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**Thursday, June 1, 1967
Jyaishta 11, 1889 (Saka)**

LOK SABHA DEBATES

(Second Session)



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**LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

2175

2176

LOK SABHA

Thursday, June 1, 1967/Jyaishta 11,
1889 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Mr. Speaker: Questions 211 and 212
may be taken up together.

Haldia-Barauni Pipeline

- *211. Shri Indrajit Gupta:
Shri Devan Sen:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Petroleum and
Chemicals be pleased to state:

(a) whether the laying of the Haldia-
Barauni pipeline has been completed;

(b) whether it is a fact that in the
Raniganj coalfield area between Salan-
pur and Ondal, the pipeline's align-
ment has been challenged and com-
pensation claimed by certain mine-
owners;

(c) if so, whether there is a proposal
to make a fresh detour of the pipeline
in order to avoid the disputed area
and if so, the cost thereof; and

(d) the responsibility for such faulty
alignment entailing large losses to the
Indian Oil Corporation?

The Minister of State in the Minis-
try of Planning, Petroleum and Chemi-

icals and Social Welfare (Shri Raghu
Ramiah): (a) Yes, Sir.

(b) Yes, Sir; certain collieries have
claimed compensation from the Indian
Oil Corporation for the loss likely to
be sustained by them due to conse-
quential restrictions on mining opera-
tions.

(c) Government has approved of a
proposal to construct a diversion line
at a cost of about Rs. 196 lakhs.

(d) This is under examination.

Haldia-Barauni Pipeline

- *212. Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Indrajit Gupta:
Shri H. P. Chatterjee:
Shri S. C. Samanta:
Shri Yashpal Singh:
Shri Swell:
Shri Devan Sen:
Shri P. K. Ghosh:
Shri Kartik Oraon:

Will the Minister of Petroleum and
Chemicals be pleased to state:

(a) whether it is a fact that a pipe-
line from Haldia to Barauni was con-
structed in December, 1965;

(b) whether it is also a fact that the
pipeline is not in use even now; and

(c) if so, the reasons therefor?

The Minister of State in the Minis-
try of Planning, Petroleum and Chemi-
cals and Social Welfare (Shri Raghu
Ramiah): (a) The laying of the
Haldia-Barauni pipeline was complet-
ed in May 1966. Pumping stations and
one of the two delivery stations have
also been completed. A second deli-
very station is almost ready.

(b) Yes, Sir.

(c) There is an order of the Calcutta High Court staying the operation of the pipeline until the disposal of certain pending Court proceedings.

Shri Indrajit Gupta: Sir, this is a very important matter. From the replies of the hon. Minister, it is clear that, firstly, this pipeline cannot be used—it is lying idle—secondly, the alignment has been faulty and, thirdly, the detour which will have to be made will cost nearly Rs. 2 crores and fixing the responsibility for this is under examination.

May I know from the hon. Minister whether it is not a fact that the supervision of this work of laying the pipeline was entrusted to an American firm of Bechtels by a special agreement and will he please tell us what were the terms of that agreement and whether the provisions of that agreement were properly carried out by Bechtels or not?

Shri Raghu Ramiah: To my recollection Bechte's were the technical advisers. The construction contract was given to an Italian company. Bechtels were giving technical advice on the laying of the pipeline.

Shri Indrajit Gupta: I wanted to know whether the terms of the agreement with Bechtels—they were the technical advisers; that is true—were properly carried out. The work is over now and Bechtels have gone away and they have been paid money. It is now found that the pipeline has been laid in the wrong place. Who is going to fix the responsibility for this in terms of the agreement?

Shri Raghu Ramiah: I have not got a copy of the agreement with me now. Part of the agreement was to give technical advice. They have given technical advice....

An hon. Member: If it is a wrong advice?

The Minister of Planning, Petroleum

(**Shri Asoka Mehta:** This matter has been gone into and we have already decided to appoint an inquiry committee. That committee will identify as to who is responsible and to what extent. In that connection also, we are looking into... (Interruption). Will you please listen to what I have to say? You can put your supplementary afterwards.

श्री जयु सिन्घे : घाय गुस्ता बहुत हो जाते हैं। स्पष्टीकरण लोग मांगते हैं। गुस्ता होने की क्या ज़रूरत है। मंत्री बन गए हो तो जरा ठंडे दिमाग से बात करो।

श्री शिव नारायण : घाय ठंडे दिमाग से क्यों नहीं सुनते हैं ?

Shri Asoka Mehta: Let me finish what I have to say. You can ask any further question afterwards.

Mr. Speaker: I would request the Minister to address the Chair.

Shri Asoka Mehta: Sir, this committee will also consider the responsibility of Bechtels, as well as of all other persons concerned. We have already examined it and this committee also will examine the contractual agreement and will see, arising out of the contract, what steps can be taken against Bechtels and others if they are found to be guilty.

Shri Indrajit Gupta: Is it not also a fact that the expenditure for laying this pipeline was round about Rs. 25 crores. The hon. Minister will correct me if the figure is a bit inexact. This amount of Rs. 25 crores was sanctioned by the Government on the basis of a certain capacity for that pipeline. Is it not a fact that, after the pipeline was laid, was constructed, it is found that, though the original expenditure of Rs. 25 crores remains as it was, the actual capacity of the pipeline is much less than what has been stated earlier?

Shri Raghu Ramiah: The cost of the

section is concerned, is Rs. 15.83 crores; the cost of the section between Barauni and Kanpur is Rs. 15 crores excluding, of course, the cost of the delivery stations. I am not aware of any shortfall in the capacity of the pipeline.

Shri Indrajit Gupta: What was the estimated capacity for which the amount of Rs. 25 crores was sanctioned and what is the capacity now found?

Shri Asoka Mehta: The position is this. Originally this pipeline was to be a one-way pipeline, but at the time of the Chinese aggression it was felt that a two-way pipeline be laid between Haldia and Barauni. This two-way pipeline is laid for the purpose of having some kind of an additional capacity which may be used under special circumstances. It is, therefore, not proper to consider that capacity as normal capacity that is available because the cost of using that particular pipeline for two-way traffic will be considerably higher.

श्री वैभेन सेन : हल्दिया बरीनी पाइप लाइन का काम शुरू जब हुआ था तो क्या यह सही नहीं है कि बेंगलूर बंगाल की सरकार के चीफ माइनिंग एडवाइजर और केन्द्रीय सरकार के चीफ माइनिंग एडवाइजर ने इंडियन प्रायल कारपोरेशन को यह सलाह दी थी कि पाइप लाइन को कालियरी इलाके से होते हुए न बिठाया जाए क्योंकि वहाँ पर कोयला है और इससे पाइप भी खतरे में आएगी और कोयले को उठाने में भी रुकावट पैदा होगी ?

Shri Raghu Ramalak: After the original alignment was made over Raniganj coalmines, in about September 1963, the West Bengal Government asked for a reconsideration of the alignment over the coalmines on the ground of safety of the calbelt below the pipeline and also on the ground that a considerable quantity of coal will be locked up under the pipeline. It is true.

Shri Indrajit Gupta: The point is this. They had given a warning beforehand that this should not be done and he admits that. Why was that ignored? Crores of rupees have been wasted.

Shri Asoka Mehta: It is precisely what the Inquiry Committee is looking into. We have carefully gone through all the records and I feel that it is necessary to have an independent scrutiny made into the matter.

श्री विभूति मिश्र : हमारे फाइनेंस मिनिस्टर भी बैठे हुए हैं। सोलह करोड़ के लगभग इस पर खर्च हुआ है। इतनी बड़ी धनराशि खर्च होने के बाद भी यह पाइप लाइन नहीं चल रही है। इसके बारे में मुकदमा हाई कोर्ट में पड़ा हुआ है। मैं जानना चाहता हूँ कि भारत सरकार के प्रादमी इसकी योजना बनाने के पहले क्या करते रहे और उन्होंने इन सब बातों के बारे में क्यों नहीं सोचा ?

Shri Asoka Mehta: I have replied to that question. Some mistake has been made.... (Interruptions).

Mr. Speaker: Let him answer.

Shri Asoka Mehta: Some mistake has been made and, therefore, we have appointed a committee. Mr. A. K. Roy, the former Auditor-General, has agreed to look into this matter and tell us as to who was responsible and to what extent. This is one part of it.

Regarding the second part of the question, it is true that this particular pipeline is not being used just now. But now that we have agreed to a new alignment—there will be a re-alignment of the pipeline—it is possible to reach an agreement with the coal-mine owners and also with the officials concerned, so that for a short period when the new alignment is being made, we may be able to use this pipeline. But this is a matter to be decided with the consent of the court.

श्री विभूति सिन्धु : क्या यह सही है कि जब यह पाइप-लाइन कलकत्ता से जाने की बात हुई, तो कई इंजीनियरों ने कहा था कि इस पाइप-लाइन को कलकत्ता से जाना मुश्किल होगा, क्योंकि उसको कोल-बेल्ट में से जाना पड़ेगा, लेकिन पोलिटिकल एजोटसन की बजह से भारत सरकार झुक गई और उसने यह सुझाव कबूल कर लिया ? क्या यह सरकार वास्तविकता को देखती है या राजनीतिक बाधाएँ पर ध्यान देती है ? जिन लोगों ने यह गलती की, उनको सजा देने का क्या उपाय सोचा जा रहा है, क्योंकि मई, 1965 में यह काम कम्पलीट हो गया और आज तक यह मामला पड़ा हुआ है ?

Shri Asoka Mehta: I am not aware of any political agitation, nor am I aware of the Government having yielded to any political agitation in this matter.

As regards the second part of the question, I have made it clear that we have appointed an independent person of great experience and great authority, and as soon as we get the report we shall take appropriate action against those who are found to be guilty.

श्री क० मा० तिवारी : मैं यह जानना चाहता हूँ कि माननीय मंत्री ने इस बारे में जिन गलती का जिक्र किया है, वह गलती सरकार के ध्यान में कब आई और यह कमेटी कब बनाई गई । मंत्री महोदय ने यह भी कहा है कि दूसरी पाइप-लाइन बनाने की योजना है । मैं यह जानना चाहता हूँ कि उस पर कितना खर्च होगा ।

श्री अशोक मेहता : जब यह मामला कोर्ट के सामने आया, तब वे सारे पेपर देखे गये । मैं खन्द हस्त पहले आया हूँ

श्री मधु सिन्धु : यह जवाब ठीक नहीं है । यह सरकार एक है । मंत्री महोदय कब आए, इनसे मतलब नहीं है ।

श्री अशोक मेहता : इसीलिए मैंने कहा है कि जब यह मामला कोर्ट के सामने आया

एक माननीय सदस्य : कोर्ट के सामने कब आया ?

श्री अशोक मेहता : तब इसको देखा गया । मैं तो अपनी तरफ से ही कह सकता हूँ कि हमने उसके बाद देखा । री-एलाइनमेंट पर 197 लाख खर्च होगा । यह भी बताया गया है कि जब इस मामले के बारे में मालूमता हुई, तो जांच कमेटी नियुक्त करने का फैसला किया गया ।

Shri S. C. Samanta: In reply to Q. No. 212, the hon. Minister has said that a case is pending in the High Court and so, the pipeline cannot be brought into use. I would like to know the details about the case that is pending.

Shri Raghu Ramiah: The coal-mine owners filed a claim for compensation and later on filed a writ petition in the Calcutta High Court, and the Calcutta High Court has issued an injunction. That is why we are unable to commission the pipe-line.

श्री राघु रामiah : यह बात समझ में नहीं आई है कि जब यह केस हाई कोर्ट में पेश हुआ है, तो सरकार द्वारा नियुक्त एन्क्वायरी कमेटी कैसे काम कर सकती है, क्योंकि यह कन्टेम्प्ट प्राक कोर्ट का मामला हो जायेगा । इसलिए क्या यह बेहतर नहीं होगा कि पहले हाई कोर्ट से यह मामला तय होने दिया जाये और उसके बाद एन्क्वायरी कमेटी काम करे ?

Shri Raghu Ramiah: The scope of the inquiry committee is quite different. That committee would be going into the circumstances under which the alignment has been made, the objections that have been raised and the manner in which the objections were considered, whether any consid-

deration was given to them and also the circumstances under which realignment has to be made. These do not come within the scope of the High Court writ.

Shri Swell: The hon. Minister has tried to soft-pedal the whole issue by calling it a mistake. It was a very costly mistake. Rs. 16 crores had been spent on laying this line. The coal-mine owners are claiming a compensation of Rs. 19 crores. Then, they are spending another Rs. 2 crores on re-aligning it, and then on top of it all, every day, they are losing substantial amounts of money because the oil that should have gone through this pipeline is now being carried in other ways. The hon. Minister has said that he would cause an inquiry to be made into this whole matter. I want to know specifically whether at the time when the Oil India authorities overruled the objections of the mining advisers and the chief mining inspector they did so with the knowledge and approval of the minister concerned? What kind of enquiry will this be? Will it be a wishy-washy enquiry or will it be something that will definitely fix responsibility on the people concerned and recover the entire amount of money from them?

Shri Asoka Mehta: This was done with the knowledge and consent of the Ministry of Petroleum and Chemicals. That is why it is necessary to have an independent enquiry made into it so that we also know who is responsible in our Ministry or in any other ministry in the Government. As I pointed out we have appointed Shri A. K. Roy, our former Auditor-General as the person to enquire into this and I do not think it is fair to say about the former Auditor-General that this enquiry would be wishy-washy.

श्री देवेन्द्र शैल : मैं यह जानना चाहता हूँ कि वह जो कम्पनारी कमेटी बिल्डार्ड जायेगी, क्या उसके द्वारा इस पइपु की भी जांच की जायेगी कि इस मामले में कारेन

शायल कम्पनीज, कोलियरी-मोनार्ज, कारेन कॅपिटलिस्ट्स और इंडियन शायल कारपोरेशन के डायरेक्टर्स का क्या हाथ था ।

श्री अशोक मेहता : इसमें न कारेन शायल कम्पनीज के हाथ का सबाब उठता है और न कोलियरी-मोनार्ज के हाथ का सबाब उठता है । यह फैसला किया गया इंडियन शायल कारपोरेशन की तरफ से, गवर्नमेंट की तरफ से और उन दो कनसल्टेन्ट्स की राय से, जिनके नाम बताए गये हैं । इस बारे में फैसला करने में जिन लोगों की जिम्मेदारी है, उन की जिम्मेदारी के बारे में जांच की जायेगी ।

श्री मधु लिमये : माननीय सदस्य, श्री देवेन्द्र सेन, का प्रश्न यह है कि क्या इस बात की जांच की जायेगी कि विदेशी कम्पनियों के द्वारा, चाहे वे कोयले की हों या तेल की, इन लोगों पर दबाव डाला जाता है, इन्हें खरीदा जाता है ।

श्री अशोक मेहता : किस बारे में दबाव डाला जाता है ?

श्री मधु लिमये : इंडियन शायल कारपोरेशन के अधिकारियों पर पाइप-लाइन की एलाइनमेंट के बारे में दबाव डाला जाता है ।

श्री अशोक मेहता : यह कहा जाता है कि जहां पाइप-लाइन डाली गई है, अगर वह एलाइनमेंट रहे, तो कोयले को भी काफ़ी ख़तरा रहेगा और पाइप-लाइन को भी ख़तरा रहेगा । हमें यह एक्सपर्ट एडवाइस मिली थी कि ख़तरा नहीं रहेगा । यह मामला कोर्ट के सामने आया और इस पर दोबारा विचार करने के बाद हमने इस एलाइनमेंट को बदलने का फैसला किया । मेरी समझ में नहीं आता कि कितने हम पर प्रेशर डाला ।

Shri P. K. Ghosh: When does the Government propose to take up this diversion work on this pipeline and when is it expected to be completed

and what is the total amount of railway freight paid by the Indian Oil Corporation during the year 1966-67 in carrying oil and other products which were expected to be carried by this line?

Shri Raghu Ramaiah: In February 1966 the Ministry of Petroleum and Chemicals suggested as a compromise as this matter was pending before the Calcutta High Court that the restricted diversion of the pipeline over the worked leasehold areas might be undertaken within the next two or three years and that the pipeline might be permitted to be operated till then with proper safeguards.

Shri P. K. Ghosh: I wanted to know the total amount of railway freight.

Shri Raghu Ramaiah: I have not got those figures ready.

Shri Kartik Oraon: I would like to know from the hon. Minister whether the alignment of the pipeline passing through coal fields subject to dangerous consequences due to mining subsidence was approved and the possible implication of compensation to be paid to the mining concerns was agreed to by the Government?

Shri Asoka Mehta: The expert advice on the basis of which this decision was reached was that there would be no danger to the coal mines and therefore the question of compensation did not arise. Various expert bodies as well as various departments of the Government were consulted and a certain decision was reached. Retrospectively, we feel that the decision was not correct and that is why I am pointing out that this matter is being gone into by an independent commission.

Shri B. Barua: The litigation started sometime in 1965. What steps did the Government take in between then and now to remove the difficulties?

Shri Raghu Ramaiah: I have already mentioned that in February, 1966, the

suggestion of realignment was made by the Ministry and then put across to them because the matter was before the courts.

श्री सि० च० झा : अध्यक्ष महोदय, मंत्री महोदय ने बताया कि वह मेरे घाने के पहले का सवाल है, मैं जानना चाहता हूँ कि जब वे इस विभाग में घ्राये, उसके कितने वर्षों के बाद उनको इस गलती का एहसास हुआ और जब उनको इसका एहसास हुआ तो उसको दूर करने के लिये उन्होंने कौन से कदम जटाये ?

श्री कर्तिक ओराण : मैंने सवाल के जवाब में यह कहा था कि यह मामला कोर्ट के सामने होने की वजह से हम चाहते हैं कि इसमें कोई कम्प्रोमाइज किया जाय। कम्प्रोमाइज करने से यह फायदा है कि दोटे समय के लिये उस पाइप लाइन को हम इस्तेमाल कर सकते हैं और साब-साथ री-एलाइनमेंट भी कर सकते हैं। इसी समय हमने यह भी सोचा कि जो गलती हुई है उस की जांच की जाय। मैंने यही बताया है कि यह फैसला हुआ है और उसके लिये कम्पिटेंट प्रादमी की खोज हुई, कम्पिटेंट प्रादमी हमको मिल गया है और उमने इस जिम्मेदारी को उठाना संजूर कर लिया है।

Dr. Ramen Sen: Is it not a fact that when this colossal blunder that cost us so many crores of rupees was detected by the Government, the responsibility of the Secretary to the Petroleum Ministry was so apparent in this total bungling or blunder, or whatever you may call it, that the Government had to appoint this committee in order to shield this activity of the Secretary, Petroleum Ministry, and if that is so why did the Government shield that particular secretary?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deas): Sir, may I explain these things because Finance also is involved? When the case came before the court,

the case came up for realignment and it came up for sanctioning two crores more. The whole thing was gone into as to why it has happened like this. It was found that the advice of the chief mining inspector was discarded by the technical experts. It was not brought to the notice of the minister. Sanction was given at that time after doing all that. When it came to the notice of both the Planning Minister and the Finance Minister, we took it up and said: we must go into it fully and whoever is responsible must be properly punished and we must recover the loss from whomsoever we could, wherever we can fix the responsibility. We can do so only after locating the responsibility. We cannot do it otherwise. Therefore, Shri A. K. Roy had been appointed in order to find facts and say whether anybody had a hand in it. That is why Shri Roy had been appointed by the Planning Minister.

Shri Pilloo Mody: Does the same law apply to Ministers? We would then be an affluent society.

Shri Morarji Desai: It will apply.

Shri N. E. Laskar: As the Minister stated just now that the alignment of the pipeline was approved by the Ministry itself, I would like to know whether any reason was advanced for ignoring the mining expert advice.

Shri Bagha Ramallah: The Technical Adviser, Bechtel Corporation and the contractor, the Italian firm, disagreed with the views of the mining expert. The mining expert took the view that protective measures were to be given even if it is 100 feet below the surface, but the technical expert said it is not necessary below 100 feet. Similarly, on either side of the pipeline, the technical advice was it would be enough to leave five feet width as the operation did not extend to that area, but a different view was taken by the mining expert. So, there were two views.

श्री एल० एल० जोशी : जिन विदेशी कम्पनियों के साथ यह काम करने के लिये और उसकी निगरानी करने के लिये समझौता हुआ, एग्जिट हुआ है, क्या मंत्री महोदय उस एग्जिट को इस सदन के पटल पर रख सकते हैं ?

श्री जवाहर मेहता : जरूर रख सकते हैं। इस वक्त मेरे पास नहीं है। लेकिन यह चीज कहना चाहता हूँ कि प्रायल पाइप लाइन का तजुर्बा यूरोप और अमरीका में बहुत ज्यादा है और जैसा बताया गया है कि अमरीकन कम्पनी और इटेलियन कम्पनी दोनों की इस बारे में एक राय थी। वहाँ का तजुर्बा यह रहा है कि कोल माइन्ज के अन्दर यानी 100 फुट नीचे कोयला हो, तो उससे कोई खतरा नहीं होता है। लेकिन हिन्दुस्तान की हालत हमारे किम्प की है—ऐसी कुछ बात बताई गई, इसी लिये इस मामले में हम अभी जा रहे हैं।

श्री जटल बिहारी झाकसेवी : मैं यह जानना चाहता हूँ कि क्या श्री राय की जांच सांवेजनिक स्वरूप की राय होगी, क्या उनकी नियुक्ति कमीशन आफ एन्वायरो एक्ट के अन्तर्गत की गई है, क्या उन्हें गवाहों को बुलाने का और फाइलों को देखने का अधिकार होगा ? यदि उनकी नियुक्ति कमीशन आफ एन्वायरो एक्ट के अन्तर्गत नहीं की गई है तो उनकी टर्म्स आफ रेफरेन्स क्या हैं, वे अपनी जांच पूरी तरह से कर सकें, इसके लिये सरकार उन्हें क्या सुविधा देगी ?

श्री जवाहर मेहता : उन्हें जिन फाइलों की जरूरत होगी, वे उन्हें पेश की जायेंगी, जिनको वे बुलाना चाहेंगे, उनको वे बुला पायेंगे और उनको इस काम के लिये जो सुविधा चाहिये, वह सुविधा उनको दी जायेगी।

श्री जटल बिहारी झाकसेवी : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया।

क्या उनकी नियुक्ति कमीशन भाक एन्क्वायरीय एक्ट के अन्तर्गत हुई है ? अगर ऐसा नहीं होगा तो वे किसको बुलाना चाहेंगे बहु कोर्ट में जाकर स्टे आर्डर ला सकता है । मैं जानना चाहता हूँ कि यह डिपार्टमेन्टल एन्क्वायरी है या पब्लिक एन्क्वायरी है और इसके टर्मों भाक रेफरेंस क्या हैं ?

जी प्रश्नक नेहता : उन के साथ इसी पर बातचीत हो रही है, उन की राय के मुताबिक सब तय किया जायेगा ।

Shri Indrajit Gupta: Sir, I rise on a point of order, and I seek your protection for one thing. A little while ago, when Mr. Joshi asked whether the Minister would agree to place the agreement with the Bechtel Corporation on the Table of the House, I understood the Minister to say that he has no objection but he has not got the agreement with him or something like that. May we have a clarification on this, and will you kindly direct him specifically to put that agreement on the Table of the House, if not just now, within a day or two?

Shri Asoka Mehta: I said I must go to the office and get the copy. I have not got it with me at this point of time.

Mr. Speaker: Next question.

Prices of Essential Commodities

- *213. **Shri D. N. Patodia:**
Shri Onkar Singh:
Shri Manbhai J. Patel:
Shri Jyothirmoy Basu:
Shri D. C. Sharma:
Shri Eswara Reddy:
Dr. Raneg Sen:
Shri Sharda Nand:
Shri Bharat Singh:
Shri Ranjit Singh:
Shrimati Tarkeshwari Sinha:
Shri S. M. Banerjee:
Dr. Ram Manohar Lohia:
Shri Ram Sewak Yadav:
Shri Shri Gopal Saboo:

- Shri Ram Charan:**
Shri Hem Raj:
Shri R. Barua:
Shri Swail:
Shri Kikar Singh:
Shri Kola Birua:
Shri J. B. Singh:
Shri B. K. Birla:
Shri N. E. Laskar:
Dr. Karni Singh:
Shri Sradhakur Supakar:
Shri Lladhar Kotaki:
Shri Kanwar Lal Gupta:
Shri Sidheshwar Prasad:
Shri George Fernandes:
Shri J. H. Patel:
Shri Madhu Limaye:
Shri Virendrakumar Shah:
Shri Ploo Mody:
Shri Hukam Chand Kachwal:
Shri G. S. Mishra:
Shri Vishwa Nath Pandey:
Shri K. N. Pandey:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that there has been steady rise in the prices of essential commodities during the last three months;

(b) whether any survey in this regard has been made recently;

(c) whether there is any proposal to make a survey once or twice a year to determine rise in the prices of essential commodities so as to devise suitable measures to check the rise; and

(d) the details of the measures taken at present to check rise in prices?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) Prices of a number of food articles and mill cloth have shown a rise over the three months ended May 13, 1967. On the other hand prices of kerosene, handloom cloth, soap, drugs and medicines, matches, and tyres and tubes, have remained stable during the period under review.

(b) and (c). The price situation is kept under continuous review.

(d) Measures taken to check the rise in prices of essential commodities include, among others, subsidy on foodgrains, their large scale distribution through public channels, liberalisation of imports to augment domestic supply as also to stimulate production, expansion of the network of consumer co-operatives, and opening of department stores in major cities. Government has also emphasised the need for fiscal and monetary restraints so as to check the pressure of demand.

