and I am sure they did very good work. At present the railways are having departmental catering, and the House knows the enormous losses that have been incurred. Some of the vendors are now asked to work on a commission basis and they are not very happy over it. Instead of incurring these losses, Government should advise the vendors to form co-operatives. Unfortunately I find that where vendors in railway stations had applied to the Railway Board for permission, it has not been granted. If the sphere of co-operation is extended to these people, Government will be able to save their losses on catering, these vendors will be enabled to serve better food, and lakhs of people will come to know the value of co-operation. The Railway Minister is a lover of co-operatives and particularly believes in people having direct control over matters instead of through intermediaries. I, therefore, hope he will encourage the formation of co-operatives at least among the vendors, and accord recognition immediately such co-operatives are formed.

Shri Venkatasubbalah (Adoni): I rise to express my grievance against the way Andhra Pradesh is being treated so far as the laying of new railway lines is concerned. It is no exaggeration to say that this part of the country was neglected for some centuries during the British regime. If we look at the way railway lines were laid, it is clear that only places of strategic importance were linked by the British, and incidentally they passed through Andhra Pradesh. I may mention the Madras-Bombay or the Madras-Calcutta lines. Thus, Andhra Pradesh was completely neglected.

Many of our friends have advanced arguments for constituting a separate railway zone for Andhra, like administrative convenience, efficiency etc.

[Shri Venkatasubbaiah]

In that regard also, I feel Andhra has not been given a fair deal.

Without the laying of railway lines, Andhra could not prosper economically, it was not able to make much headway. Our Railway Minister is a champion of the depressed and oppressed classes, and I therefore appeal to him that, since Andhra has been neglected for centuries, he should take up the development of the Andhra region by laying new railway lines.

A railway line has already been recommended by the Andhra Government to be laid from Nandial to Nellore via Mydukur. It runs along the Nailamalai Hills which are a repository of forest produce. If this railway line is formed, it will open up new avenues of economic development. The State Government has also recommended the laying of another line from Mydukur to Cuddapah. So many reasons have been advanced for not laying new railway lines, but when lines are being laid in other regions and when the State Government has come up with this proposal, I see no reason why these new lines should not be laid in this most underdeveloped part of the country.

Other lines suggested are from Ongole to Hyderabad and Kazipet to Nellore viz., Nagarjunasagar. Nagarjunasagar is going to be one of the biggest projects in our country where nearly 40 lakh acres are being brought under irrigation. It is going to play a very important part in the economy of the country. So, a railway line is necessary for this area also.

Another important thing I would like to bring to the notice of the Minister is the construction of overbridges in many places. When the railway lines were laid, the towns had not grown to their present dimensions. In many places, on either side of the level-crossing, towns have grown up and traffic gets jammed. Great diffi-

culty and inconvenience are being experienced by vehicular traffic because of these railway crossings. In my constituency, there are three big towns, namely Nandyal, Adoni and Dronachalam, where for hours together, traffic is being held up for lack of overbridges. If the Railway Ministry say that there is dearth of finance, then, I may even suggest to the Railway Minister that the respective municipalities or major panchayat boards of those areas may be addressed in the matter; they could levy some tax on the passengers and give their share of contribution for the construction of these overbridges, if finance comes in the way of the construction of these overbridges. Towns with a population of more than forty or fifty thousand are being inconvenienced when there is a great vehicular traffic jam at every stage for five or six hours in a day, for lack of overbridges. I would request the Minister to take up this matter also into consideration and see that overbridges are constructed as immediately as possible. The State Governments or the respective municipalities or panchayat boards may be addressed in this matter. And the Railway Ministry can ask for a proportionate contribution from these bodies for the construction of these overbridges.

Coming to the halts of trains in my constituency, in places like Tadpatri of Anantapur district and Kosgi in Kurnool district, now, the express trains have ceased to stop. It is beyond my comprehension to find out what criteria have weighed with the Railway Administration in not having stops at these places. Whatever be those criteria, since the M. & S. M. railway company had come into being, though they were a commercial organisation, yet, they were stopping the trains at these places. I do not know why in a welfare State where the amenities to passengers are the only criteria, in this twentieth century, these trains should not stop at these

places. So, I request the Railway Minister to consider these aspects and see that wherever these trains were formerly stopping, those places should not be dropped now.

I understand that the Puri passenger is being stopped, and the view of the Railway Board is that since they are running a new train from Hyderabad to Madras, this is being dispensed with. This is no argument for stopping the Puri Passenger. I request the Minister to consider this aspect also.

So far as passenger amenities are concerned, I find from the statement that out of the total earnings, nearly 90 per cent of the traffic receipts come from third class passengers. But the amenities provided to these people are not commensurate with the revenue that is derived from these third class passengers. Going through the statement, I find that only Rs. 22 lakhs have been earmarked for the Southern Railway Zone for amenities to third class passengers. This being the second biggest zone, comparatively, it has to get more for passenger amenities.

Further, the construction of flag stations has also been included in the amenities provided to third class passengers. The construction of flag stations is quite a different thing altogether, and it should not come within the scope of amenities for third class passengers. I request the Minister to delete this from the amenities portion and give additional grants in this behalf.

I would also request for the construction of a new station at Pandilapalli on the Madras-Calcutta line. The people there have been agitating for this new station, and I request the Minister to take early steps in this respect.

Another aspect to which I would like to draw the attention of the Minister is regarding the repairs done on the railway lines. Since the last two years, the train running from Banga-

lore to Secunderabad, which was a night train, has been converted into a day train; even then, the repairs have not been completed on these railway lines. Already two years have been taken by the Railway Ministry before completion of this work, and this is causing great inconvenience to the passengers travelling on this line. I want that the repairs should be completed at least during this year, and there should not be any conversion of night trains into day trains hereafter.

Regarding the GT Express, I would like to point out that the Hyderabad coaches put on that train are out-of-date and outmoded. Great inconvenience and difficulty are being experienced by the passengers. I think they had been manufactured at the time of His Exalted Highness the Nizam of Hyderabad, and they had been taken over from them and are still being put on the line, and they are not up to date. I want them to be replaced by the new coaches that are being manufactured.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): I am grateful to the hon. Members who have participated in this debate. They have given very valuable advice and their words of appreciation have been very gratifying. Even when they were critical they were very friendly, and I am grateful to them for this too.

Within the short time at my disposal, it would not be possible for me to deal with all the cut motions. There are as many as eighty or so, and a good number of them deal with local matters. I shall, therefore, deal with certain major problems or questions which have arisen.

Time and again, the question of level-crossings, overbridges and under-bridges has been raised. A large number of cut motions relate to them. Even the last speaker complained bitterly about the hold-up at these level-crossings. Already, the hon. Minister has referred to this, and my colleague Shri Shahnawaz Khan also has mentioned it. But I would like to

[Shri S. V. Ramaswamy]

amplify what they have stated, by placing before the House paragraph 2 of a letter written to the State Governments by the Railway Ministry, which reads as follows:

"The Government of India (Ministry of Transport and Communications) have recently advised that all schemes relating to over—or under-bridge; in replacement of level-crossings should form part of the State plans, and after obtaining prior approval of the Planning Commission, the Road Authority's share of the cost may be met from the loans which the Ministry of Finance (Department of Economic Affairs) may grant to the State Governments for miscellaneous development schemes under the State plans. There is also the share of all State Governments from the tax on railway fares, which can legitimately be spent on the State Governments' share of cost of overbridges and underbridges etc. It is understood that all the State Governments have been addressed in the matter by the Government of India (Ministry of Transport and Communications) and requested to take necessary action. Accordingly, it is for the State Governments to take up schemes which they consider necessary, and provide them in their own plans, making necessary provisions for funds to meet their share of the cost and advise the concerned Railway Administration the priority according to which the State Governments would like the schemes to be progressed. Formulation of the State Governments' plans in this manner will enable the Railway Administrations to prepare a co-ordinated scheme as far as the construction of overbridges/underbridges is concerned to fall in line with the priorities desired by the State Governments."

Sir, I may add that we collect about Rs. 11 crores annually by way of passenger fare tax and so far we have distributed Rs. 26 crores to the States *pro rata* according to certain proportions determined by the Finance Commission.

Some hon. Members have suggested that a Fund might be created to meet the cost of these overbridges and underbridges. This is a matter which can very well be discussed in the General Budget and possibly under the Demands for the Planning Commission or the Ministry of Transport. It would be welcome if the Planning Commission would set apart some amount out of which these overbridges and under-bridges can be constructed and the delays at the level-crossing eliminated.

We are well aware of the fact that delays are not delays of individuals. It is not individual loss of time; it is a national waste of time. Therefore, we would welcome the Planning Commission setting apart such amounts and helping us to relieve traffic congestion. Otherwise, it will not easily be met.

In the meantime we are not keeping quiet. Within our means we are trying our utmost to see that the delays at the level-crossings are reduced to the minimum. Our objective is to reduce it to about 5 minutes and not more than 10 minutes. It is with this end in view that we have issued instructions to the several railway administrations to take into consideration the various level-crossings at important places and to see that delays are avoided.

We have advised that where there are heavy detentions of road traffic,

and consequently complaints, they should consider the desirability of improving the tele-communication and interlocking arrangements at the level crossing to cope with the increasing road traffic as indicated below:

"(i) Important level crossings should be connected by telephone with the adjoining stations and wherever adequate view of an approaching train is not available to the Gate-man, a warning bell operated automatically with the approach of train should be provided. This will keep the Gate-man in close touch with the movement of trains and avoid early closing of the level crossing.

(ii) Arrangements of interlocking the level crossings within the station limits with the station signals to be re-arranged, so as to enable the Gate-man to open the gates as soon as the train has passed the level crossing.

(iii) At extremely busy level crossings, instead of providing gate-leaves on each side of the level crossing, they may be replaced by lifting barriers, which can be operated simultaneously from a winch or a cabin close-by, thus avoiding the necessity of the Gate-man actually walking to each of the gate-leaves, and thereby save time."

We have also authorised that wherever the signal-levers are away from the gates they should be shifted to near the gates so that as soon as the train passes, the Gate-man opens the gate and avoids further delay.

We have asked the administrations to look into this matter and draw up a scheme. We hope to complete it within about two years preferably and a close watch has been asked to be kept on the actual progress made in this direction.

One other point has also been touched upon earlier by the hon. Member from Gurdaspur, Shri D. C. Sharma.

He was talking of a committee to avoid dyarchy in the police administration. I do not know what he means. Obviously, he was under a mistaken impression that the Special Police Establishment is dealing with these crimes. It is not the S.P.E. The S. P. E. has got a special function; it deals with corruption, under the Home Ministry.

Hon. Members will kindly see that the Railways have not got a police force. What they have got is a Railway Protection Force. Parliament, in its wisdom, in passing the Act gave the Protection Force only power to protect railway property and property entrusted to the Railways. It has got only limited powers for arrest and search. Now, crimes against persons and crimes against property are, under the Constitution, State subjects. Therefore, coming as it does as a law and order subject, the problem of the protection of passengers and the protection against offences to property is, naturally, the subject-matter of the State Governments.

This function is exercised by the Government Railway Police. The G.R.P. functions in two sectors. One is the order police and the other is called the crime police. The order Police deal with maintenance of order in the stations and on the platforms and in trains standing at stations. For the Order Police we pay to the States, annually, about Rs. 94 lakhs. This is our contribution.

So far as the Crime Police is concerned, that is the concern of the State Governments. And the State Governments pay for it.

It has been suggested by hon. Members that we should have more G.R.P. to put down crimes. The question is: Who is to foot the Bill? The protection of person and property being the concern of the State Government, any increase in the G.R.P. to afford greater protection to the passengers must be made by the State Governments. The problem, therefore,

[Shri S. V. Ramaswamy]

would be how to increase the force and afford greater protection.

Shri Amjad Ali: Is that the defence the Railway Ministry want to put up for saving the passengers from depredation?

Shri S. V. Ramaswamy: I am not stating anything like that. I am only stating the exact legal position, the factual position. I may, at the same time, submit to the House that we are in close liaison with the G.R.P. We are rendering all assistance possible for detecting crimes, for arresting and prosecuting and for bringing the offenders to book. As I submitted before, our powers are limited in the matter of arrest and detention. It is the G.R.P. who have to investigate and prosecute the offenders. We have no such powers. Therefore, in the context of the particular situation we cannot.... (Interruptions). If, in the wisdom of parliament, the law can be amended, it can be done. I am only stating the factual and the legal position.

Shri Amjad Ali: The railway trains belong to you and not to the State Governments.

Shri S. V. Ramaswamy: The trains run through the State territories; that is the position.

Shri Amjad Ali: What a defence!

Shri S. V. Ramaswamy: Yes, but the hon. Member himself is a lawyer and he knows the legal position.

Shri Tangamani (Madurai): You must look after the safety of the passengers.

Shri S. V. Ramaswamy: The safeguarding the safety of the person is a State subject, according to the Constitution.

Shri S. M. Banerjee (Kanpur): In the State Assembly of Uttar Pradesh this question was raised and there the

Minister replied that it is the responsibility of the Centre.

Shri S. V. Ramaswamy: Let us not go into any controversy. I stated merely the legal position.

Some other hon. Members have raised the question in their cut motions—the question of the electrification of stations. The policy of the Ministry is to electrify as many stations as possible under the Second Five Year Plan. We have programmed to electrify about 1,200 stations; so far 641 stations have been electrified; 200 stations are on hand; and by the end of the Second Five Year Plan we hope to complete the target. Wherever there is electricity nearby, we give preference and have those places electrified. So, the hon. Members who have moved cut motions with regard to the electrification of stations will be pleased to know that this will be taken up on a programmed basis; and, as and when funds are available and current is also available, these stations will be electrified.

There is one other question about telephones in stations. Some hon. Members have raised it. We have programmed in the Second Five Year Plan to have 1,500 telephones set up in about 1,100 stations. So far, we have given 1,300 telephone connections in about 850 stations. According to the programme, 250 stations yet remain to be connected by telephones. The delay is not on our part. The delay is sometimes due to P. & T. for the reason that either the exchange nearby is overworked or the exchange is far away. Anyhow, we are in close touch with the P. & T. to see that facilities are provided by way of telephone connections to as many stations as possible. These telephones are meant not for outward calls but for making enquiries about the movement of trains and things like that. It will not be open to the public to make use of it for any private purpose, but only

for business connected with the Railways or in case of emergencies these can be used. In 210 stations, 228 public call offices have been set up which are open to the public and we are pursuing the matter to see that as many stations as possible are connected with telephones.

Regarding the out-agencies, the policy of the Ministry is to have as many as possible because it helps to integrate the means of transport from the rail head to the interior and from the interior to the rail head. We have 220 out-agencies. Most of them are operated by contractors while some of them come under departmental-cum-contractor operation. Last year we have been able to add only 33 out-agencies and I myself am not fully satisfied with the increase in the number. It is not that we are so particular about the traffic offering but we are keen about the suitability of the contractor. If the suitable contractors are available, we would like to encourage as much as possible the opening of out-agencies. We have recently issued a circular to the Administrations to draw up a list of the places which have got a population of over 10,000 and which are five miles away from the nearest station.

