

(a) whether the original 'paid-up capital of Firestone Tyre and Rubber Company of India Private Limited' was only Rs. 20,000 which was increased to Rs. 1,10,00,000 by capitalising the reserves made out of retained profits worth Rs. 1,09,80,000 by issue of 549 bonus shares for every share held;

(b) whether all these bonus shares were issued to the American parent company; and

(c) whether permission of Government was granted and if so, the reasons therefor?

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): (a) and (b) Yes, Sir.

(c) Permission was granted in 1961 after all the tests applicable to a Bonus Issue viz. capitalisation of reserves were satisfied.

#### **Selection Grade for Scheduled Caste and Scheduled Tribe Auditors**

5862. SHRI AMBESH: Will the Minister of FINANCE be pleased to state:

(a) whether a letter was issued on 25th January, 1973 by Comptroller and Auditor General to all Accountant Generals in India for the sanction of Selection Grade to the Auditors belonging to Scheduled Castes and Scheduled Tribes on the basis of reservation for these communities;

(b) whether the Selection Grade sanctioned to the auditors of the above communities is withdrawn on change of their religion; and

(c) if so, the reasons therefor?

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): (a) Comptroller and Auditor General's letter dated 25th January, 1973 applies to reservations for Scheduled Castes and Scheduled Tribes in posts filled by promotion on the basis of seniority subject to fitness. Promotion to Selection Grade in Auditor's cadre is made

on the basis of 'merit-cum-seniority', in respect of which reservations existed even prior to the issue of this letter.

(b) and (c) An employee belonging to a Scheduled Caste ceases to be eligible for the special benefit granted to him as such a member of a Scheduled Caste, if he changes his religion from the Hindu or Sikh religion, with effect from the date of such change. This is considered necessary in order to conform to the constitutional provision relating to reservation of posts.

#### **Overdraft by Madhya Pradesh**

5863. SHRI MARTAND SINGH: Will the Minister of FINANCE be pleased to state:

(a) the position regarding overdrafts drawn by the State Government of Madhya Pradesh upto January, 1974; and

(b) the steps Government have proposed to recover the amounts of overdrafts from the State?

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): (a) The State Government of Madhya Pradesh has not overdrawn on the RBI from 1st May, 1972 upto January, 1974.

(b) Does not arise.

#### **CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE**

REPORTED DELAY IN THE LIFTING OF RS. 40  
LAKHS WORTH OF NEWSPRINT BY THE STC  
FROM BOMBAY PORT.

श्री यमुना प्रसाद मण्डल (ममस्तीपुर) : अध्यक्ष महोदय, आपकी भाषा से मैं निम्नलिखित विषय की ओर माननीय वाणिज्य मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वे इस विषय में एक बक्तव्य दें :

“राज्य व्यापार निगम द्वारा बम्बई पत्तन से 40 लाख रुपये के मूल्य के प्रखबारी कागज को उठाने में विलम्ब के समाचार ।”

THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA): Mr. Speaker, Sir, the actual position regarding the reported delay in lifting of Rs. 40.00 lakhs worth of newsprint by the S.T.C. from the Bombay Port is as follows:—

Import of newsprint is arranged through bulk contracts entered into by S.T.C. with foreign suppliers. The individual newspapers to whom the imported newsprint is allocated by the Registrar of Newspapers are granted sub-licences with letters of authority against a main licence issued to the S.T.C. to enable them to clear consignment through the Customs. This procedure has, however, been found rather cumbersome and wasteful to the extent that very large number of sub-licences had to be issued against one main licence. The procedure was, therefore, suitably modified by Chief Controller of Imports and Exports in consultation with the S.T.C. and the Registrar of Newspapers in order to avoid unnecessary waste and to simplify the procedure.

At a meeting held accordingly by Chief Controller of Imports and Exports on the 1st February, 1974, a decision was taken to the effect that only letters of authority need be issued which would reduce delays to the minimum.

There was some delay in the clearance of one consignment of newsprint by the Customs authorities in Bombay pending certain clarifications. These clarifications have since been furnished, and the consignments have been cleared.

