

LOK SABHA

Thursday, March 10, 1960/Phalgun
20, 1881 (Saka).

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Saline Waters in Orissa

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*748. { Shri S. C. Samanta:
Shri Sanganna:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1101 on the 21st December, 1959 in respect of saline water in Orissa and state:

(a) whether the report from the Government of Orissa for financing the scheme under the "Grow More Food" has been received;

(b) if so, the estimated cost of the scheme; and

(c) whether it has been approved by the Government of India?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) No, Sir.

(b) and (c). Do not arise.

Shri S. C. Samanta: May I know whether it is a fact that when embankments give way, floods occur in the area and if so, why the Irrigation and Power Ministry is not looking to the keeping of the embankments in good condition?

Shri Hathl: This question was considered at the meeting of the Central

409 (Ai) LS.—1.

Flood Control Board. These embankments were constructed to check the saline water flowing into the area, under the Grow More Food scheme and when they have been damaged, naturally it should be repaired from the funds available in the Grow More Food scheme.

Shri S. C. Samanta: Is it not a fact that this is a crisis that one department is taking the responsibility and the other is not taking? May I know whether the Grow More Food Campaign is being hampered by this?

Shri Ha'hi: There is no crisis. In fact, we have informed the Orissa Government—a representative of the Orissa Government also was present—that the Central Government will give assistance under the Grow More Food scheme. They have only to prepare an estimate and send it to the Food and Agriculture Ministry. There is no question of not allowing it.

Shri Chintamoni Panigrahi: May I know whether the Deputy Minister is aware whether during the plan for 1960-61, the State Government has submitted any plan for protecting or constructing new saline embankments and if so, what are those schemes and what is the help they have asked for?

Shri Hathl: As I said, the repairing of this saline embankment scheme falls within the purview of the Grow More Food scheme. It would not come before the Irrigation Ministry.

Shri Chintamoni Panigrahi: May I know whether the Government of India has made any allocation on this head to any of the State Governments in the coastal areas?

Shri Hathl: I do not think.

Shri Supakar: If it is the case of the Government of India that the Orissa Government did not approach the Irrigation and Power Ministry on this topic, may I know, if they have approached the Irrigation and Power Ministry, and what is their proposal?

Shri Hathi: I have already stated in the very beginning that this question either of finding money or qualifying these schemes for repairs should find a proper place under the flood control measures or under the Grow More Food scheme was considered at the meeting of the Central Flood Control Board, where the Minister from Orissa was also present. The decision of the Board was that this should properly qualify under the Grow More Food scheme and not under the flood control measures.

Shri S. C. Samanta: The hon. Food and Agriculture Minister is here. May I know whether any such scheme has come to him and if so when?

The Minister of Food and Agriculture (Shri S. K. Patil): We are considering between the two Ministries the best way of solving the question.

Firing on Train near Charkhi Dadri

*749. **Shri Ram Krishan Gupta:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there was a firing incident on IBDB train running between Charkhi Dadri and Munheru on the 27th December, 1959;

(b) if so, the nature of loss suffered and whether any passenger was killed or injured;

(c) whether the matter has been investigated; and

(d) if so, with what result?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a), (c) and (d). It has not so far been established whether it was a case of firing or stone-throwing. The matter is, however, being vigorously enquired into by the Police.

(b) No passenger was killed or injured. Only 3 glass panes of carriage windows were broken.

Shri Ram Krishan Gupta: May I know whether it is a fact that some M.L.A. of the Punjab Assembly was travelling in the compartment, the glass panes of which were broken?

Shri S. V. Ramaswamy: Subsequently the police came to know that one M.L.A. was travelling. He said, "if it was a gun-shot, then it was aimed at me"; but he was not sure. The police contacted the railway employees also. They said that they did not hear of any report of a gun. Subsequently the M.L.A. said that he would give information about the two persons whom he suspected. He has not given so far any information.

Shri Raghunath Singh: May I know whether the first information report was lodged in this case and whether there is mention of firing or stone-throwing in the first information report?

