

All other Cut Motions were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of the following demands entered in the second column thereof—Demand Nos. 4 to 6, 8 and 10."

The motion was adopted.

[The motion for Supplementary Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 4—WORKING EXPENSES—
ADMINISTRATION

"That a Supplementary sum not exceeding Rs. 8,81,62,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—
REPAIRS AND MAINTENANCE

"That a Supplementary sum not exceeding Rs. 23,20,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—
OPERATING STAFF

"That a Supplementary sum not exceeding Rs. 20,16,47,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Operating Staff'."

ed to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF AND FUEL

"That a Supplementary sum not exceeding Rs. 1,34,25,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 10—WORKING EXPENSES—
STAFF WELFARE

"That a Supplementary sum not exceeding Rs. 2,91,66,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Staff Welfare'."

15.16 hrs.

APPROPRIATION (RAILWAYS)
NO. 4 BILL*, 1974

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1974-75 for the purposes of Railways.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1974-75 for the purposes of Railways."

[Mr. Deputy Speaker]

and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1974-75 for the purposes of Railways."

The motion was adopted.

SHRI L. N. MISHRA: I introduce the Bill.

I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1974-75 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1974-75 for the purposes of Railways, be taken into consideration."

SHRI S. M. BANERJEE (Kanpur): Sir, I have heard the assurance given by the hon. minister. I only request him that he should see to it that it is not delayed further. Even today according to his figures nearly 10,000 permanent employees and thousands of casual labour who have completed more than 5 to 10 years of service are on the streets. I have in my hand a list of those whose services have been terminated in Kanpur alone. Out of 506 employees, only 172 have been taken back. Not even one officer of the union of the Allahabad Division has been taken back. I request him to accept my suggestion: All railway employees, whether permanent, regular, temporary or casual, who merely participated in the strike should be taken back immediately. Those who are charged with sabotage or violence should be suspended and not dismissed. In this country when very serious

charges of corruption are levelled, we are not demanding the termination of service of those people. Even in this House, we are not demanding the expulsion or dismissal of Shri Tulmohan Ram, although it is said that he has taken money. In the case of those instances where there was violence or intimidation, let them be decided in a court of law. In all the cases the order of dismissal should be set aside.

Secondly, although we are not discussing the question of bonus, I would plead that the railway employees, the defence employees and the P & T employees should become entitled to bonus now that the report of the Bonus Committee has come.

Thirdly, it should be decided once and for all whether the railways is an industry or not. Now that the court has given a judgement in the matter, I hope it will be considered.

Lastly, if the hon. Railway Minister wants the industrial relations to improve, two employees of the railways should be taken in the Railway Board or, alternatively, the Railway Board should be abolished. I will conclude by renewing the request that those employees who have been dismissed from service for participating in the strike should be taken back.

श्री शंकर बयाल सिंह (चतरा) :
उपाध्यक्ष महोदय, मैं एक निवेदन करना चाहता हूँ। डा० कर्णी सिंहजी हम लोगों के बीच आ गए हैं

MR. DEPUTY-SPEAKER: Order. order. Let us act in a matured manner. I do not really understand this. Reference was made to this once in the House. I only say that we should act in a matured manner as a matured nation.

श्री रामाबल्लभ शास्त्री (पटना) :
उपाध्यक्ष जी, मैं दो सवाल पूछना चाहता हूँ। पहली बात—पिछड़ी हुई बात के सिलसिले

में जितने कर्मचारियों के खिलाफ कार्यवाही की गई है उसके बारे में मुझे कहना है कि शीघ्र से शीघ्र उन तमाम कार्यवाहियों को वापस लिया जाय। मैं वह भी कहना चाहूंगा कि ईस्टर्न रेलवे के दानापुर डिबीजन में 2 हजार से अधिक कर्मचारियों के खिलाफ कार्यवाहिया की गई। जहां तक मेरी जानकारी है सबसे कम लोगो को वहां डायटी पर लिया गया है। इंडियन रेलवे वर्कर्स फेडरेशन के 55 आफिस बेयरर्स और एग्जीक्यूटिव के मेम्बर हैं जिन में सब के सब रेलवे एम्प्लोई हैं, इन में से 53 के खिलाफ कार्यवाही वापस नहीं ली गई है। केवल दो को वापस लिया गया है। तो यह पता नहीं आपका काम किस तरीके से चल रहा है और इस तरह से चलेगा तो आप रेलवे के अन्दर शांति व्यवस्था कायम रखने में कामयाब नहीं हो सकेंगे।

