

[Secretary.]

recommendations to make to the Lok Sabha in regard to the said Bill."

- (2) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 14th March, 1966, agreed without any amendment to the Delhi Land Reforms (Amendment) Bill, 1966, which was passed by the Lok Sabha at its sitting held on the 9th March, 1966."

12.28 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

EIGHTY-FIRST REPORT

**Shri Krishnamoorthy Rao** (Shimoga): I beg to present the Eighty-first Report of the Committee on Private Members' Bills and Resolutions.

12.28½ hrs.

GENERAL BUDGET—GENERAL DISCUSSION—contd.

**Mr. Speaker:** Mr. Thengondar may continue his speech.

**An hon. Member:** When will the Minister reply?

**Mr. Speaker:** Fourteen hours and twenty minutes have been taken up and five hours and forty minutes remain.

Will the Minister reply today? How much of time would he like to take?

**The Minister of State in the Ministry of Finance** (Shri B. R. Bhagat): About an hour.

**Mr. Speaker:** Would he reply today?

**Shri B. R. Bhagat:** No; tomorrow.

**Mr. Speaker:** The Minister would reply tomorrow immediately after the Question Hour is over.

**Shri M. G. Thengondar** (Nagapattinam): Mr. Speaker, Sir, in continuation of my speech yesterday, I like to say that in the age-long Nagapattinam Port, passengers and businessmen coming from Malaya and Singapore are not getting proper facilities. They face difficulties in getting passage in the ships owing to their inadequate capacity. Therefore, one more passenger ship should be introduced between Madras and Singapore via Nagapattinam. I have already pointed out this need in my report to Transport Ministry after visiting Malaya and Singapore. The abandoned ancient port in Thopputurai in Tanjore district of Madras State should be renovated and brought to use. There is a proposal to deepen the Vedaranyam Channel. Why the Government has not taken up this work, is not known. This work should be taken up immediately to facilitate transport of paddy and firewood by boat from the extreme south of Tanjore to Nagapattinam.

To remove the industrial backwardness of the Salem district of the Madras State and to give more employment in this region, a steel plant should be set up in Salem district during the Fourth Plan period by utilising the natural resources of this region as well as the Neiveli Lignite without any further delay so as to solve the steel demand in the southern States.

The development of the East Coast Road as a National Highway from Madras to Kanyakumari should be taken up for execution immediately under the Fourth Plan as this road will be of strategic significance for defence purposes and for quickening the movement of transport from Madras to Kanyakumari.