

line from Pathankot to Srinagar. I think that should not be allowed to happen.

Then, there is a place in my constituency—I think, most of the people know it; the Minister, I think, must have gone there sometime in a saloon—Pathankot and there is the Tangu road and I want that on that road, an over-bridge should be built as early as possible.

Then, there is a place called Shri Hargobindpur in my constituency. It is a frontier town and it should be connected with Gurdaspur. A survey was made in British days and that has been neglected. Also, a flag station should be put up at Panyal near Gurdaspur. I have made that appeal many times before and, I hope, Mr. Poonacha will do that.

I think, the railways are our pride and we should see to it that the railways become a joy for those who travel and a joy for those who want to see India. This should be the real source of national integration in the country.

18.08 hrs.

#### BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): Sir, as the House will be desirous of commencing the discussion on the Demands for Grants from Monday, the 26th June onwards, Government have reconsidered the programme before the House and have come to the conclusion that the Consideration Motion of the Unlawful Activities (Prevention) Bill may be postponed to a date after the conclusion of the financial business. It is, therefore, proposed to remove this item from the Order Paper of tomorrow. The Government business for tomorrow, the 23rd June will now be as under:

- (1) Consideration and passing of the Companies Tribunal (Abolition) Bill.
- (2) Reference to a Joint Committee of the Central Industrial Security Force Bill.

18.10 hrs.

#### DEMANDS FOR GRANTS (RAILWAYS), 1967-68—contd.

Shri K. Haldar (Mathurapur): After reading the Railway Budget carefully I find that almost every year the fares and freights are increased and so, the sufferings of the passengers increase. What is the reason? It is because the number of trains has not been increased to cope with the rush of passengers. Before electrification, we were told that the number of trains would be increased. I particularly mention the Sealdah section and the Howrah section of the Eastern Railway. These are the two sections where the highest number of passengers travel every day as compared to any other Indian railway, but we see that the passengers who go to Calcutta to attend their office are compelled to travel on foot-broad, roofs and engines even risking their lives. I do not know why the number of trains is not increased. In Bombay, every five minutes there is a train running. In Calcutta, when there is electrification in Sealdah and Howrah, I do not know why the same thing is not done and that is what I want to ask the Railway Minister. In this connection I draw the attention of the Chairman and the Railway State Minister who have frequently travelled by these sections of railways. They have also seen the sufferings of the passengers who frequently clash with the railway authorities or with other passengers for want of accommodation in the compartments. For that reason, I request the Railway Minister that the number of trains be increased. In their reply, they should say that they have already increased the number.