दूसरी बात मैं कहना चाहता हू कि सरकार कहती है कि अर्थाभाव के कारण रेल किराया बढ़ाना पड़ा। मैं यह कहना चाहता हू और बार बार मैंने इस सवाल पर चर्चा चलाई है—अप्रत्याचार और फिजूलखर्ची रेलवे के अन्दर बहुत बढ़ गई है। मैं उसका एक नमूना देना चाहता हू। दानापुर में जून के महीने में अफिमर्म क्लब का एयर कंडीशन कराया गया और जब मैंने सवाल पूछा तो 21 अगस्त का जवाब दिया गया कि और जगह नहीं कराएंगे। दानापुर में जो एयर कंडीशन हुआ है उस पर 30 हजार रुपया खर्च हुआ है। मैंने यह भी पूछा था कि क्या एयर कंडीशन कराया गया तो उसका कोई जवाब नहीं दिया गया मुझे खबर मिली है कि मंत्री महोदय के लड़के की शादी थी और उस शादी के मौके पर वहां बारात रखने के लिए या नवब्रदम्पनी को रखने के लिए एयर कंडीशन कराया गया। यह फिजूलखर्ची है या नहीं? अप्रत्याचार है या

नहीं? उसी तरीके से जब ये पटना जाते हैं तो पटना में नहीं उतरते। जनता से इनको घबराहट है। वे दानापुर में उतरते हैं। स्पेशल सड़क बनाई जाती है। क्या यह फिजूलखर्ची है या नहीं? डा० राजेन्द्र प्रसाद हमारे देश के प्रथम राष्ट्रपति, दूसरे राष्ट्रपति राधाकृष्णन जी और पंडित जवाहर लाल नेहरू हमारे प्रधान मंत्री जब मुगलस राय जाने थे तो पुल चढ़ कर के पार उतरने थे। मैं मुगलसराय से आज ही आ रहा हू। कल मैं वहां गया था। वहां मालूम हुआ कि जब ये जाते हैं तो इनके लिए स्पेशल सड़क बनती है नीचे नीचे जिम में ये प्लेटफार्म पर से हो चले जायें, ऊपर न जाना पड़े। मैं इसलिए यह सवाल उठा रहा हू कि ये तमाम बातें फिजूलखर्ची है या नहीं? दानापुर के डी एस एफ एक आदर्मा की बहाली में ढाई हजार तीन हजार रुपया लेने है। इसकी जानकारी रेलवे बोर्ड की है मंत्री जी को है। अप्रत्याचार के सवाल को सरजू पाण्डेय जी न उठाया, उसका आज तक जवाब नहीं दिया गया। तो मैं समझता हू कि जब तक वर्तमान चेयरमैन और मंत्री जी हैं तब तक रेलवे की हालत नहीं सुधरेगी। दोनों को हटाया जाना चाहिए, डिसमिस किया जाना चाहिए।

श्री मधु लिये (बाका) : उपाध्यक्ष महोदय, रेल हड़ताल के दिनों में एक स्टीम लोकोमोटिव के ड्राइवर को जो हड़ताल पर नहीं था बोर्डर सेक्वोरटी फोर्स ने आगजनी के केस में कैस फास दिया इसकी कड़ा में बयान करना चाहता हू। इस ड्राइवर के ऊपर इल्जाम है कि इसने एक शाबेल में जलता हुआ कोयला भर कर बी० एस० एफ० के ट्रेट पर फेंका जिसके चलते ट्रेट भी जल गया और ट्रेट में जो ऐम्पुनिशन था वह भी नष्ट हो गया। यह आरोप है उसके ऊपर। ड्राइवर को गिरफ्तार कर जेल में रखा गया।

