

अध्यक्ष महोदय : आप ने कहा कि क्या मंत्री महोदय यह भी जानते हैं . . .

श्री मधु लिमये : मैं ने प्रश्न पूछा था ।

अध्यक्ष महोदय : आप ने जो कहा उसे वह जान गये, अब मैं क्या कर सकता हूँ ।

श्री रामसेवक यादव : यह पूछ गया है कि क्या यह रुकें है ।

अध्यक्ष महोदय : माननीय सदस्य ने कहा कि जो मात्रा महोदय कह रहे हैं वह गलत है और जो वह कह रहे हैं वह ठीक है ।

श्री मधु लिमये : अध्यक्ष महोदय, . . .

Mr. Speaker: This is no question.

Shri A. P. Sharma: From the statement it is found that 492.4 thousand tonnes have been supplied to the State of Bihar from January to August 1965. May I know what was the demand of the State Government and to what extent this has been met?

Shri C. Subramaniam: I do not have the demand. As I have already stated, it varies from month to month. But I tried to make a calculation of the entire demand made by the various State Governments and what has been the supply position. As against 5.6 million tonnes which we have distributed, I find, the demand was nearly 9 million tonnes. For Bihar I do not have the exact figure.

Mr. Speaker: Next question.

Shri Shivaji Rao S. Deshmukh: There are so many signatories.

Mr. Speaker: Yes. Next question.

Delhi-Bhopal-Indore-Bombay Service

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 Shri Vidya Charan Shukla:
 Shri J. P. Jyotishli:
 Shri A. S. Saigal:
 Shri Wadiwa:
 Shri Chandak:
 Shrimati Minimata:

Will the Minister of Civil Aviation

be pleased to state:

(a) the reasons for the discontinuance of the air service between Delhi-Bhopal-Indore-Bombay and vice-versa; and

(b) whether it is not possible to subsidise the Indian Airlines Corporation on a shortfall guarantee basis from the Civil Aviation Development Fund?

The Minister of Transport (Shri Raj Bahadur): (a) The service was discontinued with effect from 1-4-63 as the Corporation continued to incur heavy losses.

(b) This service does not qualify for subvention from the Civil Aviation Development Fund. However, after the improvement to the runway at Indore have been completed, the I.A.C. could extend their Bombay-Indore service to Bhopal, in which case the IAC could get subvention from the Civil Aviation Development Fund for Indore-Bhopal sector.

Shri Vidya Charan Shukla: Is it not a fact that air services in Madhya Pradesh have been introduced and discontinued at least three times in the last five years: if so, what is the reason for introducing these services and then discontinuing them?

Shri Raj Bahadur: The reason is loss. We have tried over again and have failed. May I just indicate the losses? The losses for 1959-60 (for 4 months) have been Rs. 2.15 lakhs; for 1960-61—Rs. 7.63 lakhs; for 1961-62—Rs. 6.93 lakhs and for 1962-63—Rs. 7.42 lakhs. We introduced a service Calcutta-Jamshedpur-Ranchi-Panna-Rourkela-Rajour-Bhopal Delhi and for the centres in this particular region connecting Bhopal. The service was introduced from 1st October 1964 and had to be discontinued on the 28th November, 1964. That was because on 25 flights the expenditure came to 3.56 lakhs and the income was Rs. 73,000 resulting in a loss of Rs. 2.83 lakhs in two months.

Shri Vidya Charan Shukla: Are there not other services which are

running on loss and which have not been discontinued? Are there any plans with the Government to introduce air service in Madhya Pradesh in the coming years apart from this Indore service?

Shri Raj Bahadur: As I have already indicated, we are anxious to connect the capital of Madhya Pradesh by air as early as possible with other cities. But the question is that we have to make both ends meet.

Shri Daji: Has the Government examined that one of the most important causes of the loss sustained over a period of years was the most inconvenient and inappropriate timings of arrivals and departures which made the whole day a waste—even if you go by plane, you reach Delhi at 4 O'Clock in the afternoon and reach Bombay at 4-30 P.M.—thereby making people prefer train journey? Has the Government considered the introduction of an air service early in the morning so as to save time? Has the Government given thought to this matter?

Mr. Speaker: Shri Bhanu Prakash Singh.

Shri Daji: He has not replied to my question.

Mr. Speaker: They must give thought to that.

Shri Daji: Otherwise, they will repeat the same mistake.

Shri Raj Bahadur: I am not quite sure that that is wholly the reason.

Mr. Speaker: When Mr. Daji explained all that, they will not commit that mistake again.