Shri T. B. Vittal Rao (Khammam):
It is not very clear.

Shri S. V. Ramaswamy: We have asked them to draw up a list of places which have a population of 10,000 but which are more than five miles away from the nearest rail head so that if suitable contractors are forthcoming, we should have no hesitation in opening as many out-agencies as possible.

श्री भवत विठ्ठनः क्या जिन स्थानों की जनसंख्या दस हजार से कम है उनपर विचार नहीं किया जाएगा ?

Shri S. V. Ramaswamy: It is only to find out the requirements. One hon. Member has moved a cut motion that there must be an out-agency in every district centre. We are going far

beyond that cut motion as a district centre would have at least a lakh of population . . . (Interruptions.)

Shri Tangamani: Is the Divisional Superintendent authorised to give permission? Is he the final authority?

Shri S. V. Ramaswamy: Shri Damani mentioned that the claims position had improved. Apart from the slight reduction in the amount paid, the number of claims have also come down from about 73,000 in 1955-56 to 44,000 in 1958-59. The time taken for settling the claim has come down from 71 days in 1952-53 to 52 days now. I may add that we are not quite satisfied with this reduction and we would certainly see that the position improves further and we pay much less. There is a constant endeavour on our part to keep down the claims as low as possible and settle them as quickly as possible.

Some hon. Members referred to the increase in working expenses. Already the hon. Minister has said that constant attention is being paid to secure economies and I would like only to add an amplification how it has given satisfactory results. I will take the figures for 1958-59 and 1959-60. The working costs have increased by about 15½ crores of which Rs. 5.5 crores are accounted for by the increase in the price of coal, repairs to bridges, etc., caused by excessive floods. The net increase would come to about Rs. 10 crores. As against this, there has been an increase in the gross receipts by Rs. 32 crores and if you deduct Rs. 5 crores from it due to the increase in freight rates from 1st October, 1958, the net increase in the traffic income will be about Rs. 27 crores. In other words, for a net increase of Rs. 10 crores in working expenses, there has been an increase in the income to the tune of Rs. 27 crores. From this you will be pleased to compare the figures for 1960-61 too. There will be a net increase of Rs. 35 crores in the working expenses. Out of this, Rs. 20.12 crores account for the increase in the

[Shri S. V. Ramaswamy]

pay structure according to the Central Pay Commission's recommendations and one crore has been set apart for meeting the liability that may arise when we accept carrier liability. Therefore, the net increase will be of the order of Rs. 13.75 crores as against an increase of Rs. 28.50 crores in the revenues. This does not include the increase in surcharge that will operate from 1st April, 1960. So, when we compare these figures, I feel that there is nothing to be alarmed about the increase in the working expenses at all. On the other hand, the results are quite satisfactory. As my colleague only yesterday pointed out from the figures placed by the Hon. Prime Minister—it is a noteworthy feature—all the Ministries put together were able to show only an economy of Rs. 23 lakhs and out of Rs. 5.99 crores the Railway Ministry alone has been able to show an economy of Rs. 5.76 crores. . . (Interruptions.)

Shri Naushir Bharucha (East Khandesh): You have been very extravagant.

Shri S. V. Ramaswamy: It is not extravagance. I am prepared to place figures under the various heads in which economy has been achieved.

Shri Jagjivan Ram: We should not show any economy!

Shri Harish Chandra Mathur: What is the break-up of these figures?

Shri S. V. Ramaswamy: I am prepared to give them here but for the fact that I am hard-pressed for time.

Shri Jagjivan Ram: You send it to the hon. Member.

Shri S. V. Ramaswamy: I shall send a copy of this to him. In fact, a copy was placed on the Table of the House. On the question of working expenses the Railways have given a very good account of themselves and I do hope

that the House will appreciate the achievements of the Railways in this direction.

Now, some hon. Members . . .

Shri T. B. Vittal Rao: What about Salem-Bangalore?

Shri S. V. Ramaswamy: Do not have it from my mouth please.

Shrimati Parvathi Krishnan (Coimbatore): As Minister.

Shri T. B. Vittal Rao: Otherwise I am going to press my cut motion.

Shri S. V. Ramaswamy: Shri Damani was very happy to congratulate the Railway Ministry on its attempt to get materials indigenously and to encourage manufacture of all the materials in our own country. I would only like to submit that the Railway Equipment Committee has done very good work, and from year to year we have been getting more and more of indigenous material. The percentage of indigenous compared to foreign has increased in a very encouraging manner. Very many things which we have been importing hitherto are being manufactured by the country. For instance, steam locomotive fittings such as pressure castings, ejectors and injectors are produced in sufficient quantities as to meet domestic requirements. Steam pressure and vacuum gauges are manufactured for the first time and the capacity developed to meet the full requirements of Railways. With the going into production of a large tube mill, ERW tubes are produced in sufficient quantities as to render imports of boiler smoke tubes and other tubes on steam locomotives unnecessary. Larger diameter tubes such as flue tubes are in the course of development.

Amongst coach and wagon components may be mentioned such developments as the manufacture of coaching under-frames, the metre gauge centre couplers and increased quantities

of vacuum brake fittings, wheel-sets etc. There was an impressive progress in the manufacture of train lighting equipment such as dynamos and switch gear for coaching stock. Locomotive headlights were produced for the first time and Railways are already self-sufficient in this item.

In the field of mechanical signalling equipment, the output from the industry was so increased as to more than meet Railways requirements. A number of items of electrical signalling equipment were also produced although more items have yet to be developed and the work is in hand.

These are a few of exclusively Railways' items which have been developed during the Second Plan Period. It must, however, be mentioned that with the rising tempo of industrial production, a large number of common user items are being obtained by the Railways from within the country. Mention may be made of a number of items such as small tools, cables, telephone apparatus, paints, varnishes, etc., etc.,

We can place certain figures, which the House will appreciate. To have an idea of the extent of indigenous purchases of Railways, an analysis of the figures of purchases during the years 1956-57, 1957-58 and 1958-59 can be given. The total purchases including imported steel were of the order of Rs. 171.38 crores in 1956-57. The total purchases excluding imported steel were of the order of Rs. 153.16 crores during the same period. Indigenous content out of this was of the order of Rs. 125.82 crores. If it is including imported steel the percentage comes to 73, and if it is excluding imported steel the percentage comes to 82. In 1957-58, total purchases including imported steel amounted to Rs. 221.83 crores and excluding imported steel it amounted to Rs. 180.46 crores. Out of this, indigenous content was worth Rs. 158.48 crores. Therefore, excluding imported steel the percentage was 88 and including

imported steel the percentage was 71. In 1958-59, the total purchases including imported steel amounted to Rs. 254.08 crores and excluding imported steel it amounted to Rs. 207.95 crores. Indigenous content was 187.93 crores. Therefore, including imported steel the indigenous content was 86 per cent and excluding imported steel the indigenous content was 81 per cent.

We are economising in the utilisation of scrap also. We have got a big programme of utilisation of scrap arisings in the workshops. Our annual arisings are estimated to be of the order of 1,76,000 tons. We have graded this into different types. We call them "re-rolling", "industrial" and "melting". Of the total annual arisings of ferrous scrap on the Railways, roughly a third is utilised directly in Railway workshops. Another third is converted for the Railways' requirements by Ordnance Factories and private Steel Founders/Rollers in the form of billets, steel castings, untested rolled components. The balance third at present is being supplied to the steel plants in the public sector. As a major step in the utilisation of melting scrap in Railway workshops, two self-contained units at Ajmer and Jamalpur have been brought into commission solely for the purpose of making tiebars rolled from ingots locally produced from scrap. The proposal for another similar unit in the south is also being examined. Similarly, in the new Locomotive Component Works, which are being established at Varanasi, it is proposed to convert approximately 5,000 BG axles into MG axles and utilise the off-cuts for ancillary production. This would go a long way in meeting the demand of MG axles. The aforesaid conversion would, of course, be under proper metallurgical control.

Sir, I have very nearly covered all the points. One hon. Member said yesterday—it was a very unfortunate remark and that is why I am making this submission—that the Railway

[Shri S. V. Ramaswamy]

Board will not come before this House as protagonists of vested interests. I do not know what he meant by that. It was a flowery language, no doubt. Whose vested interests? (Interruption). The interests are vested in the people, in the nation. The Railways are the property of the nation. Nobody has got any vested interests, not even the Board. It was an unkind remark. I beg to submit, Sir, the only interest that the Railway Board, the Railway Ministry has got is the interest to serve the nation. In that high endeavour, Sir, I am thankful for the sympathy and co-operation of all hon. Members.

Mr. Deputy-Speaker: Am I required to put any cut motion separately? I find that is not the desire of any hon. Member. I shall put them all together.

The cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demands Nos: 2 to 20."

The motion was adopted.

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15.58 hrs.

**MOTION RE. DANDAKARANYA
DEVELOPMENT AUTHORITY**

Shri D. C. Sharma (Gurdaspur): I beg to move:

"That this House takes note of the Statement on the Dandakaranya Development Authority laid on the Table of the House on the 27th November, 1959 by the Minister of Rehabilitation and Minority Affairs."

It is a very proud privilege to be able to initiate this discussion on Dandakaranya. Dandakaranya evokes many historical memories, but it also recalls to mind certain incidents and situations which are connected with present day realities. It is, however, Sir, a pity that though the mythical and historical Dandakaranya comprises of Bombay, Madhya Pradesh, Andhra and Orissa States....

An Hon. Member: Not Bombay.

Shri D. C. Sharma: ...our Dandakaranya comprises of only two States, Orissa and Madhya Pradesh. It is a pity that though, to begin with, three States were involved, ultimately only two States came forward to sponsor the scheme.

There is some pertinence in raising this discussion in the context of the World Refugee Year which the whole world is celebrating at this time. It has been said that there are about 70 million people uprooted on account of the second world war. About 40 million people were added to that number on account of political events. About 15 million people were added to this number on account of certain other troubles. So, the refugees are to be found not only in India but all over the world. The World Refugee Year is celebrated at this time by 76 countries of the world. I do not know whether my country is directly participating in it or not. But anyhow we have our own refugee problem in this country. There are Arabs and Chinese and all kinds of refugees in the world and their problems are similar to our problems, namely, the problem of relief and rehabilitation and also the problems of resettlement. But I must say that though we have solved the problem of resettlement, in many cases, this problem has defied the people in Europe.

16 hrs.

Dandakaranya is a very experimental resettlement project and I must

congratulate the person who conceived this project. I have been looking through the various phases of this project. I looked through the note on Dandakaranya circulated by the Ministry of Rehabilitation in April, 1958. What a fine reading it makes? What prospects of resettlement it presents before us? The whole scheme lies before us with ten essential features: Malaria will be eradicated; communications will be improved; available land will be utilised; the most beneficial crop pattern will be evolved; irrigation facilities will be provided; pisciculture will be introduced; adequate transport and marketing facilities will be provided; etc. It reads like the prospectus of a limited company which is out to sell its shares. I was very much enthused when I read this and I thought this promised a kind of a new Heaven to the unfortunate refugees from East Pakistan who are placed much worse than the refugees from West Pakistan.

Mr. Deputy-Speaker: Order, order; since this discussion began, one voice to my left is heard simultaneously.

Shri D. C. Sharma: In the reports and the note, there was a talk of a master plan. But I find in the report of the Rehabilitation Ministry for 1958-59 that all talk about the master plan is gone. What I am going to point is that as we have progressed in the implementation of the plan with regard to Dandakaranya, there has been a progressive decline in the aims and objects that we have put forward. In the note we talked about a master plan; it is a good thing. We are talking about a master plan for Delhi. I am very glad that this big city which is becoming a kind of model to look at is going to have a master plan. But in this report we do not find any talk about the master plan. But we find a mention of what may be called a phased programme—a very, very deceptive word; a very, very vague word and a very, very misleading word. The plan has now been divided into phases, but still I

hope that this phased programme may lead to the desired end.

I find in the report for 1958-59 that a provision is going to be made for the settlement of about 35,000 families and that at least 20,000 families are going to be employed there. They were to be settled by the end of 1959. All kinds of things are stated. The employment potential is mentioned. Road transport, consumer goods, dairy units, manufacture of bricks and tiles are all mentioned. It is said that a railway will be laid; that the first phase will be the employment phase; that education of children will be taken up; that there will be co-operative societies; that agriculturist would be given seven acres of partly dry and partly wet land; that they will get a house with a plot and a maintenance grant. All kinds of promises are given. It is said that all these facilities will be given. The targets to be achieved by the end of 1960 have been laid down. We will have to reclaim 45,000 acres of land; we will construct 5,000 village houses; we will construct and improve roads at a cost of Rs. 80 lakhs; we will complete the surveys and construction of minor and medium irrigation works. All this kind of thing is said in the report. We will have special machinery like tractors and all that. What I find is that the report of the Rehabilitation Ministry dilutes the hopes that were given by the note to which I referred earlier.

This is not the end. I come to the statement of the Minister which was placed on the Table of the House on the 27th November, 1958. That statement shows that the Dandakaranya Development Authority had been misconceived; that this Authority had not got the right team; that it had not got the team spirit. I do not want to go into all those things which have been said on the floor of this House, about which the press knows and about which all of us know such a great deal. I do not want to say anything about them, but I must say that there has been very little of team work there. The Member (Engineer-

[Shri D. C. Sharma]

ing) has not been on good terms with the Member (Agriculture) and both of them have not been pulling their weight so far as the Chief Administrator is concerned. I do not know how the new Chief Administrator now functions there. I find that this Development Authority was given no doubt some adequate powers, but somehow, the Authority did not have any faith in the work. Its members also did not have that zeal for the work which they should have shown. Dandakaranya is not like an ordinary colonisation scheme; it is a scheme plus philanthropy plus humanitarianism plus education plus rehabilitation; it is a scheme of great magnitude and if the persons who are asked to administer the scheme administer it in a routine fashion, as they administer some other undertaking or department of the Government of India, the scheme is bound to fail.

The first drawback was that no master plan was drawn up to begin with. The second defect was that the Dandakaranya Development Authority was constituted in such a way that though it might have had administrative talent, which I do not deny, those persons did not have that drive behind them, which was necessary to make the scheme a success. There was loss of faith; they could not create faith and therefore they were not able to make the scheme as good as everybody wants it to be.

There was a statement made by the hon. Minister on the floor of the House on 12th December, 1959. The rosy prospect of the note was gone. The bright hopes had gone. The statement had shown a state of realism. It showed a big gap between the promises and the performance. The hiatus was very very big. Of course, all the headlines are there: soil conservation, irrigation, reclamation, etc. But when you come to analyse the statement, you find that it does not give much hope of any early implementation or much hope about the work being done in the

spirit which was necessary. As I have already said, there has been, so far as this scheme is concerned, a progressive loss of faith, a progressive diminution in the production of results, a progressive realisation of the difficulties that are there and also a corresponding realisation that some of those difficulties are insuperable and cannot be removed. This is the fourth phase.

