

along, when we look at the cities and towns, this figure of only 80,000 people with an income of Rs. 25,000 or more a year, seems somewhat suspect. Whatever it may be, this number has to be increased. It can be increased if only we give an incentive to smaller men. At present, many of the industrial policies are so shaped that in spite of the best intentions of the Government, the benefit does not go so much to the small man as to the larger industries. In the various investment corporations, in the various finance corporations they have a majority. I think the time has come . . .

An hon. Member: To modify the rules.

Shri Humayun Kabir: Yes, certainly, we should modify the rules. Also the time has come to change the definition of a small-scale unit. At one time, a small scale unit was a unit with not more than Rs.5,000. It was made Rs. 10,000, and today it is, I think, Rs. 25,000. With a sharp fall in the value of money, even Rs. 25,000 is hardly an economic unit today. Perhaps, a small scale unit could go up to a lakh of rupees or so; whatever be the reasonable amount should be examined by the experts in the Finance Ministry. The procedures should also be simplified. At present, many of the laws are vexatious, and because they are vexatious, there is great evasion.

As I said earlier, there is a case for some distinction between personal taxes and corporate taxes. There is one more reason I would like to give for the consideration of the Finance Minister. In the case of personal taxes, a man pays out of his own earnings and therefore, he has some interest in saving. In the case of corporate taxes, he does not pay himself. A man will therefore indulge in extravagance if the tax rates are too high. If they are too vexatious, all kinds of infructuous expenditure are put on the expense accounts and in this way good money is wasted, simply because of bad laws. Therefore, if the laws are improved, I think even

with a lower rate, the collections are bound to be higher and that would ease the situation . . .

Mr. Deputy-Speaker: The hon Member's time is over. We have to take up the next business.

Shri Humayun Kabir: I shall finish in two or three minutes.

Mr. Deputy-Speaker: He may continue afterwards, if he wants more time.

Shri Humayun Kabir: Then, I will finish afterwards.

Several hon. Members: Yes, yes.

17 hrs.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE—contd.

(ii) DERAILMENT OF ASSAM MAIL

Shri Hem Barua (Gauhati): I call the attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The derailment of the 3 Up Assam Mail near Panikhaiti station on the Gauhati-Lumding section on the 30th April, 1966."

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): On 30-4-66 while 3 Up Assam Mail was running through on the main line of Panikhaiti station on the Gauhati-Lumding section of the Northeast Frontier Railway, it derailed of its 11th and 12th bogies from the engine, while the 13th, 14th and 15th bogies derailed and capsized. The accident took place at 12.42 hours. The front ten bogies, as well as the rearmost three bogies remained on the rails.

As a result of this accident, one person suffered grievous injuries, two simple injuries and 23 trivial injuries. Four injured persons were taken

[Dr. Ram Subhag Singh]

by an ambulance van to Maligaon Railway Hospital, while twenty-two persons who had received only trivial injuries were given medical attention on the spot and allowed to proceed.

Senior Railway Officers including the Chief Medical Officer immediately rushed to Panikhaiti station by road from Gauhati; a distance of 14 Kms. A medical van was also rushed by rail.

The first portion of the train consisting of ten bogies that were on the rail was despatched on its onward journey at 18.45 hours on the same day.

Through communication was restored at 21.45 hours.

The cause of the accident will be enquired into by the Additional Commissioner of Railway Safety, Calcutta who is commencing his enquiry today on 3-5-66.

Shri Hem Barua: Since one of the three incriminating documents seized from the Naga underground leaders at Jorhat on 7th March discloses a broad strategy of sabotage to be carried out by Naga hostiles within the month of April, may I know why is it that government did not take the necessary precautions to see that such unfortunate incidents do not recur in the area one after the other?

Dr. Ram Subhag Singh: The whole House knows that some steps have been taken and they have been found quite suitable. It is due to these remedial measures that on 29th April, a day earlier, a live bomb was detected at Dimapur, which is under investigation by the military personnel at present.

Shri Hem Barua: My question has not been replied to.

Mr. Deputy-Speaker: He asks, why is it you did not take any action?

Dr. Ram Subhag Singh: Remedial measures have been taken. So far as this incident is concerned, the cause is under investigation. But the first reports from the site do not indicate any ground for suspecting outside interference. Therefore, I cannot say anything positive about the cause.

Shri Surendranath Dwivedy (Kendrapara): May I know whether any defence personnel were travelling in that train and what is the number of defence personnel injured out of the 26?

Dr. Ram Subhag Singh: Yes Sir. The number of defence personnel injured is one—Flt. Lt. Pratap Chandra Vaidya, who was grievously injured. According to the report I have just got, he has passed away.

Shri P. C. Borooah (Sibsagar): May I know whether the site where this incident occurred is hill area which is as good as the Naga Hills area?