Shri D. N. Patodia: I feel that the measures mentioned by the minister are short-term measures and possibly will not help to improve the situation very much. I feel that we are caught up in price wage spiral and whenever there is price rise, we try to cover up the increase in expenditure by imposing additional taxation. Therefore, to provide an effective remedy to the problem, will the Government be prepared to examine to what extent it is possible to reduce the expenditure by at least Rs. 150 crores for which I believe there is definite scope and use that reduction in expenditure to give relief in taxation, by which prices may be kept down?

Shri K. C. Pant: We are taking short-term as well as long-term measures. Among the long term measures that have been taken are measures to expand agricultural and industrial production, restraint on expenditure in public and private sectors, to which the hon. Member referred, checking the rate of growth of population through family planning..... (Laughter).

Shri Kanwar Lal Gupta: You can add starvation deaths also.

Shri K. C. Pant: I do not think there is anything amusing about it if one applies one's mind to it.

Mention may also be made of selective credit control over bank advances against foodgrains, edible oils, raw cotton, etc., regulation of forward

trading and issue of licences and anti-hoarding orders.

Shri D. N. Patodia: In spite of all this, DA is being increased. Food price have gone up and there is provision for additional expenditure even in the budget. I believe all these things will have a positive effect on the prices. I want a reply to my original question whether specifically Government is prepared to consider a reduction of expenditure to the extent of at least 150 crores and given equivalent relief in taxation, by which prices may be kept down?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): It is very easy for the hon. Member to say, economise Rs. 150 crores in defence expenditure.

Shri D. N. Patodia: Not defence expenditure; I mean overall expenditure.

Shri Morarji Desai: If Rs. 150 crores are to be economised, one has to go into it thoroughly. We are going into it. We are not setting any limit of Rs. 150 crores or Rs. 200 crores. When we begin to economise and retrenchment has to be made, hon. Members come up against it. There is a calling attention notice today about defence, which is coming up. Then I will have to say what I have to say.

Shri Jyotirmoy Basu: In view of the fact that prices of consumer goods are rising mainly due to liberal grant of overdrafts by commercial banks, will Government consider nationalising the banks; if so, may I know how soon and if not the reasons therefor?

Shri Morarji Desai: The question of liberal overdrafts is a matter which requires examination. All these questions are being examined—how banking credit should be utilised, in what way the banking institutions should be managed, etc. All this is being done and I believe in the course of the next three or four months, I will be able to come to some specific conclusion.

Shri Jyotirmoy Basu: I asked whether Government propose to nationalise the banks and if not, the reasons therefor.

Shri Morarji Desai: I am not bound to give any reasons just now about it. Until I come to specific conclusions, I am not going to say either way.

श्री ज्योतिरमोय बसु : कितने दिनों से आप एग्जामिन कर रहे हैं ?

Shri Morarji Desai: We are examining it and it will go on for three or four months.

Shri D. C. Sharma: The short-term and long-term measures that the Minister of State gave in his reply are old, outmoded things.

An hon. Member: Just like you.

Shri D. C. Sharma: Do not talk like that. Sir, we have found that these have been repeated like a mantram all these years without yielding any results.

Shrimati LakshmiKanthamma: Sir, is this** to be tolerated?

Mr. Speaker: Shri Sharma is too old.

Shri D. C. Sharma: May I ask the hon. Minister whether a very simple thing which was suggested in this House and elsewhere for controlling the prices, that each commodity should have a price fixed and each shopkeeper should display on a blackboard the price list of various commodities, is going to be undertaken or not? If that is not going to be done, I think all these measures will lead to the spiralling of prices.

Shri P. Venkatasubbalah: Sir, Shri D. C. Sharma is a respected and veteran Member of this House. I would like the word** used by the hon. Lady

Member, to be expunged from the records.

Shrimati LakshmiKanthamma: I did not say he is a **.

Mr. Speaker: Whatever it is, it is to be avoided. It is not parliamentary. It is to be avoided particularly when it is said about an elderly Member.

Shrimati LakshmiKanthamma: Sir, I have greater respect for Shri D. C. Sharma than anybody else in this House. He knows it too well.

Shri D. C. Sharma: I never knew that the word** was said about me.

Shrimati LakshmiKanthamma: Sir, since you want the word to be expunged, I want to give an explanation.

Mr. Speaker: It is not necessary now.

Shrimati LakshmiKanthamma: To say that such and such a person is a ** is wrong, but the word ** is not wrong.

Mr. Speaker: You are perfectly right. You did not use it against Shri D. C. Sharma but about Shri Sharma's characterism. There is nothing wrong. But it stands expunged anyway. (Interruption).

Shri K. C. Pant: Sir, the hon. Member took objection to my repeating old remedies, but he has himself repeated an old suggestion. It will be considered.

Shri D. C. Sharma: What is the objection to that suggestion? When we say something sensible to them they say it is an old suggestion.

Dr. Ramen Sen: Sir, when the hon. Minister was enumerating the steps taken by the Government to resist the increase in the prices of essential commodities we were reminded of the fact that for the last 3 or 4 years the

**Expunged as ordered by the Chair.

same measures are being put across this House to show that prices will be frozen due to the introduction of these measures. May I know whether it is a fact that the Government did not take sufficient courage or the Government was not serious enough to control the prices and to check the profiteers who went amuck in this country and that is the reason why the prices could not be checked and the prices could not be frozen and, if so, may I know why did the Government not take such steps to check these profiteers?

Shri K. C. Pant: The Government is taking all possible steps, but one of the main factors of the rise in prices has been the sharp rise in the price of food and one of the main reasons for that has been the two droughts we had in the last two years. I do not think it is correct to say that our measures have had no effect. Because of the enlarged distribution of foodgrains through our channels at least the vulnerable sections have been kept satisfied to some extent.

Shri S. M. Banerjee: Since the Government has miserably failed to check the rise in prices of all essential commodities, including medicine, I would like to know whether steps, other than those which have already been taken and which have proved to be futile, are being taken by the Government and whether the Government is going to support the price resistance movement which has been launched throughout the country by persons who want to resist the price rise instead of giving police protection to the hoarders, as is being done now.

Shri Morarji Desai: Price resistance movements, if they are legitimate and not lapsing into *gheras*, will certainly be supported.

श्री राजशेखर दास : क्या मंत्री महोदय का ज्ञान इस बात की घोर गवाह है कि बीजों के दाम, खास तौर से आरज्यक

धीरे बढ़ते जा रहे हैं क्योंकि जिनको उस को रोकना है उन के पास खर्च करने को इतना धन है कि उन्हें इसकी चिन्ता ही नहीं है ? यदि ऐसा है तो क्या सरकार कोई इस प्रकार का उपबन्ध लाने जा रही है कि डेढ़ या दो हजार रुपये मासिक से ज्यादा कोई बढ़े से बड़ा घाटमी भी न खर्च करने पाये ?

Shri Morarji Desai: This is not a possible proposition.

श्री हेम राज : जिस समय सरकार का बजट पेश होता है उसमें पहले ही वस्तुओं के दाम बढ़ जाते हैं। क्या सरकार कोई ऐसा तरीका निकालगी जिसमें दाम बढ़ने न पायें ?

Shri K. C. Pant: It is quite true that before the budget comes, in certain commodities there is a tendency for prices to rise but the Government does take all possible measures to see that the price rise does not exceed the rate of taxes. Even now Government is making attempts by calling and having talks with producers etc. to see that the price rise is not inordinate in relation to the excise duties.

Shri R. Barua: In view of the critical situation may I know whether Government is thinking of freezing the profits and dearness allowance so that the price rise may be checked in a more effective way?

Shri K. C. Pant: Well, this is a broad question under the consideration of the Government. At the moment nothing specific can be said about it.

Shri Swell: The Minister of State just now stated that the main cause contributing to the rise in prices is the severe drought during the last few years resulting in severe shortage of food production. Now, to my mind, it should be the other way about because the bulk of the people's money has gone to the purchase of foodgrains and they do not have enough money to

there is no demand in the market. I think the overall shortage of production in the country is the main cause for the rise in prices. I would like to know from the Government whether they are aware of this fact that the uncertain political climate in the country and the acute labour problems that are now taking the shape of *gheraos* and other forms of violence have been mainly responsible for the shortage in production. If so, what steps do the Government propose to take to put an end to this kind of things so that people may use their energy for production?

Shri Morarji Desai: Government will carefully consider what steps are to be taken and how effectively they can be taken under the Constitution.

Shri Hem Barua: I remember our hon. Finance Minister saying that on no account the prices of commodities will be allowed to rise.

Shri Morarji Desai: On account of excise duties.

Shri Hem Barua: Yes. That is what the hon. Minister said, but unfortunately the price rise is staring us in the face and the rise is not only abnormal but is shooting up to giddy heights. In the face of that why is it that our Government have not taken certain very strong measures like having an Ordinance against those people, the profiteers and hoarders, who are responsible for the rising of prices? I can cite particular instances. The Raman Gas Service of Moti Bagh have raised the price of domestic gas and when they were asked about it they said that *Burmah-Shell*, whose agents they are, have asked them to raise the price. Is he going to have an Ordinance to check this price rise?

Shri Morarji Desai: I cannot have an Ordinance when Parliament is sitting. That is not possible, therefore, there would have to be a law

and the law would not be passed within less than six months. I have no doubt about that. Then, I have not said that all prices will not be allowed to be increased. Only for three categories I said that, that is, about rayon, nylon and aluminium. These are the things about which I said that they will have to absorb the excise duties in their profits. That is what I have said; I have not said about other things. Yet, I am trying to see that these prices are not increased and that if they are increased, they are lowered. I shall be prepared to take whatever step is at one's disposal and that one can take. If it is necessary to have a law, we shall certainly bring a law before the House.

Shri K. N. Pandey: Taking into consideration that in spite of the precautionary measures taken the tendency of the prices is towards rising, does the Ministry think of fixing prices for different commodities beyond which they will not be allowed to rise?

Shri Morarji Desai: It may be easy to fix prices but it is not easy to get things sold at those prices because it concerns many many shopkeepers. It will require some other kind of method to look into that.

Shri Ambeshagan: Will the hon. Minister tell us as to why when the Government has proclaimed that the price level of essential commodities will be kept at a level so that the people do not suffer, the Central Government does not come forward to support the State Governments when they are thinking of bringing down the prices of essential commodities like rice and when they have brought up a policy to give rice at a lesser price, at about 60 or 62 paise a kilo? Why does the Government not come forward to help such State Governments, in order to stabilise the prices for the facility of the poor class people?

Shri Morarji Desai: The Governments which want to bring down the prices themselves by giving subsidies should do it from their own resources. They cannot put that cost again on the Government of India because if the Government of India takes up that cost then the Government of India will have to give these subsidies throughout the country and I do not know whether it will be less than Rs. 1,000 crores.

Shri Gadhakar Supakar: The hon. Minister talked about the vulnerable section of the population. There is rationing in cities and other places. The people who are residing outside the cities and who are more vulnerable than the people living in cities suffer on account of their having to pay higher prices for essential food-grains. May I know what is the remedy that the Government is thinking of in this respect?

Shri K. C. Pant: Apart from the ration shops, there are also fair price shops in many of the rural areas and the prices at which Government issues grains to State Governments for sale through these fair price shops and ration shops are substantially lower than the open market prices. For example, in the case of imported wheat, the basic issue price is Rs. 55 per quintal as compared to the open market retail price of indigenous wheat ranging from Rs. 100 to Rs. 165 per quintal in 131 centres from which data are available. There are similar divergences in the case of other foodgrains.

श्री कंबर लाल गुप्त: मंत्री महोदय ने कहा है कि स्टार्ट टर्म और सांग टर्म मैजर्स यह ले रहे हैं ताकि कीमतें बढ़ने से रकें। उन्होंने यह भी कहा है कि तीन चार महीने के बाद यह और जांच करेंगे कि क्या स्टैप लिमि जाने पाएँगे। मैं जानना चाहता हूँ कि क्या आप यह गारंटी दे सकते हैं कि कम से कम एंसेलस कम्पोजिटीव की छः महीने के बाद कीमतें नहीं बढ़ेंगी? मैं यह भी जानना

चाहता हूँ कि पब्लिक सेक्टर में जो चीजें पैदा होती हैं खास तौर से एंसेलस कम्पोजिटीव और स्टेट ट्रेडिंग कारपोरेशन जिन चीजों को मंगवाता है, उनमें घाप नक्का नहीं लेंगे? क्या इस बात की भी गारंटी दे सकते हैं?

Shri Morarji Desai: It is a suggestion for action.

श्री कंबर लाल गुप्त: गारंटी दे सकते हैं

Mr. Speaker: There is no question of giving a guarantee now in the Question Hour. During the Question Hour, the practice is that no guarantee is given.

श्री कंबर लाल गुप्त: गारंटी न सही, क्या घाप विषयाम दिला सकते हैं?

Mr. Speaker: Anyway, he means that no guarantee can be given.

श्री सिद्धेश्वर प्रसाद: क्या आपने इस बात पर भी विचार किया है कि जो प्रशासनिक ढांचा है वह भी काफ़ी हद तक मूल्यों की वृद्धि करने में सहायक होता है? जिन चीजों के दाम नियत किये भी जाते हैं वे चीजें निश्चित मूल्य पर मिलती नहीं हैं, लेकिन काले बाजार में चाहे जितना मात्रा में और अधिक मूल्य देकर घाप उनको खरीद सकते हैं। इस प्रश्न को प्रशासनिक दृष्टि से दृष्ट करके के लिये सरकार ने क्या कदम उठाये हैं, क्या विचार किया है?

श्री कृष्ण चन्द्र गुप्त: जून 1966 में एक सिविल सप्लाइज प्रॉवनाइजेशन सेट अप की गई—निम्नस्ट्री फ़ाक काबल में—जिसका काम यहो है कि वह मूल्यों को देखती रहे, खास कर एंसेलस कम्पोजिटीव के मूल्यों को और स्टेट्स के साथ उसका कोन्ट्रोलन रहे। जहाँ कहीं उबरत हो स्थिति को ठीक करने के लिये वह कदम उठाये। कंज्यूमर इंडस्ट्रीज को

की वह सुविधा दे अपना प्रोडक्शन बढ़ाने में। जहाँ कहीं सरकार ने कोओपरेटिव स्टोर्स इत्यादि स्थापित किये हैं उन को कम मुश्कों में उद्योगों की वस्तुएं मिल सकें, इसके लिये की वह कार्य करती हैं।

Shri Pileo Mody: As far as I know, there are three known methods of bringing down prices. One is to improve production, the other is to improve distribution and the third is to reduce indirect taxes on items of common consumption. To this, of course, the Minister has just added another one, that is, to reduce the manufacture of babies. I think, it can be reasonably assumed that the Finance Minister is in the knowledge of these three methods. I would like to know from the Finance Minister why it is so difficult for him to convince his colleagues also on the same subject? And what measures have been taken to improve production? What has been done to get rid of the wretched zonal system which is impeding distribution and what measures he is taking to reduce indirect taxes? Finally, at what point of time can we expect relief in this regard?

Shri Morarji Desai: My hon. friend does not know that babies are not manufactured; they are born.

Shri Hom Barua: They are manufactured also.

Shri Morarji Desai: He is also forgetting that his philosophy of removing the zonal system is not accepted by the other friends in the opposition.

Shri Banga: Your AICC accepted it.

Shri Morarji Desai: But it is not accepted by several other people. We have, therefore, to find a way if we can accept this. If all of us can come to an agreement in some matters, we can be more effective, but that does not happen; if any action is taken, that action nullified by the opposition people

whoever they are—I am not saying only from the opposition benches; whether they are from here or there, they are similar in this matter.

Then the question of increasing production is being considered and is being implemented also. Agricultural production is the chief thing, the pivot, on which everything rests. There, we have said that a new agricultural strategy has also been placed before the House. I am quite sure, if there is no drought, the next monsoon will solve a lot of our difficulties. But if that does not happen, God forbid, if the monsoon is not helpful, then we will have to take to many hard and ruthless measures and I hope my hon. friend will be one of the persons who will support those measures.

Shri Pileo Mody: We will co-operate with you.

An hon. Member: He will have to eat less. Close down the Bhim Club.

Shri M. Y. Saleem: Is it not a fact that most of the professional hoarders are enjoying the patronage of certain political parties and are receiving encouragement from them to cause rise in the prices of essential commodities to defame the Government at the Centre and if so, what steps do Government propose to take against such political parties?

Shri Morarji Desai: No action can be taken against parties in a democracy.

जी जार्ज करमेशीच: चीनी के जो ताब बढ़ने हैं इन में मनाफाखोरी के ताब ताब सरकार की जी टैक्स नीति है वह भी जिम्मेदार है। केरीलीन एक चीजन के लिए आवश्यक वस्तु है। वह 15 वा 17 सेंटे मिटर में तैयार होता है जब कि इसको 50-55 सेंटे मिटर के हिसाब से बेचा जाता है। चीनी, कपड़ा आदि तनाव पर सरकार ने बहुत ही जबरदस्त टैक्स लगा रखा है।

के लिये जीवन के लिए आवश्यक वस्तुएँ हैं। इसकी वजह से इन के पास बढ़ते जा रहे हैं। मैं समझना चाहता हूँ कि क्या सरकार ऐसी कोई योजना अपनाने के लिए तैयार होगी कि किसी भी जीवन के लिए आवश्यक वस्तु का नाम उसके लागत बर्ष से छेड़ गुना से बढ़ाया न हो।

श्री मोरारजी देसाई : यह इकोनॉमिक फिलोसोफी मेरी समझ में नहीं आती है। माननीय सदस्य जो कहते हैं उसका क्या नतीजा होगा, वह भी उनको समझना चाहिये। कर्नमेंट की ओर से सब टैक्सज घटा दिये जायें और इसकी वजह से अगर रेवेन्यू कम हो जाए तो मुझे इस में कोई एतराज नहीं है। परन्तु इस सब का नतीजा क्या निकलेगा? नतीजा यही निकलेगा कि एम्प्लायमेंट काफ़ी कम हो जाएगा, इन-एम्प्लायमेंट बढ़ता जाएगा और ज्यादा चिन्ताने के लिए माननीय सदस्य को मौका मिल जाएगा।

श्री चार्ज करेस्पोंडेंट : इसका खुलासा हो जाना चाहिये, अध्यक्ष महोदय। मैंने जीवन के लिए जो आवश्यक वस्तुएँ हैं उनकी बात कही है। मोटर गाड़ियों, रेफ्रिजरेटों, बैरिह की बात नहीं कही है।

Shri Samar Guha: May I know from the hon. Finance Minister whether he tried to impress upon the hon. Railway Minister that increasing the charges for carrying essential goods by train also increases the prices of essential commodities?

12-99 hrs.

Shri Manojkumar Desai: The railway budget is being discussed. But I am very much in sympathy with my colleague, and I understand his difficulties even more than he understands them.

Shri S. H. Patil: (Spoke in Kannada).

Mr. Speaker: The hon. Member's question will have to be translated into English first and then the answer will have to be given and then it will have to be translated and so on. There is no time for that now, and so, I am not allowing the hon. Member now.

Shri Samar Guha: On a point of order. Rule 37 (1) of the Rules of Procedure and Conduct of Business in Lok Sabha says:

"Not more than three questions distinguished by asterisks by the same member shall be placed on the list of questions for oral answer on any one day...."

Mr. Speaker: That can be discussed later.

Shri Samar Guha: May I know whether this rule has been relaxed, because I find that for the last few days, more than three oral questions are being admitted in the name of the same person?

Mr. Speaker: That is wrong. The rule has not been relaxed.

Shri A. B. Vajpayee: That rule does not apply to questions which are clubbed together.

Mr. Speaker: Anyway, we are not covering more than three or four questions a day, and that would not make any difference at all.

Shri H. N. Mukerjee: How is it that every day it is being done? If you are going to relax the rules, that would not be quite good.

Mr. Speaker: When clubbing of names is done that is a different matter. But the point that is urged is that there are four or five questions admitted in the name of the same Member and not that there are more names on the same question. That would be looked into.

Shrimati Sucheta Kripalani: In reply to Shri K. N. Pandey's question, the

hon. Finance Minister had said that it was easy to fix prices but it was very difficult for Government to see that things were sold at the prices fixed. That would amount to a confession on the part of the Government that they are unable to control the prices. The hon. Minister said that there were other methods. I would like to know what other methods he has under contemplation, which may be very effective in pegging down the prices.

Shri Morarji Desai: I said that other methods had to be found.

SHORT NOTICE QUESTION

Use of Staff Cars for Presidential Election purposes

S.N.Q. 5. Shri Surendranath Dwivedy: Will the Minister of Parliamentary Affairs be pleased to state:

(a) whether any transport of the Department of Parliamentary Affairs was sent to the Railway stations and to the Airports to bring Congress Party Members for voting in the Presidential elections that took place on the 6th May, 1967;

(b) whether the log books of the Department record the time and hour of the transport and whether the Minister will lay on the Table copies of the entries in the log book; and

(c) whether any officer or member of the staff of the Department of Parliamentary Affairs was deputed to attend some Congress M.Ps. at the stations on that day?

The Minister of Parliamentary Affairs and Communications (**Dr. Ram Subhag Singh**): (a) to (c). The staff car of the Department of Parliamentary Affairs was not utilized to transport any Member of Parliament for voting in the Presidential elections that took place on 6th May, 1967. An officer of the Department was, however, asked to see that necessary arrangements were made for the hospitalization of **Shri C. D. Gautam** who was ailing from multiple fractures.

That Officer travelled by the staff car from Parliament House to Willingdon Hospital and thereafter to the Railway Station to see that the Member was given medical attendance at the Railway Station. A copy of the entry in the log book relating to the travel of the officer from Parliament House to the Willingdon Hospital and the Railway Station and back is placed on the Table of the House. [Placed in Library. See No. LT-495|67].

Shri Surendranath Dwivedy: May I know whether it is not a fact that another member of the staff, **Mr. Bakshi**, was also sent to the railway station to receive Congress MPs coming for voting?

Dr. Ram Subhag Singh: It is not a fact.

Shri Surendranath Dwivedy: May I know whether any staff car was sent to the Palam airport to bring some Members of the Congress Party for voting on the 6th May?

Dr. Ram Subhag Singh: That is a white lie. That is not a fact.

Shri Surendranath Dwivedy: What is a black lie?

Shri Tenneti Viswanatham: It is un-Parliamentary.

Shri Surendranath Dwivedy: Lie is not parliamentary. He should withdraw it.

Mr. Speaker: It will be corrected as "it is not true".

Shri Surendranath Dwivedy: He must withdraw it, or it should be expunged.

Dr. Ram Subhag Singh: I am prepared to withdraw it if it is unparliamentary, but he should be prepared not to state things which have no relationship with any truth.

श्री मधु लिम्बे : किन्तु परन्तु का सवाल नहीं है। क्या मंत्री महोदय इसको वापस लेते हैं ?

Mr. Speaker: It may not be true, but to say it is not true is equally emphatic, instead of saying it is a white lie.

Mr. Ram Subhag Singh: I am guided by you.

Mr. Speaker: I am glad you are guided by me.

Shri Surendranath Dwivedy: Has he withdrawn it.

Mr. Speaker: Yes.

श्री मधु लिम्बे : मैं यह जानना चाहता हूँ कि राष्ट्रपति के चुनाव के दौरान में केन्द्र सरकार ने अपने दूरों को अपने नुमायंदों को मतदाताओं पर प्रभाव डालने के लिए या उस से अनुचित ढंग से वोट दिलवाने के लिए सरकारी खर्च से कितनी जगहों पर भेजा था। क्या मंत्री महोदय इस का ब्यौरा सदन के सामने रखेंगे।

श्री रामसुभग सिंह : श्रीमन् माननीय सदस्य श्री मधु लिम्बे का मैं बड़ा आदर करता हूँ।

श्री मधु लिम्बे : मंत्री महोदय प्रश्न का उत्तर दें।

श्री राम सुभग सिंह : वह बहुत गूढ़ गूढ़ विषयों का अच्छा अध्ययन करते हैं। वर उन के अध्ययनमें एक बहुत बड़ी कमी है। उन को मालूम होना चाहिए कि कांग्रेस संसदीय दल के मुख्य सचेतक का एक पद है और संसदीय-कार्य मंत्री का दूसरा पद है। मुख्य सचेतक की अपनी कुछ हैसियत होती है। इन दोनों पदोंमें जो फर्क है उस का अनुमान कर के ही माननीय सदस्य को बचना चाहिए। मैं बिल्कुल स्पष्ट रूप से कहना

चाहता हूँ कि सरकार का एक पैसा भी राष्ट्रपति के चुनाव में हमारी धीर से खर्च नहीं किया गया और न ही सरकारी 'खर्च' पर एक भी आदमी कहीं भेजा गया।

श्री राम सेवक यादव : एक पैसा नहीं उस से कहीं ज्यादा खर्च हुआ होगा।

श्री राम सुभग सिंह : श्री यादव के मिनिस्टर लोग जैसे करते हैं वैसे हम नहीं करते हैं।

श्री श्री टेलीफोन का खर्च होगा वह मेरा व्यक्तिगत होगा।

श्री मधु लिम्बे : अध्यक्ष महोदय, मेरे प्रश्न का जवाब नहीं दिया गया है। मैंने श्री राम सुभग सिंह के बारे में व्यक्तिगत रूप से नहीं पूछा है। मैंने कुल सरकार के बारे में पूछा है।

श्री राम सुभग सिंह : मैं सरकार के बारे में ही कह रहा हूँ।

श्री बलराम मखोक्क : मंत्री महोदय ने कहा है कि वह मुख्य सचेतक भी हैं और मिनिस्टर आफ पार्लियामेन्टरी एफेयर्स भी हैं। एक मंत्री के नाते उन को जो स्थान मिलता है जो प्रतिष्ठा और ताकत मिलती है, यदि वह उच्च का उपयोग चुनाव में प्रभाव डालने के लिए करते हूँ तो क्या यह उन की आफिशियल ताकत का दुरुपयोग नहीं है? वह केवल मुख्य सचेतक रहे मिनिस्टर न रहें या वह मिनिस्टर रहे और मुख्य सचेतक न रहें। जब प्रधान मंत्री कुछ करती हैं तो वह व्यक्तिगत नहीं है। इस नाते उन्होंने जो कुछ किया है क्या वह सरकारी शक्ति का दुरुपयोग नहीं है।

श्री राम सुभग सिंह : श्री मखोक्क को यह जानना चाहिए कि वह मंत्री का पद इस

सिए मिला कि काबेंस में अपनी एक हेलियत और प्रतिष्ठा है। मैं समझता हूँ कि मंत्री के जाने मुझे कोई प्रतिष्ठा नहीं मिली है और न ही इस के उपयोग का प्रश्न उत्पन्न होगा।

Shri S. M. Banerjee: The hon. Member has stated that the car was not used, only one officer was sent. I would like to know whether it is a fact that some of the Congress Members who wanted to come by plane wrote a letter to the Minister of Parliamentary Affairs in his capacity of Mukhya Sachetak that conveyance should be provided to them? I want to know how many white elephants were brought for voting.