The fifth phase of the Dandakaranya scheme is to be found in the questions and answers given on the floor of the House. I do not deal with history; I deal with current events. There was a question put on the 17th February, which related to one aspect of Dandakaranya. If we are to see this reply, we will find that not much has been done nor is there much hope of better things to come. This question was about the irrigation projects in Malkangiri and Umerkote areas. I am reading out what the Minister said—I am not drawing upon my imagination or anything of that kind:

"In the light of the observations of the Central Water and Power Commission, the schemes were revised and sent to the Commission together with drawings plans and estimates in December, 1959."

I have already said that there was no firm plan; the plan has been changed every now and then. He went on to say:

"The cost of the Umerkote scheme is about Rs. 92 lakhs and that of the Malkangiri scheme about Rs. 139 lakhs. We have been informed by the Commission that the technical scrutiny of the Umerkote scheme is likely to be completed by the end of this month. The Malkangiri scheme is likely to take a little more time."

The rehabilitation in Dandakaranya is going to be about 70 per cent agri-

culture; agriculture without irrigation; it is a body without any breath. Not only has this scheme not been put into effect, but also the tube-well scheme. So, there is this desire to rehabilitate these persons, but the scheme is yet being formulated and the displaced persons are being sent there. What are they going to get there? They may get lands. I am told that out of about 7 acres they are given, only $4\frac{1}{2}$ acres are worthy of cultivation. I find it from Government sources. They will be given land, but how will they cultivate that land without water, without irrigation facilities?

I take another question. I will prove my case with the help of what has been said by the Minister; I do not want to add anything from my own imagination, because I know it will be said about me that I have not been there and so, what do I know about Dandakaranya? I am reading from a reply given on 1st March, 1960: "Road from Kota to Malkangiri in Orissa and roads from Pappadhandi to Umarkote and five miles beyond...." etc. Then he says:

"The portion of National Highway No. 43—The road is being maintained properly.

Road from Amraoti to Umerkote—upgrading of: Work orders for supply of stone metal have been issued...." etc.

So, everything is in the region of hope.

The other question was about the railways. I do not think the railways about which they are talking will be constructed. We heard the hon. Minister's reply to the cut motions yesterday. Irrigation is yet far away; roads are yet far away; railways are in the distant horizon. About the tractors, the hon. Minister made a statement today; I do not want to go into that question.

I want to ask the Minister what is the situation about the work-site camps. I am told that there are no huts there. What is the situation about reclamation centres? I am told the poor people are being threatened by wild animals and there is nothing to protect them. I want to understand the progress made so far as the displaced persons' colony is concerned. I want to know how many schools have been started. The displaced persons want a secondary school; it has not been set up so far.

I am saying all this not to discourage anybody, not to dampen the spirits of anybody. I want the Dandakaranya scheme to succeed. I want the displaced persons to have a happy and prosperous life there. I want that this experiment should be something of its own kind in the whole world, so far as rehabilitation of displaced persons is concerned.

I am not a gloomy prophet, but, what I want to point out is this, that as time has passed, as days have rolled by, Dandakaranya has become thinner and thinner, has become more and more difficult of achievement, more and more difficult of realisation. Now I cannot do anything; I can only appeal to the hon. Minister that he should see to it that this Dandakaranya scheme, which has been there before the refugees from East Pakistan who are more unfortunate than the refugees of West Pakistan, should be realised as early as possible. From the Rajya Sabha debate I find that only a few families have been moved to that place and even those that have been moved to that place are not feeling very satisfied. So, I want an integrated programme for this scheme, I want speedy realisation of this scheme and I want the displaced persons to get all those concessions and things that they want. I want a new world to be created with schools, co-operative societies and all that kind of thing. I know the hon. Minister can do that: He is a man of drive and enthusiasm. He should try to live there, he should go and live in Dandakaranya at least for ten or

[Shri D. C. Sharma]

fifteen days a month. That way I think he will be able to enthuse the administrators there.

An Hon. Member: Will you accompany him?

Shri D. C. Sharma: I say this because this scheme can be either a crowning glory of the rehabilitation work or a crowning futility of the rehabilitation work. I want this scheme to be the coping stone of our rehabilitation work. But the way it is being administered, the way it has been moving, makes me very unhappy. Therefore, it is only to voice my unhappiness that I have raised this discussion. I am sure that I have not said that in any spirit of carping criticism. I have not said this thing with a spirit of creating difficulties for the Minister. I have said this only with a view to enthuse him and, through him, the administrators there. I would ask him to look into the very small details; for instance, Class III and Class IV appointments. Very few people have been appointed from the displaced persons. Many small things make a big problem.

I would say that this scheme should be administered by those persons who have faith in it, should be administered by those persons who have zeal for it, and should be done in such a way that the displaced persons from East Pakistan, who are now in West Bengal—though they are happy and joyful there, they should go there in order to see that they are going to have a new life when the old life has gone—feel that something good has been done to them. It is a scheme of colonisation. I do not know how long it will take. I wish that there should be speedy execution of the scheme. If things go on as slowly as they are now going on, I do not think the scheme will be completed at all. Perhaps, the hon. Minister will be in a better position to know than I am, because he knows more inside facts than I do, but I think that if things

go on at the speed at which they are going one does not know when will it end.

Therefore, I appeal to the hon. Minister, who has the welfare of displaced persons in his heart, and who has always worked for displaced persons, I appeal to him to take this scheme more earnestly and to communicate his earnestness to the persons who are administering the scheme, whether they are truck drivers or tractor drivers, people running consumer stores or displaced persons, or school masters, whoever they might be. They should have a touch of enthusiasm which they can put into their work. I hope he will do that to see that the scheme is brought to fruition.

Mr. Deputy-Speaker: Motion moved:

"That this House takes note of the Statement of the Dandakaranya Development Authority laid on the Table of the House on the 27th November, 1959, by the Minister of Rehabilitation and Minority Affairs."

Two hours have been allotted for this discussion. I have got a list of eight hon. Members and besides this there are at least four more hon. Members. Would it be all right if I place a time-limit of ten minutes?

Shri H. N. Mukerjee: A little more than ten minutes.

Mr. Deputy-Speaker: I have no objection. I can make it fifteen minutes. But then only a few members could be accommodated.

Shri Ajit Singh Sarhadi: I think ten minutes would be better, because then more members can participate.

Mr. Deputy-Speaker: As the House decides; I have no objection to either.

Shri Bimal Ghose: You can fix a time-limit of ten minutes, with discretion in your hands to extend it up to five minutes.

Mr. Deputy-Speaker: But if the list is big it will create difficulties.

Shri H. N. Mukerjee (Calcutta-Central): Mr. Deputy-Speaker, Sir, we are discussing a rather dispiriting document which was placed by the Minister of Rehabilitation on the Table of our House some time ago, and I say this a dispiriting document, because it furnishes damning evidence of Government's egregious handling of a scheme of national importance, the Dandakaranya project. I wish to say in the beginning that this is not an occasion for trying to secure debating points, it is an occasion of sorrow and heart-searching, because there can be no getting away from the fact that great expectations had been roused and have been very nearly dashed to the ground. In 1957 Government dangled these expectations, about 80,000 sq. miles of contiguous land which would be available for the re-settlement of East Pakistan displaced persons and also for the welfare of the local tribal population, and there was a call to something like a great adventure which was, luckily, to be underwritten by the Government. There was a very large operation which needed for its success certain qualities of imagination, as well as of executive ability, but I am afraid both qualities have been found to be very sadly lacking.

I know the Minister is very often trying to find excuses for his failure, and he said this scheme was faced with opposition at every stage. But I would like to recall certain things, and I would like to say that, of course, we have said that, in spite of Government's statement to the contrary, there was a considerable quantity of available land in West Bengal, and refugees should not be compelled to go out of the State till the maximum settlement in West Bengal itself had taken place. We had said also that if the refugees have to go out of the State, they certainly will. We never said that they will never go out of the State. We said they will cer-

tainly go out of the State, but let us not ask them to quit till all the avenues of resettlement in West Bengal were exhausted. Because sometimes an impression is sought to be created to the contrary, it is only fair to remember that quite a very large number of East Pakistan refugees have settled outside West Bengal. Unstarred Question dated the 1st September, 1959—1949 was the number of that question—elicited the reply that:

Out of the estimated 41.17 lakhs of East Pakistan refugees, some ten lakhs had settled outside West Bengal and a sizable number had rehabilitated themselves without Government assistance.

Now, there are black sheep in every fold and when we get millions of people in an unending trail of refugees, there surely would be a large number of bad cases. But let us not tar all the refugees from East Bengal with the same brush which sometimes the hon. Minister has very generously applied in this House.

Glowing accounts of Dandakaranya have been brought back by Government spokesmen. But no press party ever went there. No non-official group was ever sponsored by Government and the result was that the hon. Minister reported his buoyancy, his cheerful, expectation. He had announced that all West Bengal camps would be cleared out by the 31st July, 1959. How fantastic and irresponsible this kind of decision was, has been proved since that time.

The hon. Minister has reported that the Dandakaranya Authority was set up and the first meeting was held on the 14th October, 1958. The Chief Administrator went there and set up headquarters in December, 1958. Other members joined very desultorily in May 1959 and then there started a quarrel. He reported to Parliament that in July 1959 matters came to a head. Then he started intervening in this matter.

[Shri H. N. Mukerjee]

Just when the camps were being expected to be rendered empty because Dandakaranya would be an area where people could be received, just about that time the quarrel among certain officers of the Minister came to a head. That is what he reported in his statement. He reported also there were charges and counter-charges, the comings and goings, the hon. Minister going somewhere and the hon. Deputy Minister going somewhere else. Then ultimately the Chief Administrator was asked to quit and the constitution of the authority was proposed to be changed. It is a pity that the hon. Minister does not come before Parliament and the country in sack cloth and ashes asking forgiveness for default. But he has tried to proclaim that everything is lovely again in his garden and he is angry with hon. Members whose patience is nearly exhausted and who fear that the hon. Minister who has been proved so egregiously wrong in his calculations earlier may again go wrong. That is a fear which is shared by the country and he has to give us some kind of assurance in that regard.

In Dandakaranya the job is to reclaim the land, to offer irrigation facilities and above all to provide for afforestation, for soil conservation, for health facilities etc. But we find that planlessness of a character, which I find very difficult to describe, has continued and promises to continue at the rate which the hon. Minister is showing us. We were told that in the beginning an area Raigara-Malkangiri was chosen. Then it was given up. The first batch of refugees, 500 people did not arrive till March 1959. Only some of them could get land by October 1959. There was complete lack of co-ordination which I fear continues even today between the State Governments concerned and there is no clear term or understanding as yet in regard to the exact blocks of land which would actually be available for reclamation and for

settlement. Meanwhile in West Bengal there was a scramble to close down the camps because the hon. Minister had issued certain orders and as a result of that infructuous expenditure took place. In Dandakaranya we were told that chouldaries and other tents for refugees were acquired in a great hurry and many lakhs of rupees were spent in the operation. Lakhs is perhaps a very small entity in the expenditure accounts of Government these days, but this kind of infructuous expenditure was precipitated by the Government decision which was incapable of being followed up. That was the sort of thing which happened there.

We have been given reports from unimpeachable sources as regards the conditions of irrigation in Dandakaranya. Irrigation facilities are very nearly nil. Water supply is a terrible problem. Tubewells dry up. I do not blame the hon. Minister if the conditions are so very hard, but at any rate we should have been told a great deal more about it very much earlier and refugees should not have been shown something like an ultimatum that in these conditions they would have to make their choice. This kind of planlessness continues and he tries to justify himself on the plea of the resistance of the people to go to Dandakaranya.

Only the other day in this House there were certain questions which showed how this planlessness continue. On the 1st March, 1960, two days ago, the hon. Minister was asked several questions and one of our hon. Members here pinned him down. The hon. Member asked that on the 9th February, 1960 the hon. Minister had said in the Lok Sabha that in the next three months he could move in 3,000 families to settle them before the monsoon sets in, how is the hon. Minister going to get 11,400 families, which he told us on the 1st March, he was going to take

over? The hon. Minister first answered with a piece of phraseology, which is a definition of equivocation, that all aspects were fully taken into consideration. God knows what the sense of this is! Then he was pressed again by Shri Tridib Kumar Chaudhuri....

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): You have taken the name of God. The other day objection was taken that I took the name of God.... (Interruption).

Shri H. N. Mukerjee: He said between 30 to 40.....

Shri Mehr Chand Khanna: I am glad my hon. Communist friend is also taking the name of God.

Shri Chintamoni Panigrahi (Puri): Your God and our God are different.

Shri H. N. Mukerjee: I am quoting from the answer which he gave to the question—Starred Question No. 493, dated the 1st of March. In answer to Shri Tridib Kumar Chaudhuri's supplementary question the hon. Minister had said that all aspects have been fully taken into consideration. When the hon. Member was absolutely unable to accept that kind of a statement, he insisted. Then Shri Khanna replied that between 30 to 40 per cent. of the notified families might agree to go and others might get gainful employment in and around Calcutta. The hon. Minister is asking more than 11,000 families at the point of the pistol, so to speak, to make a choice when actually on his own computation he has not provided the facilities or has not made arrangements for receiving more than 3,000 families in three months' time. When pressed by an hon. Member, he says first that all aspects have been taken into consideration and then says that he wishes to God that a large number of those people, whom he has notified, will not accept his proposition, will run away from the camps and will be thrown into the dust heap in West Bengal.

This is the kind of planlessness, this is the kind of callousness which I did not expect from the hon. Minister. But he is practising that callousness with impunity. It is going on at a rate which we cannot really accept. The hon. Minister said a little while later—he made a promise; I am quoting his words which I hope he will not repudiate—

"I undertake to provide every single family that I take to Dandakaranya with shelter, medical and educational facilities, work and ultimate rehabilitation."

He has given us this undertaking on the floor of the House and we shall keep him to his word. But meanwhile let us make sure that he does not again make the kind of mess which his Ministry has done over and over again.

It is in these circumstances that it becomes important for Parliament to intervene in this matter. I know the Estimates Committee is making certain investigations. But the Estimates Committee works in a certain context of things. But perhaps in view of the expectations aroused and of the disillusionment which has followed because of the lack of an imaginative approach and because of the lack of even elementary ideas of executive operation—because of that such disillusionment has followed—perhaps we should be justified in asking for a Parliamentary enquiry into the working of this whole matter. We might perhaps wait for the report of the Estimates Committee which, I take it, will be available before very long. I do desire that there is a parliamentary enquiry into this matter.

I wish also that in the meantime the pistol is not shown at the refugees in West Bengal.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri H. N. Mukerjee: I shall finish in two minutes' time.

If you can make provision for these refugees to go to Dandakaranya, of course they would go. But there must

[Shri H. N. Mukerjee]

be a certainty in regard to the provisions being made there. In the meantime, house-building loans and that sort of thing by means of the *Bainana*-*nama* scheme should be continued, and it should be not only at the rate of Rs. 100 per bigha, but at the rate of Rs. 250 which you say you can grant in very exceptional circumstances. Do make the exceptional circumstances much more flexible, so that the people can really make some kind of provision for themselves.

I know there are certain other things especially in regard to the provision of irrigation facilities and water, and especially in regard to the specification of the standard acre regarding the lands which you are going to give to these refugees. These matters have got to be gone into by the Minister, and he has to give us certain assurances.