Shri S. V. Ramaswamy: The first information was given by the Guard. He said that certain glass panes were broken in the brake-van and in the compartment next to it. That is all he said. It was not clearly stated whether there was stone-throwing or gun shot.

Shri S. M. Banerjee: The incident took place on 27th December, 1959 and the hon. Deputy Minister has stated that he is not sure whether it was a stone or a bullet. May I know whether anything was found, whether a brickbat was found or a bullet?

Shri S. V. Ramaswamy: The police have vigorously searched and they have made enquiries. They examined the train also and searched it to establish whether it was a case of gun shot or not; but nothing could be established.

Rourkela-Bhilai Rail Link

*751. **Shri B. C. Mullick:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 310 on the 16th February, 1959 and state:

(a) the actual progress made so far with regard to the construction of a new double railway line from Rourkela to Bhilai steel plant; and

(b) when it is likely to be completed?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) About 94 per cent. of the doubling work has been completed.

(b) The complete line is expected to be opened for goods traffic by April, 1960 and for passenger traffic by March, 1961.

Shri B. C. Mullick: May I know what amount of money is to be spent on the construction of this line?

Shri Shahnawaz Khan: The amount to be spent on the first phase from Rourkela to Bhilai is Rs. 21.16 crores.

Air Services

*752. **Shri Vidya Charan Shukla:** Will the Minister of Transport and Communications be pleased to lay a statement showing:

(a) the particulars of occasions on which changes had been effected by the Indian Airlines Corporation in its schedule of services and route pattern during the last 3 years;

(b) on how many such occasions, advance notification of the proposed changes was given by the I.A.C. to the travel agents and public and by what margin of time;

(c) whether it is a fact that the travel agents and some of the State Governments have represented and expressed concern at such frequent changes made by the I.A.C. in its schedule and route pattern; and

(d) if so, with what results?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (d). I lay a statement on the Table of the House. [See Appendix II, annexure No. 45.]

Shri Vidya Charan Shukla: What are the specific reasons why the Corporation could not give more than 10 days' notice of the change in their schedule to the operators and travel agents, as mentioned in the statement?

Shri Mohiuddin: I am afraid I shall not be able to give any specific reason. There have been so many reasons, perhaps delay in the programme, last-minute changes and so on. But I do agree that this short notice is rather undesirable.

Shri Vidya Charan Shukla: May I know if the Government realise that these frequent short notice changes in the schedule of operation work as a great handicap in tourist promotion work in the country and in view of the fact that tourist promotion and control of airlines vest in the same Ministry why Government have not been able to co-ordinate the activities of I.A.C., so that the tourists who come to India are not put to any trouble?

Shri Mohiuddin: I have just stated that short notice is not desirable. Of course, the sentiments that have been expressed in the House will be conveyed to the concerned quarters.

Shri Sadhan Gupta: May I know the reasons why on certain occasions, only two or three days' notice has been given for making changes in the schedule?

Mr. Speaker: The Deputy Minister said he was not able to give the details. He also feels it is undesirable.

Shri Sadhan Gupta: He said it about 10 days' notice. The statement says that notice has been given for 10 days or more. But in some cases, even with two or three days' notice, changes are being made.

Shri Mohiuddin: There are certain occasions when two or three days'

notice was given. But these are merely for local services and not for the route pattern as a whole.

Shrimati Renu Chakravartty: Is there a definite time schedule when the whole matter of changing the timings of passenger traffic is undertaken by the I.A.C.? Otherwise, are we to conclude that it is taken up any time any day and changes are brought about?

Shri Mohiuddin: Broadly speaking, the route pattern is changed, if necessary, twice a year—summer and winter. But of course, certain local changes are made from time to time. As I have already stated, short notice is undesirable.

Shri Vidya Charan Shukla: I want to know the difficulties that the Ministry is facing in correlating the activities of I.A.C. and tourist promotion. Since both are under the control of the same Ministry, why is it not being achieved?

Shri Mohiuddin: I do not think there are any difficulties. Of course, we will try to see that no undue hardship is caused on account of frequent changes.

