

a practical and workable proposition. On the contrary it will work to the detriment of the entire trade of chemists and druggists. They will have to close down their establishments as there are not enough, i.e., two lakhs of registered pharmacists in the country. The registered pharmacists are absorbed in the growing pharmaceutical industries hospitals, dispensaries and allied institutions. Moreover, the work of compounding the medicines is not done by most of the chemists and druggists.

Under the circumstances, it is incumbent on the Government to sympathetically consider the points raised by chemists and druggists. I hope that wiser counsels will prevail with the Health Ministry and the trade of chemists and druggists catering to the requirement of ailing public and the common man will not be thrown to a few vested interests who are bent upon making huge profits.

(v) Flouting of Contractual Labour (Abolition and Regulation) Act and other laws by management of the D.C.M. Chemical Works.

SHRI JAGDISH TYTLER (Delhi Sadar): Over the extended period of nearly four years, I have been trying repeatedly to place before this August House the problems faced by the workers of the D.C.M. Chemical Works: now called the Sri Ram Food and Fertilizer Industries. This is a unit of the multi-faceted huge complex called the D.C.M. Limited. This huge complex, viz., the Chemical Works alone has a total strength of nearly 3,000 workers and approximately about a hundred contractors, but the records only show about a 1000 workers and about 18 to 20 contractors.

This means that there are nearly 2,000 workers who do not exist on the records. They have no fixed hours of work, no weekly holidays, no national holidays, no provident fund facilities,

no gratuity, no sick leave, no medical facilities, no Employees' State Insurance facilities, and lastly no bonus.

The Contractual Labour (Abolition and Regulation) Act was enacted in 1970, but this Act is being flouted openly. The Chemical Works continues to use contractual labour; and the Act has no effect and this contractual labour is going on right under the nose of Legislature.

Other Acts like the Factories Act, 1948, the Industrial disputes Act, 1948, the Gratuity Act, 1972, the Workman's Compensation Act, 1927, the Bonus Act of 1965, etc. are also being flouted. This is very serious. These Acts have been converted into Acts for the benefit of the management to the detriment of the workers.

I, therefore, request this House and the hon. Ministers of Health and of Labour that stringent action be taken against persons flouting the Acts meant for labour welfare.

(vi) Need to link direct bogies for travelling from Jaunpur to Bombay and Calcutta and also need for more trains from Lucknow to Varanasi via Faizabad and Jaunpur.

डा. ए. यू. अजमी (जौनपुर) : सभापति महोदय, लखनऊ रेलवे स्टेशन से बनारस रेलवे स्टेशन के बीच में फैजाबाद व जौनपुर के लोग इस रास्ते पर रेलवे के पिछड़ेपन की वजह से रेलवे के सफर के मामले में सख्त तकलीफ के शिकार हैं। अभी मालूम हुआ है कि इस रास्ते पर जनता की जरूरत से बहुत ही कम ट्रेनें होने के बावजूद रेलवे मिनिसट्री कुछ ट्रेनें कम करने का इरादा रखती है। जिसकी वजह से वहां के लोग सख्त बेचैनी में मुस्तला हैं और प्रोटैस्ट कर रहे हैं।

(डा. ए.यू. भाजमी)

इसी तरह जौनपुर और शाहगंज से (भाजमगढ़, सुल्तानपुर और जौनपुर के लाखों लोगों की तादाद में कलकत्ता और बम्बई में रहने की वजह से) कलकत्ता और बम्बई हजारों को तादाद में जाना आना लगा रहता है। 1978 में एक बोगी जौनपुर से बम्बई के लिए रिजर्व की गई थी जिसको एक पैसेन्जर ट्रेन जौनपुर मुगल सराय ले जाती है। और फिर वहां से एक मेल ट्रेन में लगकर बम्बई जाती है। जिसकी बर्थ की तादाद वहां के सफर करने वालों की तादाद के हिसाब से बहुत ही कम है। जिसकी वजह से वहां के लोगों को सख्त परेशानी है और इलाहबाद तथा मुगलसराय में भी सख्त परेशानी उठानी पड़ती है और वक्त बहुत काफी बर्बाद हो जाता है।

मैं ऐसी सूरत में देहरा-हावड़ा एक्सप्रेस और स्यालदा एक्सप्रेस में शाहगंज और जौनपुर से कम से कम 10-10 बर्थ के साथ-साथ वहां की जनता की तरफ से मुतालबा करता हूँ कि जौनपुर से एक मेल ट्रेन बम्बई के लिए चलाई जाए जो शाहगंज से रवाना होकर जौनपुर जफराबाद, मन्डयाह जंगही और इलाहाबाद होती हुई बम्बई जाये ताकि जौनपुर के लोग भी अपने को हिन्दुस्तान की और जगहों की तरह रेलवे की सहूलियत में हिस्सेदार समझें और रोजाना की परेशानी से बच सकें।

15.15 hrs.

STATUTORY RESOLUTION *Re-*
DISAPPROVAL OF HOOGHLY
DOCKING AND ENGINEERING
COMPANY LIMITED (ACQUISITION
AND TRANSFER OF UNDER-
TALKINGS) ORDINANCE HOO-
GHLY DOCKING AND
ENGINEERING COMPANY LIMITED
(ACQUISITION AND TRANSFER
OF UNDERTAKING) BILL

MR. CHAIRMAN : Now we take up items 15 and 16 together.

Shri Shejwalkar to move his statutory resolution.

SHRI N.K. SHEJWALKAR
(Gwalior) : I beg to move :

“That this House disapproves of the Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Ordinance, 1984 (Ordinance No. 7 of 1984) promulgated by the President on the 28th June, 1984.”

It has always fallen to my lot to oppose ordinances. I submit that time and again I have been pointing out and submitting to the House that the power of issuing ordinances should be sparingly used. I do not want to take much time of the House. Right from the time of the hon. Speaker, Mr. Mavalankar whose correspondence with Prime Minister Nehru is already on record it has been stressed that power of ordinance has not to be used so lightly. The latest ruling of the Speaker is of November 13, 1973.

Thereafter, the present Speaker, Dr. Bal Ram Jakhar has also ruled agreeing with me that ordinances should not be so often issued.