Dr. Ram Subhag Singh: I am prepared to reply to that. Nobody wrote to me that he should be provided plane facilities, nor was there anybody acting as an elephant in the way Mr. Banerjee acts.

Shri Hem Barua: The hon. Minister has admitted that conveyance was provided to an hon. Member of the Congress Party to come and participate in the Presidential election, because he was ailing. May I know whether the gentleman concerned asked for this conveyance from the Minister concerned, or it was provided on his own account, and if he was a member of any opposition party, would he have been provided with the same kind of facilities?

Dr. Ram Subhag Singh: Mr. Hem Barua was once ill in hospital, and I do not know whether he remembers it or not, but one of my colleagues not only went to see him as Minister but also sent him books he required. I myself paid visits to persons about whom I came to know that they were ill in hospital.

Shri Hem Barua: I am grateful. The Prime Minister sent me some books to read.

Dr. Ram Subhag Singh: Therefore, the hon. Member must know that nobody wanted or wants anything from anybody. I consider—I am prepared to be guided by only opposition members if you don't think it worthwhile—that if any Member of Parliament is ill, he should be looked up.

Shri Tenneti Visvanatham: The hon. Minister has said that he sent his staff car for the Presidential election. We were not even given travelling allowance. We came on our own.

Shri M. R. Krishna: All of us.

Shri Tenneti Visvanatham: I said we; it includes you. Was it not possible for the hon. Minister to find a private car for the other gentleman. The second point is that the charge is not that he misused, but that he used the staff car.

Dr. Ram Subhag Singh: Actually I must state it categorically that even that ailing member, who had got so many fractures, on his body, was not transported by this staff car. He had managed his own transport, and I am not going to be as dishonest as the member....

An hon. Member suggests. (Interruptions).

Mr. Speaker: He means, as the member suggests. His point was that he is not as dishonest as the member suggested.

Shri Hem Barua: He did not say that. He said "as the member" and stopped there. He should have concluded the sentence.

Shri Tenneti Visvanatham: I did not hear what he said.

Mr. Speaker: He says that he is not as dishonest as the member suggests.

Shri Tenneti Visvanatham: I have not suggested any dishonesty.

Mr. Speaker: Then it is all right.

Shri Tenneti Viswanatham: I have only suggested that he used the car, not that he misused the car.

Shri Kandappan: In view of the confusion created in the minds of the members as well as the people outside due to the dual role of the hon. Minister, as Minister and as Chief Whip of congress group in Parliament and also in view of the fact that any number of white caps are available in their own party, I would like to know whether the Government is prepared to appoint different dignitaries for these different posts.

Dr. Ram Subhag Singh: They have these dignitaries in their parties, even in the DMK.

Shri Kandappan: This is no answer. This is a vital question. Is the Government prepared to consider—

Mr. Speaker: Order, order. I am sorry. I am proceeding to the next item.

Shri Ranga: Mr. Speaker, will the hon. Minister concerned collect the information and afterwards supply it, namely, as to how many parliamentary committees were convened two or three days before that fateful 6th, or three or four days after that, so that Members would find it convenient to go over here and draw their allowances also, and at the same time, attend their party meetings and get themselves briefed?

Dr. Ram Subhag Singh: As you know, there are three financial committees and some other committees, and one of the Chairman of the three financial committees, a former leader of the Swatantra party, who has succeeded my most esteemed colleague, Feroz Ranga, had perhaps called a meeting of the PAC, but I do not know the details. I will find out the exact position and lay it on the Table of the House.

Shri Ranga: The hon. Minister has got into the wrong habit of saying wrong things and in the most objectionable manner. I wanted him to

collect information. Am I to understand that it was only the PAC which was convened here or were there any other committees also? I would like to have information in regard to that. (Interruption). Even on an earlier occasion, he had the temerity and the indecency to make those stupid suggestions and objectionable suggestions in regard to the question put by Shri Viswanatham. If you had not come to his rescue because of his bad English, he would, have been in the soup.

Mr. Speaker: The Public Accounts Committee did not meet then, because I nominated the Chairman after I was elected Speaker. I think the PAC met sometimes later. (Interruption).

Shri Ranga: I wanted him to take the trouble of enquiring and collecting the information and give it here.

Dr. Ram Subhag: I have already said I would give the information. (Interruption).

Shri Ranga: He behaves in such an unruly manner....

Mr. Speaker: He may give the information. I was only giving the information regarding Committees of the House.

Shri Ranga: He is behaving in an irresponsible manner. He seems to be the conscience-keeper of the whole Congress.

Mr. Speaker: Order, order. Will you kindly sit down?

Dr. Ram Subhag Singh: I am not going to be cowed down like that.

Shri Ranga: We would not allow this kind of behaviour.

Mr. Speaker: I was giving information regarding Committees of the House. Will you kindly sit down?

Shri Ranga: Why does he behave in this manner?

WRITTEN ANSWERS TO QUESTIONS

Fourth Plan for Delhi

*214. Shri R. S. Vidyarthi: Will the Minister of Planning be pleased to state:

(a) whether allocation for the Fourth Plan for the Union Territory of Delhi has been drastically cut by the Planning Commission;

(b) whether the Metropolitan Council have approached the Central Government for higher allocations for Delhi to increase employment potential and to solve housing problem in Delhi; and

(c) if so, the action taken by Government in the matter?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) The Fourth Plan outlay of Delhi as agreed to in the meeting between Planning Commission and Lt. Governor in December, 1966 is Rs. 155.64 crores against Rs. 200 crores proposed by the Delhi Administration.

(b) No, Sir.

(c) Does not arise.

Major Irrigation and Power Schemes

*215. Shri Madhu Limaye:
Shri S. M. Banerjee:
Dr. Kam Manohar Lohia:
Shri George Fernandes:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have reviewed their policy in regard to the launching of major irrigation and power schemes in view of their long gestation period;

(b) whether Government have thought of new ways of achieving co-ordination between rising levels of the dams, commissioning of the turbo generators, and digging of the irrigation channels; and

(c) if so, the details of this co-ordinating scheme?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) and (c). In ensuring unfailing supply of water to lands, river, resources have to be developed and for this major irrigation projects (projects costing over Rs. 5 crores each) are essential. Thus out of 500 irrigation projects taken up so far, major projects, though one-seventh in number, provide more than three-fourth of the irrigation benefits.

To reduce the period of gestation specially of major irrigation projects costing over Rs. 20 crores each some of the steps taken are:

- (i) The project is so phased that benefit will begin to accrue even with partial construction;
- (ii) Canals are so constructed that first reaches are completed in all respects before the next reaches are taken up; this will enable supply of water to areas in the first reaches even before the entire canal is constructed.
- (iii) Adequate measures are being taken to construct the field channels and even at Government cost to be recovered later from the beneficiaries.
- (iv) Ayacut development programmes are initiated soon after the commencement of construction in major projects so that lands are made ready to receive the irrigation supplies, thereby ensuring rapid and optimum agricultural production.

Similarly, major Thermal Power Projects costing each more than Rs. 20 crores are taking generally five to six years. Measures being taken to reduce this period include:

- (i) development of indigenous design talent;
- (ii) indigenous manufacture of equipment; and

- (iii) development of erection techniques.

A periodical review of the progress of all major irrigation and power projects is being carried out from time to time, by committees of officers to remove bottlenecks and ensure coordination.

Credit Facilities to Delhi Municipal Corporation

- *216. Shri Swell:
Shri R. K. Birla:
Dr. Karni Singh:
Shri Kikar Singh:
Shri Kolaj Birua:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the Central Directorate of Supplies and Disposals has suspended the credit facilities to the Delhi Municipal Corporation recently; and

(b) if so, the reasons therefor?

The Minister of Works, Housing and Supply (Shri Jaganath Rao): (a) and (b). Certain non-Government bodies had been allowed "Post-deposit" facilities under which they are required to re-imburse the cost of stores purchased on their behalf by the Directorate General of Supplies and Disposals within a period of seven days after payments are made by the Chief Pay and Accounts Officer to the suppliers. This facility was withdrawn from the Delhi Municipal Corporation in November/December, 1966 as a large amount was outstanding against them which they failed to deposit in spite of reminders.

Aid for Fourth Plan Projects

- *217. Shri S. R. Damani:
Shri Ram Kishan Gupta:
Shri S. M. Banerjee:
Shri Madhu Limaye:
Shri S. C. Samanta:
Shri A. K. Kisku:
Shri S. N. Matti:
Shri Tribh Kumar Chaudhuri:

- Shri Yashpal Singh:
Shri Vishwa Nath Pandey:
Shri Eswara Reddy:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Loan Agreements have been signed with foreign Governments and other agencies for projects included in the Fourth Five Year Plan;

(b) if so, the countries with which the agreements have been entered into; and

(c) the projects which are included under the loan Agreements?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Loan agreements have been signed with foreign Governments and other agencies for some of the projects included in the Draft Outline of the Fourth Five Year Plan.

(b) and (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-487/67].

Fertilizer Plants

- *218. Shri N. Sreekantan Nair:
Shri P. P. Esthose:
Shri Viswanatha Menon:
Shri K. M. Abraham:
Shri P. Gopalán:
Shri Sradhakar Supakar:
Shri N. R. Laskar:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the Fertilizer Industry in India utilises only 55 per cent. of its installed capacity;

(b) whether it is also a fact that the cost of production at present is Rs. 6,000/- per ton as against the normal Rs. 2,500/- per ton; and

(c) if so, the steps initiated to enforce full production and to reduce the cost of production?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) During 1966-67, the production of nitrogenous fertilizers was 52.6 per cent of the installed capacity.

(b) No, Sir.

(c) Steps have been taken to improve production by installing additional balancing equipments in some of the existing factories. Efforts are also being made to rectify the teething troubles in the new factories that have lately gone into production.

Supply of Gas to Gujarat

*219. Shri Virendrakumar Shah: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that he had negotiations with the Gujarat Chief Minister regarding the long pending Gujarat gas price dispute; and

(b) if so, the results thereof?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Some discussions on the subject were held with the Chief Minister of Gujarat.

(b) It was decided to proceed with the arbitration.

Decline in Foreign Balances

*221. Shri Sharda Nand:
Shri J. B. Singh:
Shri Bharat Singh Chauhan:
Shri S. R. Damani:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Shah:
Shri K. Pradhani:
Shri Manjit Singh:

Will the Minister of Finance be pleased to state:

(a) whether there has been a sharp decline in foreign balances held by Government recently,

(b) if so, the extent thereof; and

(c) the steps taken by Government to push up the balances?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deas): (a) No, Sir.

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

Financial Assistance Sought by States

Shri K. P. Singh Deo:

*222. Shri P. K. Deo:

Shri Dhirdendranath:

Will the Minister of Finance be pleased to state:

(a) the financial assistance sought by the States from the Centre since the last General Elections; and

(b) the amount of assistance sanctioned so far?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). The information is being collected from the various Central Ministries and a statement indicating the position as at the end of May, 1967 will be laid on the Table of the House.

Annual Plans of States

*223. Shri A. B. Vajpayee:

Shri Sharda Nand:

Shri Brij Bhushan Lal:

Shri N. B. Sharma:

Shri Shri Gopal Baboo:

Will the Minister of Planning be pleased to state:

(a) whether the Planning Commission's Programme Advisers visited various States in connection with the year's annual plans of those States;

(b) if so, the results of the talks held with the State Governments; and

(c) how far these States have agreed to share the allocations for their annual Plans?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) The Pro-

genuine Advances of the Planning Commission are at present visiting different State Capitals to finalise Annual Plan of different States for the current year.

(b) and (c). The discussions started on the 26th May and would continue upto third week of June, 1967.

घाटे की सर्व-व्यवस्था

* 214. श्री सिद्धेश्वर प्रसाद :
श्री विन्तासिनि पानिग्रही :
श्री राम किशन गुप्त :
श्री रामे :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में पिछले महीने हुए मुख्य मंत्रियों के सम्मेलन में केन्द्रीय सरकार तथा राज्य सरकारें इस बात पर मित्रांत रूप में सहमत हो गई हैं कि भविष्य में घाटे के बजट पेश न किये जायें।

(ख) यदि हां, तो यह निर्णय किन बातों को ध्यान में रख कर किया गया है; और

(ग) इसको व्यावहारिक रूप देने के लिये राज्य तथा केन्द्रीय सरकारों द्वारा क्या कार्यवाही की जा रही है ?

वित्त मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र कल) : (क) से (ग). राज्यों के मुख्य मंत्रियों और वित्त मंत्रियों के सम्मेलन में आम तौर पर सभी इस बात से सहमत थे कि कीमतों की मौजूक स्थिति को देखते हुए घाटे के बजटों का सहारा न लिया जाय। केन्द्र पहले ही संयुक्त बजट पेश कर चुका है और आशा है कि राज्य भी ऐसा ही करेंगे।

Health Schemes for Famine-stricken People in Bihar

*225. Dr. Karim Singh:
Shrimati Nitsep Kaur:
Shri Babhuti Mishra:
Shri K. N. Tiwary:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government have formulated any schemes and advised the Bihar Government to take adequate steps for the restoration of the normal health of the citizens of the State who underwent long sufferings on account of mal-nutrition since the famine set in; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes, Sir.

(b) The State Governments have been advised and assisted as follows:

(1) Multi-vitamin tablets, drugs and dietary supplements, baby foods and other nutrients are being supplied to and distributed by the State Government to the vulnerable group of population;

(2) Special feeding programmes are being run with the help of the Indian Red Cross Society, CARE and UNICEF;

(3) 86.29 million doses of small pox vaccine (freeze dried) have been supplied to the State Government;

(4) Materials for production of 285 lakhs doses of cholera vaccine and 100 lakhs doses of T.A.B. vaccine have been received from UNICEF and the production of vaccines is being undertaken;

(5) 400 bottles of 1 litre each of Aminoflex (protein hydrolysate) have been supplied to the State Government for treatment of acute cases of mal-nutrition; and

(6) For improving the arrangements for drinking water supply drilling rigs, hand-water pumps, water testing kits and chlorinating units have been obtained from UNICEF and supplied to the State Government. More such equipment is being obtained.

Advances by Banks against Foodgrains

*227. Shri Yogendra Sharma: Will the Minister of Finance be pleased to state:

(a) the amount of credit provided by the banks as advanced against foodgrains during the year 1966-67;

(b) whether the regulatory functions of the Reserve Bank of India were fully utilised to prevent speculative activities in foodgrains trade;

(c) whether any bank has been penalised for violating the Reserve Bank's instructions in this respect; and

(d) the number of banks so penalised?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) A statement showing the amounts outstanding at the end of each month in the year 1966-67 in respect of advances granted by scheduled commercial banks against the security of foodgrains is laid on the Table of the House. [Placed in Library. See No. LT-488(67)].

(b) The Reserve Bank has prescribed necessary margin and ceiling restrictions on bank advances against the security of foodgrains with a view to preventing the use of bank finance in speculative trading in foodgrains.

(c) No, Sir.

(d) None.

Public Expenditure in States

*228. Shri Chintamani Panigrahi: Will the Minister of Finance be pleased to state:

(a) whether the State Chief Ministers had agreed to reduce public expenditure in their respective States;

(b) the percentage of public expenditure which they have agreed to reduce in respect of each State; and

(c) the extent to which this will help in relieving the Central burden towards States' public expenditure?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) to (c). It was generally agreed at the recent Conference of the State Chief Ministers and Finance Ministers that there should be no recourse to deficit budgets and overdrafts. This meant that public expenditure should be restricted to the resources in sight and not necessarily that there should be reduction in expenditure if resources could be found for meeting it.

Devaluation of Rupee

*229. Shri K. K. Birla:
 Shri Ram Kishan Gupta:
 Shri Bihhuti Mishra:
 Shri K. N. Tiwary:
 Shri S. C. Samanta:
 Shri A. K. Kisku:
 Dr. Karaj Singh:
 Shrimati Nirlep Kaur:
 Shri S. N. Maiti:
 Shri Tridib Kumar Chaudhuri:
 Shri D. N. Patodia:
 Shri Abdul Ghanai Dar:
 Shri O. C. Desai:
 Shri E. Barua:
 Shri Vishwa Nath Pandey:

Will the Minister of Finance be pleased to state:

(a) whether recently or in the near past Government have made any assessment of the effects of the devaluation of the rupee on the Indian economy;

(b) if so, the details thereof;

(c) whether Government contemplate to take any measure to strengthen the Rupee; and

(d) if so, the nature thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). No assessment as such has been made of the effects of the devaluation of the rupee on the Indian economy. Economic situation in the country is, however, kept constantly under review. The Economic Survey 1966-67, which has already been laid on the Table of the House, contains the latest review of the economy. A number of forces operate simultaneously in the economy and it is difficult to isolate the effects of devaluation alone. Export performance depends on the availability of surplus for exports which was adversely affected by the drought. World conditions of demand have also not been favourable on the whole and foreign prices of some of our exports have fallen. Debt service payments have also been rising. The internal price situation was affected, among other things, by adverse agricultural season.

(c) and (d). In order to strengthen the Rupee, the economy has to be strengthened and the productivity of the economy augmented. It is Government's constant endeavour to attain these objectives through all available and feasible instruments of policy.

धायकर अधिकारियों द्वारा धायकर का निर्धारण

- 230 श्री एचि राय :
श्री अर्जुन सिंह भवीरिया :
श्री मधु सिन्घे :
श्री इत्त० एच० शोशी :
श्री० राय मनोहर शोशिया ।

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को कभी ऐसी त्रिकामते मिली है कि धायकर अधिकारी उनके ऐसे शोषों को जिनकी धाय पर धायकर नहीं लगना चाहिये, सभी वर्षों

के सम्बन्ध में विस्तृत विवरण देना करने को कहते हैं ताकि उनके द्वारा निपटाये गये मामलों की संख्या बढ़ जाये और मामलों का उनका मासिक कोटा पूरा हो जाये;

(ख) क्या यह सच है कि धायकर अधिकारियों की कार्यकुशलता उनके द्वारा निपटाये गये मामलों की संख्या के प्राप्ति पर प्राप्ति जाती है तथा निर्धारण पांच श्रेणियों में वर्गीकृत है; और

(ग) यदि हां, तो क्या सरकार ने धायकर विभाग में ऐसे मापदण्डों को बदलने के लिये कोई कदम उठाये हैं जिन से प्रवास्तविक कार्य-भार बढ़ता है और घोषा देने का अवसर मिलता है ?

वित्त मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) जी नहीं ।

(ख) धायकर अधिकारियों की कार्य-कुशलता का निर्णय कई बातों के प्राप्ति पर किया जाता है; कार्य की मात्रा उनमें से केवल एक है । मुख्य कसौटी तो कार्य के गुण की है जैसे कर की चोरी का पता लगाना और सही निर्धारण कर करना ।

कार्य की मात्रा के मूल्यांकन के निमित्त कर-निर्धारण के मामलों को पांच वर्गों में रखा गया है जो मुख्यतः धाय की राशि पर प्राप्ति है । ऐसा करने का कारण यह है कि धाय की बड़ी रकम वाले मामलों में कम धाय के मामलों के मुकाबले अधिक समय लगता है ।

(ग) धायकर अधिकारियों के लिए काम के निर्धारित मानदण्डों की समीक्षा समय समय पर केन्द्रीय प्रत्यक्ष-कर बोर्ड द्वारा धायकर आयुक्तों से परामर्श करके की जाती है । एक अधिकारी वर्षभर में कितना काम कर सकता है, इसका वास्तविक अनुमान लगाकर ही मानदण्ड निर्धारित किया जाता है ।

Thermal Plant at Cochin

*221. Shri P. F. Esthose:
Shri N. Sreekantan Nair:
Shri Vasudevan Nair:
Shri C. Janardhanan:

Will the Minister of Irrigation and Power be pleased to state:

(a) the present stage of the proposed thermal plant at Cochin;

(b) the steps which Government have taken to start this at an early date; and

(c) the generating capacity of the proposed plant?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) to (c). In May, 1966, a scheme for establishing a 30 Megawatt thermal power station near Cochin was sanctioned, based on utilisation of about 40,000 tons of furnace oil from the Cochin Refinery. Subsequently, the Ministry of Petroleum and Chemicals intimated that as a result of re-appraisal of the demand forecasts for the petroleum products and the local production available, it would be possible to supply adequate fuel oil for a larger power plant. It was, therefore, decided to instal a 55 Megawatt generating unit instead of 30 Megawatt in order to improve the reliability of power supply in Kerala. This proposal has been considered by the Planning Commission, who, in September, 1966 asked the Government of Kerala to forward the revised project report to Central Water and Power Commission. This was received in March, 1967 and is under examination. The question of procurement of the generating plant and equipment is also under consideration.

हेला

222. श्री ए० ए० सत्यनारायण :

श्री ए० ए० सु० विजयकुमार :

श्री ए० ए० ए० कल्याण :

श्री विविध कुमार जीवरी :

श्री यशपाल सिंह :

श्री विभक्तानि पाणिग्रही :

श्री रामचन्द्र उताका :

श्री बुलेखर जीना :

श्री ए० प्रबाली :

श्री हीरजी भाई :

श्री जयश्याम राव जोशी :

श्री हुकम चन्द कल्याण :

श्री राम सिंह धरवारवाल :

श्री श्रींकार लाल बेरवा :

क्या स्वास्थ्य तथा परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले वर्ष अन्त में तथा चालू वर्ष के प्रारम्भ में हैजा तथा अन्य संक्रामक रोगों में अत्यधिक वृद्धि के क्या कारण हैं;

(ख) किन किन राज्यों में इन रोगों का प्रीक्षण प्रकोप है और उसके फलस्वरूप कितने व्यक्तियों की मृत्यु हुई है;

(ग) इन रोगों को फैलने से रोकने के लिए क्या कार्यवाही की गई है; और

(घ) क्या इन रोगों को रोकने के लिये राज्य सरकारों ने केन्द्रीय सरकार से विशेष सहायता मांगी है; और यदि हां, तो उनकी मांग को पूरा करने के लिये क्या कदम उठाये गये हैं ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० श्रीमती जम्म शोकर) : (क) गत वर्ष के अन्त में और चालू वर्ष के प्रारम्भ में इस रोग के अत्यधिक और निकोबार द्वीप समूह में, जहाँ यह संक्रमण मुख्य भूमि से गया, फैलने के अलावा इस रोग की घटनाओं में कोई असाधारण वृद्धि नहीं हुई है। रोग की सूचना मिलते ही उस पर काबू पा लिया गया है। तथापि केचक की घटनाओं में वृद्धि हुई है जिसके कारण इस प्रकार है :—

(1) हर मास के सात वर्ष के लड़कें इस रोग की पुनरावृत्ति की संभावना रहती है। 1967-68

के वर्ष को इस धारणा का वर्ष होना का अनुमान है।

- (2) यह इस रोग का सामान्य समय या सामान्यतया इस रोग का प्रकोप नवम्बर से अप्रैल तक के महीनों में अधिक रहता है।
- (3) बिना टीका लगे घुमन्तू लोगों का आवागमन।
- (4) भोजन जिसके कारण इस रोग की तुरन्त सूचना नहीं मिल पाती और लोग टीका भी नहीं लगाते।

हिमाचल प्रदेश से प्लेग की और जबलपुर (मध्य प्रदेश) से डेंगू की कुछ बटनाओं की सूचना मिली थी।

(ख) विशेषतया वेचक से प्रभावित राज्यों और क्षेत्रों की संख्या इस प्रकार है :—

क्रम संख्या	राज्य का नाम	अक्टूबर 1966 के अप्रैल 1967 तक वेचक के कारण हुई मौतें
1.	महाराष्ट्र	2941†
2.	बिहार	1864†
3.	उत्तर प्रदेश	1136†

(ग) वेचक के टीके और दुसरा टीके लगाने का महान अभियान शुरू कर दिया गया है। कुछ राज्यों में इस कार्य के लिए अतिरिक्त प्रोमिड स्टाफ भर्ती किया गया है। राष्ट्रीय वेचक उपमूलन कार्यक्रम

के अन्तर्गत गत कुछ वर्षों में निरन्तर प्रचार कार्य होने से वेचक की बहुत ही बटनाओं की सूचना मिलने में सहायता मिली है। जिन पर अब तक टीका लगना छूट गया था उन पर टीका लगाने के प्रयास तेज कर दिये गये हैं।

प्लेग और डेंगू के रोकथाम को रोकथाम के लिए राष्ट्रीय संचारी रोग संस्थान ने अन्वेषण किये। लोगों की रक्षा के लिए प्रभावित क्षेत्रों में सामूहिक रूप से प्लेग के टीके लगाये गये प्रभावित और पड़ोसी गांवों में कीट-नाशकों का छिड़काव किया गया।

जहां तक जयलपुर में डेंगू का प्रश्न है भविष्य में इस रोग के फैलाव को न होने देने के लिए जो नियंत्रण उपाय सुझाये गये वे स्थानीय स्वास्थ्य अधिकारियों ने वे सभी उपाय बरते।

(घ) प्लेग और डेंगू के नियंत्रण के लिए राज्य सरकार ने विशेष मदद मांगी थी। राष्ट्रीय संचारी रोग संस्थान ने तुरन्त अन्वेषण कार्य किये तथा प्रभावकारी नियंत्रण उपायों को बरतने में तुरन्त मदद दी।

Purchase of Aviation Fuel by Nepal

*223. Shri Atam Das:
Shri Hema Raj:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that Nepal has stopped purchasing aviation fuel from India;

(b) if so, the reasons therefor;

(c) the anticipated loss to be incurred; and

(d) whether Government have offered some more concessions to the Government of Nepal to purchase aviation fuel from India?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) No, Sir.

