

[Shri P. Rajagopal Naidu]

Even the U.K. Government which is under pressure through inflation is obliged to agree to higher prices for foodgrains, to be supplied by continental countries through the E.E.C. agreement, just because the European farmers have to be assured of just the remunerative prices. Why should our Government be unwilling to continue the earlier policy of subsidising fertilisers or at least abstain from increasing the prices of fertilisers borne out of petrol products, thus allowing the difference to be treated as subsidy for agriculture? Otherwise, the farmers would be justified to complain that apart from abandoning the earlier subsidy they are being burdened to the tune of Rs. 100/- per hectare through these high prices, a burden which is much bigger than land revenue.

(iii) REPORTED SHORT SUPPLY OF ESSENTIAL COMMODITIES TO ORISSA AGAINST ALLOTMENTS

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Sir, I want to raise the following matter of urgent public importance under rule 377.

Essential commodities like salt, controlled cloth, sugar, kerosene oil, soft coke and cement are in short supply in Orissa as against their allotments. Against Orissa's requirement of 2 lakh tonnes of salt, it is getting less amount because of non-availability of wagons and because of restrictions for import of salt from Tuticorin. Controlled cloth is not being supplied to the State according to its requirements. Against the requirement of 2000 bales per month, the State got only 892 bales from the Textile Commissioner, Bombay.

Against the allotment of 57,582 M.T. sugar from 17th December, 1979 to the end of May, 1980, only 48,775 M. T. have been received. So, there is an acute scarcity of sugar in Orissa.

There is also shortfall of kerosene allocation to the State. So far as the

soft coke is concerned, as against the State's requirement of 250 wagons a month, only 22 wagons per month is being supplied.

The Orissa Government have not been given allotment of cement against their full requirement of 2 lakh tonnes per quarter. Only 77,400 tonnes were allotted during April, 1980 to June 1980. The Central Government should look into this and should take urgent and effective steps for ensuring speedy delivery of the allotted quantities of the above mentioned essential commodities to Orissa.

(iv) REPORTED LOCKOUT IN PREMIER AUTOMOBILES LIMITED BOMBAY

DR. SUBRAMANIAM SWAMY (Bombay North-East): Sir, under Rule 377, I wish to raise the following matter.

The Premier Automobiles Ltd., in Bombay, and makers of the Fiat prototype Padmini car is once again on a lockout. Due to the lockout, the workers of the factory, and the buyers of this car, primarily the taxi drivers, are suffering. After every lockout, the price of the Padmini car is raised.

This fact creates an apprehension that the lockout of the company is due to a sinister collusion between the management and some trade union leaders. The Central Government should intervene immediately and ensure that the factory is reopened.

(v) REPORTED ACUTE SHORTAGE OF DRINKING WATER IN CERTAIN VILLAGES OF RAJASTHAN BORDERING PAKISTAN

श्री मनमूल सिंह चौधरी (बीकानेर): माननीय चेरमेन, महोदय, नियम 377 के अधीन सूचना ।

सुरतगढ़ तहसील एवं पाकिस्तानी सीमा से सटी हुई अनूपगढ़ तहसील क्षेत्र के अनेक गांव पीने के पानी का गंभीर संकट का सामना कर रहे हैं। सुरतगढ़ तहसील के राजियासर, मोलसर, खारिया डीडवाना, किगदासर, बच्छवारा, करडू, देवी दासपुरा, कोनपालसर, सावलसर, धोजसर, एटा, ठुकराना आदि गांवों में हालत बहुत खराब

है। राजस्थान केनाल के पास के गांव जैसे बूरब-सार और पल्लू में भी पानी की कमी है। कुएं सूख गए हैं, लोग बारा पानी पीते हैं। कीचड़ युक्त पानी पीने से अधिकंगण लोग बाहर निकलने से परेशान हैं। पीने के पानी की मांग को लेकर बीरबवाल, हिन्दौर, भोजपुर, देवीदासपुरा कोन-पालसर, जधेर, किगरासर, सांवलसर, एटा आदि ग्रामवासियों ने तथा मानकण्डेरी गांव ने भी विधान सभा चुनाव में मतदान का बहिष्कार किया है। प्रजातंत्र में जनता का मतदान में भाग न लेकर उसका बहिष्कार करना गंभीर बात है। किन्तु जनता इस उग्र कदम को उठाने के लिये इसलिए विवश हो गई कि उस क्षेत्र में पीने के पानी की गंभीर समस्या की हल करने के लिए अभी तक कोई कदम नहीं उठाया गया। यह सब गांव राज-स्थान नहर के समीप स्थित हैं और पाइप लाइनों से वहां आसानी से पानी पहुंचाया जा सकता है। आजादी के बाद से अब तक लोग इस समस्या से जूझते आ रहे हैं यह वस्तुतः चिंता की बात है। वे सरकार का ध्यान आकषित करना चाहता हूँ कि इस समस्या को हल करने के लिये तुरन्त स्थायी कदम उठाये जाएं।

12.54 hrs.

RAILWAY BUDGET, 1980-81—GEN-  
ERAL DISCUSSION—*Contd.*

MR. CHAIRMAN: We now take up discussion on the Railway Budget. I call upon the Hon. Member Shri Bhagwat Jha Azad to start his speech.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Mr. Chairman, Sir, I must, at the outset, with a full heart of appreciation, refer to the unique feature of this Railway Budget. Throughout the length and breadth of this country, one can feel there is something new or old going on in each part of the country, relating to Railways. If we go through the Railway Budget we find that in some places there are new railway lines being laid, in some parts, 'going-on' works are to be expedited and in some parts doubling of lines is there. Therefore, I have seen from this budget—and one can feel the sensation—that in all parts of the country, right from Kashmir to Kanya kumrai and Kamrup there is some work, on behalf of the Railways, going on. In some parts there are new

engineers coming with their helpers and giving a silent sensation to the people in that area who have never seen a line. New persons are coming for the new lines. We find that there are six new lines to be taken up in the north-eastern part. There are some sanctioned lines like Rampur-New Haldwani the bi-weeklies and tri-weeklies. The tri-weekly express like Neelanchal is giving up new comfort; we can see that. But in this whole lot, we find that, still, there is something lacking in some parts, though not in the major parts of the country.

We find that, to the backward areas, new emphasis has been given. I must immediately come to this—it may not be taken as my taking credit for myself—that, after decades of demand in this House—I have been participating in the railway budget since 1952, from the First Lok Sabha to this Lok Sabha—for the first time, the Railway Ministry and the Railway Board, the white elephant, have agreed to double the line between kiul and Bhagalpur for which Rs. 680 lakhs are to be spent. They have mercifully granted this and given Rs. 20 lakhs for this year. I only hope and pray that the work will start immediately. Today you travel by Tinsukhia; we have got the super-fast Vikramsheela; we have got the bi-weekly Bombay-Bhagalpur; but none of these super-fast trains can be of any benefit to this area because in that loop line, in the single track, trains run late hours after hours and we cannot take advantage. Even friends from north Bengal or Bongaigaon cannot take advantage because this small track has not been doubled. Can you imagine the unimaginativeness of the Railway Board and the Railway Ministry? I had to go on and on sometimes threatening, but this time I am not the same Azad; so, I have been only cajoling and requesting Mr. Sharief half a dozen times and also Shri Kamalapati Tripathi. I am not now my old self fighting and taking the things by might. Anyway, I am happy they have