[श्री मधु लिमये]

सत्य तो यह है कि एक बी० एस० एफ० के सिपाही ने सिगरेट का जलता टुकड़ा टैंट में फेंका था जिसके चलते टैंट जल गया और ऐम्बुनिशन भी नष्ट हो गया। लेकिन दोष बेचारे ड्राइवर पर थोप दिया गया। यह घटना करबी स्टेशन के पास बेंतवा नदी पर जो पुल है उसकी रक्षा के लिये बहाल किए गए बी० एस० एफ० के यूनिट में हुई। यह स्टेशन मध्य रेलवे के झांसी मानकपुर रेलवे लाइन पर है। इसलिये मे मजदूरों से कहूंगा कि जब हड़ताल का आवाहन किया जायेगा तो चुपचाप हड़ताल पर जाइये क्योंकि लायल बर्कर बनने का नतीजा क्या होता है यह मैंने अभी आपको बताया। मंत्री महोदय से मे इसकी सफाई चाहता हू।

दूसरी बात—जो रेल कर्मचारी 1 मई की मध्य रात्रि में पकड़े गये थे उनके बारे में मंत्री महोदय ने यह आश्वासन दिया था जब हमारा डेलीगेशन मिला था, कि जो 1 मई को पकड़े गये थे उनके द्वारा हिंसा होने का या संबोटेज होने का कोई मामला ही नहीं उठ सकता है। संबोटेज क्या इटीमिडेशन का भी सवाल नहीं आ सकता। इसलिये ऐसे सभी रेल कर्मचारियों को काम पर वापस लिया जायेगा। कल मैं अटल जी के ग्वालियर में गया था तो एक रेल मजदूर से मुलाकात हुई। उसका नाम नूरल है। 1 मई की मध्य रात्रि को उसे गिरफ्तार किया गया था और अभी तक उसको काम पर वापस नहीं लिया गया। उसको और उसके जैसे कर्मचारियों को और यूनियन के जो पदाधिकारी हैं उनको जब रेलवे बोर्ड के बेरी साहब मिलते हैं या डिबीजनल सुपरिन्टेंडेंट मिलते हैं तो सब एक आवाज में कहते हैं कि जार्ज फरनान्डीज को मध्य रेलवे की यूनियन से और आल इंडिया रेलवे मेन्स फेडरेशन के प्रेसीडेंटशिप से हटा दीजिये, सबको काम पर

लिया जायेगा। बेरी से लेकर डिबीजनल सुपरिन्टेंडेंट तक यह बात कही जा रही है। इस डंग से ट्रेंड यूनियन आन्दोलन को मजबूत करने का यह काम कर रहे हैं। इसलिये मैं चाहता हू कि इसकी भी सफाई मंत्री महोदय दें, क्या इन्हीं दावों के आधार पर रेल कर्मचारियों के आन्दोलन को वह खत्म करना चाहते हैं ?

तीसरी छोटी सी बात यह है कि मेरे क्षेत्र में जो जसीडीह का इलाका है वहां इन दिनों में कई सवारी गाड़िया बन्द हो गई हैं, मेरे पास पत्र आये हैं, जिसकी वजह में बैंगनाब घाम और गया के जो पिलग्रिम्स हैं, यात्री हैं

श्री शंकर दयाल सिंह पहली बार अपने क्षेत्र के बारे में यह बोल रहे हैं इसलिये इस पर जरूर ध्यान दिया जाये। (व्यवधान)

श्री मधु लिमये क्या शंकर दयाल सिंह 24 घंटे यहां बंटे रहते हैं और मेरी बात को सुनते हैं ? मैं तो आपके क्षेत्र के बारे में भी बोला करता हू। अब आप चुपचाप सुनिये (व्यवधान)

बिहार में एक करोड़ लोग भूखे मर रहे हैं और यह चुपचाप सहत चले जा रहे हैं। (व्यवधान)

तो मैं कह रहा था कि सवारी गाड़िया बन्द हो गई हैं और यात्रियों को बड़ी तकलीफ हो रही है, ता क्या मंत्री महोदय सदन को आश्वासन देंगे कि जसीडीह के इलाके में सभी सवारी गाड़ियों को फिर से चालू किया जायेगा जिससे बैंगनाब घाम के जो यात्री हैं उनको राहत मिल सके ?