(b) to (d). Do not arise.

State Irrigation and Power Ministers' Conference at Delhi

*234. Shri Hem Raj:
Shri Vishwanath Pandey:
Shri Ram Kishan Gupta:
Shri Dhirendranath:
Dr. Ranen Sen:
Shri Bibhuti Mishra:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether a Conference of State Ministers of Irrigation and Power was held at Delhi recently;

(b) if so, the main items discussed and the conclusions arrived at; and

(c) how they are proposed to be implemented?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-489/67].

Processing of Bidi Tobacco

*235. Shri Devan Sen:
Shri Madhu Limaye:

Will the Minister of Finance be pleased to state:

(a) whether Government have received any representation from the Tobacco Warehouse Licences Association, Jhajha about the processing of Bidi tobacco and separation of dust in warehouses;

(b) whether the Patna Excise Collectorate have issued orders prohibiting this separation and imposing tax on the entire quantity inclusive of the dust;

(c) whether such orders have also been issued by the other Collectorates in the country;

(d) whether Government's attention has been drawn to the ill-effects of this order on the quality and sale of Bidis produced in Bihar; and

(e) if so, whether Government propose to direct the said Collectorate to rescind these orders?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). Yes, Sir.

(c) Yes, Sir. In a few collectorates.

(d) Representation has been received against the stoppage of reprocessing in warehouses, of processed bidi tobacco for separation of dust.

(e) The Collector has since reviewed his orders and permitted reprocessing of biri tobacco for separation of dust in warehouses.

Taking Over or Financing of Major Projects

*236. Shri Ramachandra Ulaka:
Shri Dhuleshwar Moona:
Shri K. Pradhani:
Shri Heerji Ehal:
Shri K. N. Pandey:
Shri Ram Kishan Gupta:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 600 on the 6th April, 1967 and state:

(a) whether the proposal to take over or finance some major projects has since been considered; and

(b) if so, the result thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). Some selected major projects are being given 100 per cent earmarked loan assistance by the Centre. The criteria for selection of additional projects for which Central assistance might be earmarked in the Fourth Plan is under consideration.

Export of Furnace Oil and Diesel Oil

*238. Shrimati Jyotsna Chanda:
Shri K. N. Pandey:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the Indian Oil Corporation propose to export 100,000 tons of furnace oil and the same quantity of high speed diesel oil to an American firm in Thailand; and

(b) if so, the foreign exchange to be earned?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Yes, Sir. The quantity of High Speed Diesel Oil proposed to be exported is, however, 1,70,000 tonnes.

(b) About Rs. 2.88 crores.

Scarcity of Streptomycin

*238. Dr. M. Santosham: Will the Minister of Health and Family Planning be pleased to state:

(a) whether there is a total scarcity of Streptomycin in the market;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken to remedy the situation?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) No, Sir.

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

U.S. Peace Corps Volunteers

*239. Shri K. N. Pandey:
Shri Baburao Patel:

Will the Minister of Finance be pleased to state:

(a) whether any State Government have recently asked for the withdrawal of American Peace-Corps Volunteers; and

(b) if so, which State, the reasons therefor and the action taken there on?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The Government of Kerala has recently requested the Government of India to arrange for the withdrawal of some of the American Peace Corps volunteers working in that State viz. 26 volunteers working in the field of poultry development. It has been ascertained that the State Government considers the services of these volunteers are not very useful. The matter is under consideration.

Prices of New Drugs

*240. Shri Indrajit Gupta:
Shri Yashpal Singh:
Shri S. O. Samanta:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the question of determining the prices of new drugs has been considered by Government; and

(b) if so, the decision taken thereon?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) and (b). Under the provisions of the Drugs Prices (Display and Control) Order 1966, no manufacturer, importer or distributor of drugs can introduce for sale or include in his price list any new drug not included in the price list published by him valid on the 30th June, 1966 unless the price of such drug is approved by the Central Government.

Approval of prices of new drugs are granted on application from manufacturers, etc., after taking into account the prices of comparable products, cost structure, etc.

Measures to expedite approval of prices of new drugs is under consideration.

**Income-Tax Refund Cases Pending
in Gorakhpur Division**

1067. Shri Ranjit Singh:
Shri B. S. Sharma:

Will the Minister of Finance be pleased to state:

(a) the number of Income-tax refund cases pending at present in the Gorakhpur Division; and

(b) the causes of delay in finalising such cases?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The required information has been called for from the Commissioner of Income-tax and will be laid on the Table of the House as soon as it is received.

Public Sector Projects

1068. Shri Baburao Patil:
Shri Prem Chand Verma:

Will the Minister of Finance be pleased to state:

(a) the names of various Public Sector Projects in the country and the total loss they have incurred upto 31st March, 1967;

(b) the amount of capital investment per project on all these projects;

(c) the target of production fixed for all these projects and the shortfalls;

(d) the reasons for the shortfalls;

(e) the reasons for the loss sustained; and

(f) whether Government propose to appoint a Committee to investigate in greater detail the reasons for continuing loss in the public sector projects?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (e). The information asked for is given in the "Annual Report on the Working of Industrial and Commercial Undertakings of Central

Government". The Annual Report for the year 1964-65 was laid on the Table of the House on the 24th March, 1966. The Annual Report for 1965-66 will be presented shortly in the current session. The accounts of the enterprises for 1966-67 are due to be audited within six months of the end of the financial year. The figures of profits and losses will be available only thereafter.

(f) No, Sir. The working of each enterprise is constantly reviewed and every effort is made to tackle the problems in each case.

Tripple Vaccine

1069. Shri Baburao Patil: Will the Minister of Health and Family Planning be pleased to state:

(a) the number of children injected with the Tripple Vaccine in the country so far;

(b) the number of deaths caused by the Tripple Vaccine;

(c) the side and after effects thereof;

(d) the number of children reported suffering from other side and after effects;

(e) the towns and factories where Tripple Vaccine is manufactured;

(f) the cost of manufacture and the selling price per phial;

(g) whether in addition to indigenous manufacture, the Tripple Vaccine has to be imported; and

(h) if so, the names of the countries which manufacture this Vaccine and the annual cost of import?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) to (h). The information is being collected and will be laid on the Table of the Sabha in due course.

Subsidy for Relief Works in Scarcity Areas

1090. Shri Virendrakumar Shah: Will the Minister of Finance be pleased to state:

(a) whether Government give subsidy for relief works in different scarcity States;

(b) how much subsidy was given by Government in 1965-66 and 1966-67; and

(c) how much subsidy was given to the Gujrat State during the above period?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) No subsidy was given by the Government of India in 1965-66 for scarcity relief works. The assistance given in that year was in the form of loans only. The subsidy given in 1966-67 for the purpose is indicated in the table below.

(Rs. in crores)

State	Amount
1. Andhra Pradesh	0.50
2. Bihar	2.00
3. Gujarat	0.53
4. Madhya Pradesh	1.48
5. Maharashtra	3.50
6. Mysore	0.75
7. Orissa	2.59
8. Rajasthan	2.78
TOTAL	14.13

(c) The subsidy given to Gujarat State during 1965-66 and 1966-67 was Rs. 0.53 crores.

801(A) LSD-3.

Gandak Project

1091. Shri Virendrakumar Shah: Dr. Ranen Sen: Shri Madhu Limaye:

Will the Minister of Irrigation and Power be pleased to state:

(a) the reasons for not completing the work on Gandak Project so far which was initiated during the Second Plan;

(b) the steps taken to speed up its execution at an early date; and

(c) the amount earmarked for this project for the year 1967-68?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The project was sanctioned in 1962. The barrage was originally expected to be completed by June, 1967. But due to the set-back caused by the un-expected early floods in 1966 which damaged the coffer dam and by the violent gale in May, 1966 which uprooted the construction colony and electrical installations, the Barrage is now scheduled to be completed by June, 1968.

(b) The progress of works on the project is being reviewed periodically and a close watch is being kept thereon. Difficulties in regard to procurement of Cement, Steel etc. having now been overcome it is felt that the construction work will proceed according to schedule.

(c) An amount of Rs. 13 crores has been included in the Central Budget for this project.

Aid from U.S.S.R.

1092. Shri Eswara Reddy: Will the Minister of Finance be pleased to state:

(a) the amount of loan so far received by India from the U.S.S.R.;

(b) the rate of interest charged on these loans; and

(c) the total amount so far repaid by way of principal and interest?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) U.S.S.R. has so far extended eight credits of the total value of Roubles 1225.36 million.

(b) 2½ per cent per annum.

(c) The total amount repaid upto 31-3-1967 by way of principal and interest comes to Roubles 123.33 million and Roubles 45.26 million respectively.

Foreign Private Business Investments

1093. Shri Eswara Reddy: Will the Minister of Finance be pleased to lay on the Table a statement showing the total amount of foreign private business investments in India as on the 31st March, 1967, with country-wise break-up?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): A statement showing the country-wise break-up of foreign business investments as at the end of March, 1965 is laid on the Table of the Lok Sabha. This information regarding actual investments, which has been collected by the Reserve Bank by conducting special surveys, is the latest available. However, country-wise figures of foreign investments approved during 1965-66 and 1966-67 have been added to this statement.

Statement

Name of the country	As at the end of March 1965	Rs. crores	
		Approval 1965-66	1966-67
Canada	10.5
France	19.7	0.9	0.6
Germany (West)	24.5	2.5	1.5
Italy	14.2	0.6	1.0
Japan	13.6	1.4	2.8
Switzerland	18.1	0.1	0.1
Sweden	9.1	..	0.4
U.K.	529.3	13.5	4.8
U.S.A.	193.2	12.7	16.0
Others	104.6	3.8	11.5
TOTAL	935.8	35.5	38.7

Handicapped Children

1094. Shri S. C. Jha: Will the Minister of Social Welfare be pleased to state:

(a) the present statistics of the handicapped children, specially deaf and dumb children, in the country;

(b) the number of schools for the handicapped children in the country; and

(c) the number of teachers in those schools?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) No reliable data are available. It is, however, estimated that the number may be—

(i) Blind 4.39 million*

(ii) Deaf 1 to 1½ million*

(iii) Orthopaedically handicapped 4 to 5 million*

(iv) Mentally retarded children 1½ to 2 million

*A sizeable part of this population may consist of children.

(b) According to the information available with the Deptt., there are 117 schools and other institutions for the blind, 73 for the deaf, 24 for the orthopaedically handicapped and 51 for the mentally retarded.

(c) his information is not available.

Abolition of 'Devadasi' System in Mysore State

1095. Shri Siddayya: Will the Minister of Social Welfare be pleased to state:

(a) whether any survey was undertaken by the official or non-official organisations to study the Devadasi system prevailing in several Districts of Mysore State;

(b) if so, the results of the survey; and

(c) the measures taken or proposed to be taken by the Central and State Governments to abolish it?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) to (c). The information is being collected and will be laid on the Table of the House.

Central Harijan Welfare Board

1096. Shri Siddayya: Will the Minister of Social Welfare be pleased to state:

(a) whether the term of the Central Harijan Welfare Board has expired; and

(b) if so, whether it has been re-constituted?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) The term of the Central Advisory Board for Harijan Welfare expired on the 31st March, 1967.

(b) The question of re-constituting the Board is under consideration.

Hostels for Scheduled Caste Girls

1097. Shri Siddayya: Will the Minister of Social Welfare be pleased to state:

(a) the amount allotted to each of the States and Union Territories for the construction of hostel buildings for girls belonging to the Scheduled Castes in the Third Five Year Plan period; and

(b) the amount spent and the number of hostels constructed by each of them during the above period?

The Minister of State in the Department of Social Welfare (Shrimati

Phulrenu Guha): (a) and (b). The required information is given below:—

(Rs. in lakhs)

Name of the State/Union Territory	Amount allotted	Amount spent (Actual/anticipated)	No. of hostel
1. Assam	0.54	0.54	2
2. Bihar	0.14	0.14	1
3. Gujarat	0.60	0.60	4
4. Kerala	0.20	0.10	1
5. Maharashtra	0.45	0.45	1
6. Orissa	0.15	0.15	1
7. Rajasthan	0.45	0.45	3
8. West Bengal	1.90	1.71	10
TOTAL	4.52	4.14	23

Inclusion of General Insurance in Public Sector

1098. Shri Dhirendranath; Shri Sidheshwar Prasad; Shri Hukam Chand Kachwal; Shri Ram Singh Ayarwal; Shri D. C. Sharma;

Will the Minister of Finance be pleased to state:

(a) whether there is any proposal for inclusion of General Insurance in the public sector; and

(b) if so, how much business is at present in the public sector?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The General Insurance business in the Public Sector is being transacted by the Life Insurance Corporation of India and its two subsidiaries, viz., The Oriental Fire and General Insurance Company Limited and the Indian Guarantee and General Insurance Company Limited. The figures of the gross premium written direct and the net premium income written by these three insurers for the three classes of business viz.,

Fire, Marine and Miscellaneous are given below:—

	(In lakhs of rupees)			
	Fire	Marine	Miscellaneous	Total
Gross direct premium income	310	265	638	1,213
Net premium income	426	250	622	1,298

NOTE: The figures of the Life Insurance Corporation of India relate to the financial year ending 31st March, 1966 while those for the other two insurers relate to the calendar year 1965.

Overdraft by States

1089. Shri Seshiyan: Will the Minister of Finance be pleased to state the position of overall overdrafts drawn from the Reserve Bank of India by the various States as on the 1st March, 1967 and as on date?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): In view of the banker-constituent relationship between the Reserve Bank and the States, details of the transactions between them cannot be divulged.

Aid given to States

1100. Shri Seshiyan: Will the Minister of Finance be pleased to state:

(a) the State-wise data of the aid given by Government to cover the States' overdrafts on the Reserve Bank of India during the three Plan periods and 1966-67; and

(b) whether any of these amounts were recovered or became recoverable later?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The assistance given to the States during the Third Plan period in 1966-67 for clearing their

overdrafts from the Reserve Bank was as follows:—

	(In crores of Rupees)	
	Assistance given during Third 1966-67 Plan	
Andhra Pradesh	55.25	70.05
Assam	49.50	8.70
Bihar	20.00	1.95
Kerala	43.22	..
Madras	8.00	..
Madhya Pradesh	23.50	12.25
Mysore	11.00	15.65
Orissa	16.50	12.70
Punjab	4.00	..
Rajasthan	53.75	27.95
West Bengal	1.00	..
	285.72	149.25

2. Of the assistance given during the Third Plan period, Rs. 218 crores approximately were recovered upto last year along with Rs. 41.25 crores out of assistance given in 1966-67.

3. Information in respect of the First and Second Plan periods is being collected.

Lathyrus Sativa

1101. Shri Baburao Patel: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are aware of the afflictions caused by masoor day (Lathyrus Sativa) in the country; and

(b) the number of causes of paralysis that have been reported from States where masoor day is grown?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) The Hindi equivalent for "Lathyrus Sativus" is Kesari or Khisari Dal and NOT Masoor Dal. Excessive consumption of Kesari dal leads to lathyrism,

i.e., spastic paralysis of the lower limbs.

(b) The information is being collected and will be laid on the Table of the Sabha in due course.

B.C.G. Vaccination

1192. Shri Baburao Patel: Will the Minister of Health and Family Planning be pleased to state:

(a) the total number of B.C.G. Vaccinations done in the country so far, year-wise;

(b) the number of persons who suffered from the after-effects of B.C.G. vaccine;

(c) the nature of after or side effects of the B.C.G. vaccine;

(d) the number of deaths caused by B.C.G. so far;

(e) the reasons therefor; and

(f) the steps taken by Government to counteract the after-effects of B.C.G.?

The Minister of Health and Family Planning (Mr. S. Chandrasekhar): (a) The required information is given in the attached statement.

(a) and (c). No major complications have been reported. Only in 2 to 3 per cent cases, complaints were made about delay in the healing of the ulcer at the vaccination site, keloid formation, larger ulcers than expected and enlargement of glands in the area of drainage. These after effects disappeared subsequently.

(d) None.

(e) Does not arise.

(f) No special measures are necessary. Proper supervision to ensure production of potent vaccine and good

technique of vaccination are insisted upon.

STATEMENT

B.C.G. Vaccinations performed year-wise since 1949 to April, 1967.

Year	B.C.G. Vaccination (In Lakhs)
1949	1.76
1950	6.35
1951	11.77
1952	21.46
1953	38.57
1954	65.55
1955	80.43
1956	63.90
1957	62.56
1958	70.07
1959	66.25
1960	69.07
1961	68.68
1962	60.97
1963	63.35
1964	62.61
1965	73.71
1966	95.41
1967 (January to April)	26.86*

1009-32

* Figures for January to April, 1967 are provisional.

Loan to Co-operative Spinning Mills

1193. Shri G. C. Dixit: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Industrial Finance Corporation of India has expressed its inability to give block capital loan to Co-operative Spinning Mills;

(b) if so, the reasons therefor;

(c) whether Government propose to assist the Industrial Finance Corporation of India with a view to enable it to provide block capital loans to Co-operative Spinning Mills, which were licensed in 1964 and 1965 and which have commenced implementation of their projects in anticipation of sanction of loans by the Corporation; and

(d) the other steps proposed to be taken to assist the development of co-operative spinning mills?

The Deputy Prime Minister and Minister of Finance, (Shri Morarji Desai): (a) to (c). The Industrial Fin-

ance Corporation of India has not placed any embargo on consideration of applications for financial assistance from the Co-operative Sector in the textile industry, but has had to slow down the processing of fresh applications in view of the very difficult resources position in the context of heavy demands made on it from other priority industries as well. Government will, however, endeavour to provide the Corporation with resources to the extent possible for its overall operations.

(d) According to the existing pattern of Central assistance to States for development of handloom industry, loans may be given by the Central Government to the States for participation in the share capital of cooperative spinning mills. The extent of such assistance is limited to 51% of the paid share capital of the co-operative spinning mills. In addition to the State participation upto 51% in the share capital, assistance by way of loan to the extent of 25% of the total value of share is also granted to the individual members of handloom and other cooperative societies and workers of the mills to become share holders of cooperative spinning mills.

The question of enhancing the State participation in the share capital of co-operative spinning mills from 51% to the extent of 75% to 80% is also engaging the attention of the Government in the Ministry of Commerce.

Cost of Answering Questions in Parliament

1164. **Shri S. R. Damani:** Will the Minister of Finance be pleased to state:

(a) the amount of expenditure incurred on every question that is answered in Parliament; and

(b) whether the cost of answering a question has increased during the last ten years?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The effort involved in answering a question varies with the nature of the question. No scientific study of the average cost involved in answering a question has been made and such a study will be difficult. In 1959, in answering a question on a similar subject, a rough and ready figure of Rs. 60 as the cost of answering a question had been indicated.

(b) The answer is in the affirmative in view of the general increase in wages including over-time and also because of the number of copies of the reply and translation to be furnished.

Orders of Ministries with West Bengal Industries

1165. **Dr Banen Sen:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Ministries are now placing fewer orders with the Bhartiya Electric Works Limited, Metal Box Limited, Braithwaite Kulti Iron Works and other Engineering works in West Bengal; and

(b) if so, the reasons therefor?

The Minister of Works, Housing and Supply (Shri Jaganatha Rao): (a) and (b). The indentors assess their requirements of stores and place their indents on the Directorate General of Supplies and Disposals. The Directorate General of Supplies and Disposals invite tenders. Orders are placed on the firm which has quoted the most economical price, and has offered to supply the store of right quality conforming to the specifications by a guaranteed date of delivery. No separate statistics are kept of orders placed on individual firms. Purchases are made in the most economical manner and in accordance with the definite requirements of the public service. There is therefore no special reason for placing fewer orders on the Industries in West Bengal.

Medical College at Pondicherry

1106. Shri S. K. Sambandhan: Will the Minister of Health and Family Planning be pleased to state:

(a) the number of Professors and Additional Professors in Medical College at Pondicherry; and

(b) when and how these Professors were appointed?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar):

(a) The number of Professors and Additional Professors is-12 and 2 respectively.

(b) Designation of the posts	When appointed	How appointed (By recruitment through)
Prof. of Anatomy	30-4-1959	U.P.S.C.
Prof. of Physiology	26-3-1959	U.P.S.C.
Prof. of Pharmacology	26-9-1961	U.P.S.C.
Prof. of Preventive and Social Medicine	5-7-1962	U.P.S.C.
Prof. of Medicine (Unit I)	31-7-1965	U.P.S.C.
Prof. of Surgery	16-10-1965	U.P.S.C.
Prof. of Mid. & Gynae	6-4-1965	U.P.S.C.
Prof. of Mid & Gynae	6-4-1965	U.P.S.C.
Prof. of Paediatrics	27-3-1967	Departmental Promotion Committee
Prof. of E.N.T.	17-4-1967	Do.
Prof. of Biochemistry	26-7-1962	U.P.S.C.
Prof. of Biology	7-11-1966	U.P.S.C.
Addl. Prof. of Medicine (Unit II)	29-3-1966	U.P.S.C.
Addl. Prof. of Surgery	14-1-1967	U.P.S.C.

पोस्ट की खेती

1107. श्री राम सेवक दास :

श्री महाराज सिंह भारती :

श्री जार्ज करनेन्डीय :

श्री मोल्लू प्रसाद :

श्री मधु लिम्बे :

श्री रवि राय :

क्या बिस्स मंत्री यह बनाने की कृपा करेंगे कि:

(क) पोस्ट की खेती से सरकार को लाभ होता है अथवा हानि होती है; और

(ख) यदि लाभ होता है, तो 1966-67 में कितना लाभ हुआ?

उप-प्रधान मंत्री तथा बिस्स मंत्री (श्री श्रीराम जी देसाई) (क) और (ख) अफीम की खेती सरकारी लाइसेन्स के अधीन गैर-सरकारी व्यक्तियों द्वारा की जाती है। इसलिये खेती से सरकार को लाभ अथवा हानि होने का प्रश्न ही नहीं उठता है। यह जरूर है कि सरकार किमानों से कच्ची अफीम खरीदती है तथा उससे बनी अफीम और ऐलकालायड बेचती है। इस खरीद-बिक्री से होने वाले लाभ और नुकसान का व्यौरा इस प्रकार है:—

रुपये

1963-64..... लाभ 4,79,963

1964-65 लाभ 10,388

1965-66 हानि 5,70,653

वर्ष 1966-67 का लेखा परीक्षा द्वारा जांचा गया हिसाब अभी उपलब्ध नहीं है।

अफीम का मूल्य

1108. श्री राम सेबक यादव :
 श्री प्रहाराज सिंह भारती :
 श्री जार्ज फरमैन्टीस :
 श्री मोल्लू प्रसाद :
 श्री मधु लियवे :
 श्री रवि राय :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1965-66 से 1966-67 तक की अवधि में सम्पूर्ण देश में चोरी छिपे साये ले जाये गये अफीम की कितनी मात्रा पकड़ी गई;

(ख) क्या यह सच है कि अफीम की तस्करी किये जाने का एक कारण यह भी कि किसानों को अफीम की कीमत कम दी जाती है; और

(ग) यदि हां, तो क्या किसानों को अफीम की दी जाने वाली कीमत में वृद्धि करने के प्रस्ताव पर सरकार विचार कर रही है?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) कैम्ब्रिज वर्ष 1965, 1966 में तथा 27 मई 1967 तक एक देश में चोरी-छिपे साईं ले जाई गई अफीम की निम्नलिखित मात्रा पकड़ी गई:—

वर्ष	पकड़ी गई मात्रा (किलोग्राम)
1965	5,229
1966	7,945
1967	507

(27 मई तक)

(ख) चोरी छिपे देधी जानी वाली अवैध अफीम का मूल्य, सरकार द्वारा

किसानों से खरीदी गई अफीम के मूल्य से बहुत अधिक होता है और मूल्यों की यह असमानता ही तस्कर व्यापार को प्रोत्साहन देती है।

(ग) किसानों को दिया जाने वाला मूल्य, प्रत्येक वर्ष, अन्य कृषि उत्पादों के मू-य-साम्य को ध्यान में रखकर नियत किया जाता है और इसी प्रकार वह मूल्य भी निश्चित किया जाता है जिस पर सरकार विदेशों में अफीम बेच सकती है। इसलिये, मूल्य में विशेष वृद्धि करना व्यवहार्य नहीं है, और यदि प्रयत्न किया भी जाय तो तस्करों द्वारा अवैध रूप से माल लेने देने के दामों से मुकाबला नहीं किया जा सकता। सदा की भांति, अगली फसल के शुरू होने से पूर्व जुलाई अगस्त 1967 में मूल्य की समीक्षा की जायेगी।

Association of Businessmen and Technicians in Public Sector Undertakings

1110. Shri S. R. Damani:
 Shri Kartik Oraon:

Will the Minister of Finance be pleased to state:

(a) whether there is any proposal to associate experienced businessmen and technicians in the private sector with the public sector undertakings in order to avail of their matured business experience; and

(b) if so, the nature thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b) It is the practice of Government to draw available talents from all sources, including the Private Sector, to man posts of Directors, as well as those of top management which are reserved for appointment by Government. There is, therefore, no question of any fresh proposal in this respect being considered.