I have no time to go into the details which I have got, but other Members will follow me up. But I wish only to say this, that when the present Minister of Rehabilitation came to his job, he got a welcome, he got a very hearty welcome from everybody because he has himself been a refugee. When he took his headquarters to Calcutta, he got a big cheer. I know very well that in Calcutta he got a very big cheer. But the very papers that had given him such a wonderful welcome, are now writing about him in a manner which I hesitate to quote. I have got here papers like the *Jugantar* of Calcutta, run by the *Amrita Bazar Patrika*, a Congress institution, and that paper uses adjectives about him which I cannot quote. When actually I see the Bengal papers' comments on the present Minister of Rehabilitation, I am really astounded at my own moderation, but I charge the Minister of Rehabilitation that he has bungled and mismanaged, and if he cannot give satisfaction, he has no constitutional business to continue where he is. He has to give satisfaction, and he has to face, as far as I can see, a parliamen-

tary investigation of the tackling of the problem of Dandakaranya.

Shri A. C. Guha (Barasat): This question of Dandakaranya some time back figured very prominently in the Bengal papers, and it took a very unpleasant turn also in the form of a public controversy. It practically boiled down to a dispute between the Minister and an official.

The statement that was laid on the Table of the House on 27th November is also a narration of certain troubles brewing up within the organisation between officers and officers, and apparently also between officers and the Ministry or the Minister.

I may agree with my hon. friend Shri D. C. Sharma that this organisation started with an over-optimistic picture, with rather an unrealistic estimate of the capacity of the Government and of the organisation that the Government might set up. It is very difficult and delicate for this House to discuss this matter on the basis of the statement which was placed on the Table of the House. For anything going wrong in the administration, the Minister is responsible before this House. The officials who might have been guilty of certain lapses are not before the House, and the House cannot take cognizance of them. That is the convention of this House. For anything going wrong in the Ministry, it is the Minister who is responsible to this House, and he has to account for these lapses.

I should say that this Authority in the beginning was given almost unprecedented powers, powers which the Minister himself cannot and does not enjoy. I do not think he could have created a post carrying Rs. 2,000 salary per month or appointed anybody forthwith carrying a salary of Rs. 1,500; nor can he without reference to the Finance Ministry, and perhaps also to some other Ministry, spend up to Rs. 40 lakhs. These are the powers given to this Authority. And

what was this Authority? For eight or nine months, this Authority was only one single man.

I do not like to use any hard words, but I wish to say that it was the height of folly on the part of the Government to put so much authority, so much power, in the Dandakaranya Authority which was not a statutory body. I can understand certain powers being given by Parliament to a statutory body, but this is just an administrative Authority set up by the Government and subordinate to the Government. I cannot understand how that Authority could have powers which the Government itself cannot enjoy and cannot exercise.

It is no use going into those troubles; it is a very regrettable episode narrated in this whole statement.

Another optimistic idea with which they started was that all the camps would be closed by 1st July, 1959, but I think for that the Minister of Rehabilitation is not so much responsible. The decision was taken by some other responsible persons including of the State of West Bengal. That was also a very unrealistic conception. I can understand the eagerness of the Government or of any public worker in West Bengal to close down the camps. The camps have been a sort of corroding influence over lakhs of people. I think the total number of the inmates in camps at one time about two years ago, including the permanent liability camps, were near about five lakhs. I am not sure of the figure, the Minister may know the actual figure. Some of them had been residing there for five to eight years. This huge waste of human energy and human vitality is a national loss. The Government should not have indulged in this. I am also eager that the camps should be closed, but not just in a hasty manner, without proper planning, without making proper arrangements for their rehabilitation or some alternative form of accommodation.

So, I do not wonder so much, that the Dandakaranya scheme could not

be fully implemented or the camps could not be closed by 1st July. I myself pleaded in this House that that date should not be taken as something sacred or rigidly fixed, that it should be taken as a flexible target so that there might be some human approach to this problem.

Shri Chintamoni Panigrahi (Puri):
You supported it here.

Shri A. C. Guha: No, I did not support it. Anyhow, I think I have more concern for the refugees of West Bengal than most Members of this House. So, I do not like any correction from other Members.

Shri Bimal Ghose (Barrackpore):
Shall we compete on that aspect here?

Shri A. C. Guha: Now I come to the question of rehabilitation in Dandakaranya. I have pleaded with the Minister on a number of occasions that it should not be limited only to the camp refugees. Again, from the camp refugees the number has been reduced by about 10,000 families or something like that, and the number is further going to be reduced by the introduction of the Bainanama scheme. The previous speaker, Shri H. N. Mukerjee, has supported the Bainanama scheme and has asked that it should be....

Shri Mehr Chand Khanna: Scrapped

Shri A. C. Guha: He did not ask for scrapping. He said that it should be kept in vogue, but publicly and in this House and in private correspondence I have made my position quite clear that the Bainanama scheme is a fraud on the refugees, and a fraud on the Government.

Shri Mehr Chand Khanna: You say it should be scrapped. That is what I said.

Shri A. C. Guha: It should be scrapped not only for the future, but even for those who have been given the scheme in the last two years. A num-

[Shri A. C. Guha]

ber of them came to me in tears and stated that they had been defrauded, that they had been cheated by some touts and middlemen. This has only benefited some dishonest landlords who could not sell their land at even Rs. 25 per katha; now, those lands have been sold to Government through this Bainanama scheme at Rs. 200 to Rs. 300 per katha, which means that those landlords got perhaps eight or nine times the price of those lands from Government through this scheme. Even then, I would not mind it, even then I would not mind Government having paid that exorbitant price, if the refugees had been properly rehabilitated in these lands. There is no possibility of proper rehabilitation on such small plots.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri A. C. Guha: I have taken only seven or eight minutes so far.

Mr. Deputy-Speaker: So far, he has taken eight minutes.

Shri A. C. Guha: I would humbly ask you to give me fifteen minutes.

Mr. Deputy-Speaker: Ten minutes will be the maximum not the minimum.

Shri A. C. Guha: I had pleaded for fifteen minutes. Anyhow, I shall try to finish as early as possible.

I would request the hon. Minister to take not only agriculturist families but others also to this Dandakaranya. He is going to set up a composite society there. A composite society will require all sorts of people, teachers, small traders, small artisans, and people engaged in some small industries also. For the exploitation of the mineral wealth or the forest wealth and for establishing some small industries, some artisans and some small traders also should be taken along with the agriculturists.

I should also plead for those who have not yet received any rehabilita-

tion aid from Government. I think their number would be about eight to ten lakhs. Their only fault is that after coming to West Bengal, they did not put themselves as a charge on the Government, but they tried to get themselves rehabilitated through their own efforts. On that ground, they should not be made ineligible for any aid from Government for rehabilitation. I think deserving cases from among them should also be allowed to go to Dandakaranya.

There is also the case of the partially rehabilitated refugees. As the hon. Minister knows, it was not the fault of the refugees that they were not properly rehabilitated. The money was given to them in small instalments, spread over a period of two or three years. If Rs. 500 are given in two years for house building, you can imagine what will be the position; no house can be built with that money. Similarly, if Rs. 750 are given for a small trade in three or four years, no small trade can be built up. It is the fault of the Government that they have not been properly rehabilitated.

Shri Mehr Chand Khanna: The hon. Member is talking of the early stages?

Shri A. C. Guha: Yes, I am talking of the early stages, but they are all the legacy of the same Administration. The hon. Minister cannot wash his hands off them. So, I should suggest that they should also be given a chance. The Dandakaranya scheme, as I have stated, was started with a very unrealistic and optimistic picture. There have been many failures and many lapses; there have also been administrative difficulties, but I hope that under the present arrangement, the scheme will go on, and will provide proper facilities for rehabilitation of the East Bengal refugees.

Shri D. C. Sharma has already pointed out that they are rather worse off than the refugees from West Pakistan. I wish the House would realise this. On an earlier occasion,

I had tried to point out that they had not got any compensation, and, therefore, that consideration should be kept in mind while providing facilities for their rehabilitation in Dandakaranya. Irrigation and agricultural facilities should be provided at the earliest. I do not care so much in regard to facilities for education, for, I know that wherever the refugees from East Bengal will go, they will set up their own schools. But they must be given some means of livelihood, and they must be given facilities for agriculture, and for small-scale industries and proper housing.

Shri S. M. Banerjee (Kanpur): The statement which was made here on the 27th November, 1959, gives a number of details and I have carefully gone through it. Unfortunately, I had not gone to Dandakaranya and that is why whatever I say may be taken as hearsay, but there are many places in the country to which I have not gone, but I possess some knowledge of them

This entire scheme started in 1957, and a committee known as the AMPO Committee was formed. They actually started the work. Their terms of reference were to enable the resettlement of the displaced persons, and to ensure the welfare of the tribals. After this, what has happened? The then chairman of the Dandakaranya Development Authority, Shri S. V. Ramaswamy, suggested that the work of the Dandakaranya Development Authority should begin from Rayagada and Malkangiri, because there was a rail-head already. Again, it was found that the Deputy Chief Administrator decided that the work should begin in the Bastar district of Madhya Pradesh, and, therefore, the Rayagada-Malkangiri area was given up. Another attempt was made to reclaim land in another area. This was revised by the Deputy Commissioner of Ralpur on the ground that it was full of sal trees, and it was a very valuable forest area.

Taking all these into account, I would like to know from the hon.

Minister the targets which he proposed in 1957 and the targets achieved by him, and the causes for the failure.

16.56 hrs.

[SRIK MULCHAND DUBE in the Chair]

It was a herculean job, and as such, it was entrusted to one of the Ministers who is supposed to be a Hercules, but unfortunately, this job was not completed. And, today, we see that the displaced persons who came from East Pakistan have somehow or other resettled themselves in West Bengal or they are in the camps. If any of them say that they do not want to go to Dandakaranya, it is not that it has some political implications, it is not that the political parties compel them not to go. The hon. Minister said that there was some opposition by the political parties and some demonstrations. But, what happened in the Dandakaranya area? I do not think I have ever read any press report that there was a demonstration by some people in Dandakaranya. Nobody demonstrated against reclamation. And, what is the area which has been reclaimed? The work started as late as in 1959, and even today, their scheme is that by 1961, 20,000 families will be taken there, and 8000 village houses will be constructed. Even then, 12,000 families will be without houses, and they will have to stay in those camps in miserable conditions.

So far as the climate is concerned, as I know it, it is extreme. The displaced persons in West Bengal are having a moderate climate in Calcutta or in the other places. But in Dandakaranya, it is extreme climate. And the displaced person is given only two blankets. He has to sleep on the floor, and he has to face this extreme climate during these days.

An Hon. Member: Two blankets per family.

Shri S. M. Banerjee: Two blankets are given per family.

The hon. Minister said something about medical facilities. He has stated

[Shri S. M. Banerjee]

that a Bengali medical officer has been provided there, perhaps to attract the Bengalis. At least, the doctor there is a Bengali. But what happened there? During the time when the Estimates Committee members were there, for want of proper medicine, for want of proper medical attendance, a baby and a mother died. I want to know from the hon. Minister whether there is any truth in it, and if there is any truth in it, I would request him to justify this experiment with human life. If the Estimates Committee Members are allowed to speak freely with courage and conviction in this House, and no bar is placed on them, I am sure they will speak the truth.

So far as irrigation is concerned, it is reported that there is only one tank. How can irrigation start with that? What is the basis? What is the scheme of irrigation? With one tank which can hardly irrigate about ten to fifteen acres of land, how can you possibly fulfil the targets in respect of irrigation in the Dandakaranya area? So, I will only request the hon. Minister to consider whether he or the Bengal Government can possibly compel these displaced persons either to go to Dandakaranya immediately or take the meagre grant of Rs. 300 and squat near Sealdah station, begging from the people.

17 hrs.

Shri A. C. Guha said that the *bainana* scheme should be scrapped. In support of that he said that because some touts have possibly mishandled the scheme the whole benefit has not gone to the displaced persons. In some cases, it may be true. But, are they afraid of touts? If this country is afraid of touts, no scheme in this country can possibly go on. There are touts in this country who can sabotage all schemes. Are we afraid of touts? So, my submission is this. People have lost faith in this Dandakaranya scheme. The displaced persons or the tribals of that area should be assured of a happy morning. Otherwise, they

will have no confidence in this Dandakaranya scheme. I wish all success to the scheme. I want it should be as good as explained by the hon. Minister, another paradise. But, if this is the picture of rosy paradise, then, no displaced person could possibly go there. That is why I suggest the following:

- (1) The D.D.A. should be reconstituted with a whole-time non-official chairman, with the representatives of Madhya Pradesh, Orissa, Andhra and West Bengal, two well-known non-official workers representing the tribal and D.P. interests and the Chief Administrator.
- (2) The D.D.A. must immediately make known the maximum right which the D.Ps. will be given on the lands allotted to them and the rent which they will be expected to pay and to assure that they will not be ejected as long as they pay the fair rent which should not be high.
- (3) All refugees in camps in West Bengal who desire to opt and remain in West Bengal should be given the equal amount of benefit which is being spent on the rehabilitation of each family sent to Dandakaranya and not the pittance of a maximum of Rs. 300 which is now being offered.
- (4) The land purchase scheme and *bynernama* scheme which were available for refugees in West Bengal should not be closed so that a large number of refugees with the benefit of what they get under above para (3) may rehabilitate themselves and not become pauperised beggars.

With this Rs. 300 what will be the life; they will be beggars. I hope the intention of the hon. Minister and the

Government is not to create beggary in the country.

(5) All refugees who have received no benefits from Government or whose schemes have been declared to be ineffective by departmental enquiries of Government should be permitted to go to Dandakaranya even if they are non-campers.

(6) The water problem has to be solved.

Otherwise, the rosy picture given to the displaced persons will prove futile and nobody will go there.

I know the hon. Minister is a displaced person. But, I find that his heart has also been displaced somewhere else—I do not know. I would only request him to see that the heart remains and that it bleeds for the displaced persons.

Shri Mehr Chand Khanna: It is on the right side.

Shri S. M. Banerjee: I hope the should have two hearts, one for the Eastern refugees and one for the Western refugees. These suggestions should be worked out.

I support the demand made by my hon. friend, Shri H. N. Mukerjee, for a parliamentary enquiry. Dandakaranya is not an iron curtain. Let people go there from this House and see with their own eyes what is happening there. I hope the Dandakaranya scheme will not be a scheme for experimenting with human lives, with the lives of the displaced persons. The interests of the displaced persons should be safeguarded by the Minister. I hope that he will take note of it and a committee will be appointed. If he is not afraid to face any enquiry, I do not think he will object to the formation of this committee.

Shri Ajit Singh Sarhadi (Ludhiana): Sir, the problem of the rehabilitation of displaced persons has been of such magnitude that the achievements of the Ministry must be judged in the light of the magnitude of the problem. I have been a severe critic of the

Ministry of Rehabilitation and I am not sparing that criticism despite my high regard for the Minister. But the problems of the western refugees and the refugees from the east are absolutely different. In the case of the refugees from the west, the Rehabilitation Ministry knew very well the number that was coming and that was to be rehabilitated, the properties that were here left vacant by the Muslim evacuees and that were given to them and the needs and the necessities of the refugees from the west. But the problems of the refugees from the east are quite different. The Ministry, I believe, did not know how many were coming, when they were coming, in what condition they were coming and so on. As such their problem was more complicated than the west. Again the refugees from the west spread throughout the country. Despite the weakness of the Punjabi, I believe he knows how to embark upon an adventure and to spread throughout the country but despite all the high traits of character of the refugees of East Bengal, there is one thing that they have been trying to do and that is to withdraw to their homes and not go out. That has further added to the complications and enormity of the problem. So, in this context, we should judge their achievements.