Dr. Ram Subhag Singh: The site is well known to the hon. member, who comes from that part, because Gauhati itself is surrounded by hills.

श्री प्रकाशवीर शास्त्री (बिजनौर) :
श्रीमन्, चीन और पाकिस्तान जब भारतीय सीमा पर आक्रमण की तैयारी कर रहे हैं तो क्या यह सत्य है कि उन्होंने अपने कुछ एजेंट भारत के इस पूर्वांचल में इस तरह के भेजे हुए हैं कि जो इस प्रकार की तोड़ फोड़ की और बिस्फोटक कार्यवाही करते हैं? यदि हां, तो उनसे सावधान रहने के लिए सरकार ने क्या कार्यवाही की है?

डा० राध सुभग सिंह : सावधानी बरतने के लिए जो लुमडिंग फरकेटिंग-एरिया है और लुमडिंग-बदरपुर एरिया है, इन दोनों को मिलिटरी के सुपुर्ब कर दिया गया है कि रेल टैंक्स, बिजेंज और टनेस्स वगैरह की देखरेख करे और इसके अलावा लुमडिंग के घहर के हिस्से में

पुलिस भी काफी गश्त लगा रही है और बैकिंग बगैरह भी हो रही है ।

Shri N. R. Laskar (Karimganj): Sir, the kind of things that are happening in Assam are of real concern to us all. A similar accident, under similar circumstances, occurred a month ago I would like to know whether the hon. Railway Minister is going to ensure safe journey of the travelling public in that area?

Dr. Ram Subhag Singh: That is our effort. We are taking all possible steps to create conditions to ensure safe journey to passengers. The hon. Member comes from Silchar. He knows what exactly the position there is. It is necessary that we should face this calamity with a bold heart.

Shri Swell (Assam-Autonomous Districts): Sir, incidents of derailment of trains have to be viewed in the context of what happened before. On 16th April the same train was derailed at Alipur Duar—that is almost in North Bengal. After that, in Cooch Behar, yesterday, a box of explosives is reported to have been discovered. In the context of all that is happening in that area on a far big scale and spread over a wide area, may I know from the Government whether they consider that there is a grand plan behind these acts of sabotage and whether they consider that some foreign elements are behind these acts of sabotage?

Dr. Ram Subhag Singh: As the House knows, in my statement I said that—at least that was our conclusion—all these things are results of well organised, well planned and well targeted acts. There we had concluded: "It seems that foreign elements or also behind it".

Shri Swell: Sir, the last part of my question has not been answered.

What are the likely foreign elements behind these acts of sabotage?

Dr. Ram Subhag Singh: Some of the equipments that have been found

are of foreign make. That is the one positive proof before us.

An hon. Member: Of what make?

Dr. Ram Subhag Singh: French make.

Shri R. Barua (Jorhat): Sir, today morning, I remember, we were given the impression that this derailment was due to a mechanical defect. But the Additional Commissioner, Railways, has made a statement that the cause of the accident is not known and it is absolutely wrong to say that preliminary investigation was held. How do you reconcile these two positions?

Dr. Ram Subhag Singh: Therefore I did not say anything in my reply and I simply said that the Additional Commissioner, Railways (Safety) has proceeded there and an enquiry has started today.

श्री किलाल घटभाषक (सम्बलपुर) :
जाग्रत दृष्टिकोण से सावधानी के लिए क्या सरकार जानती है कि भारत के पूर्वी सीमांचल पर (1) मित्रो विद्रोही, (2) नागा विद्रोही, (3) पाकिस्तान की मिलिटरी मदद, (4) चीनी मिलिटरी मदद, और (5) ब्रिटिश कूटनीतिक मदद, इन पांचों शक्तियों का जमाव हो रहा है ?

डा० राम सभग सिंह : यह तो सीधी सी बात है कि किन-किन शक्तियों का जमाव है वहां और वह सब को मालूम है ।

Shri S. M. Banerjee (Kanpur): This morning when Shri Hem Barua was pressing for his adjournment motion, the hon. Minister of Railways, Shri S. K. Patil said that there was nothing extraordinary in it and that this was just an ordinary derailment. Is it a fact that when Dr. Ram Subhag Singh went there after the explosion he sent some note here saying that there was a foreign hand in it? I would like to know whether the

[Shri S. M. Banerjee]

act of sabotage is completely ruled out or there will be an investigation into this aspect also.

The Minister of Railways (Shri S. K. Patil): What I said was that there was a distinction between the first two accidents and this particular accident. The first two were accidents as a result of some bombs that were planted there exploding. In this particular case, there were so many compartments of the railways of which a few were derailed. There were no bombs or anything of that kind. Now, it stands to reason, it may be some kind of sabotage, not the planting of bomb etc., but some coupling disturbed or some such thing. It is a matter for examination as to whether this is also a kind of sabotage, not of that type but some other type, mechanical type. But, accidents of this type where some wagons are derailed is a feature which is normal. When 10,000 or 5,000 trains are running every day, such things do happen. But because it has happened in juxtaposition to the other two, therefore, naturally people believe that there might be some act of sabotage with the hand of some foreign power etc. This is the only distinction. It is going to be examined.