SHRI DINEN BHATTACHARYYA
(Serampore) I raised certain points
but the Minister did not reply.

Regarding the light railway, one in Bihar and another one in Howrah, West Bengal, he has not said anything. He is keeping silent and I want a categorical reply from him regarding normalcy. I can emphatically state that there is no normalcy anywhere, in any railway and it will never come unless and until you take back all the dismissed and suspended employees in their old positions. Those who are working are also dissatisfied. You are not giving them bonus. You are deducting 50 per cent of their dearness allowance increase. How can you expect that they will be satisfied? There will be no normalcy in the railways and you cannot bring normalcy unless you satisfy the worker. So, my point is don't try to mislead the House.

I again repeat that Shri Somenath Chatterjee raised a case here . .

MR. DEPUTY-SPEAKER: He has replied to that.

SHRI DINEN BHATTACHARYYA: He has not replied in a categorical manner. That gentleman who was kept in jail . .

MR. DEPUTY-SPEAKER: You are raising the same point . .

SHRI DINEN BHATTACHARYYA: You have at least respect . .

MR. DEPUTY-SPEAKER: I will go according to the Rules. No new point is made. It is the same old one.

SHRI DINEN BHATTACHARYYA: The Calcutta High Court declared *ultra vires* their dismissal orders . .

MR. DEPUTY-SPEAKER: It is also an old point. It was raised by many others also.

SHRI P. G. MAVALANKAR.

SHRI DINEN BHATTACHARYYA: Yes, the point was raised. But, when will it be settled?

In the Calcutta Underground Railway project 32 persons are still not being taken. No strike, no govt., nothing of that sort. Still, I do not know why they were dismissed. They were not taken back. He is playing drakes and ducks with West Bengal. Not a single Manager is there. Nobody is in charge of it. Who is doing all these things? I do not know.

SHRI PRIYA RANJAN DAS MUNSHI (Calcutta-South): I know it. I am here to take my responsibility.

SHRI DINEN BHATTACHARYYA: Mr. Mishra should assure us regarding the Calcutta Underground Railway project as to what he is doing in that regard.

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Deputy-Speaker, Sir, I think it is high time that we do away with the separate status of railway finance and administration which has been going on for so many decades. How long shall we allow and tolerate this?

I therefore support the contention of my friend Shri Madhu Limaye; and, for meeting the requirements of modern times, I hope, the Minister will come forward with an urgent amendment of the entire Railway Act.

Then, Sir, I feel that the Railway Board and its officials should really be related to this because, under the old Act, what I find is that the weight of the officials from the Railway Board is so terrible and so great on the heads of the Railway Minister and his colleague, that even if the Railway Act amendments are accepted, I do not know how this can break through the functioning of the Railway Board. Now, I do not want to go into details about the question of the striking railwaymen because I have already moved my various cut motions. Even if we lose our cut motions here because

[Shri P. G. Mavalankar]

of our being in a minority in this House, the country at large is very much agitated on the problem. I shall say this to the Government: If you want the railway workers to serve the country, please see that the bitterness is reduced to the minimum extent possible. Those who are not involved in charges of acts of violence or sabotage should be taken back in service speedily and with sympathy and grace.

Before the strike, during the strike and after the strike, I find that, even upto this date, a large number of passenger trains in Gujarat are still remaining as cancelled and they are not being restored. This particular question has not been replied to by the Minister. I want early restoration of these trains. Now I come to the point about the salt industry. Here I would say that a lot of salt is not being lifted from the areas in Saurashtra and Kutch because the wagon supply is very scarce.