Late Running of G.T. Express

*754. { ⁺Shri S. M. Banerjee:
Shri A. K. Gopalan:

Will the Minister of Railways be pleased to state:

(a) whether the G.T. Express from New Delhi to Madras was constantly running late during the month of January, 1960;

(b) if so, the reasons therefor; and

(c) the steps taken to improve the punctuality of this train?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir. The train arrived Madras Central right time on 24 occasions during the month.

(b) and (c). Do not arise.

Shri S. M. Banerjee: I want to know whether only the time of departure from a particular station and the arrival at the destination are taken into account for deciding the late-running and not the arrivals at the intermediate stations.

Shri S. V. Ramaswamy: That is so; only the arrival time at destination is taken into account. But then I must submit to the House that we are maintaining a complete record to see that the trains are maintaining punctuality at important junctions in the intermediate stations also. We are trying to perfect it.

Shri Thirumala Rao: The hon. Minister was telling us about the arrival of trains at Madras Central. What about the arrivals in New Delhi? How many times was it late?

Shri S. V. Ramaswamy: Trains from Madras to Delhi are late more often. That is because on the journey from Delhi to Madras even though there are delays on the Central Railway section it is made up from Bezwada to Madras where there is partial doubling. On the journey from Madras to Delhi, even though the trains arrive at Bezwada in right time, they are delayed on the Central Railway section because of a number of engineering works and crossings there.

Shri Narasimhan: Have Government noticed the fact that in many cases the G.T. express arrives at the station before the terminal station, whether it is Delhi or Madras Central, fairly according to time and that the late running is only at the last lap of the journey? In the intermediate stations it is running according to schedule.

Shri S. V. Ramaswamy: That is not so. There is a long stretch of run from Bezwada to Madras and from Mathura to Delhi. So, there is a lot of cushion in these two sectors and any time lost in the intermediate section is made up in the last stage.

Shri Narasimhan: I did not say that it is made up; I said "lost".

Mr. Speaker: He says that the train services in the intermediate stations are all right but when they come within the easy distance of the terminals they are stopped.

Shri S. V. Ramaswamy: Sometimes that also happens.

Mr. Speaker: Is it so often?

Shri S. V. Ramaswamy: There is lack of platform capacity in Madras station. When the trains reach near the Madras Central station there is no platform to receive the trains.

Shri Thirumala Rao: Will the Central Railways be asked to see that these delays are avoided as far as possible, because the Central Railways is more responsible for the delays than the Southern Railways?

The Minister of Railways (Shri Jagjivan Ram): That is our effort. But a number of engineering works are going on in the Central Railway. As soon as those engineering works are completed, we hope to expedite this train. As a matter of fact, our intention is that from the 1st of April there should be further improvement in the running of the G.T. Express.

सेठ गोविन्द दास : क्या माननीय मंत्री को यह बात मालूम है कि ग्रैंड ट्रंक एक्सप्रेस कुछ बड़े बड़े स्टेशनों पर जहाँ बीच में पहुँचती है वहाँ उस के देर से पहुँचने की वजह से कुछ अच्छे और लम्बे दौरान में जो गाड़ियाँ चलती हैं वे चली जाती हैं। दृष्टान्त के लिए इटारसी जब ग्रैंड ट्रंक पहुँचती है उस से और जो बम्बई मेल वहाँ से जाती है उसमें सिर्फ़ आध घंटे का फर्क है और इसके लेट पहुँचने से.....

Mr. Speaker: Is the hon. Member making a suggestion?

सेठ गोविन्द दास : मैं यह कह रहा हूँ कि जहाँ यह पहले निकलती थी ५ बजे या

तो यह जल्दी निकले या उस के टाइम में कुछ फर्क किया जाय, १५, २० मिनट का फर्क रहने से लोगों को घंटों पड़ा रहना पड़ता है तो क्या आप इस सम्बन्ध में कुछ सोच रहे हैं ?