I join my hon. friend who sponsored the Resolution in congratulating the Minister on conceiving this scheme. It is such an enormous and big scheme that it will go down in history in golden letters. There had been difficulties in its implementation. But we have got to see whether there have been any defalcations on the part of the Ministry or the Development Authority which was brought into existence in September, 1958, a year and a half back.

In the matter of selection, I know that despite the protest of Punjab, one of the best officers from Punjab was taken away as Chairman. I am not aware what human elements contributed to the difference of opinion among them and the Minister knows it best. But I must compliment him in his

[Shri Ajit Singh Sarhadi]

selection of a Chairman. That was a loss to Punjab and protests came from all over Punjab. Is this the time to judge the achievements of a scheme of such enormity and vastness? Is a year and a half enough? You have to appreciate the character of the refugees and with all the intelligence and brilliance, they have not, as I have said, been so adventurous.

My hon. friend, Shri D. C. Sharma, had not tried to deal with these figures and I do not know why. Nearly 12,000 acres of land had been cleared up and 2,000 acres reclaimed. About 7,284 persons have been taken there and 1,631 families had been settled, and quite a substantial number in agriculture. Is this a mean achievement in the context of the situation? Of course, I would not join issue with the hon. Members coming from that side. I go by the figures. But we must give time to the Ministry and also full support for having a scheme of that kind. An area of 80,000 square miles had been allocated for the purpose. Some of it has been cleared and some has to be cleared. The interests of the tribals there are to be safeguarded. The co-operation of the three States is to be sought. Therefore, it is a problem that would necessarily need time.

I quite concede and I appreciate the objection that when it is to be developed as agricultural land irrigation facilities ought to be provided. Despite all the rain there, the waters I understand go away to the rivers and irrigation takes time.

Therefore, Sir, I might submit that so far as the achievements of the Ministry are concerned, in this connection they are quite appreciable, and in a scheme of this nature which is pregnant with so great potentialities, I believe, the Ministry needs all the support as well as appreciation and I tender that.

Shri Tridib Kumar Chaudhuri (Berhampore): Mr. Chairman, Sir, I

am not one of those who can be included among the opponents of Dandakaranya. I was one of those who welcomed it—this scheme—and if I say some hard words the hon. Minister will appreciate that I speak both in sorrow and also in anger. I feel that myself and those of my colleagues who supported the scheme, the people of Bengal and also the displaced persons have been betrayed. We have been let down, very badly let down.

Sir, the last speaker ended by praising the performance of the Ministry. So, to put things in perspective, I would mention certain figures. The target was that by the end of 1960, they would reclaim about 45,000 acres of land. I find from the statement of 12th December placed before the House that only 2,000 acres have been reclaimed in Farasgaon and 1,500 acres in Umalkote. One does not know if anything has been done since then. I am glad to find from a statement made by the hon. Minister on the floor of this House on 9th February that 10,000 acres have been reclaimed. Conflicting figures about these things have been handed out from time to time, and we are at a loss to understand whom to believe and what statement of the Minister made at what point of time we have to put confidence in.

Then there was a target that by the end of 1960 there would be construction of about 5,000 village houses. In the statement of 12th December which details the progress achieved so far in the implementation of the Dandakaranya scheme there is no mention of houses. At one place, I find, it has been mentioned that some 100 houses have been built, but there is no mention as to whether they are temporary structures or village houses. Then, there is the question of completion of surveys and construction of minor irrigation works. We have been hearing from the very beginning that surveys have been completed. So far as implementation of irrigation works is concerned, other speakers have referred to it. I do not find any mention of any

minor irrigation work being completed in the statement of 12th December.

It was said that there would be establishment of technical and vocational training centres. I find no mention of that in the statement made on 12th December. Then, we come to establishment of transport facilities, consumer goods industries, dairy, co-operative societies, multi-purpose farms, etc. Even now these are in the realm of imagination and nothing more.

Coming to the question of rehabilitation, of course, rehabilitation would take time till the area is cleared up and the land reclaimed and made habitable. But even then, last year, the Minister, when he placed the report, declared that he had made a radical change in the programme and that he would provide either rehabilitation or employment to at least 20,000 families in Dandakaranya by July, 1959. Of course, July 1959 is long past, but up till now, what do I find about the dispersal of families in Dandakaranya? On the 9th February, the hon. Minister made a statement here that 1,215 families have been moved. That was on the 9th February. I might recall to him that in another statement that he circulated to us on the 13th December, he said that already 1,551 families had been moved.

Shri Mehr Chand Khanna: Is it persons or families?

Shri Tridib Kumar Chaudhuri: Families.

Shri Mehr Chand Khanna: Are you sure?

Shri Tridib Kumar Chaudhuri: Yes; I have checked up again and again. Here is the statement. You can find it out.

Shri Mehr Chand Khanna: Would you kindly read it? Is it families or persons?

Shri Tridib Kumar Chaudhuri: I should find it out for you. Now, I find again from the statement made by the Chairman of the Dandakaranya Pro-

ject some time last month, near about the 25th of last month, that 1,600 families have already been moved. Now, according to the figures that have been supplied to us, I find that the Minister was not sure whether it was 1,500 in December and 1,200 families in February. And then the Chairman comes with a new statement that about 1,600 families have already reached there. In all the statements that have been given to us from time to time, we find that up till now only 120 families have been settled on land.

As regards employment figures, it is something of a riddle. The only tangible figures that I have found are that 100 persons are engaged now as cleaners, drivers, and as employees in the work connected with tractors, etc. Other numbers are indefinite. Some are running consumer goods stores. A number of carpenter families are engaged in the woodwork centre. Some are holding Class III and Class IV posts under the project. Is this the way that the Government want to convince us that they have been really serious about the rehabilitation and resettlement and provision of employment of displaced persons in Dandakaranya?

I do not want to go into the figures any more. I am ready to sit with the Minister and convince him. I have been working on these problems for the last two or three days with the figures—that this is what he has done. And with this performance at his credit, he wants the people of Bengal, the displaced persons and the people of India to be enthused into a new zeal or enthusiasm for Dandakaranya. I plead for a little more time. I am speaking in anguish; and I know that the time is very short; but I shall finish very soon.

Mr. Chairman: He can take two more minutes.

Shri Tridib Kumar Chaudhuri: Coming to the causes of this poor performance, I can only say this. I do not want to take the brief of anybody so far as the quarrel that took place

[Shri Tridib Kumar Chaudhuri]

sometime back about the powers of the officers is concerned. But the real malady was that the constitution of the D.D.A. and the powers and authority of the different members were not defined. I do not know; I find very little indication whether they have done so now. The only change I find which is mentioned in the statement of the hon. Minister is that the Chief Administrator now has been made the Deputy Chairman of the authority, and certain powers of the authority have been curtailed. But so long as these powers remain ill-defined it will always lead to the creation of the same sort of atmosphere. That is why I again support the demand made by my hon. friend, Shri Mukerjee, for an open parliamentary enquiry into the whole thing.

Shri N. R. Ghosh (Cooch-Behar) Sir, as I have very little time at my disposal, I shall only place a few points for the consideration of the hon. Minister. I am one of those who had and still have great confidence in the Dandakaranya project. In spite of certain set-backs and poor performances, I still feel that this is the only answer to deal with this question of rehabilitation.

One thing I want the hon. Minister to realise and never to forget is that West Bengal is over-saturated. Therefore, any attempt to rehabilitate people in large numbers by any bainanama scheme will not only be not just, but not even be honest, because he knows fully well that bainanama will not create land by any jugglery and they cannot be rehabilitated there. It is a fraud on Government and poor people are being cheated. This cry, this demand, that people should still be rehabilitated in West Bengal is only a technique on the part of a political party to delay rehabilitation. These two things should be taken into consideration and always kept in his mind when the Hon'ble Minister deals with question.

One of my friends said that one reason why rehabilitation is not being

made possible is that the people of Bengal are not willing to leave Bengal and go outside. This charge is true, but only partly, and the main reason for this attitude is, because there has been discussion by political parties and because obstacles have been put in their way. Many people did go outside Bengal. A portion of Assam is now East Pakistan. Some people of Assam which was formerly Assam went to another part of Assam and thousands of these people got themselves rehabilitated by their own efforts. They have been cultivating the lands for the last 10 to 12 years, but they are now being ejected on the plea that this land is within certain areas which are kept for certain tribal people. We know that lakhs of Muslims, under the Shadulla Ministry came from East Bengal and many actually settled themselves there. They were tolerated and are still being tolerated. I do not know how the Rehabilitation Minister is going to meet the situation. I think he should take some steps. After 10 or 12 years, if these people are again thrown on the road, that will be extremely inhuman and cruel.

There is a long-term policy and a short-term policy about the Dandakaranya scheme. I think emphasis should be put on the rehabilitation at the present moment, and not so much on development. Long-term policy may wait, but rehabilitation is an urgent matter and cannot wait. So, rehabilitation, should be the prior consideration now.

A very strong criticism is being made that some people who are being sent to Dandakaranya and settled there are being put in camps. I request the hon. Minister that at least some huts should be constructed and made ready and in no circumstances, these people who are already in the camps should be moved again into camps. That is one of the arguments which is placed before them. This dread of another camp life which is calculated to dissuade them from leaving the camps.

The Dandakaranya Authority has been created by a resolution. In that resolution, there is provision for eight members including two States. But it is extremely strange that there is no place for the West Bengal Government which is not vitally interested in the matter. I think the West Bengal Government should be represented there to make the scheme a success.

Then I would say that the people who look after the refugees in the Dandakaranya area should be people who can talk Bengali. This would make matters easy and then only would there be emotional integration. As Shri Sharma has told us, these people are extremely unlucky because, so far as East Pakistan is concerned, it was only a one-way traffic, and they did not get any compensation whatsoever, though many of them left substantial properties. These people came here and were treated as beggars and they lived the life of cats and dogs for the last 8 to 10 years. They are consequently off their balance. You have to look into their cases with sympathy and consideration, and at least the basic needs of those people should be met and they should be given some wet lands for cultivation and huts for shelter if you want to make the scheme a success.

Mr. Chairman: I am afraid there is no time now to call any more members.

Shri Tridib Kumar Chaudhuri: I must apologize to the House and also to the hon. Members for a mistake. I find that the figure that I mentioned, about 1,551 families being sent, is not correct. I was misled by the sub-heading of the section on page 4, section 7. That was the reason for my making an inaccurate statement.

Shri S. M. Banerjee: I may also mention that when I was speaking I referred to a statement, dated 27th November, 1959. The statement is actually dated 12th December, 1959. It was a slip on my part.

Mr. Chairman: Now the hon. Minister.

Shri Mehr Chand Khanna: I am grateful to all the hon. Members, whether from the eastern or western region, who took part in the debate, for in spite of the criticism levelled against the scheme they have put forward some constructive suggestions. I am particularly happy over one point, and that is this, that as far as the scheme is concerned everyone is in favour of the scheme and wishes that the scheme should be implemented as expeditiously as possible. I am all the more happy that my hon. friend, the Professor from East has assured me that if the scheme is implemented in a rational and objective manner, in the interests of the displaced persons, I shall have his co-operation and the co-operation of his party, which is a very healthy and happy sign.

This scheme is, as has been stated, a scheme full of potentialities, a scheme which has a great future, not only for the displaced persons and tribals but even for the whole country. But the conditions under which this scheme is to be implemented and the area that this scheme covers are not appreciated. Today I am operating only in two States, Madhya Pradesh and Orissa. The area in which I am operating is about 30,000 sq. miles, as big as the whole of West Bengal and my hon. Professor from the West was rather very unhappy that Andhra was left out. Andhra has not been left out, but if we start operating in Andhra also the total area would come to about 80,000 sq. miles, that is to say, the whole of East Pakistan added to West Bengal. I am not against operating in the Andhra zone, but I feel that with the resources that are available to me in men, money and machinery, I should only concentrate on an area where I feel that there can be proper co-ordination and proper utilisation of funds.

One professor started with 1956. The other professor went back to 1957. In fact, I was thinking of Mark Twain, who had once said, "East is east and west is west and never the twain shall meet". But today the twain have met. I wish to tell both these

[Shri Mehr Chand Khanna]

professors, for whom I have great personal regard, that the reclamation of this vast area perhaps has been under the consideration of this Government and of the previous Government since ages. It was only roundabout late 1957 that two officers of the Planning Commission—I need not name them—realising the difficulties which the Ministry was faced with in the matter of rehabilitation of lakhs of displaced persons and the fact, which may be challenged but which has to be accepted, that Bengal having reached a saturation point and there being no more space in Bengal for rehabilitation, realised that avenues of employment have to be found outside the State.

17.32 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

I do not want to be misunderstood. To the Government of India, which is financing this scheme hundred per cent., which is incurring hundred per cent. loss, which is paying hundred per cent. for the establishment, which is giving hundred per cent. loans and which is giving hundred per cent. grants, it is entirely immaterial whether a refugee is rehabilitated within a particular State or outside a particular State. But if the State Government is not in a position to take any more displaced persons—and my own personal experience tells me that Bengal is not in a position to do that—I will be shirking my duty as the Rehabilitation Minister if I connive at it and allow these unfortunate people to remain in camps. By taking a displaced person from West Bengal to Dandakaranya, I am not only creating a problem for the Government of India, for the Rehabilitation Minister but even for the States where I am taking a person from another State.

It must be realised, conceded and appreciated that in no State in India there are lands available and there are not hungry landless people. I am grateful to the States of Madhya Pradesh and Orissa for having come to my

rescue, for having come to the rescue of the Government of India and placing their lands at the disposal of the Government of India for the rehabilitation of my unfortunate brethren from East Pakistan. To impute motives, to call them names, I am sorry to say, would not be fair and correct. I am here to stand the charge whether A officer went wrong or B officer goes wrong. An hon. friend of mine from the right said—and it is correct—that I am responsible to the House. But will it be fair to those two States who have placed or have agreed to place two lakh acres of land at my disposal? To impute motives to them I think is not fair.

This authority, I am glad one hon. Member said that was constituted on the 12th September, 1958, that is, about 14 to 15 months ago. I do not say that I have done wonders during this period. I do not claim that. I do not wish to claim that. But I myself stated when I made a statement in this House a few months ago that by the time we came to the stage when we could get going, difficulties arose within the administration. My only fault has been that I could have put an end to these bickerings and the administrative difficulties in the month of August, 1959. In my honest effort to see that the team worked and the good work done by "A" or "B" was not wasted, I made a sincere effort to bring the two or three officers of mine together. I am giving out no secret by making the statement in the House that in August, 1959, orders were issued for sending back Mr. Fletcher to Punjab. I was not happy to send him back. I had gone to the Chief Minister of Punjab myself and begged of him to release him for the project. But experience showed that while this brilliant officer had many brilliant qualifications, he could only work as a one-man team and not with a team spirit. I may be doing him injustice. He was asked to go back to Punjab in August, 1959. He then assured me that things would improve and he should be given another chance.

