

Dayanand Saraswati abode to heaven in this city itself and thus Aryasmaji people from all over the world keep visiting his samadhi. More than one lakh families belonging to business community, live in Ajmer and their business is spread over to Hongkong, Singapore, Philippines, Africa, Dubai and Abudhabi etc.

Ajmer is the main city of Rajasthan. The famous market of Byavar for woolen, textile, asbestos and cement is also situated here. It is an industrial city as well as famous cantonment of Nasirabad is also situated here. The famous industrial centres of marble and powerloom are also situated here.

Ajmer had taken part in freedom struggle also. Rajasthan had several princely States and Ajmer was the main centre of activities of freedom fighters and revolutionaries. But so far this important city has not been connected by air and all the pilgrims, tourists, businessmen face a lot of difficulties. Government and political leaders gave assurances time and again but nothing could be done and people are dissatisfied over the issue.

I, therefore, request the Government to set up an airport at Ajmer to connect it by air so that this city could be developed properly.

**(V) Need to Sanction a Railway gate near Raninagar Junction, Jalpaiguri In West Bengal**

SHRI JITENDRA NATH DAS (Jalpaiguri): Sir, there is an urgent need for sanctioning a railway gate near Raninagar Railway Junction, Jalpaiguri, West Bengal, on the road leading to Rabindra Nath High School. Everyday hundreds of people and school students cross this railway track at the risk of their lives. There is no other alternative road. Due to this, accidents take place there regularly. The people of the area are very much agitated on this issue.

I, therefore, urge upon the Government to take necessary steps to sanction a Railway gate there in order to avoid accidents.

14.29 hrs.

**THE PATENTS (AMENDMENT) BILL, 1995**

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF SMALL SCALE INDUSTRIES AND AGRO AND RURAL INDUSTRIES) (SHRI M. ARUNACHALAM): Sir, I beg to move for leave to introduce a Bill further to amend the Patents Act, 1970. ....(Interruptions)

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): We have ten years time period to bring changes in the Patents Act to give protection to product patent. What is the hurry? Why the Government has brought forward this Bill bringing product patenting now itself, which is not in our interest?

MR. SPEAKER: You can discuss it at the time when

it comes up again. I shall now put the motion to the vote of the House.

(Interruptions)

MR. SPEAKER: This is not at the time of introduction that you object to it. You object to it at the time of consideration.

(Interruptions)

SOME HON. MEMBERS: We want a Division.

(Interruptions)

SHRI BASUDEB ACHARIA (Bankura): Sir, the Bill should not be introduced....(Interruptions)

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Patents Act, 1970."

Those in favour will please say 'Aye'.

SEVERAL HON. MEMBERS: 'Aye'.

MR. SPEAKER: Those against will please say 'No'.

SOME HON. MEMBERS: 'No'.

MR. SPEAKER: I think the 'Ayes' have it. The 'Ayes' have it.

SOME HON. MEMBERS: The 'Noes' have it.

Sir, we want a division on this.

MR. SPEAKER: All right, let the Lobbies be cleared.

I think we are using this device for the first time. A little bit of explanation would be required. We have announced that the budget will be shown to the people outside on T.V. If you agree, we can ask the Minister to present the budget, and after the budget is presented, we can take up this item.

SHRI SOMNATH CHATTERJEE (Bolpur): Will it be done afterwards?

MR. SPEAKER: Yes, it will be done later because a little bit of explaining and all those things will be required.

SOME HON. MEMBERS: That will be all right, Sir.

MR. SPEAKER: Let the doors be opened.

14.32 hrs.

**RAILWAY BUDGET, 1995-96**

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Speaker, Sir, I rise to present the Revised Estimates for 1994-95 and Budget Estimates for 1995-96 for the Indian Railways.

Before I start the customary review of the performance during the current year to set the background for the projections of the next year, I wish to place before this august House an overview of the performance of the Railways from the time this Government assumed charge in 1991. Such a review has to be in the context of the ongoing economic reforms since, demand for rail transport being a derived one, changes in the economic situation have considerable