Shri Nath Pai (Rajapur): Arising out of this, it seems it has become almost epidemic, this kind of explosions. We have just now received information of the disturbing explosion at Manmad. Have Government any information? Can the hon. Minister make a statement about this explosion in which five people were killed

Shri S. K. Patil: That is a matter about which we are making a statement day after tomorrow. The full facts have to be ascertained as to what exactly has happened, what is the extent of damage etc. That was not expected to be asked just now. We shall make a statement ourselves day after tomorrow.

Shrimati Renuka Barkataki (Barpeta): In spite of the security measures taken by the railway administration and police, serious accidents are taking place every alternate day in this region. In view of the fact that most of these accidents are taking place at night due to sabotage, do the Government intend revising the timing of running of trains in this vulnerable area so that after dusk no trains except express trains, with limited stops at particular junctions with assured security, run on the Gauhati-Dibrugarh sector at night?

Shri S. K. Patil: This is one of the suggestions which the hon. Member has made. But I will ask the House to bear with me one thing, whoever might be the master-mind that is planning that our railway track should be disrupted so that the trains should not run, and that is, we should not do something which will help them achieve their object. Supposing somebody suggests that because accidents happen, the trains should not be run, that is exactly what the master minds might be planning. The suggestion of the hon. lady Member is not exactly that, but because of the planting of time bomb etc. The trains should not be run at night. For bombs there is no division of time between day and night; whether it is night or day does not make any difference at all. But some restrictions have been put on the running of trains at night. If it is possible to do something more by way of further precautions, surely the authorities concerned there will take them also into consideration.

Shri Linga Reddy (Chikballapur): Apart from sabotage and conspiracy, of late the railway accidents are on the increase. So, are Government considering any measures to appoint an expert committee to go into the question of preventing recurrence of these accidents?

Dr. Ram Subhag Singh: Actually, the accidents have not been on the

increase. Because, if we take the year 1964-65, the number was 193. The derailments were 142. The number of level-crossing accidents is 39. Derailments have increased but level-crossing accidents have come down from 39 to 12. There were 11 collisions in 1964-65 and they have come down to 4 in 1965-66.

Shri D. C. Sharma (Gurdaspur): In view of the fact, as the hon. Railway Minister said, that these derailments . . .

Shri Priya Gupta (Katihar): Sir, Shri Kamath has not come and many other Members have not come.

Mr. Deputy-Speaker: You are not a signatory to this.

श्री हुकम चन्द कश्यप (देवास) :
मेरा नाम भी उसके घन्डर है। मैंने नोटिस
दिया है।

उपाध्यक्ष महोदय : माननीय सदस्य का
नाम नहीं है।

Shri D. C. Sharma: In view of the fact that the Railway Minister has said that this derailment is being looked at in juxtaposition with the two bomb explosions that took place, may I know from the Railway Minister whether better patrolling of railway track has been undertaken than before, whether railway stations are being guarded in a better way than before and whether the railway travelling public is being given a greater sense of security than they had when these explosions and all this took place?

Dr. Ram Subhag Singh: Patrolling etc. has been strengthened in a better way and it was precisely due to that that one live bomb was found out on the 29th. Despite that fact this derailment has occurred, but patrolling etc. has been quite effective at present.

Shri D. C. Sharma: What about guarding of railway stations and giving

ing security to railway passengers? (Interruption).

Shri Priya Gupta: Sir, . . .

Mr. Deputy-Speaker: He is not a signatory.

Shri Priya Gupta: That I know . . . (Interruption).

17.17 hrs.

FINANCE BILL, 1966—contd.

Mr. Deputy-Speaker: The House will now resume further consideration of the Finance Bill. Shri Humayun Kabir may continue his speech.

Shri Humayun Kabir: Mr. Deputy-Speaker, Sir, I was speaking about the need for increasing production and in that connection I would like to refer to the question of foreign exchange. This has become the biggest headache for the country today.

One of the suggestions that I have already made is that we should try to utilise to the fullest extent the capacity which already exists in the country. By small balancing of items from outside we can get full value from existing plants. This will to some extent meet the shortage of foreign exchange. In many cases what is happening today is that even while some of the existing units are not operating at full capacity, we are simultaneously setting up other units. This involves far greater outlay of foreign exchange and the whole process of production is also delayed. If the existing units can be given the necessary small amounts, they can immediately go into full production and we can utilise this respite in order to earn foreign exchange in other ways as well.

In that connection I would like the Finance Minister to consider two more suggestions. Already the Mineral and Metals Trading Corporation