Two ships "Samuel Marshal" with Russian newsprint consisting of 1156 tonnes and "Jalkendra" with 40 tonnes of newsprint arrived on the 3rd of March and 13th of March respectively. The consignment in respect of Jalkendra was fully cleared in the normal course. For the consignment in respect of the Russian newsprint, while the ship arrived on the 3rd of March, the actual landing was on only on 23rd of March and the clearance of consignments

commenced on the 28th of March. Hon. Members would, therefore, appreciate that at best the delay was of 5 days. Since the normal free clearance time is four days after the actual landing of the ship, the goods were on demurrage only from the 28th March onwards for about a week during which there were two holidays. It may also be mentioned that during this period there were three/other vessels containing newsprint which were being cleared and there was considerable congestion at the Bombay Port.

As regards demurrage, S.T.C. has taken up the matter of waiving the demurrage charge with the concerned authorities, and I can assure the Hon. Members that if there is any demurrage to be paid, this would not be passed on to the newsprint consumers.

श्री यमुना प्रसाद मंडल : अध्यक्ष महोदय, प्रखबारी कागजों के मिलने में कितनी कठिनाई है यह सारे समाचार जगत को मालूम है। मैं मंत्री जी का ध्यान उस ओर दिलाऊंगा जब वह कहते हैं कि पहली फरवरी को ही सी०सी०आई०ई० और एस०टी०सी० के प्रक्रमों के बीच सभी बातें हो गई थीं और यह निश्चय हुआ कि केवल प्रथीरिटी नेटर से ही काम चल जायगा, और फिर भी वह बराबर चाहते थे कि कुछ और क्लैरीफिकेशन मांगा जाय। पहली तारीख को जब मीटिंग हुई थी उसमें क्लैरीफिकेशन की बात नहीं हुई कि ऐसा हुआ तो क्या होगा, वैसा हुआ तो क्या होगा। दोनों ओर के अधिकारी बैठते हैं और कहा जाता है कि कुछ देरी प्रखबारी कागज की सप्लाई के लिए बहुत ही खतरनाक होती है। प्रखबारी कागज के नहीं पहुंचने पर बड़ी दिक्कत होती है, और अभी भी जो पहुंचा है क्या हालत होती है इस को माननीय सूचना मंत्री ने बताया था कि और वह उस के बारे में काम कर रहे हैं। छोटे प्रखबार वालों ने की तो बात न पाछे। मेरे यहां पर एक पेपर मिला है समस्तीपुर में जो 6, 7 साल से बन्द है। क्या होगा कागज के बारे में यह मैं नहीं कह सकता हूं। 7 साल से वह मिला बन्द है। मंत्री जी का कहना है कि 5 दिन की देरी हुई जिस में से दो दिन छुट्टी रही। 4 दिन का फ्री क्लियरेंस मिलता है उस को छोड़कर एक यही

बेचारा जहाज "सैमुअल मार्शल" ही रुक गया और "जल केन्द्र" धक्के डंग से पहुँच गया। क्या कारण था यह तो मंत्री महोदय ही बतायेंगे।