Export Duty on Pepper

1111. Shri D. C. Sharma: Will the Minister of Finance be pleased to state:

(a) whether the question of reducing the export duty on lighter varieties of pepper has been considered; and

(b) if so, the result thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) As a result of consideration of the question, the rate of export duty on lighter varieties of black pepper known as 'light pepper' and 'pinhead pepper' was reduced from Re. 1.25 per kilogram to 90 paise per kilogram and 50 paise per kilogram, respectively, vide Ministry of Finance (Department of Revenue and Insurance) notification No. 6-Customs dated the 3rd February, 1967.

Data Supplied by National Sample Survey

1113. Shri K. Anirudhan:
Shri Vishwanatha Menon:
Shri K. M. Abraham:
Shrimati Susela Gopalan:
Shri Umanath:
Shri P. P. Esthese:

Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Planning Commission has made little use of the data supplied by the National Sample Survey; and

(b) if so, the reasons therefor?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Aroka Mehta): (a) No, Sir. Planning Commission has been making use of NSG data. A note giving examples of such use is laid on the Table of the House. [Placed in Library. See No. LT-400/67].

(b) Does not arise.

Financial Assistance for Relief work in Bihar

1114. Shri Virendrakumar Shah: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the former Chief Minister of Bihar was assured of famine relief funds to the tune of Rs. 30 crores;

(b) whether the present non-Congress Ministry is virtually denied anything beyond the outlay already incurred by the outgoing Ministry; and

(c) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No assurance for a specific sum of this order was given; the State Government were, however, assured of the maximum possible financial assistance for the relief operations.

(b) No, Sir.

(c) Does not arise.

Allotment of Land for National Ranges

1115. Dr. Karni Singh:
Shrimati Nirlep Kaur:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the National Rifle Association of India has been requesting Government for the allotment of land in Delhi for several years to build national ranges for the promotion of civilian rifle training and target shooting; and

(b) the reasons for not granting the land so far?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b) In September, 1962 Government had allotted to the National Rifle Association land measuring about 95 acres on the Upper Ridge Road which is 'green' area under the Master Plan of Delhi. As the Association directed to put up

structures on this land which were not permissible under the Master Plan, this allotment was cancelled in January, 1965.

An alternative site measuring about 90 acres on the Ridge near the Palam Airport, North of the Palam-Mehrauli Road was thereafter offered to the Association by the Delhi Administration, but the Association wanted it free of cost, which could not be agreed to. Subsequently, the Association themselves declined the offer of the site, as, according to them, it was too far from the city.

The Delhi Administration have recently, with the approval of the Delhi Development Authority, selected another site measuring about 10 acres in the 'green' area across the river Yamuna for the location of an Urban Rifle Range by the National Rifle Association of India. This site was offered to the Association on 25th April, 1967 and they want to see it.

Colonies for Scheduled Castes and Scheduled Tribes in Delhi

1117. Shri E. S. Vidyarthi: Will the Minister of Social Welfare be pleased to state:

(a) whether there is any proposal for the construction of colonies for the Scheduled Castes and Scheduled Tribes people in Delhi during the current financial year;

(b) if so, the details thereof; and

(c) the total amount sanctioned during the above period?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) There is no such proposal under the Backward Classes Sector.

(b) and (c) Do not arise.

New Medical Colleges in Delhi

1118. Shri E. S. Vidyarthi: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government propose to open some more Medical Colleges in Delhi; and

(b) if so, the time likely to be taken for the finalisation of the proposal?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b): There is no proposal at present to open any new Medical College in Delhi.

पिचौरागढ़ तथा उत्तराखण्ड जिलों में विद्युत जल-योजनाएँ

1119. श्री मोहन स्वयंभू: क्या लिखाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पिचौरागढ़ जिले में चार जल विद्युत योजनाओं की कार्यान्विति का काम केन्द्रीय सरकार को सौंप दिया गया है;

(ख) यदि हां, तो उन्हें कब तक मंजूरी मिलने की सम्भावना है और वे कब तक कार्यान्वित की जायेंगी;

(ग) क्या केन्द्रीय सरकार चौधी योजना के दौरान उत्तर खंड में ऐसी ही बीस अन्य योजनाओं को कार्यान्वित करने के सम्बन्ध में विचार कर रही है; और

(घ) यदि हां, तो उनका शीघ्र क्या है?

लिखाई और बिजली मंत्री (डा० सु० ल० राव): (क) पिचौरागढ़ जिले में चरमुला में सच्चु पन-बिजली स्कीम (200 कि० वाट) के कार्यान्वयन का प्रस्ताव हाल ही में प्राप्त हुआ है।

(ख) जब यह स्कीम तकनीकी रूप से पास हो जायेगी तभी इसे कार्यान्विति के लिये स्वीकार किया जायेगा।

(ग) और (घ). उत्तराखण्ड को कोई और नया पन-विजली स्कीम इस समय केन्द्रीय सरकार के विचाराधीन नहीं है।

Avoidance of Double Taxation

1120. Shri S. E. Damani:
Shri M. Sudarsanam:

Will the Minister of Finance be pleased to state:

(a) whether any agreements for avoidance of Double Taxation between India and Foreign Countries have been concluded during the year 1966-67; and

(b) if so, the details thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) During the year 1966-67, a comprehensive agreement for the avoidance of double taxation of income was concluded between India and Greece. The agreement is based on the principles followed by India in similar agreements with several other countries. It provides, in substance, that the country where the income arises will be primarily entitled to tax that income and the country in which the taxpayer is resident will not charge tax on such income, although it may take it into account for the purpose of determining the rate at which tax is to be charged on the taxpayer's other income. In India, the agreement will be effective for the assessment year 1964-65 and later years.

राजस्थान में होमियोपैथी

1121. श्री मोहन स्वच्छन्द : क्या स्वास्थ्य एवं परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को राजस्थान सरकार द्वारा तैयार किये गये एक विधेयक की जानकारी है कि जिसमें होमियोपैथी को

धन्य चिकित्सा प्रणालियों के समानान्तर लाने का उपबन्ध है; और

(ख) यदि हाँ, तो क्या सरकार का विचार इस मामले में कोई केन्द्रीय कानून पुरःस्थापित करने का है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० जीपति चन्द्रशेखर): (क) राजस्थान सरकार ने सूचना मांगी गई है और उसे यथा-समय सभा पटल पर रख दिया जाएगा।

(ख) भारतीय चिकित्सा पद्धतियों की, जिनमें होम्योपैथी भी शामिल है, एक केन्द्रीय परिषद स्थापित करने का विचार है। प्रस्तावित परिषद की स्थापना के लिये जो कानून बनना है उसके प्रारूप के विवरण तैयार करने के लिये एक समिति बनाई जा रही है।

Ruby Insurance Co.

1122. Shri Madhu Limaye:
Shri S. M. Banerjee:
Shri George Fernandes:
Dr. Ram Manohar Lohia:

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 2247 on the 24th November, 1966 and state:

(a) whether the Income-tax authorities have in the course of their assessment of the Ruby Insurance Co. found any evidence of their connection with the Birla Group;

(b) whether the Commissions have been appropriated by the Company on the Insurance business of the Birla Group in an irregular manner; and

(c) if so, the action taken against the Company under the various laws in force?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai):

(a) Yes, Sir.

(b) No irregularities have been noticed in this respect.

(c) Does not arise.

M/s. Becker Grey

1123. Shri Madhu Limaye:
Dr. Ram Manohar Lohia:
Shri S. M. Banerjee:
Shri George Fernandes:

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 316 on the 3rd November, 1966 and state:

(a) whether the Central Board of Excise and Customs have since disposed of the appeal preferred by Messrs. Becker Grey, the exporting Company of Messrs. Bird and Company against the adjudication order in the matter of under-invoicing and foreign exchange laws violation;

(b) if so, whether the fines/penalties were reduced/enhanced/confirmed by the Board; and

(c) the final penalty/fine recovered or recoverable from the firm?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir. The appeal referred to in answer to the question on the 3rd November, 1966 was decided by the Board on the 13th March, 1967.

(b) The penalty of Rs. 20 lakhs was reduced to Rs. 10 lakhs.

(c) The penalty amount of Rs. 10 lakhs has been realised in full.

Remittances by Overseas Indians

1124. Shri Madhu Limaye:
Dr. Ram Manohar Lohia:
Shri S. M. Banerjee:
Shri George Fernandes:
Shri Manikhal J. Patel:

Will the Minister of Finance be pleased to state:

(a) whether any data in respect of the comparative remittances by Overseas Indian Nationals (U.K. and other

countries) to India has since been collected;

(b) the methods/modus operandi of people/firms who indulge in unauthorised transactions and deprive Government of the valuable foreign exchange; and

(c) the efforts made by Government to unearth these rackets?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) From the available balance of payments data, it is not feasible to collect information separately about inward remittances made by Overseas Indian nationals in the U.K. and other countries to India.

(b) Common methods adopted are over-invoicing of imports, under-invoicing of exports and compensatory payments to finance unauthorised transactions.

(c) Customs, Directorate of Enforcement and the Reserve Bank are keeping a constant vigil and further investigation is undertaken on receipt of any information relating to violation of the regulations.

मद्रास में प्रीक्विया बनाने का कारखाना

1125. श्री राम सिंह कवरवाल :
श्री हुकूम चन्द कडवाव :
श्री यशवन्त सिंह कुसवाह :

क्या स्वास्थ्य एवं परिवार विभाग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वह सच है कि कैंसर, जठर, पाच शोथ तथा प्राणियों के रोगों के लिये प्रीक्विया बनाने का एक कारखाना मद्रास में स्थापित करने के बारे में एक करार को अन्तिम रूप दिया गया है;

(ख) यदि हाँ, तो उस करार की शर्तें क्या हैं; और

(ग) कब तक यह कारखाना स्थापित हो जाने की सम्भावना है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० बीपति जयकोशर) : (क) से (ग) : दोरे पर आये क्तो प्रतिनिधि मण्डल से कैन्सर आमाशिक शूल और नेत्र रोगों के उपचार की दवाइयां बनाने के लिए मद्रास में एक कारखाना खोलने की सम्भावना पर जानकारी संबंधी बातचीत हुई थी । इस विषय पर तभी विचार किया जायेगा जब क्तो अधिकारियों से कोई पक्का प्रस्ताव मिल जायेगा ।

Fire in Rudrasagar Oil Well

1126. Shri Indrajit Gupta: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether large consignments of Barytis powder were requisitioned from the Oil and Natural Gas Commission's Port Canning Project last January to help in fighting the Rudrasagar oil-well fire;

(b) the number of railway wagons indented for this purpose;

(c) the number of wagons made available and the number of them actually despatched with Barytis powder from Port Canning to Sib-sagar;

(d) the total amount of freight payable on this account and total value of Barytis powder despatched; and

(e) whether there was any delay in despatches?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) Yes, Sir.

(b) Fifteen.

(c) Five wagons were actually made available and despatched.

(d) (i) Freight charges paid—
Rs. 48,885.00.

(ii) Value of Barytis Powder
—Rs. 12,716.00.

(e) No.

Satellite Towns near Delhi

1127. Shri Abdul Ghani Dar: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that there is a proposal under consideration to have satellite towns of Gurgaon, Faridabad, Sonapat, Ballabgarh and Gazia-bad in view of growing population in Delhi; and

(b) if so, the details of the scheme for developing these statellite towns?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Narela, Ghaziabad, Loni, Faridabad, Ballabgarh, Gurgaon, Bahadurgarh, Sonapat and Palwal are intended to be developed as ring towns in order to release pressure of population in Delhi.

(b) The development of these towns except Narela is the responsibility of the respective State Governments. Development plans for Ghaziabad, Loni, Faridabad and Ballabgarh have already been published by the State Governments. The Delhi Development Authority is preparing the Master Plan for Narela. A High Powered Board has also been set up in order to secure co-ordinated development of the National Capital Region.

Salaries of Income-tax Commissioners

1128. Shri B. S. Sharma:

Shri Onkar Lal Borwa:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that salaries of Commissioners of Income-tax have recently been increased;

(b) whether it is also a fact that salaries of lower staff in the Income-tax Department have not been increased; and

(c) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir: The scale of pay of Commissioners of Income-tax was revised from Rs. 1800-100-2000 to Rs. 1800-100-2000-125-2250 in June, 1965.

(b) Yes, Sir.

(c) The scale of pay of Commissioners of Income-tax was raised in view of the greater responsibilities shouldered by them and to bring it at par with the scale of pay for other similar top posts in other Departments under the Government. The scales of pay for lower staff were fixed on the recommendations of the 2nd Pay Commission and are common to other similar posts in other Departments under the Government.

Policies issued by Sun Life of Canada

1129. Shri Jyotirmoy Basu: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Policy Nos. 57039 to 3154134 issued by the Sun Life of Canada contained a condition about currency in which it is payable;

(b) if so, the details thereof; and

(c) whether it is a fact that if the claims are met under the conditions as stipulated in the face of the policies, the Life Insurance Corporation will be required to pay much more than the usual amount?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Until the middle of 1932 the "Sun Life of Canada" issued in India policies containing a clause reading as under:—

"All amounts payable or receivable hereunder shall be paid at the Company's office in the city of _____ in lawful money current in India of present weight and fineness."

(c) Life Insurance Corporation has taken legal advice on the above clause. According to this advice the Corporation is under no obligation to pay anything more than the amount expressed in the policy. The L.I.C. has accordingly not made payment in excess of the face value in respect of policy which matured after its constitution. A payment in excess of the face value of the policies was made only in one case but well below the full extent of the excess amount of claim and that was done in consultation with Sun Life of Canada for policies which had matured earlier.

Drinking Water Supply for Madras City

1130. Shri Sezhyan: Will the Minister of Health and Family Planning be pleased to state:

(a) the progress made so far to provide adequate supply of drinking water to the city of Madras;

(b) the provision made for this purpose in the Fourth Five Year Plan; and

(c) the time schedule drawn for implementing the scheme?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) to (c). The information required in parts (a) and (c) is being collected from the State Government and will be laid on the Table of the Sabha when received.

As regards part (b), it may be stated that the Fourth Five Year Plan has not been finalised so far.

Gujarat Petro-Chemical Complex

1131. Shri Virendrakumar Shah: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the size of the Gujarat petro-chemical complex is proposed to be reduced by substantial amount; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) and (b) No. proposal for the reduction in size of the Gujarat petro-chemical complex is under consideration of Government.

Rate of Electricity supplied to Aluminium Corporation in Mirzapur (U.P.)

1132. Shri S. M. Banerjee:
Shri Madhu Limaye:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the rates of electricity supplied to the Aluminium Corporation headed by Birlas in Mirzapur District is far less than that supplied to the peasants in that area;

(b) if so, the reasons therefor; and

(c) the steps taken to have uniform rates?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The reasons for the difference in rates applicable to the Aluminium Corporation and to the agriculturists/peasants in the area lies in the fact that the former collects the entire power supply at the 132 KV bus bars in the Rihand Power Station at a high load factor of 90-95 per cent. On the other hand, power supply to agriculturists/peasants is made at 400 volts and at a low load factor of 15 to 20%. The power supply at low voltage necessitates additional capital investment on high tension transmission, distribution step-down substation, low tension distribution etc. Also it is a normal practice to fix low rates for Power intensive industries like Aluminium. Accordingly, the rates applicable to the agriculturists/peasants are higher.

(c) while uniform rates for power supply to all types of consumers are

not feasible, the question of evolving a more uniform pattern in the tariff rates is under consideration of the U.P. State Electricity Board.

Fertiliser plant at Kanpur

1133. Shri S. M. Banerjee:
Shri Madhu Limaye:

Will the Minister of Petroleum and Chemicals be pleased to refer to the reply given to Unstarred Question No. 152 on the 2nd November, 1966 and state:

(a) whether a fertilizer plant at Kanpur has since been established;

(b) if not, the reasons for the delay; and

(c) whether this plant is likely to start production during the Fourth Plan?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No.

(b) The licence for the establishment of the project was issued only in March, 1966 and the party is at present negotiating with I.F.C. for financing the project.

(c) Yes. It is expected to start production in 1970-71.

तस्कर व्यापार के मामले

1134. श्री झोंकार सिंह :

श्री हुक्म चन्द कछवाह :

क्या वित्त मंत्री 30 मार्च, 1967 के प्रतारकित प्रश्न संख्या 187 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय जांच ब्यूरो ने तस्कर व्यापार सम्बन्धी मामलों के बारे में अपनी जांच पूरी कर ली है; और

(ख) यदि हां, तो दोषी व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है ?

उप-प्रबाध नयी तथा विना नयी (की कोराकी बेलाई) : (क) जी, नहीं।

(ख) प्रश्न ही नहीं उठता।

Curtailment of Wasteful Expenditure

1135. Shri F. K. Deo:
Shri K. P. Singh Deo:
Shri Dhirendranath:
Shrimati Tarkeshwari Sinha:
Shri Sidheshwar Prasad:
Shri Ram Singh Ayarwal:
Shri Hukam Chand
Kachwal:
Shri S. C. Jha:

Will the Minister of Finance be pleased to state:

(a) whether any steps have been taken lately on curtailing wasteful expenditure;

(b) if so, the details thereof; and

(c) how much saving is anticipated by such measures?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The question of economy in Government expenditure has been receiving the continuous attention of Government and a number of economy measures have been taken from time to time including those in respect of items like Travelling Allowance, Contingencies, staff cars, works expenditure, etc.

In 1966, a Committee of senior Secretaries considered the question of economies in the budget provision for 1966-67 and a saving of Rs. 91 crores was secured. Govt. are again considering possibilities of curtailing expenditure especially that which is of a non-productive nature. In this process abandonment of redundant or overlapping activities and improvements and rationalisation of procedures will also be examined.

(c) As the latest economy exercise is not yet completed, it is not possible

at this stage to indicate the likely savings.

Income-Tax Commission Circle for Orissa

1136. Shri F. K. Deo:
Shri K. P. Singh Deo:
Shri Dhirendranath:
Shri Chintamanj Panigrahi:

Will the Minister of Finance be pleased to state:

(a) whether any representation has been made to open a separate Income-tax Commission circle in Orissa;

(b) if so, the action taken thereon; and

(c) the Income-tax receipts and the number of cases in Orissa as compared to those in Assam, Rajasthan and Kerala?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) The proposal was examined in 1964 and it was decided that the considerations of revenue and workload did not then justify the creation of a separate Charge of Commissioner of Income-tax for Orissa. The matter came in for review last year. It was considered that in view of the need for economy in all administrative expenditure, further consideration of the proposal had to await a more opportune time, particularly as other centres having substantially larger revenue potential need prior attention.

(c) The required information for the year 1966-67 is as follows—

Provisional net collections from income-tax & Corporation Tax (Rs. Lakhs)	Number of cases for disposal
Orissa 5.26	60,466
Assam 4.94	1,18,683
Rajasthan 5.31	1,79,357
Kerala 10.05	79,494

इंजीन में स्मॉली मोटर्स का बंदूका लागू

1138. श्री बलराम सिंह कुलशार्ह :
श्री बलराम राय जोशी :
श्री हुकूम खन् कदुबाय :
श्री राम सिंह ब्रह्मराम :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि अप्रैल, 1967 के हमारे मन्दाह में इन्डोर में चार बंदों पर छापों में लगभग 1½ लाख रुपये के जर्नी नोट पकड़े गये थे ;

(ख) यदि हाँ, तो हम सम्बन्ध में कितने व्यक्तियों के विरुद्ध तथा क्या कार्यवाही की गई है; और

(ग) इन छापों में कितने नूस्त्र के अन्य ब्रांडों सम्बन्ध पकड़े गये ?

उप-प्रधानमंत्री तथा वित्त मंत्री (श्री मोरार जी देसाई): (क) में (ग) . प्रायः सरकार के किसी भी विभाग द्वारा न तो ऐसा कोई छापा मारा गया और न किसी मामले की जांच ही की जा रही है ।

Smuggling of Watches

1139. Shri Ram Kishan Gupta: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the smuggling of watches is on the increase; and

(b) if so, the steps taken to check smuggling of watches?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Cases of smuggling of watches into India continue to occur. It is, however, not possible to say on the basis of available information that watch smuggling is on the increase.

(b) Does not strictly arise. However, a statement showing the important steps taken to check smuggling of goods including watches is placed on the Table of the House.

STATEMENT

Among the important steps taken to check smuggling are: systematic collection and follow-up of information, rummaging of suspected vessels and aircraft, patrolling of vulnerable sections of the coastline and land frontiers and launching of prosecution in suitable cases in addition to imposition of heavy penalties under the Customs Act and confiscation of contraband in departmental adjudications. In the field of legislation, the Customs Act now provides for imposition of heavier sentences of imprisonment as a result of prosecution where the market price of the goods seized is more than one lakh of rupees. In the case of seizures of gold, diamonds and watches provision has also been made in the Customs Act for placing the burden of proof that these goods are not smuggled on the persons from whom they are seized.

Master Plan for Delhi

1141. Dr. Karni Singh:
Shrimati Nirlep Kaur:
Shri Kanwar Lal Gupta:
Shri E. S. Vidyarathi:
Shri Sharda Nand:
Shri J. B. Singh:
Shri Bharat Singh Chauhan:
Shri Rajjit Singh:
Shri Hardayal Devgan:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether changes are contemplated in the 20-year Master Plan for Delhi;

(b) the details thereof with particular reference to building new dwelling units for the rising population of the metropolis;

(c) how the increased demand for water and electricity will be met; and

(d) the source from which funds for the entire scheme will be earmarked?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). There is no proposal to make any fundamental changes in the Master Plan, but modifications are considered and approved from time to time as and when found necessary according to the provision prescribed in the Delhi Development Act, 1957.

(c) Does not arise.

(d) The Master Plan is being implemented by the various authorities concerned either from Plan funds or from other normal sources.

Dhobies in Ministers' Bungalows in New Delhi

1143. Shri Kanwar Lal Gupta:
Shri K. S. Vidyarthi:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government are aware that the bill for water and electricity consumed by Dhobies residing in some of the Ministers' Bungalows are charged to Government account;

(b) if so, the particulars of such bungalows; and

(c) the steps taken to check this practice?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Some of the servant quarters attached to the Ministers' Bungalows are occupied by Dhobies. It has been decided that from the 1st April, 1967 the charges for the electricity and water consumed in the servant quarters attached to Ministers' Bungalows will be treated as expenditure on private account and adjusted against the free voluntary limit of Rs. 2,400 per annum.

(b) Information is not readily available.

(c) Does not arise.

Squatters in Delhi

1144. Shri Balraj Madhok:
Shri A. B. Vajpayee:
Shri Ram Kishan Gupta:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total number of squatters category-wise and locality-wise on Government land in the Union Territory of Delhi at present; and

(b) the steps taken to resettle these squatters permanently?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). According to the survey conducted in June-July 1960, about 50,000 families were squatting on Government and public lands in Delhi. These families comprise—

(i) Migratory labour;

(ii) Government servants and employees of local bodies; and

(iii) others.

Their distribution locality-wise is not available. A Jhuggis and Jhopris Removal Scheme has been drawn up to provide alternative accommodation to these families. The squatters in categories (i) and (ii) are to be provided with camping sites of 25 square yards and those in category (iii) with 80 square yard plots or tenements. So far about 22,000 families have been provided with alternative accommodation in new colonies which have been developed for the purpose.

The number of squatters is on the increase from day to day. Although no regular survey has been conducted after June-July 1960, it is estimated that their present number is between 50,000 and 55,000 families.

Smoking

1144. Shri Baburao Patel: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are aware of the recent scientific findings that smoking definitely causes cancer of the throat and intestines;

(b) if so, the steps taken by Government either to stop or discourage smoking in the country in the interest of the health of the people; and

(c) if not, the reasons therefor?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) The relationship between smoking and cancer of the throat has not been definitely proved, though there is a strong probability of correlation.

Smoking has got little relationship with cancer of the intestines.

(b) and (c). The following steps have been taken by Government to discourage Smoking:—

1. The obvious steps to stop the habit of smoking is publicity about the harmful effects of smoking as part of the general Health Education activity. This is being done through the Central Health Education Bureau and the State Health Education Bureaux. Government of India have brought out, inter alia, the following publications highlighting the dangers of Cancer and how to detect Cancer sufficiently early:

- (i) Smoking and Cancer.
- (ii) I wish I had not started Smoking.
- (iii) Articles on the subject in "Swasth Hind" (monthly bulletin of the Ministry of Health and Family Planning). A special number of 'Swasth Hind' on "Cancer in India—Health Hazards of Smoking" was brought out in July, 1968.

(iv) Cancer.

2. The Central Health Education Bureau has produced the following films as a part of the campaign against Cancer in the country:—

- (i) From one Cell.
- (ii) Crusade.
- (iii) Problem of early diagnosis.
- (iv) Save these Lives.

3. The following State Governments/ Union Territory Administrations have introduced legal provisions against juvenile smoking:—

- (i) Kerala.
- (ii) West Bengal.
- (iii) Jammu and Kashmir.
- (iv) Punjab.
- (v) Uttar Pradesh.
- (vi) Madhya Pradesh.
- (vii) Assam.
- (viii) Mysore.
- (ix) Andaman & Nicobar Island.
- (x) Manipur.
- (xi) Himachal Pradesh.