श्री जगजीवन राम : डिप्टी मिनिस्टर साहब ने बतलाया कि अभी जहाँ गाड़ी पहुँचती थी वहाँ ठीक समय पर पहुँचे इसके आँकड़े देख रहे थे। अब यह देख रहे हैं कि बीच में जो जंक्शन स्टेशंस हैं जहाँ गाड़ियों से उन्हें मेल लेना है वहाँ पर ठीक समय से पहुँचने के आँकड़े क्या हैं और प्रयत्न यह हो रहा है कि वहाँ पर ठीक समय पर पहुँचे जिससे गाड़ियों का कनेक्शन टूटने न पाये।

Atomic Garden in New Delhi

*755. **Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether an Atomic Garden is to be established in New Delhi; and

(b) if so, what are its advantages?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes. A cobalt 60 Gamma Field Radiation Unit, also known as Gamma Garden is being set up at the Indian Agricultural Research Institute, New Delhi.

(b) The Gamma Garden can be used for creating new variability in crop plants and would thus help crop improvement through the breeding of new varieties. The Gamma Garden can also be used for creating new variations in insects and micro-organisms. With its help experiments relating to the control of insect pests through sterilisation, and on preservation of food material through the use of radiations, can also be conducted.

Dr. Ram Subhag Singh: What are the plants which are planted there? What is the estimated expenditure for running this atomic garden?

Shri M. V. Krishnappa: The estimated expenditure, including the recurring expenditure of Rs. 18,000

per year, is Rs. 2½ lakhs. The garden is almost complete and it will come into operation very soon. The word "garden" is a popular scientific name. We are not going to plant any plants there.

Dr. Ram Subhag Singh: What is the purpose of operating this garden? Will the advantages derived from this garden be transmitted to the agriculturists? By what time the Government or the IARI will be in a position to know the advantages?

Shri M. V. Krishnaappa: This is just an experiment to make use of atomic energy in agriculture. Through radiation we can preserve food materials. The exposition of some of these plants to radiation will assist the variability in crop plants. Control of pests and insects is possible through sterilisation. There is great scope for making use of this energy for the development of agriculture.

Shri Ramanathan Chettiar: What will be the cost of this atomic energy garden?

Shri M. V. Krishnaappa: I have stated that Rs. 2½ lakhs have already been spent.

Shri Hem Barua: Since there are no plants in this atomic garden, is the word "garden" not a misnomer in this case? If so, do the Government propose to change this name to some other name?

Shri M. V. Krishnaappa: It is a scientific name used generally in scientific parlance for Gamma rays. It is called Gamma garden.

Survey Plane Crash

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*757. { Shri Raghunath Singh:
Shri S. A. Mehdi:
Shri Madhusudan Rao:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that an aircraft of the Air Survey of India crash-

ed on the morning of 22nd January, 1960 on its way from Hyderabad to Nagpur; and

(b) if so, the reasons for the crash?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b) The accident is under investigation.

Shri Raghunath Singh: When was the aircraft last serviced and found fit?

Shri Mohiuddin: I have just now stated that the investigation is going on. All these details are given in the investigation report.

Shrimati Renu Chakravartty: May I know whether the certificate of air-worthiness was overdue?

Shri Mohiuddin: I have just now stated that all these details are being examined and will be incorporated in the report. I have not got the information as to when the certificate of air-worthiness was due to expire.

Shri Narasimhan: How long will it take to get this report?

Shri Mohiuddin: I shall ask them to expedite it.

Shri Braj Raj Singh: This accident took place on the 22nd January and this is March. Still, he has not got even this information. He must be prepared for the supplementaries.

Shri Hem Barua: The information about the air-worthiness certificate could have been obtained in a minute. Why was it not done?

Shri Mohiuddin: I have not got it with me: I can get it from Calcutta where the plane is based.

Shrimati Renu Chakravartty: That information is always available with the DGCA.

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Water Supply for Jharia Coalfields

*761. { ⁺Shri Aurobindo Ghosal:
Shri B. Das Gupta:

Will the Minister of Health be pleased to state:

(a) whether the scheme for water supply to Jharia Coalfields from Damodar Valley has been finalised; and

(b) if so, when the scheme is going to be put into operation?

The Minister of Health (Shri Karmarkar): (a) and (b). The scheme has been almost completed and put into operation.

Shri Aurobindo Ghosal: May I know whether the supply of drinking water will be affected by the supply of water for irrigation to the lower Damodar Valley?