विद्वान प्रोफेसर मंत्री महोदय ने कहा कि बड़े पोर्ट में, भारत के सब से बड़े नैचुरल हार्बर में बहुत कंजेशन था, बच्चप ट्रान्सपोर्ट डिपार्टमेंट की तरफ से बहुत धक्का इंतजाम किया जा रहा है। मैं समझता हूँ कि कम से कम कुछ प्रायरेटी निश्चित करनी चाहिए पोर्ट कमिश्नर को जिस से यह स्थिति इन सब वस्तुओं के बारे में न धाये। मंत्री महोदय ने यह भी कहा है कि डैमरेज की बात नहीं होगी, और बराबर हाइपोथेटिकल बात कही है। अगर आप बाहरी लाइन को देखें तो बता सकेगा उन्होंने एम्प्लॉयमेंट दिया है हमारे जरिये उन लोगों को जिन के पास प्रखबारी कागज पहुँचने वाला है कि आप घरवायें नहीं यह जो भी डैमरेज होगा वह राष्ट्र के खाने में लिखा जायेगा। बहुत अच्छी बात होगी? एस०टी०सी० तो नामी है धक्का काम करने में फिर भी यह किसी खाते में लिखा जायेगा, मैं इसका विरोध करता हूँ। और चाहता हूँ कि जो आप ने हाइपोथेटिकल जवाब दिया है इन्हें और बट के साथ में, तो अगर काफी डैमरेज हुआ तो किन-किन बोय प्रकसरों की वजह से हुआ, "बोय", उनकी दक्षता की वजह से, "बलता", बाहे वह अधिकारी सी०सी० आई०ई० के हों या एस०टी०सी० के हों या कस्टम के हों क्या उन लोगों के ऊपर रेस्पान्सिबिलिटीज फिक्स की जायेगी कि आप ने राष्ट्र के प्रति धक्का काम नहीं किया जब कि प्रखबारी कागज की बड़ी जरूरत है। क्या उन्हें कुछ सर्टिफिकेट दिया जायेगा, या सेंसर किया जायेगा, वह तो विद्वान प्रोफेसर ही बता सकते हैं।

पोर्ट कमिश्नर चाहें तो डैमरेज को बेच कर सकता है, रेलवेज में भी ऐसा होता है जब कभी भारत सरकार की ओर से या राज्य सरकार की ओर से कोई धनप्रयोग-डेबिल डिल हो जाती है तो बेच करते हैं। वैसे ही इस मामले में पोर्ट कमिश्नर डैमरेज बेच कर दें तो अच्छी बात है। मगर जब पहली फरवरी को सारी बातें हो गई सभी लोगों के बीच और सब कुछ उन्हें समझा दिया गया दोनों पक्ष की ओर से, फिर भी वह सब गलतियाँ होती हैं। मैं समझता हूँ कि कागजात बड़ी संवर गति से चलते हैं, जो कि नहीं होना चाहिए।

इन बातों पर मंत्री महोदय की क्या प्रतिक्रिया है यह मैं उनसे जानत चाहूँगा।

दूसरी बात यह है कि बराबर हम लोग जब हिन्दी में पूछते हैं तो एक प्रति हिन्दी की, लोक सभा सचिवालय को तर्जुमा कर के, अगर हम को मिल जाया करे तो हमारे जैसे कम धड़ेजी जानने वालों को सुविधा होगी। क्या इसकी व्यवस्था आप करने की कृपा करेंगे।

PROF. D. P. CHATTOPADHYAYA: The hon. Member has raised many questions. We have already pointed out that this delay was very short and unavoidable. Although the ship reached the port on the 3rd, due to port congestion on which we have no say, the actual landing started on the 23rd, after a delay of 20 days. So far as the newsprint is concerned, the actual landing started on the 28th. So, there was a delay of only five days, out of which two were holidays. Therefore, you will appreciate that there was no delay which was avoidable.

Secondly, though procedural simplification was agreed upon, the customs authorities wanted some clarification. Some time was taken for communicating the clarification and so three days were lost. It was not a big delay and it was not avoidable. I can assure the hon. Members that in future we will see that even this small delay is avoided.

Coming to demurrage, we have already assured that the newspapers will not be required to pay anything, if at all it is necessary. Even in respect of the public exchange, as I have indicated, we have taken up the case with the customs and we hope that it will be waived. More than expressing a hope, I cannot do anything more on this point.

The last question was a suggestion that in future we should see to it that speedy clearance is effected. At about the same time many other ships came in many other ports which brought newsprint and they were cleared speedily. So, it is only in one case that we could not act so speedily, as we wanted. I can assure him that in future we will ensure that there is no avoidable delay.

श्री यमुना प्रसाद मण्डल : मैं एक स्पष्टीकरण चाहता हूँ। पहली फरवरी को मीटिंग हुई थी। क्या वहाँ जो निर्णय किए गए थे उन को कम्पन बावों को, पोर्ट कमिश्नर को तथा दूसरे सम्बद्ध लोगों के पास नहीं भेजा गया था ? अगर भेजा गया था तो उन लोगों को इन सब बातों के बारे में मालूम हो जाना चाहिए था। लॉडिंग ग्रीर अनलोडिंग में जो देर होती है वह तो अम्य है। वह तो बेंब करना ही होगा....