4. Smoking is banned in cinema houses/theatre halls/auditoria and other places of entertainment and in buses by the following State Governments/Union Territory Administrations:—

- (i) Punjab.
- (ii) Mysore.
- (iii) Uttar Pradesh.
- (iv) West Bengal.
- (v) Madras.
- (vi) Andhra Pradesh.
- (vii) Rajasthan.
- (viii) Jammu and Kashmir.
- (ix) Maharashtra.
- (x) Kerala.
- (xi) Gujarat.
- (xii) Bihar.
- (xiii) Delhi.
- (xiv) Himachal Pradesh.
- (xv) Manipur.

5. The Radio Cell of the Central Health Education Bureau has established liaison with All India Radio and the television centre for stepping up broadcasts and telecasts on subjects of health interest. All India Radio has started a new series of talks called the "Radio Doctor" in which the first talk on 'lung disease' was given on 5th April, 1966. In this popular talk it was pointed out that smoking may cause lung-cancer as shown by research studies both in India and abroad.

Smuggling between Persian Gulf and West Coast of India

1145. **Shri George Fernandes:**
Shri Madhu Limaye:
Shri J. H. Patel:

Will the Minister of Finance be pleased to state:

(a) whether Government are aware of the existence of smugglers' gangs that run a daily motor launch service between the Persian Gulf and Bombay; and

(b) whether any measures are proposed to be taken to put an end to smuggling between the Persian Gulf and the West Coast of India?

The Deputy Prime Minister and Minister of Finance, (Shri Morarji Desai): (a) The Government are aware that gangs of smugglers utilise Arab Dhows, mechanised launches, fishing vessels etc. plying between Persian Gulf countries and West Coast, including Bombay for smuggling purposes. However, the Government have no information regarding a daily motor launch service operating between Persian Gulf and Bombay for this purpose.

(b) The Customs Authorities, and the Directorate of Revenue Intelligence, which co-ordinates anti-smuggling activities of the various field organisations, are taking all possible steps to prevent such smuggling. Measures for further tightening up sea patrols are under consideration of the Government.

Seminar on India's Fourth Plan in U.K.

1146. **Shri George Fernandes:**
Shri Madhu Limaye:
Shri J. H. Patel:

Will the Minister of Planning be pleased to state:

(a) whether a Seminar was held in Brighton, U.K. during the first week of April, 1967 on India's Fourth Five Year Plan;

(b) the names of sponsors and principal participants in this Seminar; and

(c) the conclusions of the Seminar and how these conclusions will help the Fourth Five Year Plan?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Anoka Mehta): (a) A Seminar on India's Fourth Five Year Plan was held in Sussex, near Brighton, from 31st March to 3 April, 1967.

(b) The Sussex University, the Institute of Development Studies, and the Royal Institute of International Affairs, London, jointly sponsored the Seminar. There were 25-30 participants of which six were Indians. The participants were mainly eminent economists and social scientists, who have knowledge and have been taking interest in Indian affairs. The Ministry of Overseas Development and the Indian High Commission were also represented. A list of participants is enclosed.

(c) The main purpose of the Seminar was to revive intelligent and informed interest in and sympathy for India's problems. It was not intended to arrive at any formal conclusions. It was proposed to edit the background papers prepared for the Seminar in the light of discussions in the Seminar and in due course bring these out in the form of a volume with an introduction added to it.

Some impressions of the Seminar discussions appeared in the 'New Statesman' in its issue of 28 April,

1967 under the title "India: Less Non-sense, More Aid" by Michael Lipton, who was one of the active participants in the Seminar.

LIST OF PARTICIPANTS

1. Prof. T. Balogh, Prime Minister's Office, U.K.
2. Prof. N. Kaldor, Treasury, U.K.
3. Prof. Austin Robinson, Cambridge.
4. Mr. Colin Clark, Oxford.
5. Mr. Robert Neild, Treasury, U.K.
6. Mr. P. P. Streeten, University of Sussex, U.K.
7. Dr. D. Pocock, University of Sussex.
8. Dr. J. M. Healey, Keele University.
9. Dr. P. A. R. Layard, London School of Economics.
10. Dr. David Ovens, London School of Economics.
11. Dr. J. Mirrlees, Cambridge University.
12. Prof. S. Wells, University of Salford.
13. Mr. Michael Lipton, University of Sussex.
14. Mr. Maurice Zinkin, Lever Brothers, London.
15. Mr. Andrew Shonfield, Royal Institute of International Studies.
16. Prof. Daniel Thorner, Paris.
17. Mr. R. Cassen, Overseas Development Ministry.
18. Mr. Hopkins, Overseas Development Ministry.
19. Mr. John White, Overseas Development.

Indian Participants:

1. Shri Pitambar Pant, Planning Commission.
2. Dr. K. N. Raj, Delhi School of Economics.
3. Shri V. K. Ramaswamy, Ministry of Finance.
4. Dr. Dharma Kumar, Cambridge University.
5. Mr. Ashok Parikh, Sussex University.
6. Mr. K. Subramaniam, London School of Economics.

Seizure of Foreign Exchange at Palam Airport

1147. Shri Hukam Chand Kachwal:
Shri Eam Singh Ajarwal:
Shri Y. S. Kushwah:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that foreign exchange amounting to Rs. 3.6 lakhs was seized by the Income-tax authorities at Palam Airport as reported in the *Indian Express* of the 13th February, 1967;

(b) if so, the number of persons against whom the action has been taken, and the nature of the action taken; and

(c) the name of the place from where this money was brought in?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No such seizure was made at Palam Airport on 13th February, 1967. However, on 13th January, 1967 Indian currency amounting to Rs. 3.6 lakhs was seized from a passenger at Palam airport by the Customs officers.

(b) The matter is under investigation by both the Customs and Income-tax Departments.

(c) The money was brought by the passenger from Bombay.

बम्बई में लखरी से लाई जा रही चांदी तथा काली मिर्च का पकड़ा जाना

1148. श्री हुकम चन्द कछवाब :
श्री राम सिंह अबरवाल :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सीमा शुल्क अधिकारियों ने बम्बई में जिवरी के निकट समुद्र में चन रदी दो यंत्रों पर अरब नावों से जनवरी, 1967 के प्रथम सप्ताह में एक लाख रुपये के मूल्य की चांदी तथा काली मिर्च पकड़ी थी;

(ख) यदि हां, तो ये वस्तुएं कहाँ से लाई गई थी; और

(ग) इस मामले में क्या और कितने व्यक्तियों के विरुद्ध कार्यवाही की गई है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) 11-1-67 को बम्बई सीमा शुल्क अधिकारियों ने बम्बई के जिवरी क्षेत्र में दो मशीनी नौकाओं "एम० एम० बी० प्रन्की" तथा एम० एम० बी० मुबारकी" में से चांदी छिपे भारत में बाहर माल भेजने का प्रयत्न करने के अपराध में २ टन या मान्य पकड़ा वित्त में काली मिर्च, चाय और चांदी की मिर्च शामिल है और जिनका कुल मूल्य लगभग ४६,००० रुपये होना है।

(ख) बताया जाता है कि यह मान्य बम्बई की दो कर्मों में लिया था।

(ग) "प्रन्की" का 'नाखुदा' (मास्टर) तथा वास्तविक दल का एक सदस्य, और "मुबारकी" का 'नाखुदा' तथा दो स्थानीय व्यक्ति विरुद्ध कार्यवाही किये गये थे तथा उन पर मुकदमा चलाया गया था। "प्रन्की" का

'नाखुदा' अदालत द्वारा रिहा कर दिया गया है। जब व्यक्तियों पर मुकदमा अभी चल रहा है।

विभागीय न्याय-निर्णय की कार्यवाही के कारण 82,000 रुपये मूल्य का धौंस माल पूर्णरूप से जप्त कर लिया गया है और जब माल छोड़ दिया गया है। दोनों मशीनी नौकाएं "प्रन्की" और "मुबारकी" भी जप्त कर ली गई है परन्तु जप्ती के बहने में क्रमशः 15,000 रुपये तथा 14,000 रुपये जुर्माना भेदा करके उन्हें छोड़ा जा सकता है।

'मुबारकी' के 'नाखुदा' पर 10,000 रुपये तथा 'प्रन्की' के वास्तविक दल के एक सदस्य पर 500 रुपये का व्यक्तिगत दण्ड भी लगाया गया है। दो स्थानीय व्यक्तियों के विरुद्ध विभागीय मामला अभी भी विचारार्थ है।

अभी तक लगाये गये सभी जुर्माने तथा दण्ड वसूल किये जा चुके हैं।

महाराष्ट्र में सोने का पकड़ा जाना

1149. श्री राम सिंह अबरवाल :
श्री हुकम चन्द कछवाब :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केंद्रीय उत्पादन-शुल्क विभाग के अधिकारियों ने जनवरी, 1967 में महाराष्ट्र में 17.5 लाख रुपये के मूल्य का 10,000 तांसे सोना पकड़ा था;

(ख) यदि हां, तो यह सोना कहाँ से लाया गया था; और

(ग) कितने व्यक्तियों के विरुद्ध तथा क्या कार्यवाही की गई है ?

उप-उत्पादन संबंधी तथा वित्त संबंधी (श्री मोरारजी देसाई) : (क) केन्द्रीय उत्पादन शुल्क अधिकारियों ने 6 जनवरी, 1967 को जवाहर में 10,000 तोला सोना पकड़ा जिसका मूल्य अन्तर्राष्ट्रीय दर पर 9,84,200 रुपये था।

(ख) यह मालूम नहीं है कि यह सोना जवाहर में कहाँ से लाया गया, लेकिन सोने की छड़ों पर "ज्ञानमन मेथी, मंदन" की मुहर लगी हुई है।

(ग) पांच व्यक्तियों का गिरफ्तार किया गया था और बाद में उन्हें जमानत पर छोड़ दिया गया। फिदाहान इन मामलों का विभागाध्यक्ष नियंत्रण किया जा रहा है।

Housing Colonies in Delhi

1150. Shrimati Tarkeshwari Sinha: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that large sums of money paid by thousands of Delhi citizens have been locked up with some proposed housing colonies due to the permission not being granted by the Delhi Administration; and

(b) if so, the action taken to mitigate the grievances of large number of people belonging to the middle income group?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). The Hon'ble Member is presumably referring to unauthorised colonies that have come up in Delhi during the last few years. It has been decided to regularise those colonies which do not violate the land-use pattern of the Master Plan for Delhi and can be fitted into a proper layout/service Plan and where substantial construction had come up prior to the enforcement of Master Plan (i.e. the 1st September 1962).

L.I.C. Employees

1151. Shrimati Tarkeshwari Sinha: Will the Minister of Finance be pleased to state:

(a) whether there is any proposal to treat the field staff of the Life Insurance Corporation at par with other Officers working in offices and at the Headquarters of the L.I.C.;

(b) whether it is a fact that the field staff especially the Development Officers have been carrying on an agitation for a fairly long time; and

(c) if so, the steps taken to improve their plight?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Officers working in the offices and headquarters of the L.I.C. are classified by the Corporation as Class I, Class III and Class IV officers. The terms and conditions of these three classes are not identical; the terms and conditions of Class I, in particular, being different from those of the other two Classes. The field staff of the Corporation are designated as Class II officers. They put forward a number of demands which included proposals for certain service terms enjoyed by Class III and Class IV employees being extended to them.

(b) The field officers launched a "No New Business" campaign during the period 26th November to 24th December, 1966 in support of their demands. This agitation has since been withdrawn.

(c) The L.I.C. have been negotiating with the National Federation of Insurance Field Workers of India in respect of their demands.

Flood Control Schemes in Assam

1152. Dr. Ramesh Sarma: Shri Bodabrata Barua:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that Assam Government have asked for

more grants for flood control schemes in the State for the year 1967-68; and

(b) if so, the reaction of Government thereto?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) For 1966-67, the original allocation of Central assistance for flood control schemes in Assam was Rs. 2.00 crores. After considering requests for additional assistance received from the Government of Assam, loan assistance amounting to Rs. 3.50 crores was released. For 1967-68, the State Government have, on the basis of Annual Plan discussions made provision of Rs. 2.2 crores for flood control during the year. A request has been received a few days ago for enhancement of Central assistance in 1967-68. The same is under examination.

Asian Development Bank

1156. Dr. Ramon Sen:
Shri Bhireswar Kalita:

Will the Minister of Finance be pleased to state:

(a) the total amount of trust funds now available with the Asian Development Bank;

(b) the names of countries which have so far contributed to the funds; and

(c) the purpose of these funds and how these funds are disbursed?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deval): (a) to (c). The Asian Development Bank does not have any trust fund available with it now. However, the Board of Directors of the Bank has approved in principle the idea of creating a special fund under auspices of the Bank for agricultural development of regional member countries. Details about the countries that would contribute to the fund, the amounts of contribution, the total

value of the fund, the procedure for disbursement out of the fund etc. have not yet been worked out.

International Development Association's Participation in the Public Sector Projects

1154. Shri M. R. Krishna: Will the Minister of Finance be pleased to state:

(a) whether the International Development Association of the World Bank has agreed to finance Public Sector Projects in the country on the condition that the Association is allowed to participate effectively; and

(b) the number of public sector projects which have been allowed to come into existence with the participation of the Association?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deval): (a) The International Development Association has been financing projects and programmes in the public Sector such as irrigation, power, telecommunications, roads, highways etc. There has been no stipulation regarding "effective participation" as a condition of financing.

(b) So far the fourteen projects listed below have received IDA finance:

1. Highways Construction & Improvement.
2. Tubewell Irrigation in U.P.
3. Shetrunji Irrigation.
4. Salandi Irrigation.
5. Punjab Drainage & Flood Control.
6. Durgapur Power Extension (DVC).
7. Sone Irrigation.
8. Purna Irrigation.
9. Koyna Power Stage II.
10. Bombay Port Project.
11. Kothagudem Power Project Stage I.

12. Beas Equipment Project.
13. Railways (Three credits).
14. Telecommunications (Two credits).

Tungabhadra Project

1155. Shri Gadilingam Gowd: Will the Minister of Irrigation and Power be pleased to state:

(a) the villages which will be irrigated in Allur Taluk of Kurnool District of Andhra Pradesh by High level channel of Tungabhadra Project;

(b) the extent of land in each of the villages that can be irrigated; and

(c) the names of the villages to which water will be given for next crops and the extent thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Localisation of Ayscut has not yet been carried out in Allur Taluk and so the State Government has reported that it is not possible at this stage to indicate the villages which will be irrigated.

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

Bharat Sewak Samaj

1156. Shri Gadilingam Gowd: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Planning Commission have set up a sub-committee of the Coordination Committee for the Public Cooperation to verify the grants given to the Bharat Sewak Samaj through different Ministries;

(b) the amounts given by each Ministry to Bharat Sewak Samaj and for what purposes during 1965-66 and 1966-67;

(c) whether any representations have been received to the effect that funds of the Bharat Sewak Samaj are being misused;

(d) if so, the action taken in the matter; and

(e) whether there is any machinery to evaluate the work done by the Bharat Sewak Samaj?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mukta): (a) Yes, Sir. The Sub-Committee of the Co-ordination Committee of Public Cooperation reviews periodically the grants given to the Bharat Sewak Samaj by the different Ministries.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-491(67)].

(c) and (d). Some complaints were received in the Planning Commission regarding infringement of the conditions of the Government grant-in-aid by the Bharat Sewak Samaj but these could not be substantiated.

(e) No separate machinery for evaluating the work of Bharat Sewak Samaj exists but the Plan programmes undertaken by Bharat Sewak Samaj on behalf of Government of India have been evaluated by the Programme Evaluation Organisation and other ad hoc Committees from time to time.

T.B. Clinics

1157. Shri Bhabu Mishra:
Shri K. N. Tiwary:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are considering a proposal to open a T.B. Clinic in every district of the country; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) Under the National TB Control Programme, it is proposed to establish a TB Clinic in every district of the country to undertake diagnostic

treatment and preventive facilities on a domiciliary basis. It is further proposed to extend these facilities by integrating the existing services in the various health and medical institutions in the districts, under the supervision and guidance of the District TB Clinic, so that the patients can avail themselves of these services nearest to their homes.

बरीली में उर्बरक कारखाना

1158. श्री चिन्मति मिश्र :

श्री क० ना० तिवारी :

क्या केंद्रोन्मुख और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) बरीली में स्थापित किए जाने वाले प्रस्तावित उर्बरक कारखाने का निर्माण कार्य कब तक आरम्भ हो जायेगा; और

(ख) कारखाने में उर्बरक का उत्पादन कब तक आरम्भ हो जायेगा ?

केंद्रोन्मुख और रसायन, योजना तथा स्थापक कल्याण मंत्रालय में राज्य-मंत्री (श्री रघुरामबा) : (क) और (ख) इस समय बनाये गये प्रस्थ.यो प्रोग्राम के अनुसार बरीली परियोजना का निर्माण चलने वर्ष के आरम्भ तक शुरू होगा और 1971 के शुरू में कारखाने के चालू होने की आशा है। यह सब कुछ इस वर्ष अक्टूबर तक भूमि की उपलब्धि और दिसम्बर तक विदेशी मुद्रा के मंत्रीवजनक बन्दोबस्त और प्रदायक ऋण ढेको के अनुमोदन पर निर्भर होगा।

Liquefied Petroleum Gas

1160. Shri K. N. Pandey:
Shri N. P. Yadav:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that due to the non-availability of cylinders, liquefied petroleum gas has not

been introduced in all important towns of the country; and

(b) if so, the steps taken to remove this bottleneck?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) Yes, Sir, due to shortage of suitable steel for fabrication of LPG Cylinders.

(b) Steps have been taken to develop the production of suitable steel indigenously for the fabrication of cylinders. Meanwhile, 1200 tonnes of such steel are being imported.

Central Assistance given to Orissa for Plan Executions

1161. Shri Chintamani Panigrahi: Will the Minister of Planning be pleased to state:

(a) the amount of Central assistance to be given to Orissa for plan executions during 1967-68;

(b) the amount of resources that the Orissa Government have planned to mobilise for financing its annual plan for 1967-68;

(c) the different sources from which the State Government have indicated to raise its resources for financing its annual plan for 1967-68, source-wise;

(d) whether it fell short of its original estimate;

(e) if so, to what extent;

(f) the Orissa State's original plan outlay for 1967-68; and

(g) the revised plan outlay for 1967-68?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) to (g). The details regarding outlay and State resources for annual plan 1967-68 of Orissa will be discussed by Programme Adviser of the Planning Commission with the State Government, at the State capital on 2nd, 3rd and 4th June, 1967.

Irrigation Proposals during Fourth Plan in Orissa

1162. Shri Chintamani Panigrahi: Will the Minister of Irrigation and Power be pleased to state:

(a) the proposals for irrigation in the Fourth Five Year Plan formulated by the Orissa Government;

(b) the estimated cost of all those proposals;

(c) the proposals which have been agreed for execution; and

(d) the nature of benefits to be accrued from these projects?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). The Government of Orissa proposed an outlay of Rs. 41.85 crores for major and medium irrigation projects in Orissa—both continuing and new—in the Fourth Five Year Plan. Details have not yet been finalised.

(c) and (d). The Fourth Plan of Orissa has yet to be finalised.

Excise Division for Orissa

1163. Shri Chintamani Panigrahi: Will the Minister of Finance be pleased to state:

(a) Whether Government propose to set up a separate Excise Division for Orissa;

(b) whether Government are aware that even after Orissa becoming a separate State since the last 30 years, no separate Excise Divisional Office has been set up for Orissa; and

(c) if so, the steps Government propose to take in the matter.

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Orissa is already a separate Central Excise Division.

(b) Does not arise.

(c) Does not arise.

Admission to All India Institute of Medical Sciences

1164. Shri V. Krishanaswathi: Will the Minister of Health and Family Planning be pleased to state:

(a) whether the Government are aware of the fact that adequate representations with regard to admission into the All India Institute of Medical Sciences are not given to Madras State; and

(b) if so, the reasons therefor?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar) (a) Admissions to the M.B.B.S. and the Postgraduate courses conducted at the All India Institute of Medical Sciences are made on an all India basis on merit. There is no reservation of any seat for admission to these courses, for any State or region in India but 5 seats are reserved for foreign students and 10 seats for Scheduled Castes and Scheduled Tribes candidates in the M.B.B.S. Course.

(b) Does not arise.

Release of Plots in Delhi

1165. Shri N. S. Sharma:
Shri Shri Gopal Saboo:
Shri Sharda Nam:
Shri Brij Bhushan Lal:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Government have recently taken a decision to release to the plot holders or House Building Cooperative Societies the land which was acquired by the Delhi Administration in the recent years; and

(b) if so, how much land has been released so far as a result thereof?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) No.

(b) Does not arise.

Sedimentary Basin between Kerala Coast and Laccadive Islands

1166. Shri D. C. Sharma: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether a promising sedimentary basin between the Kerala coast and Laccadive Islands has been located by the Oil and Natural Gas Commission;

(b) whether any drilling has been done in the area; and

(c) if so, the outcome thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghunath Ramiah): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Tawa Irrigation Project

1167. Shri Ram Singh Ayarwal: Shri Hukam Chand Kachwal: Shri Nitiraj Singh Chandhury:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether any additional funds have been provided for financing the Tawa Irrigation Project during the current year; and

(b) if so, the amount thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No.

(b) Does not arise.

Parliamentary Work by Personal Staff of Ministers

1168. Shri Ram Charan: Will the Minister of Finance be pleased to state:

(a) whether any proposal is under consideration to get the Parliamentary work done by the personal staff attached to the Ministers concerned instead of the Parliament Assistants as a measure of economy; and

(b) if so, the reasons thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deesai): (a) No, Sir.

(b) Such an arrangement will not be feasible without augmenting the personal staff of Ministers and would thus not result in any economy.

Amount paid to Parliament Assistants

1169. Shri Ram Charan: Will the Minister of Finance be pleased to state:

(a) the amount paid to the Parliament Assistants working in the various Ministries during the years 1965-66 and 1966-67; and

(b) whether this allowance is being paid out of the allocations earmarked for the overtime allowance in the various Ministries?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deesai): (a) information is being collected and will be laid the Table of the House as soon as it becomes available.

(b) The allowance is being paid out of the allocation made under the Head of account, "Allowances and Honorary".

माली

1170. श्री राम चरण : क्या निर्वाच, जवाहर तथा सचिवरथ मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह मंच है कि विन्धी में उनके संचालन तथा उनके सम्बन्ध तथा सचीनत्व कार्यालयों में काम करने वाले अधिकारियों तथा कर्मचारियों को निम्ने हुए नीचे की मंजिल के क्वार्टरों में माली काम करते हैं ;

(ख) यदि हा, तो क्या इसकी अनुमति है ; और.

(ग) यदि नहीं, तो इस तथा को सम्बन्ध करने के निम्ने क्या कार्यवाही की गई है ?

निर्माण, आवास तथा पूर्ति मंत्रालय में उप-मंत्री (श्री इकबाल सिंह) : (क) और (ख). केन्द्रीय लोक निर्माण विभाग के कालियों का यह कर्तव्य है कि वे सभी सरकारी क्वार्टरों से सम्बद्ध बगीचों तथा मैदानों का अनुसूचन करें। निर्माण, आवास तथा पूर्ति मंत्रालय के अधिकारियों तथा कर्मचारियों के लिये कोई विशेष व्यवस्था नहीं है।

(ग) प्रश्न ही नहीं उठता।

निर्माण, आवास तथा सम्भरण मंत्रालय के अधिकारियों तथा कर्मचारियों को क्वार्टरों का विद्या जाना

1171 श्री राम चरण : क्या निर्माण, आवास तथा सम्भरण मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह सच है कि विन्नों स्थित उनके मंत्रालय तथा अपने सम्बद्ध और प्रयोजनमय कार्यालयों में काम करने वाले अधिकारियों और कर्मचारियों के क्वार्टर अन्य मंत्रालयों और कार्यालयों के कर्मचारियों के क्वार्टरों की तुलना में अधिक सुविधाजनक स्थानों पर है; और

(ख) यदि हा. तो उसका क्या कारण है ?

निर्माण आवास तथा पूर्ति मंत्रालय में उप-मंत्री (श्री इकबाल सिंह) : (क) जी नहीं।

(ख) प्रश्न ही नहीं उठता।

Fertiliser Factory for Paradeep

1173. Shri Brahmakar Supakar;
Shri Chintamani Panigrahi;
Shri N. R. Laskar:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government are aware of any proposal for setting up of a fertilizer factory in private sector at Paradeep;

(b) if so, the main features thereof;

(c) whether representatives of the British India Development Corporation visited Orissa in this connection recently; and

(d) if so, the findings thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No firm proposals have been received so far for the setting up of a fertilizer factory at Paradeep in the private sector.

(b) Does not arise.

(c) Yes..

(d) Their detailed report is awaited.

Social Welfare

1174. Shri P. P. Easton: Will the Minister of Social Welfare be pleased to state:

(a) the financial allocation for social welfare in the Third Plan, State-wise; and

(b) the target achieved?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) State-wise financial allocations in the Third Plan under the Head 'Social Welfare' are as given below:—

State	Rs. in lakhs
1	2
Andhra Pradesh	83.09
Assam	19.15
Bihar	35.24
Gujarat	38.11
Jammu and Kashmir	13.69
Kerala	39.37
Madhya Pradesh	70.00
Madras	51.63
Maharashtra	100.54
Mysore	30.04
Orissa	15.55
Punjab	74.30
Rajasthan	40.00
Uttar Pradesh	74.65
West Bengal	440.19

1135.46

1	2
Delhi	73.65
Himachal Pradesh	17.00
Manipur	4.09
Pondicherry	7.32
Tripura	10.73
Andaman & Nicobar Islands	0.10
Grand Total	1238.30*

*This includes the amount of Central aid.