Shri Karmarkar: I do not think so. I should think that if it is a drinking water supply and even if it does affect, it will receive precedence. But I have no reason to feel that it will affect irrigation.

Shrimati Renu Chakravartty: Will this water supply be given to Jharia only when there is high level in the Damodar Valley dams or will it be given even now when in the lower valleys there is already hardly any water?

Shri Karmarkar: I have no definite information on the subject but since it is a drinking water supply scheme I presume that it will be given all the year round.

Shri Muhammed Elias: What amount will be contributed by the State Government to fulfil this scheme and will this water also be supplied to Raniganj and Asansol coal areas?

Shri Karmarkar: About the latter part of the question I should like to have notice. Regarding contribution, I may say that the Government of India had agreed to give an outright grant to the extent of 50 per cent. of the cost of the scheme. A substantial

amount of Rs. 36 lakhs was paid to the Government of Bihar in 1955-56. In addition to that the State Government asked for a loan of Rs. 22.50 lakhs. This amount was also sanctioned in 1958-59. That is the position.

Dr. Ram Subhag Singh: As the summer season is near at hand and it becomes very difficult from April onwards to find water in coalfield areas as also in Dhanbad and Jharia towns, may I know whether arrangements will be completed before the onset of the summer season this year?

Shri Karmarkar: I think so. The hon. Member's suggestion is important and I shall convey it for expeditious completion of the scheme.

Timber Treating Plant, Imphal

*763. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the proposed Timber Treating Plant has been set up in Imphal; and

(b) if so, the total expenditure sanctioned and spent for the purpose?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Not yet.

(b) The expenditure sanctioned is Rs. 91,865 non-recurring and Rs. 26,600 recurring. An expenditure of about Rs. 83,700 has so far been incurred on the purchase of machinery and construction of buildings.

Shri L. Achaw Singh: May I know whether it is a fact that the Manipur Administration is procuring ordinary timber worth Rs. 5 lakhs for treatment and also for its utilisation in construction?

Shri M. V. Krishnappa: They have procured the machinery. They have ordered for the chemicals. They have also started procuring the timber.

Shri L. Achaw Singh: May I know whether precautionary measures are being taken for keeping this procured timber?

Shri M. V. Krishnappa: Yes, Sir. All necessary precautions are being taken.

2 **World Agriculture Fair**

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*765. { **Shri Rami Reddy:**
Shri Pangarkar:
Shri Madhusudan Rao:
Shri S. A. Mehdi:
Shri P. G. Deb:
Shri Tangamani:

Will the Minister of **Community Development and Co-operation** be pleased to lay a statement showing:

(a) whether the Community Development Departments of the States sent groups of farmers to visit the World Agriculture Fair at Delhi;

(b) if so, the number of farmers sent, State-wise;

(c) the facilities afforded to the farmers; and

(d) the reactions of the farmers after visiting the fair?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) and (b). Yes Sir. A statement showing the number of farmers State-wise who visited the World Agriculture Fair is laid on the Table of the House. [See Appendix II, annexure No. 46].

(c) They were provided facilities of railway fare, transport, board and lodging etc.

(d) They showed keen interest in the Fair and were impressed by the modern Farming techniques and standards exhibited.

Shri Rami Reddy: May I know whether there were complaints in regard to the inadequate arrangements made by the Community Development authorities?

Shri B. S. Murthy: We have received no such complaints.

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि जो मित्र भिन्न

स्थानों से किसान लोग इसको देखने को आए, वहाँ के बोर्ड, वहाँ के चार्ट और अधिकांश चीजें अंग्रेजी में होने के कारण हिन्दी, उर्दू या किसी भी देशी भाषा में होने के कारण से वह लोग बहुत से समझ नहीं सके और उनको बहुत असंतुष्ट होकर वहाँ से लौटना पड़ा ?

Shri B. S. Murthy: I do not think the presumption of the hon. Member is correct.

Shri Braj Raj Singh: Why not?

Shri B. S. Murthy: Every batch of farmers that came here was accompanied by some officer, by the BDO or the SDO as the case may be, and the Extension Officer (Agriculture) was always accompanying each team.