अध्यक्ष महोदय : आपने जो क्लैरिफिकेशन पूछना है, पूछें।

श्री यमुना प्रसाद मण्डल : बाकी जो कुछ इन्होंने कहा है उससे मैं सन्तुष्ट हूँ।

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, this is a matter which has come time and again before this House, and I have not got the slightest doubt that the Government, in principle, want to curb the mass media in the country and, therefore, they are taking recourse to all these methods. I will give you enough documentary evidence to prove that. Whatever little adverse comments that the mass media come out with against the Government and their leaders is not to be borne by them and, therefore, the best course that is open to them is to curb these mass media by hook or by crook.

You will find from the Ministry's Annual Report for the year 1973-74 that, in 1971-72 the import of newsprint was valued at Rs. 27.6 crores, and in 1972-73 the import has come down to Rs. 20.5 crores. I request the hon. Minister to clarify truthfully, for a change, as to what is the reason, although prices have gone up by 300 per cent, the total value of import has considerably gone down as far as import of newsprint for mass media is concerned....

MR. SPEAKER : It is not a general question concerning import. The call-attention is regarding the reported delay in the lifting of newsprint by the STC from the Bombay Port.

SHRI JYOTIRMOY BOSU : This is a very vital thing, Sir. You had been a journalist.

MR. SPEAKER : Please do not mislead me also.

SHRI JYOTIRMOY BOSU : Sir, here is something where it is said :

"The newsprint position has become more difficult in view of the considerable shortfall in the arrival of contracted imports. Until the last week of February, only 54,708 tonnes of anticipated 1,26,700 tonnes of newsprint imports had arrived."

"... Besides, of the tonnage yet to come, about 19,140 tonnes was lost because of the invocation of 'force majeure' by one of the Canadian suppliers."

This is a clipping from the *Times of India* of 24th March, 1974. The February arrival figures have been far below the anticipated figure. In spite of that, when they had received the consignment at Bombay Port, they had been sitting over it, dilly-dallying. I will just now establish that also.

On top of that, the current extraordinary shortage is due to the bungling of STC which short-purchased newsprint to the extent of as much as 50,000 tonnes last year. If STC had cared to build up a buffer stock instead of whittling down contractual entitlements, the difficulties being faced by the Corporation in arranging imports at the moment due to worldwide shortage would have been easily surmounted.

They had entered into a contract with the Scandinavian countries where the contractual agreement entitled them to bring 20,000 tonnes as a 'must' and an additional 20,000 tonnes also; out of that entitlement of 40,000 tonnes and where the prices were quite favourable, they did not import more than 13,000 tonnes. This is very surprising.

On the statement I want to ask a few questions. I want to ask why at this stage—what is the specific reason—they wanted to change the procedure in the

matter of clearance and delivery—CCIE licensing STC on the strength of sub-licences. There is a basic change to what is stipulated in the Import Trade Control Book, page 4, and how is it that, by a sort of quasi-executive informal order, they could over-rule this which has clearly stated "Registration of Licences at ports" which makes it mandatory that those who go and take delivery of these things as sub-licences or licences will have to comply with certain requirements which are stipulated in their own publication? Why should they ride rough-shod over this? Sub-licences, it is said that the Registrar of Newspapers have granted sub-licences with letters of authority against the main licence issued to the STC to enable them to clear the consignment before the Customs. I have quoted from the Import Trade Book. Why had they taken this measure? Why is it that they did not get the concurrence of the Customs? Why is it that they have suddenly gone for a basic change?

Since when the old procedure which they now consider as cumbersome was in force? What was the necessity of doing it just now?

Then, it says that the procedure was suitably modified by the Chief Controller of Imports and Exports in consultation with the STC and the Registrar of Newspapers in order to avoid unnecessary waste and to simplify the reasons. I want to know why the Customs people were not called to this meeting and also when was this procedure actually suitably modified? What is the actual date? You had a meeting on the 1st of February. I agree. I want to know when actually this procedure was suitably modified.