(b) Information on achievement of targets, state-wise, is being collected.

विदेशों का भेजी गई पेंशन तथा व्याज पर अवमुल्यन का प्रभाव

1175. श्री मृत्युंजय प्रसाद : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि पेंशन तथा व्याज के रूप में विदेशों का जो राशि भेजी जाती है उसमें गत वर्ष रुपये का अवमुल्यन होने के फलस्वरूप कितने रुपये की वृद्धि हुई है ?

उप-प्रधानमंत्री श्रीर वित्त मंत्री (श्री मोरारजी देसाई) : रुपये के अवमुल्यन के कारण, विदेशी ऋणों के सम्बन्ध में सरकार द्वारा विये जाने वाले व्याज की रकम में, रुपये के रूप में, 1966-67 में 31.69 करोड़ रुपये की वृद्धि हुई और 1967-68 में यह बढ़ कर 45 करोड़ रुपये हो जायगी। इन सम्बन्ध में गोक मन्त्रालय में 25 मई, 1967 को, ताराकित्त ध्यान संख्या 83 का जो उत्तर दिया गया था उसकी धोर ध्यान दिनाया जाता है।

जो पेंशन तथा व्याज में निर्धारित की गयी है और जिनकी अदायगी विदेशों में की जाती है उनके सम्बन्ध में अवमुल्यन के कारण अदायगी के रुपया-मुल्य में कोई वृद्धि नहीं होगी; पेंशनों की रकमें समय-समय पर विद्यमान सरकारी विनिमय दरों के अनुसार

भेजी जाती है। लेकिन जिन मामलों में पेंशनों की रकमें पीछों में निर्धारित होती हैं या जिनके लिये विदेशी मुद्रा में परिचालित करने की कम से कम दर की गारंटी दी गयी होती है। उनके सम्बन्ध में अवमुल्यन का अदायगी के रुपया-मुल्य पर प्रभाव प्रभाव पड़ेगा। विदेशों में दी जाने वाली उन अविक-तर पेंशनों की जिम्मेदारी, जो 31 मार्च, 1955 को जारी थीं, उनके पूज्यकृत मुल्य की अदायगी करके ब्रिटेन की सरकार को अन्तरित कर दी गयी थी। इस तरह अन्तरित की गयी पेंशनों पर अवमुल्यन का कोई प्रभाव नहीं पड़ेगा। इसलिए, विदेशों में दी जाने वाली कुछ ही ऐसी कित्तों का पेंशन बाकी रहती है, जिनके रुपया-मुल्य में अवमुल्यन के कारण वृद्धि होगी। इन सम्बन्ध में सूचना इकट्ठी करके मन्त्रालय में रजि पर रजि दी जायगी।

Consortium of Public Sector Undertakings

1176. Shri Swell: Will the Minister of Finance be pleased to state:

(a) whether the Government have taken any decision with regard to the setting up of a Consortium of Public Sector Undertakings;

(b) the scope and functions of the consortium; and

(c) how this organisation will help the industrial production?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). A proposal for setting up Consortia of concerned Public Enterprises to supply equipment or take up other jobs of steel plants and power houses with a view to secure maximum utilisation of industrial capacity is under examination.

Foreign Exchange Seized in Bombay

- 1177 Shri Ram Kishan Gupta:
 Shri Hukam Chand Kachwal:
 Shri Jagannath Rao Joshi:
 Shri Mohammad Ismail:
 Shri B. K. Modak:
 Shri Ganesh Ghosh:
 Shri Bhagaban Das:
 Shri Umanath:
 Shri Ram Sewak Yadav:
 Shri Maharaaj Singh Bharti:
 Shri George Fernandes:
 Shri K. N. Pandey:
 Shri A. B. Vajpayee:
 Shri Kanwar Lal Gupta:
 Shri Y. A. Prasad:
 Shri N. K. Sanghi:
 Shri Bodabrata Barua:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that foreign exchange of huge value was seized on the 30th April, 1967 at Bombay by the officers of the Preventive and Marine Division of the Central Excise;

(b) if so, the nature of the articles seized; and "

(c) the action taken by Government in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). On 30th April, 1967 the following instruments of foreign exchange were seized in Bombay by the Central Excise officers:—

- (i) British Postal Orders
valued at £ 2,996-0-6
- (ii) Travellers' Cheques
valued at £ 30,100-0-0
- (iii) Bank Drafts valued
at £ 15,900-9-7
- (iv) U.S. Travellers' Cheques
valued at \$ 41,000.00
- (v) U.S. Bank Drafts
valued at \$ 14,001.09

At the official exchange rates, the value of the instruments of foreign exchange seized is about Rs. 14.41, 430)---

(c) The instruments of foreign exchange seized have been confiscated under the Customs Act, 1962. Further investigations under the Foreign Exchange Regulation Act are in progress.

Lead Poisoning

1178. Shri C. K. Bhattacharyya:
 Shri Baburno Patel:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government's attention has been drawn to a statement by Dr. D. P. Banerjee, Medical Inspector of Factories, Bihar, "that the incidence of lead poisoning and other diseases arising out of the use of lead in industries are increasing alarmingly"; and

(b) if so, the precautionary measures proposed to be taken in the matter?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar) (a) At a symposium on "Lead Hazards in Industries" organised at Jamshedpur on the 27th and 28th April, 1967, by the Bihar Factories Inspectorate and the Tata Iron & Steel Company Ltd, Jamshedpur, Dr. D. P. Banerjee had stated that "Lead poisoning in different lead processes is quite high in Indian factories". However, in a study carried out by the Central Labour Institute no clinical case of lead poisoning was traced, though the workers were exposed to very large concentrations of lead.

(b) Necessary provisions already exist in the Factories Act and Rules and constant and strict vigilance is maintained to ensure that the rules are followed by the employers and the employees. Additionally, seminars and symposia are organised periodically to create consciousness of possible health hazards from lead and other toxic substances in industries and the need to adopt preventive measures. The recommendations made at these seminars and synopses are effectively followed.

Re-Constitution of Pong Dam and Sutlej Beas Link Rehabilitation and Allotment Committees

1179. Shri Hem Raj: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is proposed to re-constitute the Rehabilitation and Allotment Committees of the Pong Dam and Sutlej Beas Link; and

(b) if so, when they will be reconstituted and when their meetings are going to be called?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) Necessary steps to reconstitute these Committees, and call their meetings are being taken.

Drinking Water Schemes for Himachal Pradesh

1180. Shri Hem Raj: Will the Minister of Health and Family Planning be pleased to state:

(a) the various schemes of drinking water from Himachal Pradesh which have been approved and sanctioned by the Central Government for the year 1967-6/8;

(b) the amount which is to be spent on them; and

(c) the share of the Central Government to be contributed towards them?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) During 1967-68 the Central Government has so far approved and sanctioned only one Water Supply Scheme, viz. the Solan Town Water Supply Scheme.

(b) the estimated cost of the scheme is Rs. 33.79 lakhs.

(c) Central assistance is given to the State Governments by way of loan to the extent of 100 per cent in the case of Urban Water Supply Schemes taken up under the National Wa-

ter Supply and Sanitation Programme. So far as the Union territories with Legislatures are concerned, the Government of India only make lump sum provisions and the detailed working of the provisions is left to the Governments of the various Union Territories. The Government of Himachal Pradesh have made the following provisions for Water Supply Schemes in that State for the year 1967-68.

Water Supply and Sanitation Schemes

	Amount
	Rs.
Public Works Department:	32,00,000
Development Department:	3,00,000
Total (Plan)	35,00,000

Finance Ministers' Conference in Delhi

1181. Shri Vasudevan Nair:
Shri Indrajit Gupta:
Shri C. Janardhanan:
Shri Vahwa Nath Pandey:

Will the Minister of Finance be pleased to state:

(a) the subjects discussed during the last Finance Ministers' Conference held in Delhi; and

(b) the main decisions taken by the Conference?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The subjects discussed are the following:

- (i) Resources for the Fourth Plan.
- (ii) Resources for the State Annual Plans, 1967-68.
- (iii) Budgetary position of the States.
- (iv) Over drafts of the State Governments.
- (v) Dearness Allowance to Government employees.

(b) No specific decisions were taken, though it was generally agreed that deficit financing and recourse to overdrafts should be avoided.

Rusting of Steel Stampings for Sabrigiri Projects in Kerala

1182. Shri Vasudevan Nair:

Shri C. Janardharan:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the enquiry into the rusting of the steel stamping imported from U.S.A. for the Sabrigiri project in Kerala State has been completed;

(b) if so, the findings thereof; and

(c) the loss suffered by the Kerala Electricity Board on this account?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) and (c). The investigation report is being examined in consultation with the Ministry of Finance with a view to determine the extent of loss and also to fix the responsibility for the damage.

Central Advisory Committee for Hill Areas

1183. Shri Hem Raj: Will the Minister of Planning be pleased to state:

(a) whether the Central Advisory Committee for Hill Areas was constituted by Government;

(b) whether it is a fact that the said Committee has now been wound up;

(c) if so, the reasons therefor;

(d) whether it is proposed to revive the Committee in view of the special problems of the hill areas and whether any representation to this effect has also been received; and

(e) if not, the reasons therefor?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Anoka Mehta): (a) to (e). The Central Hill Development Advisory Committee set up in April, 1964 under the Ministry of Food & Agriculture was wound up in 1965, as in the meantime, a Sub-Committee of National Development Council took over

the consideration of the problems of development in Hill areas for the Fourth Plan period and appointed an expert group to examine these problems in detail. Based on the results of this examination, guide-lines were formulated and communicated to the Governments of concerned States and Territories with a request to take them into account in preparing their Fourth Plan proposals.

Fertilizer Factory for Haryana

1184. Shri Randhir Singh: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government are considering to locate a fertilizer factory at some place in Haryana;

(b) if so, when that factory will start functioning; and

(c) if the reply to part (a) be in negative, the reasons therefor?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghunathaiah): (a) No.

(b) Does not arise.

(c) The capacity already developed and being developed is expected to meet the demand.

Fertilizer Factory for Madhya Pradesh

1185. Shri Atam Das: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether there is any proposal under consideration of Government to set up a fertilizer factory in Madhya Pradesh in the near future;

(b) if so, the location thereof; and

(c) the time by which it will be set up?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghunathaiah): (a) to (c). The Fertilizer Corporation of India has been asked to revise the earlier Report for Kerba Project on the basis of 600,000

nes of ammonia and 1000 tonnes of urea per day and to reconsider the question of location of the site from the point of view of availability of good coal for the requirements of the plant. The report is awaited.

**करेंसी नोटों पर मुद्रणालय का नाम
छापना जाना**

1186. श्री भ्रातृ दास: क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार 1947 से पहले की भांति 100 रुपये तथा 1,000 रुपये के करेंसी नोटों पर मुद्रणालय का नाम छापने के प्रश्न पर विचार कर रही है;

(ख) यदि हां, तो क्या इससे छिपे हुए धन के परिचालन पर कोई प्रभाव पड़ेगा ; और

(ग) क्या इसके परिणामस्वरूप छिपा हुआ धन बाहर आ जायेगा ?

उप-प्रधान मंत्री और वित्त मंत्री (श्री मोरारजी देसाई) : (क) जी, नहीं । करेंसी नोटों और बैंक नोटों पर छपेखाने का नाम छापने की प्रथा कभी नहीं रहती और न सरकार किसी ऐसे प्रस्ताव पर विचार कर रही है ।

(ख) और (ग). सरकार यह नहीं सक्षम तो कि ऐसा करने से वे परिणाम निकालेंगे जितका उल्लेख किया गया है ।

Expert of Oil to Nepal

1187. **Shri Hem Raj:** Will the Minister of Petroleum and Chemicals be pleased to state:

(a) the quantity of oil exported to Nepal during 1964-65 and 1965-66; and

(b) the quantity proposed to be exported in 1966-67?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a)

Year	Quantity (MT) of products exported.
1964-65	39,510
1965-66	37,490

(b) 45,180 metric tonnes.

Head Office of State Bank of India at Patna

1188. **Shri Deven Sen:**
Shri Madhu Limaye:

Will the Minister of Finance be pleased to state:

(a) whether the Government of Bihar have made any proposal or the Patna Branch of the State Bank of India Staff Association have made any suggestion to the effect that a separate Head Office be opened in Patna for Bihar State;

(b) whether similar separate Head Offices have been opened in Ahmedabad, Hyderabad and Kanpur;

(c) the profit per year of these Branches at the time of their constitution as Head Offices and the profit of the Patna Branch last year;

(d) the reaction of the State Bank thereto; and

(e) whether Government propose to issue directions to the State Bank in regard to the opening of the Head Office in Patna?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No suggestion has been made either by the Government of Bihar or by the State Bank of India Staff Association for the establish-

ment of a Local Head Office of the State Bank of India at Patna.

(b) Yes.

(c) Kanpur and Ahmedabad Local Head Offices were established in 1964 and their profits for the year 1963 were Rs. 23.60 lakhs and Rs. 17.47 lakhs respectively. Hyderabad Local Head Office, which was established in 1965, made a profit of Rs. 9.07 lakhs in 1964. The Patna Branch made a profit of Rs. 19.06 lakhs in 1965. These are approximate profit figures on a notional basis.

(d) Does not arise in view of the reply given to part (a).

(e) No. The State Bank has however decided, on administrative considerations, to establish a regional office at Patna.

Release of Foreign exchange to Students going Abroad

1189. Shri P. G. Sen: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Reserve Bank of India has changed the Rules governing the release of foreign exchange to students going abroad for higher studies during the academic year 1967-68; and

(b) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji De-sai): (a) Yes, Sir.

(b) The changes made in the Rules and the reasons therefor are indicated in the statement laid on the Table of the House.

Statements

Change	Reason
i) Students wishing to take Courses in engineering abroad will now need to have either a Degree in Engineering from an Indian University with not less than 55 per cent marks or a B.Sc. Degree with not less than 60 per cent marks to be eligible for release of foreign exchange. This rule will apply uniformly irrespective of the University or institution where admission has been secured.	It was felt that with increased facilities for study of engineering in India, a minimum marks restriction should be introduced even in respect of technical subjects.
(ii) Exchange will be released for taking up diploma courses in specified technical subjects by Graduates and undergraduates provided the candidates have secured not less than 60 per cent marks at the Matriculation or a higher examination in India.	Earlier this facility was available at certain specific institutions. Now this has been extended for all institutions.
(iii) From now onwards, foreign exchange will not be released for the Preparatory Courses including GCE (Advance Level).	Since higher minimum educational qualifications have now been prescribed for studies in technical subjects, it was not necessary to allow releases for such courses.
(iv) Scale of exchange released to students proceeding to U.K. and the Continent has been revised to £ 600/- per annum for living expenses plus fees.	To provide for the increased cost of living in U.K.

जलमैर में तेल की खोज

1190. श्री प. ग. सा. बाकशास: क्या जलमैर में तेल की खोज करने के लिए सरकार को पैसे देना चाहिए ?

(क) क्या राजस्थान के जिला जलमैर के पास तेल की खोज करने के लिए सरकार को पैसे देना चाहिए ?

की खोज करने का काम प्रारम्भ किया गया है ;

(ख) यदि हाँ, तो उसके क्या परिणाम निकले हैं ?

(ग) क्या उन स्थानों में तेल खोजक कारखाना स्थापित करने का विचार है ; और

(घ) यदि हां, तो कब ?

वेदोलिखन और रसायन, बोजना तथा सक्काय कल्याण संशोधन में राज्य संघी (बी) रघु रावैया : (क) जी हां

(ख) मनहेरा निरुवा नामक स्थान पर वयधिन किये गये एक कुतं से गैस की बिद्यमानता के चिन्ह पाये गये ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

Upper Sileru Power Project

1191. Shri M. S. Murti. Will the Minister of Irrigation and Power be pleased to state:

(a) whether the machinery and other equipment required for the Upper Sileru Power Project has been obtained; and

(b) if so, when the project is likely to be completed?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The first generating unit is expected to be commissioned in August, 1967 and the second unit in December, 1967 thus completing the project in the current year.

Employment for Tribal people in D.B.K. Railway Project

1192. Shri Nitiraj Singh Chaudhary:

Shri G. C. Dixit:

Will the Minister of Social Welfare be pleased to state:

(a) whether it is a fact that insignificant number of tribal people secured employment in the construction of DBK railway line and in the working

of Bailadilla Iron Ore Mines in the Bastar District of Madhya Pradesh.

(b) if so, the reasons for preventing larger participation in employment by the tribal population; and

(c) the remedial measures which are under consideration of Government in this regard?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Gaba): (a) to (c). Information is being collected and will be placed on the Table of the House.

Narmada Sagar Power Project

1193. Shri Nitiraj Singh Chaudhary:

Shri G. C. Dixit:

Shri Baburao Patel:

Shri Nathu Ram Ahirwar:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the U.S.S.R. has made certain offers in regard to the construction of Narmada Sagar (Punasa) Power Project;

(b) if so, the broad details thereof;

(c) whether the Madhya Pradesh Government have recommended inclusion of this project in the Indo-Soviet Trade Agreement.

(b) the difficulty, if any, in the inclusion of the Narmada Sagar Project in the Indo-Soviet Trade Agreement pending finalisation of inter-State disagreement on Narmada Valley Development particularly when this could save time; and

(c) if not, when the final decision to include the same in Indo-Soviet Trade Agreement will be communicated to the Government of Madhya Pradesh?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). V/O Energo-Mach-Export of USSR are reported to have offered to the Government of Madhya Pradesh, machinery and equipment for the Narmada Sagar (Punasa) Project.

(c) Yes.

(d) and (e). Foreign assistance for any project is sought only after it is technically cleared and necessary finance for its execution provided in the Plan. The Revised Narmada Sagar Power Project Report is awaited from the Government of Madhya Pradesh.

Educational Facilities to Handicapped Children

1194. Shri S. C. Jha: Will the Minister of Social Welfare be pleased to state:

(a) whether any facilities were provided to educate the handicapped, specially the deaf and dumb children during the last three plans; and

(b) if so, the details thereof?

The Minister of State in the Department of Social Welfare (Shrimati Phuleesu Gaba): (a) Yes, Sir.

(b) Scholarships were awarded to handicapped students during the three plans as follows:-

Plan	Blind	Deaf	Orthopedically Handicapped
I	20	1	
II	185	236	228
III	435	400	942
	640	646	1170

In addition, the following institutions were established by the Central Government:-

1. Model School for Blind Children, Dehra Dun. This is a Secondary school providing free board, lodging, clothing and tuition to approximately 70 boys and girls.

2. Model School for Mentally Retarded Children, New Delhi. This school provides educational facilities to about 111 mentally retarded children.

3. Training Centre for the Adult Deaf, Hyderabad. This Centre pro-

vides training in engineering and non-engineering occupations to about 60 deaf students.

4. National Library for the Blind, Dehra Dun: This library circulates braille books free of cost to nearly 600 braille readers throughout the country.

Income Tax due from Shri Haridas Mundhra

1195. Shri P. K. Ghosh:
Shri Kartik Oraon:

Will the Minister of Finance be pleased to state:

(a) the total arrears of income-tax recoverable from Shri Haridas Mundhra till this date; and

(b) the steps Government propose to take to realise the same?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Rs. 3,12,29,131.

(b) All possible steps provided in the Act including attachment of all known assets have been taken to recover the arrears. The attachment of several assets has been challenged in various courts. The suits pending in the courts are being contested by the Government and every effort is being made to realise the arrears expeditiously.

Wage Freeze

1196. Shri K. Haldar: Will the Minister of Finance be pleased to state:

(a) whether Government are in favour of Wage Freeze in the existing political climate;

(b) if so, the measures proposed to be taken for maintaining price stability; and

(c) the exact level at which the 1989 prices are to be pegged?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Government consider it desirable that there should be restraint on wage increases in the present situation.

(b) and (c). Government recognise that a restraint on wage increases requires a corresponding restraint on increase in prices. Budgetary, credit and other policies are geared to this end.

Indian Investment Centre

**1197. Shri Shashi Ranjan:
Shri Sidheshwar Prasad:**

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Indian Investment Centre is being replaced by Foreign Investment Board;

(b) if so, the reasons therefor and the difference between the two; and

(c) when this change is likely to take place?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

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

Hindustan Latex, Kerala

1199. Shri A. Sreedharan: Will the Minister of Health and Family Planning be pleased to state:

(a) whether production has started in the Hindustan Latex, Kerala; and

(b) if not, when it is likely to start?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) No, Sir.

(b) The factory of the Hindustan Latex Ltd. at Trivandrum is expected to start production by the third quarter of 1968.

'Famine Levies' on Minerals and Metals in Bihar

**1200. Shri P. K. Ghosh:
Shri Kartik Oraon:
Shri K. N. Pandey:**

Will the Minister of Finance be pleased to state:

(a) whether the Government of Bihar have presented a memorandum seeking permission to impose surcharges of 'Famine Levies' on minerals and metals; and

(b) if so, the reaction of Government thereto?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) Does not arise.

Medical College and Hospital at Wardha

1201. Shri D. S. Patil: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government have decided to put up a Medical College and Hospital at Wardha to immortalise the memory of Gandhiji at Sevagram; and

(b) if so, the probable date of starting and completing the Medical College and Hospital there?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b). The Kasturba Health Society, Sewagram, propose to open a Medical College at Sewagram near Wardha. The question of rendering financial assistance to the Society for the purpose is under consideration.

Upgradation of Nagpur City

1202. Shri D. S. Patil: Will the Minister of Finance be pleased to state:

(a) whether there is a demand by the Central Government employees

at Nagpur and also by the Government of Maharashtra to upgrade the city of Nagpur;

(b) if so, whether Government have taken any decision to upgrade the city;

(c) if not, the reasons therefor; and

(d) when the decision is likely to be taken in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir. Representations have been received for upgrading the city of Nagpur as 'B-1' for purposes of city compensatory and house rent allowances.

(b) and (c). No, Sir. Nagpur does not qualify for upgradation according to the existing criterion.

(d) Does not arise.

Revenue Received from Central Excises in Orissa

**1203. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhai:**

Will the Minister of Finance be pleased to state the amount of revenue received from Central Excises from Orissa State during 1966-67?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): The amount is Rs. 19,43,88,000/ approximately.

Shifting of Office of the Deputy Accountant General, Orissa to Bhubaneshwar

**1204. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:**

Will the Minister of Finance be pleased to state:

(a) whether the entire office of the Deputy Accountant General, Orissa

at Puri has been shifted to the main Office at Bhubaneshwar;

(b) if not, which sections are still functioning at Puri; and

(c) the reasons for not shifting them to Bhubaneshwar?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). The information is being obtained and will be laid on the Table as soon as available.

Quarters for Employees of Accountant-General's Office, Orissa

**1205. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:**

Will the Minister of Finance be pleased to state:

(a) whether the newly constructed staff quarters of the Accountant-General, Orissa are ready for occupation;

(b) whether these staff quarters are sufficient as compared to the employees working in the Office at present; and

(c) if so, the steps taken by Government to provide residential accommodation to all the employees of the Accountant General's Office, Orissa?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The quarters presently under construction at Bhubaneshwar are likely to be ready by September, 1967.

(b) and (c). A phased programme of construction of residential quarters is in progress. Another lot of 256 quarters is proposed to be taken up for construction after work on the current construction is over.

Price of Caustic Soda

1206. **Shri Ramachandra Ulaka:**
Shri Dhulshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhat:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the price of Caustic Soda has gone up recently;

(b) if so, the reasons therefor; and

(c) the steps taken to check the rise in price?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri K. Raghu Ramiah): (a) Yes. The ex-works prices of different varieties of Caustic Soda have gone up by Rs. 64. per tonne with effect from October, 1966.

(b) There is no control on the price of Caustic Soda. The industry has reported that the price increase is due to increase in cost of production

(c) The Tariff Commission has been requested by Government go into the cost structure of Caustic Soda and to recommend fair selling prices. The Report of the Commission is awaited.

Ghata Prabha Project

1207. **Shri M. N. Naghaur:** Will the Minister of Irrigation and Power be pleased to state:

(a) when the Ghata Prabha Project in Gokak Taluk, Belgaum District of Mysore was started;

(b) the irrigation potential created and developed so far;

(c) the period of supply of water;

(d) when it is proposed to construct a reservoir and when it is likely to be completed;

(e) the cost of the Project; and

(f) the annual provision for the project during the Fourth Five Year plan period?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The Ghata Prabha Project was started in 1949.

(b) Irrigation potential created to the end of Third Five Year Plan is 91,600 acres.

(c) Left Bank Canal Stage I at present is only a monsoon canal till the construction of storage reservoir at Hidkal is completed.

(d) The Reservoir envisaged in the Project is under construction and the Project is scheduled to be completed in the Fifth Plan.

(e) The estimated cost of the Project is Rs. 1894 lakhs.

(f) The Government of Mysore provided a sum of Rs. 46 lakhs for this project during 1966-67. The State Government proposed a provision of Rs. 453 lakhs for 1967-68 and Rs. 1806 lakhs for the Fourth Five Year Plan. The outlays for Fourth Plan and for 1967-68 are yet to be finalised.

Petro-Chemical Complex at Barauni

1208. **Shri Kameshwar Singh:**
Shri A. Sreedharan:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) the progress so far made to instal the Petro-Chemical Complex at Barauni; and

(b) when it will be completed?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) and (b). A feasibility study for the Aromatics Project comprising of extraction of benzene and xylenes at Barauni has been prepared. Even though, this report envisages completion of the first phase of the project by 1971, it is likely that the implementation is

delayed since the down-stream units linked to the project have to be properly planned. It is estimated that the first phase of the project will commence operation in 1972.