Little did I realise then that in the gap—September, October and November—things would be engineered and manoeuvred in such a way in Bengal that Shri Khanna whom Shri Mukerjee had taken as a friend, whom he had welcomed and cheered, would, within a period of three months, when orders were issued for removal of a particular officer, become entirely a man for whom certain adjectives could be used as he has been kind enough to use.

Shri S. M. Banerjee: Not he, but papers.

Shri Mehr Chand Khanna: I would be fully justified in asking a question from any one in this House or outside. For five years I have been in West Bengal. What have I done during the last three months which should indicate that I have suddenly become anti-Bengali, that I am no longer a friend of the Bengali, that I am trying to ruin West Bengal?

Shri S. M. Banerjee: I take objection to this, Sir. He is raising parochial feelings. Nobody said he is anti-Bengali and so on. Why is he under that impression? Nobody is under that impression. This will create bad blood.

Shri Mehr Chand Khanna: Shri Mukerjee was kind enough to cite some newspapers. He went even to the length of quoting a Bengali paper from Calcutta, what it said, but I am glad my hon. friend hesitated to repeat it; because of my personal relations with him, we are very good friends outside, he did not use that language. But I am saying that when a man has the right to ask Parliament to appoint an enquiry committee to go into my past doings, at least I have the right to enquire from any Bengali, from a man of intelligence, a friend of mine here and outside, and a Member of this House to tell me what I have done within the last three months to

merit all this criticism. The only things that I have done during the last three months is this, that instead of sending the man back to Punjab in the month of August, 1959, I gave him a a period of another three or four months; and during that period, from good I become bad, my heart has become displaced. I am trying to discriminate between a refugee from the East and a refugee from the West. The Demands for Grants relating to this problem will come up before the House before long. I will take more time then and deal with it.

Now I go back to Dandakaranya. This Dandakaranya Authority was created only ten or fifteen months ago, and I admitted in my own statement that it faced very heavy weather. I accept full responsibility for all that happened in the meantime. I cannot shirk myself of that responsibility. Unfortunately, the position of a Minister is such that he is asked to create an Authority, give powers to that Authority to sanction contracts up to Rs. 40 lakhs, give power to that Authority to make appointments up to Rs. 2,000 per mensem, but if anything goes wrong, it is the poor Minister who is responsible to the House under our democratic and constitutional set-up. I accept that. I am not disputing that.

After Mr. Fletcher left, I have done two or three things, and I shall tell you what I have done, so that what happened in the past may not be repeated. If my hon. friends have confidence in the scheme, and they want the scheme to be implemented—and the Mover of the motion was even kind enough to tell me that he has faith in me, and that he wants me to infuse my own spirit amongst the officers—then, I have to see that I have a team which can be infused and should be infused. I have adopted certain methods. Let me at the very outset say that the climate in Dandakaranya has changed. (In-

[Shri Mehr Chand Khanna]

terruption). As regards what was said in the Bengal press or in any other press, a couple of months ago there may have been a certain amount of justification for that; but most of it has died down now. There is a team spirit amongst the officials there. They are fully alive to the responsibilities with which they are faced. I was there only about a fortnight or three weeks ago, and I have travelled over all the area. But, I am not depending only on that, though I am happy that the climate has changed, the climate is good, and things are going on in a very smooth way, and there is no difficulty with which I am faced now, anyhow not to the extent to which I was faced before. I have taken two or three steps.

The first step that I have taken is that a directive has been given to the Dandakaranya Development Authority. We had kept it secret till now, but, with your permission, I would read out the directive that had been given to the Dandakaranya Development Authority. It is as follows:

"The Chief Administrator, as mentioned in the Resolution setting up the Authority, is the Chief Executive Officer of the Authority and as such, the overall responsibility for the implementation of the Project has been laid on his shoulders. Partly to underline this, he also now been appointed as Deputy Chairman. While at meetings of the Dandakaranya Development Authority, all Members have the right and the privilege to speak with equal voice, in the field of execution, the role of the Chief Administrator is that of the Captain of a team. If he is to discharge his duties satisfactorily, he must remain *primo inter pares*. He must be in a position to guide and direct and must for that purpose be able to call for information, issue directives, pass orders

and ask for explanations in the field not only of subjects with which he is directly concerned, but also in regard to matters which are the direct responsibility of the other Members of the Authority. He would of course, whenever he finds it necessary call for information or pass orders to junior officers direct and keep the Member in charge of the subject informed. All officers and staff of the Project, however, should understand clearly that the position of the Chief Administrator is that of the Head of the Administration and that no one should ever think of seeking protection under narrow departmentalism to evade answering his questions or carrying out his orders.

2. The Financial Adviser, Chief Engineer and the Chief Director (Agriculture and Development) are Heads of Departments with full responsibility to deal with and control the technical details of the work entrusted to them. Their relationship to the Chief Administrator is clearly that of Advisers to the Chief Executive. While the Heads of the respective Departments must bear full responsibility for the efficient running of their Departments, the Chief Administrator must have the inherent right to exercise overriding powers of supervision and direction, whenever he considers it necessary".

Further, the powers of the members have also been defined.

(a) "The Dandakaranya Development Authority has delegated powers to the Chief Administrator to sanction schemes costing up to Rs. 5 lakhs.

(b) In the interest of the smooth running of the Project, different Departments have been allocated

between the four whole-time Members of the Dandakaranya Development Authority. Each of the whole-time members has been given the powers of the Head of a Department."

So, the difficulty that arose in the beginning about the clear demarcation of powers between the Chief Administrator and the two Members which was partly responsible for upsetting my programme of rehabilitation, leading to a certain amount of set-back to the project, is being remedied by steps taken.

Another matter which has been disturbing the minds of the people there and some of my friends here is the interests of the tribals in the project. The tribals have been there from time immemorial. I am operating in their area. I want their goodwill and I also want that their interests should not only be protected but also advanced. In regard to the tribals, directive has also been issued to the D.D.A.

- (i) The Tribal Organisation in the D.D.A. should be strengthened with people who know the local language and the local conditions.
- (ii) Liaison should be established with the local tribal leaders so as to get to know their feelings in regard to tribal welfare.
- (iii) Medical out-posts should be established in the tribal areas and the visits by medical units to the tribal villages should not be on an *ad hoc* basis but should be the normal routine.
- (iv) The question of water-supply in tribal villages should be given greater attention and the activities in this regard should be intensified.
- (v) Immediate steps should be taken to create Tribal Group Leaders who can take over work in the Engineering Section on lines similar to those obtaining for the D.P. Group Leaders.

(vi) 25 per cent. of the total area reclaimed should be made available for allotment to the tribals."

Sir, I said a little while ago and the House might also remember that though in Delhi perhaps one can work all the 12 months in the year, in Dandakaranya, one cannot work for more than 7 months in a year. For 4 or 5 months there is very heavy in-
soon. There are no roads and there is no communication. Even in the areas I am now operating today, I may have to withdraw my machines to other areas because in those areas we might even be bogged. So, the position is this. In spite of this we have achieved some results. I do not say the results are spectacular. I do not say the results are so good as I could trumpet them. But, I feel that in the conditions we were placed we have achieved something.

An hon. Member asked: You wanted to operate in certain areas and have withdrawn. We did. But no survey had been taken and we started because we wanted to come to grips with the scheme. And the result was we found that we were operating in an area where we should never have entered.

As regards the movement of displaced persons from West Bengal, the exact number of people who have been taken there up to date is 1,631 families comprising 7,264 persons.

As regards camps, I might say in passing that it is most unfair to charge and accuse the Government of treating these persons in a manner which smacks of inhumanism. It is not appreciated that during the last 10 years, over 10,25,000 persons were allowed to enter the camps. Out of 42 lakhs that came from East Pakistan, more than 25 per cent. went into the camps. Now, the number is only about 1,25,000. The Government has spent up till now Rs. 55 crores on giving doles to these displaced persons. My budget for this year is Rs. 5 crores. It is not a small sum. The sum that I am going to spend annually on the development of Dandakaranya is being spent in West Bengal in feeding these

[Shri Mehr Chand Khanna]

people who are on doles. The budget for next year is Rs. 3½ crores. If my heart had got displaced, would I have allowed these people to get into the camps in the years 1955 and 1956 when they came from East Pakistan. More than fifty per cent. of those who came went into the camps and we did not stop anybody. If a D.P. is living in a camp and he has to be rehabilitated, there are only two courses open to him and I have a right to enquire from him. Either make your own effort and come forward with a scheme to me and if I do not sanction it, you can blame me for taking a Bengali to Dandakaranya or denying him those benefits in West Bengal. But if he will not formulate a scheme and there are no lands available in West Bengal and the State Government cannot formulate a scheme for the rehabilitation, either I keep these refugees in camps indefinitely or I take them to another place for rehabilitation. The best lands have been taken in U.P., in Bihar. In spite of all that has been said and done about me and my Ministry, there has not been a single desertion during the last two or three years from all these rehabilitation colonies which have been set up in Rajasthan, U.P. and Bihar. On the one hand, I am accused of not going ahead with the scheme and not liquidating these camps and every time it has been thrown at my face that though the Dandakaranya Authority was started on the 12th September, 1958 a decision was taken only in July 1959 that so many families would be moved. These families shall be moved out. Either they remain in West Bengal and seek rehabilitation there or adopt the other alternative. Every single banana scheme that has come to my Ministry has been sanctioned and no single banana scheme is pending. There are friends who doubt the wisdom of the banana scheme. It is difficult for me to make a bold statement about the closure of these camps but my programme is there and I have been following that—2,000 families per month. My intention is to give notice to 2,000 families each month. The number of

families in camps in West Bengal is between 20,000—25,000 families I want to finish this process by the end of this year. If a camp refugee comes with me to Dandakaranya, the responsibility is mine and I shall provide him with work and shelter and ultimate rehabilitation but under no circumstances are these camps proposed to be kept open indefinitely. Two or three minutes more and I will touch upon reclamation.

Shri D. C. Sharma: I also want five minutes.

Shri Mehr Chand Khanna: 12,000 acres have been cleared of which 4,000 acres have been fully reclaimed. 12,000 acres within a period of a few months is not a mean performance. My target is that by the end of this working season—till about the beginning of June, we should be able to reclaim anything between 15,000—20,000 acres and my target for the next year to reclaim over 50,000 acres stands. As I said in the House this morning, orders have been placed for machines worth about Rs. 1·50 crores.

Shri A. C. Guha: What about irrigation?

Shri Mehr Chand Khanna: I am glad my attention has been invited to this. This is a one crop area and my friend, Shri Panigrahi who is right in front of me will bear me out. We allot seven acres of reclaimed land to each displaced person and we consider it an economic holding. We may be able to help him a little more. There are not many families even in the tribal areas and other places in India who have got reclaimed land of seven acres; it is not a small area. We put forward two schemes—dam schemes. One is called the Bhasker Dam and the other the Sattiguda dam. A little fun was made of it. The cost of these schemes is Rs. 2·5 crores. One is about Rs. 90 lakh₃ to Rs. 1 crores and the other is about Rs. 1½ crores to Rs. 1½ crores. These have gone to the appro-

priate Ministry, and I am prepared to make a statement in the House that the Bhasker Dam Scheme has already been sanctioned.

Now, Sir, the reclamation programme or the movement programme is not going to be stopped because the Bhasker Dam scheme or the sattiguda Dam Scheme is not there. They have nothing to do with the allotment programme, because our target is to allot seven acres to each family. That is what we are doing, that is what we are going to give to the displaced persons and tribal people. There are a number of rivers in the area. The rainfall there is 60 inches to 70 inches. If all the people in that area can live on a one crop cultivation and I give them an economic holding, I should not be accused because my irrigation schemes are not there. But I am attempting to build dams and tanks. Tanks are there for fishery etc. These have no relation with irrigation, hardly any relation with irrigation. Each village will have a tank for water supply and all that.

As regards engineering works, schemes worth about Rs. 88 lakhs are in operation today. About roads, I made a statement only the other day that on a number of roads metal work is going on, surveys have been made. bridges are going to be constructed and all that. Surveys have already been made for about 80 miles of railways. The Railway Minister made a statement to that effect.

One minute more, Sir, and I have done. We have already put up a number of schools and there are 1400 children in these schools today receiving education. We have got a large number of medical vans. We have put up a number of hospitals and dispensaries. We have built about 40 to 50 villages. Previously these families had to live in tents in West Bengal all the ten years. I had no tools, no staff, no engineers, nothing to go by. With a view to move these families we had to buy tents. But now we are replacing these tents with Basha huts. My intention is not to remove them from

one camp in West Bengal to another in Dandakaranya. That is not in the rehabilitation scheme. There is one reason why some of the displaced persons living in West Bengal, living in tents, are hesitant to go to Dandakaranya. All along they have been living on doles, living a life of indolence. They get Rs. 100 per month or a little more from me and they are happy there. If they go out from there, they have to earn, they have to work. In that case a man has to build his own road, his own house, his own village. We are relating work with rehabilitation. It is the refugee himself whom I have made the group leader and the contractor thus eliminating the middle men.

it is a very uncharitable remark for an hon. Member to have made, that one woman and child died. I have looked into that case. The facts stated are not correct.

Shri S. M. Banerjee: Did they not die?

Shri Tangamani (Madurai): They died due to lack of medical aid.

Shri Mehr Chand Khanna: People die in West Bengal also; people die in Delhi too. May I say for the information of the hon. Member sitting opposite that where the death rate in West Bengal is about 10 per thousand, in the refugee camps it is 9 per thousand, and where the birth rate in West Bengal is 21 per thousand, it is 35 per thousand in my camps.

Shri S. M. Banerjee: Result of carelessness.

17.59 hrs.

[MR. SPEAKER in the Chair]

Shri Mehr Chand Khanna: I have, Sir, a lot to say. I am grateful for your indulgence. I will only sum up by saying this, that I am fully alive to the importance of this scheme. I know, Sir, that I am on trial. The hon. Members have placed a certain amount of faith in me. I can only assure them, that given strength by God and co-operation from my hon.

[Shri Mehr Chand Khanna]

friends in the House whether on this side or that side, I should be able to discharge my duties as best as I can under the circumstances in which I am placed. I am again grateful to the Members for the opportunity that they gave me for explaining the scheme to them. It is a difficult scheme. It has vast potentialities and if we get the support of the Members of this House, this scheme would be implemented and it would advance the interests of the tribals, the refugees, as well as the country at large.

18 hrs.

Shri Braj Raj Singh (Firozabad): May I put one question? What has been the expenditure in reclaiming the land, per acre?

Shri Mehr Chand Khanna: I am afraid it is very difficult for me to answer that. I can tell you one thing. If you measure the scheme in terms of money and acre, it is likely to be very expensive. Because, if you are working on a scheme in an area which is already developed, where there are roads, where there are communication facilities, the cost will be much less. But if I buy a tractor for a scheme, if I build a road for a scheme, and then have irrigation, all the cost is added to the scheme and the expenditure per acre is likely to be very heavy. If you take Uttar Pradesh and reclaim a piece of land there, all these facilities are there and so the cost cannot be more than, say, a few hundred rupees per acre.