On page 2 he has said that the clarifications have since been furnished and the consignment has been cleared. When did they receive these clarifications and when actually were these passed on to the Customs in Bombay?

He has said that in respect of the Russian newsprint while the ship arrived on the 3rd March, actually the landing

was on 23rd March and the clearance of the consignment commenced on the 28th of March. Before they could get the new procedure fully clear, why is it that they introduced the new procedure? You can condemn the old method. You can easily amend, but before it is wholly accepted by all the authorities concerned, why was it enforced?

Then, he has talked about demurrage. I want to know the rate of demurrage and also if the port authorities did not waive the demurrage, who is going to pay if the newsprint consumers did not pay? Is it not going to be in a way indirectly debited to the account of the tax-payers in the country, because there is no third person involved? Because it is either the Government or the consumer. I want to know the answers for these categorical questions.

Also prof. Chattopadhyaya has said that in respect of the long-term contracts signed by the STC towards the end of 1971 many of the sellers did not honour the contract because of the soaring prices. I want to know what sort of a contract it is which gives the suppliers these loopholes? Suppose the prices would have gone down, would the Government have that power and opportunity under the contract, if they wanted, to get out of the contract? Could they have done so? A contract cannot be one-sided. If the suppliers can get out of it, the buyers also should be able to get out of it. We also want to know clearly what is that contract by which the sellers can get out without paying any penalty for it?

PROF. D. P. CHATTOPADHYAYA: The hon. Member has observed that this delay has something to do with curbing the mass media. I want to assure him that there is not the slightest intention to do anything with that sort of thing. So, that question does not arise at all.

SHRI JYOTIRMOY BOSU: Are you sure?

PROF. D. P. CHATTOPADHYAYA: Yes, I am.

SHRI JYOTIRMOY BOSU: Asian  
ables is there.

MR. SPEAKER: Now, we pass on to  
the next item.

PROF. D. P. CHATTOPADHYAYA:  
every man is fallible except a few.

SHRI JYOTIRMOY BOSU : He has yet  
to reply to my questions.

The question is that the interesting  
figures show what we are doing. These  
figures show that this year we are excep-  
ting on the basis of firm contracts some  
3,000 tonnes from Canada and 36,000  
tonnes from USSR and other Socialist  
countries and 7,000 tonnes from Bangla  
Des. All added, it comes to 1,60,000  
tonnes. So far in the first quarter it has  
been 30,000 tonnes and firm shipping has  
been booked for 75,000 tonnes and in the  
first half of 1974 we expect an average  
monthly arrival of 12,000 tonnes. It  
compares very favourably with the monthly  
arrival of last year which was 5,000 tonnes.  
So, the situation is much better than what  
it was last year.

PROF. D. P. CHATTOPADHYAYA :  
Only two other questions remain. . .

MR. SPEAKER: If you do voluntarily  
amongst yourselves, I do not come in.

PROF. D. P. CHATTOPADHYAYA :  
He asked why the procedure was changed.  
I have already explained it rather in detail  
in the body of the statement that it was to  
save time and trouble to the newspapers  
that we agreed on this simplified procedure.  
Instead of issuing sub-licences to innume-  
rable newspapers and causing a lot of  
avoidable difficulties for them, we suggested  
this procedure which will minimise their  
labour and trouble and time. So, that  
was the rationale behind the simplified  
procedure.

SHRI JYOTIRMOY BOSU : I have put  
specific questions. . .

MR. SPEAKER: I am afraid much of  
what you have raised is out of scope. I  
was looking at you and when you came  
back within the scope of the question. I  
felt relaxed. The moment I did it, you  
again went out of it.

SHRI JYOTIRMOY BOSU : We  
know each other for the last six years.

MR. SPEAKER : You have now  
asked one question which is out of the  
scope and you are trying your wits and  
his also.