सेठ गोविन्द दास : क्या माननीय मंत्री जी यह बात जानते हैं कि किसी अफसर का उन्हें कुछ बताना और उनका खुद पढ़ना उस चीज को, इन दोनों में बहुत फर्क है, और क्या इस बात का आयन्दा ध्यान रखा जाएगा, जब कभी इस तरह की चीजें हों, कि उनमें जो बोर्ड और चार्ट रखे जाएं वे हमारी भाषाओं में हों ?

Shri B. S. Murthy: The farmers had come to see the Exhibition. In an exhibition it is not only Hindi. Various languages all over the world were there. Therefore there were people to explain to the farmers in the language known to them.

Shri Thirumala Rao: In regard to part (c) of the question, has the attention of the Government been drawn to the fact that when a batch of farmers containing hundreds of them had to stay at another place on account of the very late arrival of trains carrying them, the succeeding batch was brought to the same place where there was no accommodation and these people were asked to clear out? Were all these difficulties placed before the Ministry?

Shri B. S. Murthy: Yes, Sir. It is a fact that certain trains arrived nearly 24 hours late. But arrangements were made to see that proper

facilities were given for the first batch and the second batch which came on the heels of the first batch.

Shri Rami Reddy: Is it not a fact that their stay was intended only for two days and they complained that they could not visit all the stalls?

Shri B. S. Murthy: Each batch stayed for three or four days.

Shri Raghunath Singh: In the American, Chinese and Soviet stalls everything was written in English as well as in Hindi. Why was not the same practice adopted in Indian stalls?

Shri B. S. Murthy: We were not in charge of the Fair... (*Interruption*).

Mr. Speaker: In such circumstances I would appeal to the hon. Minister, who was in charge of the Fair and who is also present here, to explain to the House if he knows it.

The Minister of Agriculture (Dr. P. S. Deshmukh): I am prepared to give a reply. In some of the stalls, as they considered the Fair as an international one, they primarily used the international language. But there were many stalls which had used Hindi also. So it is not correct to say that.

Shri Raghunath Singh: In the Soviet Russia, American and Chinese stalls everything was written in English as well as in Hindi, that is, our national language. I want to know why the same practice was not adopted in Indian stalls.

Dr. P. S. Deshmukh: I admit that this mistake was committed in many of the Indian stalls. We frankly admit it. We tried to get it rectified as best as possible.

श्री बजराम सिंह : मैं जानना चाहता हूँ कि इस प्रदर्शनी का सरकार से क्या सम्बन्ध था ? सरकार का इससे सम्बन्ध न होते हुए भी सरकार ने इस पर लाखों रुपया किसानों को बाहर से बुलाकर इसे दिखाने

में खर्च किया। क्या सरकार इस प्रदर्शनी की जांच पड़ताल में कोई अधिकार रखती है, और अगर नहीं रखती है तो इस तरह का काम क्यों किया गया ?

Shri B. S. Murthy: I think the question is only about the farmers who visited the Fair and not about how it came into existence and the relationship of the Government with the Fair.

Telephone Exchange, Belgaum

*767. **Shri Khadilkar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Belgaum Telephone Exchange on the 8th, 9th and 10th February, 1960 refused telephone communication by leaders of Samyukta Maharashtra Samiti to Members of Parliament in Delhi, representing Samyukta Maharashtra Samiti; and

(b) if so, under whose authority the Telephone Exchange, Belgaum acted in such a manner as to deprive some Members of Parliament from receiving information from their constituents?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) The Government are not aware of any such incident.

(b) Does not arise.

Shri Khadilkar: Has Government enquired whether on some pretext or other telephone connection was refused to Delhi? That is the only thing I want to know.

Dr. P. Subbarayan: The information I have is that six calls were made from Belgaum to Delhi. One was to Shri S. M. Joshi. That was tried at 11.15 hours and the gentleman was not available at Delhi. Then the other one was for Shri Khadilkar. It was tried at 13.25 hours and he was told 'not expected in quarter of an hour'. The call was cancelled at 15.00 hours at subscriber's request.