SHRI MADHU LIMAYE: He charges Rs. 50,000.

SHRI P. G. MAVALANKAR: I do not know. The point here is that the salt industries are unable to get an adequate wagon quota. So, I would request the Minister to go into this question and to see as to why it has not been possible for Government to upgrade the salt from 'E' to 'C' category so that it becomes an essential item like the carrying of foodgrains. If you upgrade it from 'E' to 'C', I am sure, that the salt industries in Saurashtra and Kutch would get a great relief.

Finally I want to ask one question. Some time ago, Shri Qureshi gave me a reply on a point raised by me last time on the Railway Budget that about 9,000 and odd residents at Sabarmati Railway Colony, a part of my constituency is not getting pure drinking water supply.

MR DEPUTY-SPEAKER: You have made that point.

SHRI P. G. MAVALANKAR: I would like the Minister to reply to the point. When I asked him about not supplying pure drinking water to these people, he wrote back to me saying that they are getting pure drinking water. I have a report of the medical officer of the Ahmedabad Corporation saying that the drinking water that is supplied to the residents of Sabarmati Railway colony is unfit for drinking. The Minister says that it is fit for drinking. He is not competent to give this answer. I hope he will go into this question and see to it that pure and good drinking water is supplied to the residents, and, then there is also the question of providing proper educational facilities to the boys and girls and small children of this Sabarmati railway colony.

MR DEPUTY-SPEAKER: Mr Mavalankar, you have made that point. Why are you elaborating it?

SHRI P. G. MAVALANKAR: Sir, my point is that these boys and girls and small children should not be forced to go two or three miles away and sometime, even eight miles afar, for their schooling. The Railway Minister should please see to it that the railway colonies get certain basic facilities.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): With your permission, Sir, I start with Shri Mavalankar regarding allotment of wagons. I do not want to repeat what has been already mentioned. As I understand it, the allotment of wagons for salt is made by the Salt Commissioner on the recommendations of the State Government and so, the Railways as such have nothing to do with this except that they go by the recommendations of the Salt Commissioner. They allot the priority so far as salt for human consumption is concerned. Railways come in the picture for honoring the recommendations of the Salt Commissioner. On their

own initiative Railways cannot allot wagons for salt. As regards the question of a number of railway trains having been cancelled in Ahmedabad area I would like to tell him it is not only in the Ahmedabad area but all over the country that number of trains have been cancelled due to the non-availability of steam coal. We are trying to get over this difficulty soon Mr Mavalankar also wanted amendment of the railway Act. I have already stated we are getting this whole Act being examined. I am in entire agreement that this century old Act has to be amended.

Now, I come to the points raised by Mr Bhattacharyya. Sir, it is not possible for us to take over the Arra-Sasaram light railway in Bihar. We have no funds to provide for that. So far as Howrah-Ramta railway line is concerned the work has been started and it is on priority list. As regards the underground railway it is going according to schedule but I want to tell him we are going it in collaboration with the Soviet Union. We are having difficulties in regard to certain points and a delegation has to go to Soviet Union to sort them out but the work is going according to schedule.

माननीय मधु लिमये जी ने एक आदमी की गिरफ्तारी के बारे में सवाल उठाया था, शायद पहले भी उन्होंने यह सवाल उठाया था। मैं उसका देख रहा हूँ, अभी मेरे पास सूचना उपलब्ध नहीं है। सूचना मिलने पर उनको बताऊंगा। श्रीफ हेड सूचना नहीं दे सकता। लेकिन पता लगा कर बता दूंगा कि क्या पोलीशन है। अभी मेरे पास सूचना उस आदमी की गिरफ्तारी के बारे में नहीं है।

जहां तक पहली मई की बात है हमस माननीय मधु लिमये जी और लोग मिले थे, लेकिन हमने कोई आश्वासन नहीं दिया था कि पहली मई को गिरफ्तार हुये सब छोड़ दिए जायेंगे। हमने कहा था जनरल ऐमनेस्टी नहीं हो सकती। लेकिन जिन पर