Shri Bhanu Prakash Singh: May I know whether the I.A.C. is operating air services in the country on an overall profit-and-loss basis or on an individual basis? If the services are run on an overall profit basis, would the Government start this individual service and shed the basic mentality even if it goes in loss?

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Shri Raj Bahadur: We do take into account the importance of places and so far as it is reasonably possible to bear losses, we bear the losses. That is why we have tried it over and over again. But there is no traffic also. The main reason is that Bhopal, fortunately or unfortunately, is very well connected by rail with Bombay and Delhi—the overnight air-conditioned journey is very good.

श्री तुलसीदास जाधव : दिल्ली-हैदराबाद लाइन एयरोप्लेन की है। बीच में भोलापुर पड़ता है। इसलिये क्या भोलापुर को हवाई जहाज का स्टेशन बनाया जायेगा।

श्री दे० शि० पाटिल : आप नुकसानों की बात सब जगह देखते हैं। क्या यही कारण है जिस से कि आप ने दिल्ली-नागपुर सर्विस जो है उस को बन्द कर दिया है।

श्री राज बहादुर : इस सवाल में दिल्ली-नागपुर का प्रश्न नहीं है।

Shri Joachim Alva: Is this an attempt to take by the back door the service by private operators?

Shri Raj Bahadur: No, Sir; there is no such intention.

Dr. L. M. Singhvi: The Minister just now stated that since Bhopal is well-connected by an overnight rail journey which is very convenient, he has not found it necessary to consider the claim of that city for an air service. I would like to know whether he has considered the claims of those cities which are not so conveniently connected by rail and which have been demanding air services.

Shri Raj Bahadur: We have very much in mind Jodhpur also.

Shri E. S. Pandey: The air service is a public utility service. The Minister has said that this service has cost about Rs. 3 lakhs. Taking into consideration so many tourist centres

like Khajuraho, I would like to know whether Government propose to give the licence to private persons to run the air service.

Hearing of Election Petitions by High Courts connected by a special tourist service.

Hearing of Election Petitions by High Courts

*606. **Shrimati Tarkeshwari Sinha:** Will the Minister of Law be pleased to state:

(a) whether there is any proposal under consideration that in future the High Courts should hear Election Petitions as original cases; and

(b) if so, when the decision is likely to be implemented?

The Deputy Minister in the Ministry of Law (Shri Jaganatha Rao): (a) Yes, Sir.

(b) A decision on the matter is likely to be taken only after the details of the proposal which are under the consideration of the Election Commission are worked out by the Commission.

Shrimati Tarkeshwari Sinha: May I know from the Government the total number of election petitions which are pending before the High Court as well as the Election Tribunals?

Shri Jaganatha Rao: 52 petitions are still pending.

Shrimati Tarkeshwari Sinha: May I know whether the Government has made any assessment of the increase in the personnel of High Court judges for hearing election petition cases directly and, if so, what is the expected number of increase?

Shri Jaganatha Rao: The proposal whether to constitute High Court judges as election tribunal is under consideration. The number of judges required will depend on that.

Shri Hari Vishnu Kamath: Is it a fact that, at the time of the 1962

General Election there was at least one election petition arising out of the 1957 General Elections—I mean the election petition challenging the election of the late Sardar Pratap Singh Kairon—and if so, what were the reasons for the abnormal, unconscionable delay in the disposal of the election petition?

Mr. Speaker: Sardar Pratap Singh Kairon is dead; we need not go into that.

Shri Hari Vishnu Kamath: I have pointed out the delay in the disposal of election petitions.

Mr. Speaker: Here the question is whether High Courts should hear election petitions as original cases.

Shri Hari Vishnu Kamath: I do not know why you have taken such an attitude to this question. I only mentioned an instance; there may be other petitions also, of which I am not aware.

Mr. Speaker: We are in the same condition.

Shri Hari Vishnu Kamath: I do realise. But five years' delay in disposing of an election petition is rather abnormal. Why was it so? I leave out Sardar Pratap Singh Kairon's case now. Election petitions are pending for more than five years? Why was there abnormal delay in the disposal of election petitions?

The Minister of Law and Social Security (Shri A. K. Sen): This was answered on seven occasions on the floor of the House. I forget the answer. The delay was mainly on account of the fact that the High Court had transferred hearing of the petition from one judge to another.

Mr. Speaker: The answer has been given more than once.

Shri Shivaji Rao S. Deshmukh: Will the hon. Minister set right the confusion as to the exact nature of