Shri D. C. Sharma: Mr. Speaker, Sir, the hon. Minister was pleased to quote Mark Twain. I am also reminded of another saying of Mark Twain.

Mr. Speaker: Hon. Members will continue to remain in their seats. We have a half-hour discussion.

Shri D. C. Sharma: When Mark Twain came to India, he saw some washerman washing clothes. After

seeing that, he said that India is a wonderful land, where the washermen try to break stones with clothes. A similar miracle has been performed by the hon. Minister. Further, instead of giving us arguments, instead of giving us a tale of performance, instead of telling us what has been done, instead of telling us what has to be done in the near future, he has given us a beautiful fairy tale.

I have asked myself very often, "Why do I like this hon. Minister?" Today, I find the answer to the question. He is very good at telling fairy tales. One of the most interesting fairy tales that he has told us is, what this Dandakaranya will be. I do not want to live in the world of will be. I want to live in the world of what has been. The difference between the hon. Minister and myself is that while he lives in the world of will be, I live in the world of what has been. From this point of view, when I look at the Dandakaranya scheme, I do not feel as happy as the hon. Minister does. He has spoken with a sense of injured innocence. He has said that the professor from the east and the professor from the west have joined. I know this story will be carried to as many places as possible. I tell you that the professor from the west, the professor from the east, the professor from the south and the professor from the north will all join when there is a good cause, and there cannot be any better cause than the cause of the refugees in India.

I am very happy that all the hon. Members who have spoken on this subject on the floor of the House have spoken with one voice about the rehabilitation of the refugees. We here, as Members of Parliament, represent seven lakhs of people from each constituency. We represent the people and serve the people. We have to answer questions of the people, not on the floor of the House but outside. When we go out, we are asked, "What has this Dandakaranya scheme achiev-

ed?" I will tell them that the climate has changed! But what kind of climate? The hon. Minister told us that he has issued a new directive. Now, I can find that kind of directive in any book on public administration which is used by the college students.

I submitted then and I submit again that Dandakaranya is a great scheme. It is to be executed by men of imagination and goodwill; it is to be done in a proper spirit. The conception is great, execution is poor, goodwill is lacking and faith is absolutely absent. Therefore, I do not know how the scheme will come up.

The hon. Minister was pleased to say that he wants to make the best use of the men, material and resources. I am at one with him in that, but seeing the way the Authority is going, the way this Authority lacks team-spirit and the way things are being managed, our men, material and resources are not going to be put to the best use. I, therefore, plead with him in all earnestness and in all humility of a Member *vis-a-vis* a Minister that he should kindly see to it that this scheme materialises. Sir, this scheme can be the crowning glory of the Rehabilitation Ministry; but, it also can be the crowning futility of the Rehabilitation Ministry. I would request him to see that it is made the crowning glory of the Rehabilitation Ministry.

Shri Mehr Chand Khanna: You shall not be disappointed.

Mr. Speaker: The question is:

"That this House takes note of the Statement on the Dandakaranya Development Authority laid on the Table of the House on the 27th November, 1959, by the Minister of Rehabilitation and Minority Affairs."

The motion was adopted.

*Half-an-hour discussion.

18.07 hrs.

***COMMUNITY DEVELOPMENT PROGRAMME IN INDIA**

Mr. Speaker: The House will now take up the half-an-hour discussion.

Shri Raghbir Sahai (Budaun): Sir, a very important report on community development was issued by the U. N. Mission, who visited our country last year. Among many suggestions that they made, one important suggestion they gave us was that the programme of community development should be further staggered. As that suggestion was a very important one, naturally Members of this House were anxious to know what were the reactions of the Community Development Ministry to that report.

A question was tabled in this House, which was replied by the hon. Minister on the 10th February. He gave a categorical reply that this particular suggestion about the staggering of the programme has not been accepted. In regard to that categorical statement, a further elucidation on the part of the Minister, which he had made on 23rd December, 1959, was brought to his notice. He had remarked in his speech at an informal consultative committee meeting on 23rd December, 1959:

"The Minister agreed with the suggestion for extension of the period of Pre-extension Blocks where necessary and observed that a decision had been taken not to allow conversion of these blocks into regular Stage I Blocks unless some definite proof of the spirit of self-help and self-sacrifice by the village people was forthcoming. The new blocks in certain cases went without the full complement of the staff which adversely affected the progress of work. A decision had been taken not to allot more blocks to a State unless the basic staff was available."

Now, in view of this elucidation and the very categorical reply that he had

[Shri Raghbir Sahai]

given previously, a doubt arose in the minds of members, and I put to him the elucidation that he made on the 23rd of December, to which the hon. Deputy Minister was pleased to reply:

"The two points raised by the hon. Member are not identical. One is a suggestion made by the UN Mission to stagger the programme, and another ascertainment of the willingness of the people and also knowing whether they are ready to take up the block."

He further goes on to say:

"One is indigenous and the other is foreign."

The least that I can say about this reply is that it is not only evasive but it refuses to appreciate the import of the supplementary put to him.

After these replies the question for consideration is whether after having made that statement, which the hon. Minister was pleased to make in the informal consultative committee about the conversion of pre-extension blocks into regular stage I blocks, on the definite proof of the spirit of self-help and self-sacrifice by the village people; this would not virtually amount to staggering of the programme. So, I put it to him: what is the measure of self-help and self-sacrifice on the part of the people and has that measure been applied so far an if so, with what result? Now, everybody knows that our present achievements in the Community Development Programme are certainly spectacular; that is, if our physical targets are properly analysed, they would mean the Government money allotted for this purpose plus the work done by the Block staff plus the co-operation given or extended by the village people I submit that if things had been left only to the self-help and self-sacrifice on the part of the village people the result would not have been so spectacular as they now are.

In this connection, the U.N. Mission's arguments should have been given more serious consideration. On what basis did they come to the conclusion that the programme should be further staggered? They said:

"(1) Due to the fast rate of expansion, approximately 25 per cent of posts in the existing blocks are vacant.

(2) It seems advisable... to weed out inefficient and undesirable personnel, which in some States is estimated at as much as 25 per cent of the total, and also to strengthen supervision and to provide better service training."

The U.N. Mission has estimated that this kind of undesirable personnel should be only to the extent of 25 per cent. I may state here that only very recently Punjab Government set up a non-official evaluation committee. Although that committee's report is not available to us, still copious extracts from that report have been quoted in some of the important papers of Delhi with their comments thereon. One of the most important extracts from that report is:

"The selection of BDOs and village-level workers," says the Evaluation Committee, "has not been done with meticulous care and the result is that at least 50 per cent of the present lot have not proved equal to the task assigned to them. Unfortunately, some undesirable persons have also found their way to become BDOs."

The estimate of this Evaluation Committee is that inefficient staff goes up to 50 per cent. The third reason that was assigned by the U.N. Mission was that in addition greater attention should be paid to the increase in agricultural production.

Now, these are the three main reasons on which they base their suggestion and their argument that the pro-

gramme of extension of the community development blocks should be further staggered:

It stands to reason why, when the hon. Minister had himself admitted that for the conversion of the pre-extension blocks the condition precedent would be the determination of self-sacrifice and self-reliance on the part of the village people, which amounts to staggering, he is taking up this position now. In regard to the determination of self-reliance and self-sacrifice on the part of the village people, a very important decision had been made on the 15th December, 1958 at a meeting which was presided over.....

Mr. Speaker: The hon. Member's time is up.

Shri Raghubir Sahai: I will take about five minutes more.

Mr. Speaker: He cannot go on taking more time. There is only half an hour on the whole.

Shri Raghubir Sahai: I will be still more brief.

Mr. Speaker: He must be quick. It may be something like asking a few questions. There is no question of developing an argument here.

Shri Raghubir Sahai: I will try to be brief.

In that circular it was stated that the following tests would be applied for determining self-reliance and self-sacrifice on the part of the village people:—

fair evidence of village cleanliness and sanitation; number of compost pits dug and used, extent of coverage by Panchayats and Co-operatives; extent to which responsibility for development programme is shouldered by Panchayats; extent to which credit and supplies are channelised through co-operatives; and any other criterion.

Now, they are all very difficult tests. I would like to know from the hon.

Minister if he has given a good try to these tests. If they are made a condition precedent for the conversion of the pre-extension blocks, how these tests were applied? I feel that if they are being honestly applied, the conversion would be delayed and thereby staggering would take place as a matter of course.

My last point would be that according to the UN Mission report the new phasing of the programme would be that in 1960 some 400 new blocks are going to be started, in 1961 about 500, in 1962 about 600 and in 1963 about 800. Now, how this task is going to be achieved, when we are short of personnel, when inefficiency is there, when training has not come up to the level and when there is a lot of dissatisfaction about the working of the programme from all directions? There is the Punjab report and Bihar criticism. Is it prudent on our part to stick rigidly to the programme that we have laid down some time ago? Is the hon. Minister standing on prestige or is he interested in building up the reputation of the Community Development Department? I dare say, he is more interested, and he should be more interested, in building up the reputation of the department and will not rigidly follow the programme which was evolved some two or three years ago, for the modification of which there is a lot of material at our disposal.

Mr. Speaker: I find that Shri Bhakt Darshan has written to me that this is a question which had been tabled by him.

Shri Bhakt Darshan: Yes, Sir.

Mr. Speaker: Instead of his getting the opportunity to raise a half an-hour discussion, another hon. Member gets it. Of course, any hon. Member can give notice, but I shall take care to see that in all such cases, preference is given to the hon. Member who tables the question and gives notice of half-an-hour discussion within

[Mr. Speaker]

three days of the date on which the question had been answered in the House. If within three days, more than one Member gives notice, I would give preference to the hon. Member who tabled the question.

Shri Raghubir Sahai: With your permission, Sir, I may point out that my name was also added to that question.

Mr. Speaker: That is all right. It makes it easier.

श्री भक्त दर्शन (गढ़वाल) : अध्यक्ष महोदय, मैं केवल तीन प्रश्न, जो कि एक दूसरे से सम्बन्धित हैं, माननीय मंत्री जी के सम्मुख रखना चाहता हूँ।

यह जो संयुक्त राष्ट्रीय अध्ययन मंडल भारत में आया था क्या उसको विशेष तौर पर हिदायत दी गई थी—क्या उस के "टम्पर आफ रेफरेंस" में यह या कि वह इस बात की सिफारिश करे कि हमारे देश में विकास-संदों के स्वोलने का जो क्रम चल रहा है, जो रफतार चल रही है, उस को धीमा किया जाये? क्या उन में स्थान तौर में यह पूछा गया था?

जब कि उन्होंने अपनी रिपोर्ट में साफ़ कहा है कि उन्होंने समय समय पर केन्द्रीय सरकार के मंत्रियों और अधिकारियों से परामर्श किया, विचार विनियम किया, बातचीत की और उस के बां जेनेवा में जा कर अपनी रिपोर्ट लिखी, तो क्या उस समय केन्द्रीय सरकार के अधिकारियों ने कोई दृढ़ रुल अपनाया था कि हम किसी भी सूरत में इस की चाल को धीमा नहीं करना चाहते हैं?

क्या राज्य सरकारों से इस सम्बन्ध में कोई परामर्श किया जा रहा है और अन्तिम निर्णय करने में पहिले क्या राज्य

सरकारों के प्रतिनिधियों से बातचीत को जायेगी और संसद के सदस्यों को भी इस बारे में मौका दिया जायेगा।

Mr. Speaker: Shri Braj Raj Singh.

Shri Tangamani

Mr. Speaker: The hon. Member has not sent any notice.

Shri Tangamani (Madurai): I have sent by about 4 o'clock. If it has not reached you....

Mr. Speaker: I do not want to rule him out.

Shri Braj Raj Singh (Firozabad): I want to know what percentage of the money allotted to each block is spent on the emoluments of staff of all kinds and buildings, and what percentage is actually spent on the welfare of the people. Is it 60 and 40 per cent. respectively? If so, may I know whether Government propose to reduce the expenditure on the staff and their conveyance?

Is it known to the Minister that the community development staff has not been able to assimilate the feelings of the villagers, and the villagers do not feel friendly towards the staff? May I know whether the Government would decide that only village folk would be recruited to community development staff?

Shri Tangamani: Which part of the country did this U.N. Commission tour, and how long did it take? Did the U.N. Commission discuss the matters with non-officials including Members of Parliament? What are the reasons for not accepting the two important suggestions of the U.N. Commission, namely that the programme should be staggered, and that consolidation of what we have done should take place before launching on further schemes? May I know whether the report on this U.N.

Commission has been sent to the various Governments and their opinions sought?

Shri Panigrahi (Puri): May I put one question?

Mr. Speaker: He has not given even that notice. I am not going to allow.

Shri M. C. Jain (Kaithal): I have also given my name.

Mr. Speaker: Originally, yes.

Shri M. C. Jain: I want to put only two questions. Has the report of the non-official evaluation committee on community projects appointed by the Punjab Government come to his notice?

In answer to a supplementary question on the 10th February, as to whether the U.N. Commission had observed in their report that the disparity in income had increased in the villages as a result of the community development working, the Minister was pleased to remark that the situation would be remedied by the cottage industries programme and the decentralisation of political power to the villagers. May I know if the Minister is satisfied that the money allocated for the cottage industries has been adequate to remove or reduce the disparity that has increased despite the previous allocation?

Shri Panigrahi rose—

Mr. Speaker: Hereafter I will not allow this kind of indulgence.

Shri Panigrahi: Next time I will give it in writing.

May I know whether there is any proposal with the Ministry to appoint non-officials as Block Development Officers in some blocks so that the enthusiasm of the people will be revived in this movement?

Mr. Speaker: He wants that it may be harnessed. I think that is what he means.

The Minister of Community Development and Co-operation (Shri S. K. Dey): I was under the impression that I was to reply to questions on the decision that the Ministry had taken for the staggering of the programme. But I find quite a number of other questions have been raised, which are not quite related to the main question to which this discussion was intended to be confined.

Mr. Speaker: He could confine himself to that, if he so likes.

Shri S. K. Dey: As regards the question of staggering, the United Nations evaluation team had mentioned seven or eight factors, because of which they wanted the Government of India to further stagger the programme. Their observation was that the rate of growth from 1959 to 1963 was too fast, jumping from 300 in 1959 to 800 in 1963, that the blocks were 25 per cent. larger than the norms prescribed, that there was shortage of staff, that there was need for weeding out inefficient staff, that there was need for the consolidation of existing blocks rather than expanding the programme, that during the pre-extension period, we could try to concentrate more on the agricultural programme, and if needs be, expand the pre-extension period further beyond the one year prescribed, and that the extension staff could be more usefully deployed in more favourably placed areas in order to achieve quicker food production, as against expansion of the programme. It was suggested that instead of expansion, we could have a 'task force' as they called it. They also mentioned that too fast an expansion affected the success of the programme.