बायलेंस का, हिंसा का चार्ज नहीं वह सब छोड़ दिये जायेंगे।

माननीय एस० एम० बनर्जी ने भी इसी तरह का सवाल उठाया था कि सबको छोड़ दिया जाय।

श्री मधु लिमये : मैंने कहा था कि रेलवे बोर्ड के चेयरमैन और डिबिजनल सुपरिण्डेंट्स सभी रेलवे कर्मचारियों से कहने हैं कि जार्ज फरनांडीज को अध्यक्ष पद से निकालिये, आपको रीइन्स्टेट किया जायेगा।

श्री एल० एन० मिश्र : मैं उसी पर आ रहा हूँ, आप धीरज रख। जहाँ तक माननीय एस० एम० बनर्जी का सवाल है जनरल ऐमनेस्टी का वह मैंने बता दिया। लेकिन जितनी जल्दी हो सकता है और जो हमारा फार्मूला हो सकता है उसके अनुसार जो हो सकता है वह करेंगे। श्रीमती पार्वती कृष्णन को मैंने बताया था कि किस तरह से करना चाहत है। और मुझे उम्मीद है कि वह दिलचस्पी उसी तरह से लेती रहेंगी, जैसे अभी तक लेती रही है।

माननीय रामावतार शास्त्री ने दानापुर डाक बंगले के बारे में कुछ व्यक्तिगत बातें उठायीं। मैं स्पष्ट कहना चाहता हूँ कि 21 तारीख को न मेरी बहू, न मेरा बेटा और नबरात वहां ठहरी थी। मैं जरूर डाक बंगले में ठहरा था रेल मंत्री के नाते। मैं नहीं जानता कब वह डाक बंगला एयरकंडीशन्ड हुआ। केवल एक बार मैं दानापुर में उतरा। क्योंकि हवाई जहाज पकड़ कर मुझे बाढ़ इलाके में जाना था। वहां से हवाई अड्डे गया। अगर शास्त्री जी को देखना है कि पटना स्टेशन पर मैं किस तरह से उतरता हूँ तो वह छिप कर देख कि कितने हवाएँ आदमी पटना स्टेशन पर रहते हैं। उनको ईर्ष्या होती है। पटना की जनता किसको साथ है वह आकर देखें।

(बी. एल. एन. मिश्र ;

माननीय मिश्र जी ने जाऊं फरनाम्बीज की बात उठायी। यह बात सत्य नहीं है कि हमारे रेलवे बोर्ड के चेयरमैन या मेम्बर उनको हटाने की बात सोच रहे हैं। श्री फरनाम्बीज को संगठन ने चुना है, वह बने रहे। लेकिन एक बात सही है कि जाऊं फरनाम्बीज मजदूरों के लिये जो काम करना चाहते हैं जिससे मजदूर आन्दोलन मजबूत हो, हम लोगो की धारणा है कि वह ऐसा नहीं कर रहे हैं बल्कि मजदूरों को गुमराह कर रहे हैं। और अगर उनको गुमराह करने की कोशिश करेंगे तो हम उस रास्ते में आयेंगे। क्योंकि हम स्वस्थ ट्रेड यूनियन चाहते हैं।

MR. DEPUTY-SPEAKER: Now, the question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1974-75 for the purposes of Railways, be taken into consideration."

The motion was adopted.

श्री रामाबतार शास्त्री (पटना) : उपाध्यक्ष जी, मेरा प्वाइंट आफ आर्डर है। आप मेरी बात नहीं सुनते तो मैं नारा लगाऊंगा जो बात माननीय रेल मंत्री ने कही है उस पर मेरा प्वाइंट आफ आर्डर है।

MR. DEPUTY-SPEAKER: Will you please sit down? Kindly listen to me. I will listen to your point of order. First understand what is the order and then raise your point of order. What is the order now? Members have raised certain points and the Minister has replied. I am on my legs putting the question to the House. That is the order. If you have a point of order on that, on my putting the question.... (Interruptions). I will hear you. The

order is that I am putting the question to the House. I am on my legs. If you have a point of order relating to my being on my legs and putting the question to the House, you are welcome.

