

This course was also approved by the Prime Minister and the President.

It will thus be seen that approval to the proposal to appoint Shri O. N. Vohra was accorded in the usual course and had no link whatever with the decision in that case. Indeed, it was accorded well before the conclusion of that case so that no suspicion should arise that the outcome of the Kissa Case determined or could determine the decision of the appointment of Shri O. N. Vohra as Judge. It is only the notification of his appointment that, for the reasons mentioned above, was held up for some time. This notification is now proposed to be issued.

I am sure Members of this House including those on the Benches of the Opposition will agree after this recital of facts that the imputation of any motives is most unfair to Government as well as the Judiciary.

12.48 hrs.

MATTERS UNDER RULE 377

MR. SPEAKER: Now matters under Rule 377.

(Interruptions)**

MR. SPEAKER: Nothing will be recorded. Now Mr. Dhondge.

(1) DAMAGE CAUSED TO THE STATUS OF
NETAJI SUBHAS CHANDRA BOSE AND
MAHATMA GANDHI IN ANDHRA PRADES

श्री कौशबराम धोंडगे (नांदेड़) : सदर साहब नियम 377 के द्वारा मैं एक सार्वजनिक और राष्ट्रीय महत्व के सवाल की तरफ ध्यान का ध्यान आकर्षित करता हूँ। आंध्र प्रदेश के धन्वर वर्गमम गोदावरी जिले में जलय की जगह पर 23 जनवरी 1979 को नेताजी सुभाष चन्द्र बोस का पुतला उनकी जयन्ती के दिन फोड़ दिया गया है। इसके साथ ही दिनांक 30 जनवरी 1979 को भाविलाबाव जिले में मधेरिस में महाराष्ट्र बांधी जी का पुत उनकी पुष्प तिलि के दिन तोड़ा गया है। ये

समाज विरोधी और देश विरोधी कार्यवाही एक चुनौती और माहुरा है। समाज देश प्रेमी जनता मैं इन घटनाओं की वजह से तीव्र असन्तोष फैला हुआ है। इस प्रकार की कुप्रवृत्तियों के खिलाफ फौरन कार्रवाई करने की मांग मैं सम्माननीय गृह मंत्री महोदय से करता हूँ और इन राष्ट्र पुरुषों की विटम्बना बदनामी, और बेइज्जती के शयल को खत्म करने की मांग करता हूँ। जय क्रांति।

(ii) MAHARASHTRA STATE ROAD TRANSPORT CORPORATION

SHRI R. K. MHALGI (Thana): Sir, under rule 377, I wish to raise the following matter:

According to the provisions of Section 23 of the Road Transport Corporation Act, 1950, the Government of Maharashtra and the Central Government provide capital contribution to the M.S.R.T.C.: in the ratio of 2:1. This capital contribution is provided to the Corporation in order to enable it to meet the expenditure of capital nature, such as purchase of chassis, lands and machinery, construction of depots, bus stations etc. The M.S.R.T.C. started incurring losses from the year 1970-71, and by 1974-75, the total accumulated losses were of the order of Rs. 1941 lakhs. The State Government took several measures to supplement the steps taken by the Corporation to put its finances on sound footing. One of the measures was to provide capital contribution of Rs. 500 lakhs in addition to the contribution of Rs. 100 lakhs already paid to the Corporation during 1974-75. The State Government also paid to the Corporation additional capital contribution of Rs. 100 lakhs in the year 1976-77.

The additional capital contribution paid by the state government in the years 1974-75 and 1976-77 thus comes to Rs. 600 lakhs and the share of the central government comes to Rs. 300 lakhs. The central government disowned their responsibility to pay the matching contribution of Rs. 300 lakhs on the ground that the ad hoc contributions amounting to Rs. 600 lakhs

**Not recorded.