As you are aware Sir, we had intended to cover the country as a whole by the end of the Second Five Year Plan. In fact, there have been times, three to four years ago, when we had in one single allotted year about five hundred to six hundred blocks. It was only about a year and a half ago that on the recommendation of a very high-powered team headed by Shri

[Shri S. K. Dey]

B. G. Mehta that the Government of India accepted a staggering of the programme from 1960 to 1963.

It is true that quite a substantial number of blocks in the country happen to be about 25 per cent larger in size than the norms prescribed. One of the reasons why it is so is that there is a very heavy pressure on the State Governments for the maximum coverage possible under a block. There is therefore uneconomic and unpractical delimitation of blocks, including a population for more than what is desirable.

We felt that if we could give a larger number of blocks, we could rationalise the area of the existing blocks. Besides, there is no guarantee that concentration of the existing technical staff in a certain number of favourable areas would produce quicker results in food production. If I may mention in all humility, the maximum difficulty we are experiencing today in food production is in the inadequacy of experienced and trained technical staff in the field of agriculture, supplies of fertilisers, iron and steel, cement and many other things which are of urgent need for agricultural production. We also felt that it is not possible for one-third of the country to be left alone in order to improve the functioning in the rest of the two-thirds of the country which had already the benefit of this programme, effective or otherwise.

I may mention that in the unequal competition between the urban and rural sectors, community development programme can be considered as the only programme which has offered what may be considered till now a sop to the village people against the glaring gaps that have grown in the rural areas. To deprive one-third of the country, as the U.N. Mission recommended, of the very modicum of amenities and token facilities which

the community development provides, just because the other two-thirds of the country could be manned better or, perhaps, the functioning of the two-thirds of the country could be improved, does not seem to be practicable. Nor would it be acceptable to the remaining one-third of the country. There is one other matter. Because the entire focus of public attention is on the Community Development programme, it is possible to charge this programme or the functionaries in it for all the gaps that arise between our expectations and realisations. In the rest of the country, which is not covered by the Community Development programme, the Government administration still continues to function in isolation from different units, without any proper coordination. Therefore, there has been a continual pull away from the Community Development organisation on workers who are being heckled in many places for no fault of theirs.

There is a tendency on the part of workers to prefer non-Block areas where they would not be exposed to such exacting criticism and public observation. Coordination, a problem which, normally, should have been used as a means for the fuller effectivisation of governmental programme, has acted more as a primary preoccupation of the Block organisation because a substantial section of the country remains outside the Community Development areas and the normal departments of Government can function in those areas as they please without being called so severely to account, where the resources of Government can be distributed, as and when they required, with a certain amount of arbitrariness which is not easy in the Community Development areas because funds are clearly earmarked and are subjected to scrutiny by a number of organisations, both people's as well as Government's.

Shri Raghubir Sahai: Should we understand that you are not attaching

any importance to the test of self-help and self-reliance.

Shri S. K. Dey: I am coming to that. I have not yet come to that. What I wanted to drive at is the fact that there are two Indias still, one India where there is coordinated administration and another India where there is no coordinated administration. And the India which has no coordinated administration is exercising a very heavy pull on the area which is under Community Development programme and is functioning on a coordinated pattern. The sooner we can cover this gap and transform the whole country into this coordinated system of administration, the more easy will it be for the Organisation to function in a co-ordinated way without making co-ordination to become its main pre-occupation.

Then, we have the *Panchayati Raj* programme which is under the process of implementation in all States. Some States have already implemented, like Andhra Pradesh and Rajasthan. Round first April, Madras, Mysore, Assam and Orissa are coming forward. Some other States are introducing legislation in the State legislature. Now, this *panchayat raj* system covers community block areas as well as non-block areas. Where there is a community block, it is possible for the newly created block *panchayat samitis* or *zilla parishads* to function through proper organisation, with a certain fund and a certain technical assistance given from above. In non-covered areas the *panchayati raj* system is under a very great disability. When the Government creates a people's institution and is not in a position to provide wherewithal to that institution to function, it becomes a liability, instead of an asset. Therefore, we had to do something to expedite progress even if it meant a certain amount of compromise with results.

There may be a certain amount of dilution of administrative guidance, I agree, if there is over-fact expansion.

But we expect that, if there is a little dilution, it is likely to be more than compensated by the additional guidance and support, both vertically and horizontally, which we expect from these new institutions which are in the process of growth and which in the course of the next three or four years....

Shri D. C. Sharma (Gurdaspur): What is this vertical and horizontal support?

Shri S. K. Dey: By vertical guidance, I mean the *zilla parishad* president and the *panchayat samiti* president trying to give guidance vertically to the organisations below. Then, there will be some organisations functioning alongside the Government apparatus and they will try to support the Government organisation alongside as they function. We expect that there will be some dilution in administrative guidance but then, as we see, this must be more than made up if the *panchayat raj* system on which we are placing such great emphasis and reliance can help a natural and healthy growth.

Shri Sahai has mentioned about self-reliance. We have not yet been able to evaluate how successful the tests are. These tests have been carried out in the States and we have had an assurance from the State Governments that all the pre-extension blocks so far converted into the first stage blocks have been on the basis of tested self-reliance.

Shri Raghubir Sahai: It is illusory.

Shri S. K. Dey: Even if these statements by the State Governments happen to be illusory, we are not leaving the matters where they are. We propose to review the whole question and we shall be able, as a result of the evaluation that we carry out, to evolve a procedure by which the criteria for self-reliance can be better established. Now, we have heard about the evaluation report in the Punjab and we have written to the

[Shri S. K. Dey]

Punjab Government—we have been trying to follow that up—to let us have a copy of their evaluation report. We have read about the evaluation report in the Press. I hope to get that report. In any case the hon. Member from Punjab would be interested to know that Punjab was the only State to which we did not make the normal allocation of blocks in the month of October because of the shortage of staff. Because of that the Punjab Government speeded up the recruitment of staff to meet the shortages which were reported to us and we subsequently gave them the allotment in the month of January . . .

Shri D. C. Sharma: Be more kind to Punjab.

Shri S. K. Dey: If after our evaluation of the procedure followed in the States regarding self-reliance we find that different criteria have to be established and if after the establishment of these different criteria it happens that some blocks in the States have to be staggered further beyond a year, it certainly will mean that some blocks will be deferred beyond the year 1963. But we have, so far as the Central Ministry is concerned, planned for the coverage of the whole country by 1963. It is now for the States to take advantage of it. We do not wish, naturally, to penalise, plan for penalising any particular area in the country, because of the failure of the State Government or other institu-

tions. We are hoping that all areas would be assisted to come up with enthusiasm, fervour, competence and institutional framework, to take advantage of whatever resources the Central Government can place at the disposal of the State Government both in terms of money and technical and administrative assistance.

I am grateful to you, Sir, having allowed this discussion, because there were certain doubts in the minds of certain hon. Members. I am, particularly, sorry that Shri Raghubir Sahai had this impression that my colleague tried to evade questions. There was no intention on the part of anyone of us to evade any question, there is no question either of any prestige. I consider it a very high privilege to be charged by this House to put my hand in the difficult task of building democracy from the grass roots and building up democratic institutions which can effectively implement the policies and plans approved by this House. I left my prestige completely behind in the sea at Bombay when I came and took up this work. I know one cannot make too much of a capital hope of prestige when one deals with human beings and institutions of human beings.

18.43 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 4, 1960/Phaiguna 14, 1881 (Saka).

[Thursday, March 3, 1960/Phalguni 13, 1881 (Saka)]

ORAL ANSWERS TO QUESTIONS . . .			WRITTEN ANSWERS TO QUESTIONS—contd.		
S.Q. No.	Subject	COLUMNS	S.Q. No.	Subject	COLUMNS
568.	Election petition . . .	3876—84	590.	Construction of Naval Ships . . .	3919-20
569.	Pay Roll Savings Scheme . . .	3884—86	591.	Indian expedition to Everest . . .	3920
570.	Durgapur steel plant . . .	3887—91	592.	Low shaft furnace at Salem . . .	3920
571.	National Discipline Scheme . . .	3891—96	593.	Theft of motor cars in Delhi . . .	3920-21
572.	Bangalore Corporation Buildings . . .	3896—98	594.	Collection of Land Revenue in Ladakh . . .	3921
573.	Criteria for determining backwardness . . .	3898—3902	595.	National Coaching Scheme . . .	3922
574.	Import of steel from East European Countries . . .	3902—07	596.	White cement . . .	3922-23
607.	L.I.C. investments in newspapers and Journals . . .	3907—10	597.	Aid to Educational Institutions . . .	3923
WRITTEN ANSWERS TO QUESTIONS. . .			598.	Private Schools in Delhi . . .	3923-24
S.Q. No.		3911—48	599.	Oil drilling at Memari, West Bengal . . .	3924
567.	Gangs of child lifters . . .	3911	600.	Social Welfare Board . . .	3924
575.	Manufacture of Transistor Radio . . .	3912	601.	High Court Judges . . .	3924-25
576.	M.E.S., Kanpur . . .	3912	602.	Working of Suppression of Immoral Traffic in Women and Girls Act . . .	3925
577.	Re-organisation of Central Board of Revenue . . .	3912-13	603.	Volunteer corps of home guards . . .	3926
578.	Common Police Reserve Force . . .	3913-14	604.	Central Ordnance Depot, Chheoki . . .	3926
579.	Purchase of Japanese Jeeps . . .	3914	605.	Price formula for petroleum products . . .	3927
580.	Bolani ore mines . . .	3914-15	606.	Evening Institute for Workers' Education . . .	3927-28
581.	Shortage of Officers in Army . . .	3915	608.	Bihar-West Bengal Border Dispute . . .	3928
582.	Smuggling of gold through post . . .		U.S.Q. No.		
583.	Manuscript of Mahatma Gandhi on Jallianwala Bagh . . .	3915-16	680.	Wells for S.C. in Punjab . . .	3928
584.	Investment of West German Capital in India . . .	3916	681.	Gambling in Delhi . . .	3928-29
585.	Coal supply to Calcutta and Howrah . . .	3916-17	682.	Head Masters of High Schools in Punjab . . .	3929
586.	Production of radar . . .	3917	683.	Ex-servicemen in Gurdaspur . . .	3929
587.	Income Tax Building, Calcutta . . .	3917-18	684.	S.C. and S.T. in Central Government Departments . . .	3930
588.	Investment Centres for Foreign Capital . . .	3918-19	685.	After-care homes . . .	3930-31
589.	Tribals in Tripura . . .	3919	686.	Publication of district gazetteers of Orissa . . .	3931

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
687.	Medals	3931-32
688.	Tobacco cultivation in Andhra Pradesh	3932
689.	Revenue collection in Andhra Pradesh	3932-33
690.	Hall-cum-auditoriums in Orissa	3933
691.	Indian Institute of Technology, Kharagpur	3933
693.	Grants to Orissa for S.C. and S.T. Schemes	3934
694.	H.Qs. of Hindustan Steel at Ranchi	3934
695.	India Office Library	3934-35
696.	Northern Zonal Council Meetings	3935
697.	Pipe line study team	3935-36
698.	Neyveli Thermal Station	3936
699.	Film clubs in universities	3936
700.	Fire in Sirkiwalan, Delhi	3937
701.	Tobacco cultivation in Himachal Pradesh	3937-39
702.	Gold Mines	3939
703.	Coal export	3939-40
704.	Library movement	3940
705.	Roads in Tripura	3940
706.	Tours by Ministers	3941
707.	Government Employees in Assam	3941-42
708.	Maintenance of Monuments in Punjab	3942
709.	Prosecution of Ex-ruler of Bastar	3942-43
710.	Industrial Management Pool	3943
711.	Basic Education in Tripura	3943
712.	Manipuri Backward Class Students in Tripura	3943
713.	High Schools in Rural Areas of Tripura	3944
714.	Political Sufferers in Tripura	3944
715.	Central Research Laboratories	3944-45
716.	Assistant Commissioners for S.C. and S.T. in States	3945

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
717.	Polytechnics in Himachal Pradesh	3946
718.	Geological Survey of Minerals in Cuddapa	3946-47
719.	New Currency Note Press at Nasik Road	3947
720.	Murder cases in Himachal Pradesh	3947-48
	PAPERS LAID ON THE TABLE	3948-50
	(1) A copy of each of the following papers :	
	(i) Report of the Central Wage Board for Cotton Textile Industry.	
	(ii) Government Resolution No. WB-8(78), dated the 2nd March, 1960.	
	(2) A copy of Notification No. S.O. 428, dated the 20th February, 1960, under sub-section (3) of Section 27 of the Coal Bearing Areas (Acquisition and Development) Act, 1957, making certain amendments to the Coal Bearing Areas (Acquisition and Development) Rules, 1957.	
	(3) A copy of Statement regarding the purchase of the Uttar Pradesh Zamindari Abolition Bonds by the Banaras Hindu University.	
	(4) A copy of each of the following Notifications under Section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the Central Excise Rules, 1944	
	(a) G.S.R. 183, dated the 20th February, 1960.	
	(b) G.S.R. 198, dated the 18th February, 1960.	
	(c) G.S.R. 201-A, dated the 20th February, 1960.	
	(5) A copy of each of the following Notifications under sub-section (4) of Section 43B of the Sea	

PAPERS LAID ON THE TABLE—*contd.*

Customs Act, 1875 and Section 38 of the Central Excises and Salt Act, 1944 making certain amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1959 :

- (a) G.S.R. 185, dated the 20th February, 1960.
- (b) G.S.R. 186, dated the 20th February, 1960.

(6) A copy of each of the following Notifications under sub-section (4) of Section 43B of the Sea Customs Act, 1878 :

- (a) G.S.R. 187, dated the 20th February, 1960
- (b) G.S.R. 188, dated the 20th February, 1960.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Shri Assar called the attention of the Minister of Rehabilitation and Minority Affairs to the reported loss to the Government of India due to the tractors imported from Japan lying idle at Dandakaranya.

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna) made a statement in regard thereto.

ARREST OF MEMBER ...

The Speaker informed Lekh Sabha that he had received a telegram dated the 2nd March, 1960 from the Deputy Superintendent of Police, Bailhongal intimating that Shri Nath Pai was arrested on the 2nd March, 1960, under Sections 341 and 353 of Indian Penal Code.

COLUMNS

DEMANDS FOR GRANTS—RAILWAYS

3953—4069

Discussion on Demands Nos. 2 to 20 in respect of Railways commenced and concluded. The Demands were voted in full.

MOTION RE- DANDAKA-RANYA DEVELOPMENT AUTHORITY

4069—4119

Shri D. C. Sharma moved a motion for discussion on the statement on the Dandakaranya Development Authority. The motion was adopted.

HALF-AN-HOUR DISCUSSION

2120—34

Shri Raghbir Sahai raised a half-an hour discussion on points arising out of the answer given on the 10th February, 1960 to Starred Question No. 36 regarding U.N. Mission's Report on Community Development Programme in India.

The Minister of Community Development and Co-operation (Shri S. K. Dey) replied to the debate.

AGENDA FOR FRIDAY, MARCH, 4 1960/ PHALGUNA 14, 1881 (SAKA)—

3986

Discussion on the Demands for Supplementary Grants in respect of Railways for 1959-60, consideration and passing of the Delhi Land Holdings (Ceiling) Bill, as reported by Joint Committee and also consideration of Private Members' Bills.