श्री रामाबतार शास्त्री : उपाध्यक्ष जी, माननीय मंत्री जी जब जवाब दे रहे थे तो मैं बीच में जब टोकने लगा तो उन्होंने कहा कभी तो इन्सान बनने की कोशिश कीजिये। यानी मैं इन्सान नहीं हूँ। यह बात उन्होंने कही है। या तो वह इसको विद्वद् बने और नहीं तो उसका मतलब बताये। अगर वह मुझे इन्सान नहीं मानेगे तो मैं उन्हें कैसे मानूंगा।

जो इन्सान नहीं है वह इस हाउस में कैसे आयेगा ?

जहाँ तक एयरकंडीशनिंग का सम्बन्ध है, मेरे पास कुरैशी साहब का जवाब है जिसमें उन्होंने कहा है कि तीस हजार रुपये खर्च किये गये हैं। ऐसा क्यों किया गया है ? इसका आपने अभी तक जवाब दिया है

श्री एल. एन. मिश्र : मेने कहा हूँ कि मैं ठहरा हुआ था।

श्री रामाबतार शास्त्री एयरकंडीशनिंग क्यों की गई (इशबखान)

MR. DEPUTY-SPEAKER: Shall I call you to order now? About the controversy, about a particular celebrated dak bungalow somewhere.... (Interruptions) Whatever it is, that is a matter between the hon. Member and the hon. Minister.... (Interruptions). Now, the only question of order is whether it is proper to ask another Member to behave like a human being. My ruling is that it is; because we are all human beings and it is only when we assume that the other person is a human being that we ask him to behave like a human

being. All of us are human beings. The only person who is doubted whether he is a human being or not is the person sitting in this Chair; either he is a supra being or an infra being.

The question is:

"That clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI L. N. MISHRA: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

15.52 hrs.

PAYMENT OF BONUS (AMENDMENT) BILL

MR. DEPUTY-SPEAKER: We take up the next item of business, the Payment of Bonus (Amendment) Bill. This is a simple Bill, which only seeks to enable the Government to pay bonus to the workers for the years 1973-74. I do not think any body has any objection. If you all agree we shall just go through the formalities of adopting this Bill.

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI BALGOVIND VERMA): Sir, I beg to move:

"That the Bill further to amend the Payment of Bonus Act, 1965, as passed by Rajya Sabha, be taken into consideration."

SHRI S. M. BANERJEE: Bonus must be given to all the employees.

SHRI DINEN BHATTACHARYYA (Serampore): I do not have any quarrel with the Minister. I want to say that this should be extended to the Government employees, the Railways and other employees who are not getting bonus at present.

SHRI PILOO MODY (Godhra): And the C.P.I. Members of Parliament.

SHRI DINEN BHATTACHARYYA: Parliament Members get many benefits. But there are some cases like the Birlas Rayon who during the last year have not paid bonus and your counterpart in West Bengal is keeping silent. I do not know what is the logic or what is the reason. Birlas are not being forced to pay bonus for the last year. They have not been prosecuted.

SHRI PRIYA RANJAN DAS MUNSI (Calcutta-South): Will you please tell me what agreement you have signed with the Birlas?

SHRI P. M. MEHTA (Bhavnagar): This only reflects the hand to mouth labour policy of the Government. All the employees of the Central Government, the State Governments and commercial undertakings of Government should be covered by this Act.

SHRI S. M. BANERJEE: Let the Minister assure the House that after the submission of the report by the Bonus Commission, the cases of all employees of Central Government, State Governments, commercial undertakings and corporations will also be taken into consideration.

MR. DEPUTY-SPEAKER: I hope the Minister will take all these points into consideration. The question is:

"That the Bill further to amend the Payment of Bonus Act, 1965,