SHRI JYOTIRMOY BOSU: You  
should take it as a supplementary. The  
question is: 1971-72, it was Rs. 27  
crores and 1972-73 when the prices are  
lower it was only Rs. 20 crores. . .

MR. SPEAKER: The call attention is  
about Rs. 40 lakhs worth of newsprint at  
the Bombay harbour. You are going by  
exports year by year.

SHRI JYOTIRMOY BOSU: Sir, it is  
part of the whole game.

SHRI JYOTIRMOY BOSU: The whole  
question arises out of my statement. The  
old procedure—how old it was and for  
how many years it was in force.

MR. SPEAKER : How does it relate to  
Bombay Harbour ?

SHRI JYOTIRMOY BOSU: I am put-  
ting forward my question out of his state-  
ment. I have put a specific question. The  
procedure which they have described as  
cumbersome—how old was this procedure ?

SHRI H. N. MUKERJEE : (Calcutta—  
North-East) : Be sensible for a change.

PROF. D. P. CHATTOPADHYAYA :  
It was last year's procedure which was  
sought to be modified this year. The date  
has already been mentioned.

The other question he asked was:  
whether it was indicated to the Collector  
of Customs. My answer is : yes. It was  
intimated. . . (Interruptions).

SHRI JYOTIRMOY BOSU: Was he  
called for the meeting ? Why should I  
be allowed to be taken for a ride ? I  
asked why the customs people were not

invited to attend the meeting which took place between the STC, the Registrar of Newspapers and the Chief Controller of Imports & Exports.

MR. SPEAKER: Order, please.

SHRI JYOTIRMOY BOSU: I had never been disoriented. Why the Customs people were not called for that meeting?

Sir, you allow the Minister to go away like the Asian Cables.

MR. SPEAKER: No. I do not allow both of you to go on like this.

SHRI JYOTIRMOY BOSU: I have formulated my questions out of the statement which the Minister laid on the Table of the House. I am asking: in the meeting that was held on the 1st February why is it that the representative of the Customs Department was not invited? Why did they not attend the meeting?

MR. SPEAKER: He won't sit down unless you reply.

PROF. D. P. CHATTOPADHYAYA : Sir, I have already informed him that this is not a matter which is of such an importance that always all persons should be called. Because, that sort of understanding is there between Ministries. Also, they They did not object to it.

12.55 ½ hrs.

#### PAPERS LAID ON THE TABLE

CENTRAL EXCISE (FIRST AMDT.) RULES UNDER CENTRAL EXCISES AND SALT ACT, 1944.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : On behalf of Shri K. R. Ganesh, I beg to lay on the Table a copy of the Central Excise (First Amendment) Rules, 1974 (Hindi and English versions) published in Notification, No.

G.S.R. 284 in Gazette of India dated the 23rd March, 1974, under section 38 of the Central Excises and Salt Act, 1944. [Placed in Library. See No. LT-6621/74]

REPORT ON THE WORKING OF THE COMMISSION OF RAILWAY SAFETY FOR 1972-73

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SAROJINI MAHISHI): I beg to lay on the Table a copy of the Report (Hindi and English versions) on the working of the Commission of Railway Safety for the year 1972-73. [Placed in Library. See No. LT-6620/74]

NOTIFICATIONS UNDER GOVT. SAVINGS BANKS ACT, 1973, GOVT. SAVINGS CERTIFICATES ACT 1959, CUSTOMS ACT, 1962, BENGAL FINANCE (SALES TAX) ACT, 1941 & DEMANDS FOR GRANTS.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) : I beg to lay on the Table :

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 15 of the Government Savings Banks Act 1973:—

(i) The Post Office Savings Banks (Second Amendment) Rules, 1974, published in Notification No. G.S.R. 156(E) in Gazette of India dated the 30th March, 1974.

(ii) G.S.R. 157(E) published in Gazette of India dated the 30th March, 1974.

[Placed in Library See. No. LT-6621/74]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 12 of the Government Savings Certificates Act, 1959:

(i) The National Savings Certificates (Fourth Issue) (Amendment) Rules, 1974, published in Notification No. G.S.R. 158(E) in Gazette of India dated the 30th March, 1974.