A letter of intent has been issued for setting up a Wax Cracking Unit at Barauni to M/s. Atlantic Richfield Co., but its progress depends upon the assurance of supply and the quality of the slack wax from the Lube Oil Plant of the refinery. Indian Oil Corporation have not yet been able to send the required sample of wax to the party. Further progress can be made only after the slack wax sample is supplied and analysed.

House Building Advances in Orissa and Rajasthan

1209. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka;
Shri K. Pradhani;
Shri Heerji Bhai:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of applications received from the Central Government Employees in Rajasthan and Orissa for house building advances up-to-date separately;

(b) the number of applications approved by Government; and

(c) the total amount of loan granted to them so far?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh):

(a)	Rajasthan	96
	Orissa	159
(b)	Rajasthan	69
	Orissa	132
(c)	Rajasthan	Rs. 8,76,166
	Orissa	Rs. 9,41,255

Slum Clearance in Rajasthan and Orissa

1210. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka;
Shri K. Pradhani;
Shri Heerji Bhai:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount actually granted for slum clearance in Rajasthan and Orissa during 1966-67 respectively; and

(b) the amount proposed to be allotted for the same purpose to Rajasthan and Orissa during 1967-68 separately?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) As these two State Governments did not report any expenditure during the year 1966-67 under the Slum Clearance Scheme, no financial assistance was granted to them for that year.

(b) The Government of Rajasthan have not made any provision under the Scheme during the year 1967-68. They will not therefore be eligible to get any Central financial assistance for this year. As regards Orissa, the central assistance tentatively proposed to be provided this year is Rs. 15 lakhs.

Irrigation and Power Research Schemes Sanctioned for Rajasthan

1211. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka;
Shri Heerji Bhai;
Shri K. Pradhani:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether any research schemes have been sanctioned or are proposed to be sanctioned by the Central Board of Irrigation and Power in Rajasthan during 1967-68; and

(b) if so, the details thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). The proposal for allotment of the following power problems to the Rajasthan State Electricity Board for research under the scheme of Basic and Fundamental Research on Power Problems during 1967-68 is under active consideration in consultation with the Central Board of Irrigation and Power:—

- (i) Study of insulator contamination in polluted and industrial atmosphere;
- (ii) Transmission Line Support Design;
- (iii) Lightning Effect on Overhead Lines.
- (iv) Vibration Problems of Overhead Lines.

Irrigation and Power Schemes of Rajasthan Government

1212. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhal:
Shri K. Pradham:

Will the Minister of Irrigation and Power be pleased to state the number of irrigation and power schemes of the Government of Rajasthan pending at present with the Central Government for sanction with their details in terms of money involved and the benefits expected from them?

The Minister of Irrigation and Power (Dr. K. L. Rao): A statement giving the requisite information is laid on the Table of the House. [Placed in Library. See No. L.T-482/67].

Assistance for Flood Control Schemes

1213. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhal:
Shri K. Pradham:

Will the Minister of Irrigation and Power be pleased to state:

- (a) the extent of assistance given to the Rajasthan Government for Flood Control Schemes during 1966-67; and
- (b) the names of Schemes for which the assistance was granted?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The total of loans sanctioned to the Government of Rajasthan in 1966-67 for approved flood control schemes amounted to Rs. 1.31.34,000.

(b) Out of the above amount, a loan of Rs. 1,08,34,000 was given as earmarked assistance for the Ghaggar Flood Control Scheme. The balance amount was sanctioned for financing other approved flood control schemes included in the Plan as a whole.

Evasion of Income-tax in Orissa

1214. Shri K. Pradham:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhal:

Will the Minister of Finance be pleased to state the number of cases regarding the evasion of income-tax in Orissa which are pending at present?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deas): 223 as on 15-5-1967.

Irrigation Schemes in U.P. and Madhya Pradesh

1215. Shri K. Pradham:
Shri Ramachandra Ulaka:

Shri Dhuleshwar Meena:
Shri Heerji Bhai:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 700 on the 6th April, 1967 and state:

(a) whether the proposals for irrigation in the Fourth Five Year Plan which have been formulated by the Government of Uttar Pradesh and Madhya Pradesh and which are under discussion with the Planning Commission have since been finalised; and

(b) if so, the results thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) : Not yet.

(b) Does not arise.

Refinery -cum- Lube Plant at Haldia

1216. Shri K. Pradhani:
Shri Ramachandra Ulka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:

Will the Minister of **Petroleum and Chemicals** be pleased to refer to the reply given to Unstarred Question No. 701 on the 6th April, 1967 and state:

(a) whether any final decision has since been taken on the Refinery-cum-Lube Plant at Haldia; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghuramaiah): (a) No.

(b) Does not arise.

Breach in Kamala Embankment

1217. Shri Bhogendra Jha: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that to the north of Babu Barhi, a permanent breach of about two miles length has been left in the eastern Kamala embankment resulting in damage to thousands of acres of crops every year; and

(b) if so, when this long gap in the embankment will be completely closed?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) A gap of about 6 miles has been deliberately left in the eastern embankment on the Kamla from Bhakua to Barhi in order to admit the flow of Balan, Soni and Dhauri rivers into the Kamla.

(b) There is no proposal to close this gap which has deliberately been left after due technical consideration at the time of construction of the Embankment on Kamla river.

Reorganisation of Finance Ministry

1218. Shri S. K. Tapuriah:
Shri D. N. Patodia:
Shri Mohamed Inam:
Shri Gadilingana Gowd:

Shri Omkar Lal Barwa:
Shri Y. A. Prasad:

Will the Minister of Finance be pleased to state:

(a) whether he proposes to reorganise his Ministry;

(b) if so, the details thereof; and

(c) the economy in expenditure and efficiency expected as a result of the proposed reorganisation?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deval): (a) to (c). It has been decided to abolish the Department of Coordination and to distribute the work of the Finance Ministry under three Secretaries, as against the existing four Secretaries. Reduction in the strength of other officers and staff will also be made. As the regrouping of subjects will be on a functional basis, it is expected to lead to greater efficiency.

A saving of over Rs. 2 lakhs during the remaining part of 1967-68 is expected.

राष्ट्रीय नेताओं की स्थापिका

1219. श्री बलराम सिंह कुलवाहू : क्या निर्माण, आवास तथा संभरण मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या मन्तव्यना मंत्रालय के नेतानियों, नेताजी मुभायचन्द्र बोस, सरदार भगत सिंह, श्री चन्द्रसेखर आजाद की मनाशियां बनाने के प्रस्ताव पर सरकार विचार कर रही है;

(ख) यदि हां, तो इन मनाशियों के निचे कौन से स्थानों को बनाने का विचार है तथा ये मनाशियां कब तक बनाई जायेंगी ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

निर्माण, आवास तथा संभरण मंत्रालय में उप-मंत्री (श्री इकबाल सिंह) : (क) के (ग). कदाचित सरस्य महोदय का तात्पर्य नेताओं की मूर्तियां स्थापित करने से है। सरकार सांख्यिकि ङर्षों पर मूर्तियां स्थापित करने के प्रस्ताव की मुकुषात नहीं करती। ऐसे प्रस्तावों को निगम निकावों, सैर-सरकारी संगठनों अथवा व्यक्तिगत तौर पर जो कि इन सम्बन्ध में पूर्ण स्वयं को संभालें, के द्वारा परिचालित करने होने है। दिल्ली में मूर्तियों के मर्षी प्रस्तावों पर सरकार के द्वारा स्थापित मर्षिन के द्वारा पहले विचार किया जाता है, जो कि मर्षिन की निकारिजों के आधार पर व्यक्तिगत मामलों पर निर्णय करनी है।

नेताजी मुभायचन्द्र बोस की मूर्ति के स्थापन का प्रस्ताव भारतीय नवयुवक मंच के द्वारा सैर किमी आर्थिक प्रस्ताव के प्राप्न हुआ है। ममद भवन के आगने में सरदार भगत सिंह की मूर्ति स्थापित करने के ङर्षों को देने का प्रस्ताव इडिशन ग्वांस्पुशनरीय एमॉर्षिभवन, इलाहाबाद ने किया है। ये प्रस्ताव अकी तक सरकार के विभागधीन हैं। श्री चन्द्र सेखर आजाद की मूर्ति के सम्बन्ध में कोई प्रस्ताव प्राप्न नहीं हुआ है।

पिछड़ी जातियों का उद्धार

1220. श्री बलराम सिंह कुलवाहू : क्या स्थापक मन्त्रालय मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह मंच है कि सरकार ने पिछड़ी जातियों के उद्धार के निचे सची राज्यों की विलीय महायता अन्व कर दी है;

(ख) यदि हां, तो क्या सरकार के विलीय महायता के स्थान पर पिछड़ी जातियों के निचे सेवा में कुछ पर सुरक्षित किसे है तथा कुछ उद्योगों में कुछ कोटा अथवा प्रति-असता निधारित की है और

(ग) यदि हाँ, तो उसका खोला क्या है ?

समाज कल्याण विभाग में राज्य मंत्री

(श्रीमती कुल देव गुरु) : (क) नहीं ।

(ख) घोर (ग) प्रश्न नहीं उठने ।
सेवाओं में पिछड़ी जातियों के लिये पदा का प्रारक्षण पहले की तरह जारी है ।

person from Lucknow as he arrived at the Bangalore Railway Station by the Secundrabad-Bangalore Express on the 21st April, 1967; and

(b) if so, the steps Government have taken in the matter so far?

The Deputy Prime Minister and the Minister of Finance (Shri Morarji Desai): (a) The information is correct, except that the quantity of Opium seized is 6300 grams.

Gold and Currency seized in Calcutta

1221. Shri Vishwa Nath Pandey: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that gold valued at about Rs. 60,000 together with currency notes to the value of Rs. 50,000 were seized on the 19th April, 1967 by the Calcutta Customs from a shop at Burra Bazar, Calcutta; and

(b) if so, the steps which Government have taken in the matter so far?

The Deputy Prime Minister and Minister of Finance, (Shri Morarji Desai): (a) On 19th April 1967 the Calcutta Customs authorities searched a shop in Monohardes Street, Calcutta and seized gold valued at about Rs. 19,682 at the international rate (the market value of which is Rs. 40,000 approx.) and Indian currency notes worth Rs. 51,076.

(b) Three persons were arrested in this connection and produced before the Court who enlarged them on bail of Rs. 5,000 each. Investigation for the purposes of departmental adjudication are still in progress.

Opium Seized from a Passenger at Bangalore Railway Station

1222. Shri Vishwa Nath Pandey: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Central Excise at Bangalore seized opium weighing 6,300 grams from a

(b) The case was made over to Railway Police Bangalore on 22nd April, 1967, and the accused has been convicted by Court on 27th April, 1967 under Sections 9(A) and (B) of Opium Act and fined Rs. 500 on each count and on default, to serve a sentence of simple imprisonment of one month on each count consecutively. The seized opium has been confiscated.

Central Social Welfare Board

1223. Shri Onkar Lal Berwa:
Shri Ram Kishan Gupta:
Shri R. K. Sinha:
Shrimati Savitri Shyam:

Will the Minister of Social Welfare be pleased to state:

(a) whether there is any proposal to convert the Central Social Welfare Board into a charitable company;

(b) if so, the details thereof; and

(c) how it will help in stepping up social welfare work?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenn Guha): (a) Yes, Sir. One of the alternative proposals under consideration is to convert the Central Social Welfare Board into a charitable company under section 25 of the Companies Act, 1956.

(b) The broad outlines of the proposal are laid on the Tables of the House. [Placed in Library. See No. LT-493/67].

(c) By giving a legal status to the Board it is hoped to improve the working of social welfare programmes. The Board is expected to enjoy a larger measure of autonomy in day-to-day working, with freedom to experiment with new ideas and schemes and thus secure the active participation of a large number of voluntary social workers. Besides the legal status will contribute to the growth of public accountability and responsibility.

किस कर्षों को चलाने के लिये बिजली

1224. श्री ग्यारस सिंह भारती : क्या बिजली और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय नलकूपों तथा पम्पिंग सेटों को चलाने के लिए कितने प्रतिशत बिजली की सप्लाई की जा रही है ;

(ख) नये बीजों, खाद तथा खेती के तरीकों को ध्यान में रखते हुए, क्या सरकार ने इस बात का कोई अनुमान लगाया है कि देश में नल-कूपों की ज्यादा से ज्यादा कितनी आवश्यकता है और उनको चलाने के लिए कितने क्रिमोशट बिजली की आवश्यकता है ;

(ग) यदि हां, तो क्या सरकार ने ऐसी कोई दीर्घकालीन दृष्टि योजना तैयार की है जिसके अन्तर्गत देश में उन सभी नल-कूपों को बिजली के बजाये जाने की सम्भावना है, बिजली ही जायेगी ; और

(घ) यदि हां, तो उसकी रूप-रेखा क्या है ?

जिम्मेदार और विद्युत मंत्री (श्री० सु० सु० शर्मा) : (क) नलकूपों और पम्पों को चलाने के लिए काम में लाई गई ऊर्जा के सम्बन्ध में दृष्ट-पूर्वक आंकड़े उपलब्ध नहीं हैं। परन्तु 1965-66 के दौरान देश में लगी गई कुल ऊर्जा का लगभग 8.9 प्रतिशत भाग ऊर्जा सम्बन्धी कार्यों में लक्ष्य था।

(ख) बीबी पंचवर्षीय योजना में निम्नलिखित का निर्माण परिकल्पित है :—

1. लगभग 5000 प्रतिदिन सरकारी नलकूप, जिनमें से लगभग 4000 बिजली से चलाए जाएंगे।
2. लगभग 1 लाख तैर-सरकारी नल-कूप, जिनमें से लगभग 50 लाख बिजली से चलाए जाएंगे।
3. छोटे गये कूरो और सरिताओं आदि में लगभग 8 लाख पम्पों का लगाना।

इन नल-कूपों/पम्पों को ऊर्जित करने का काम मुख्यतः ग्राम विद्युतन कार्यक्रम के अन्तर्गत किया जाएगा। इन उद्देश्य के लिये अधिकार राज्यों में बिजली पर्याप्त मात्रा में उपलब्ध होगी।

(ग) बीबी पंचवर्षीय योजना के आगे की अवधि के लिए नल-कूपों के निर्माण, पम्पों के प्रतिष्ठापन की कोई ठीक-ठीक योजना नहीं बनाई गई है। परन्तु न-जल के सर्वेक्षण तथा अनुसन्धान के काम में बीबी योजना के दौरान तेजी लाई जा रही है और जनता विकास कार्यक्रम इन सर्वेक्षणों के परिणामों पर और कुछ हद तक बीबी योजना के दौरान हुई कार्यवाही पर आधारित होगा।

(घ) प्रश्न नहीं उठता।

उत्तर प्रदेश के बांधों में बिजली लगाना

1225. श्री ग्यारस सिंह भारती : क्या बिजली और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में केन्द्रीय सरकार ने उत्तर प्रदेश सरकार को बांधों में बिजली लगाने तथा नलकूपों को चलाने के

निये बिजली देने के लिये कुल किन्नी सहायता दी है; और

(ख) उस सहायता से किन्नी गांवों तथा नलकूपों के लिये बिजली की व्यवस्था की गई है?

लियाई और विद्युत् संघों (डा० कु० म० राव) : (क) इस उद्देश्य के लिये उत्तर प्रदेश सरकार को पिछले तीन वर्षों में दी गई कुल केन्द्रीय ऋण सहायता वर्ष-वार नीचे बताई जाती है :—

वर्ष	केन्द्रीय ऋण सहायता लाख रु० में
1964-65	265.00
1965-66	591.79
1966-67	1529.97
कुल	2386.76

(ख) इन मामलों में उत्तर प्रदेश सरकार को सहाहू ली गई थी जिन्होंने निम्नलिखित जानकारी दी है :—

वर्ष	जिन व्यक्तियों में बिजली दी गई उनको संख्या	गैर-सरकारी अधिकार नल-कूपों और पंपों की संख्या
1964-65	2152	(उपरोक्त नहीं परन्तु 31-3-65 तक 4554 गैर-सरकारी नल-कूपों को अक्षित किया गया।)
1965-66	671	4729
1966-67	110	19619
कुल	2,933	28802

गोरखपुर उबरक कारखाने में अनुसूचित जातियों के कर्मचारी

1226. डा० मन्मथ प्रसाद : क्या वेदुल्लिखित और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर उबरक कारखाने में इस समय काम कर रहे पहली श्रेणी, दूसरी श्रेणी, तालनी और चौथा श्रेणी के कर्मचारियों की संख्या कितनी है; और

(ख) उपरोक्त श्रेणियों में अनुसूचित जातियों के कर्मचारियों की पृथक-पृथक संख्या कितनी है ?

वेदुल्लिखित और रसायन, बोकारो तथा रसायन कल्याण मंत्रालय में राज्य मंत्री (श्री रघुरामैया) : (क) और (ख) उपरोक्त सूचना इस प्रकार है :

पद की श्रेणी	कर्मचारियों की कुल संख्या	अनुसूचित जातियों के कर्मचारियों की संख्या
i	95	5
ii	41	1
iii	653	8
iv	366	38
	1155	47

उत्तरक कारखाना, गोरखपुर

1227. डा० महादेव प्रसाद :

श्री विद्यमानाथ पाण्डेय :

यदि पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर में उत्तरक कारखाने के निर्माण में अब तक क्या प्रगति हुई है; और

(ख) अब तक कुल कितनी राशि खर्च की जा चुकी है ?

पेट्रोलियम और रसायन, योजना तथा सञ्चालन कक्षीय मंत्रालय में राज्य मंत्री (श्री रघुराज्य) : (क) जहाँ तक विविध कार्य और गन्ध एंड मशीनरी के लगाने का सम्बन्ध है, परियोजना अग्रिम स्थिति में है। नवम्बर / दिसम्बर 1967 तक परियोजना के पूरे होने की आशा है।

(ख) मार्च, 1967 के अन्त तक परियोजना पर खर्च की गई वास्तविक धनराशि 25.5 करोड़ रुपये थी और वचनबद्ध पर धनराशि (undischarged) धनराशि 5.32 करोड़ रुपये।

गोरखपुर उत्तरक कारखाना

1228. डा० महादेव प्रसाद : क्या पेट्रोलियम तथा रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर उत्तरक कारखाने में इस समय कुल कितने व्यक्ति कार्य करने हैं;

(ख) इसमें उत्तर प्रदेश के पूर्वी जिलों के लोगों की संख्या कितनी है; और

(ग) कारखाना चालू हो जाने पर कितने कर्मचारी रखे जायेंगे ?

पेट्रोलियम और रसायन, योजना तथा सञ्चालन कक्षीय मंत्रालय में राज्य मंत्री (श्री रघुराज्य) : (क) 1428 नियमित कर्मचारी। 324 दैनिक दर पर कर्मचारी।

(ख) 803 नियमित कर्मचारी। 312 दैनिक दर पर कर्मचारी।

(ग) लगभग 1800 नियमित कर्मचारी।

Imports from U.S.A.

1229. श्री Bhogendra Jha: Will the Minister of Finance be pleased state:

(a) whether it is a fact that the World Bank had been pressing to liberalise imports specially from USA;

(b) whether upto now the result of such liberalisation has not been helpful to the Indian interests; and

(c) if so, whether Government propose to undo the same?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) and (c). Better availability of imported raw materials, components and spares for the priority industries has helped in increasing industrial production and liberal imports of fertilisers, pesticides etc., are helping agricultural operations. In view of the benefits of the liberal import policy, it is proposed, as stated in para 21 of the Budget Speech of 25th May 1967, to continue it while taking care to safeguard all legitimate Indian interests.

Central Equipment Pool

1230. Shrimati Jyotma Chanda: Shri K. N. Pandey:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have any proposal under consideration for the formation of a Central Equipment pool to procure equipment under foreign assistance and to supply equipment to the States and project authorities on a no-profit no-loss basis; and

(b) if so, the details thereof and the cost involved?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes..

(b) The broad features of the scheme, as tentatively finalised, are that for the Central Equipment Pool which will be set up in the Central Water and Power Commission, earth-moving and construction equipment will be procured for renting out to State Irrigation projects. After the need of one projects for the equipment so allotted is over, it will be transferred to another State/Project according to needs. The Pool, will however, not cover the requirements of equipment in respect of projects already tied to specific foreign credits. The accounts of the Central Equipment Pool will be maintained on commercial basis and the scheme will be operated on a no-profit-no-loss basis. The programme of work in any State will be examined at the time the equipment is rented out to the individual State, so that on completion of one project, the equipment is deployed on another project in the same State or an another project in another State as may be considered necessary. Proper facilities for up-keep, maintenance, repairs and overhaul of machines will be provided by the Central and Regional workshops in each State.

The total cost of operation of the scheme over a period of five years is estimated to be about Rs. 55.43 crores (gross) inclusive of Rs. 26.14 crores of foreign exchange component for equipment and initial spare parts.

The object of setting up the Pool is to achieve more efficient utilisation of earthmoving and construction equipment on irrigation projects.

Construction Works in U.P.

1231. Shri K. N. Pandey: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Central Government have provided Rs. 45 crores for construction works in the field of agricultural production,

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minor irrigation and education in Uttar Pradesh during the Fourth Plan period; and

(b) if so, the works which will be undertaken in the State?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) and (b). Central Government does not provide assistance for construction works as such. The outlays for each of the programmes of agricultural production, minor irrigation and education, are determined by the State Governments on the advice of the Commission. The details of the programmes such as requisite construction works are sanctioned by the State Government. Central assistance is related to overall programmes.

Medical Personnel and Contraceptives for Sweden

1232. Shri K. N. Pandey: Will the Minister of Health and Family Planning be pleased to state:

(a) whether the Government of Sweden have approached Government to provide contraceptives and medical personnel for intensive family planning work in their country; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) The matter is under negotiation.

Welfare of Tribal People in West Bengal

1233. Shri Samar Guha: Will the Minister of Social Welfare be pleased to state:

(a) whether Government are aware that large parts of tribal areas of Bankura and Purulia Districts of West Bengal are under the grip of near famine conditions; and

(b) whether Government have undertaken any scheme of social welfare to help the poor people of these areas?

The Minister of State in the Department of Social Welfare (Shrimati Pharens Gaba): (a) There have been reports about these areas having been affected by drought.

(b) Information has been called for from the State Government.

दुनाई की ऊन की रंगाई पर उत्पादन शुल्क

1234. श्री हरदबाल देवचुण : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को दुनाई की ऊन रंगने के उद्योग को धीरे से इस भाग्य का कोई सम्भाव्यता मिला है कि दुनाई की ऊन की रंगाई पर से केन्द्रीय उत्पादन शुल्क हटाया जाये; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री जोरारजी देसाई) : (क) जी, हां ।

(ख) मामला विचाराधीन है ।

Contraband Gold Hauled at Bombay

1235. Shri Vshwa Nath Pandey: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that fire was opened by the officials of the Marine Preventive Division of the Central Excise to scade away gang of smugglers and to effect a haul of contraband goods valued at Rs. 10 lakhs at Bombay on the 11th May, 1967;

(b) if so, the details thereof; and

(c) the action taken by Government in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Deesai): (a) and (b). In the early hours of 12th May, 1967 the officers of the

Marine and Preventive Division of the Bombay Central Excise Collectorate had to fire in the air in order to effect seizure of some smuggle goods landed on the sea-beach off Cadell Road, Mahim, Bombay. The smugglers escaped, but an Ambassador car parked in front of a house on Cadell Road was seized, and on search thereof, 8,500 wrist watches worth about Rs. 9,50,000 were recovered. Further searches around the house and on the beach resulted in the seizure of six packages of cigarettes worth about Rs. 16,000 and 14 packages of nylon yarn worth about Rs. 75,000.

(c) The case is under investigation.

Cycloserine

1236. Dr. M. Santosham: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government propose to import certain essential life saving drugs such as Cycloserine, which are freely available in other countries, but are not obtainable in India; and

(b) if so, the steps proposed to be taken in the matter?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b): The Government do not have any proposal at present for importing by themselves any life saving drugs such as 'Cycloserine' etc. However, Cycloserine is at present being imported both in bulk and finished form by pharmaceutical manufacturers and importers.

Similarly, other life saving drugs whose production has not yet been established are allowed to be imported in bulk for further processing.

Tawa Irrigation Project

1237. Shri Nitiraj Singh Chaudhary: Will the Minister of Irrigation and Power be pleased to state:

(a) when and by whom the Tawa Irrigation project was surveyed;

(b) whether rock found on masonry dam site was then tested for its suitability for base of masonry dam;

(c) if not, the reasons therefor;

(d) if the reply to part (b) above be in the affirmative, the reasons for carrying out experiments now at Poona;

(e) whether the masonry dam design is ready and whether it has been sent to the Project Engineers; and

(f) if not, the time by which the same is likely to be ready?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The Central Water and Power Commission carried out investigations for the Project during 1949-51. The topographical surveys and the geological explorations were done with the help of the Survey of India and the Geological Survey of India respectively. Subsequently, detailed surveys and investigations were carried out by the State P.W.D. in the year 1957 for the preparation of detailed designs.

(b) A few samples of the rock were tested for crushing strength and it was found that in the river bed, in a length of about 1400 feet, the rock was suitable for locating the masonry spillway. Further tests were, however, to be carried out.

(c) Does not arise.

(d) When the foundations were excavated for some portions of the masonry dam, it was found that the rock in a portion of the foundation comprised of weak sand stone with bands of coaly shales. On testing a number of these samples for crushing strength, it was found that the rock was weak for the foundation of masonry dam of the height required at site. As no risk can be taken in a structure of this magnitude, more detailed investigations were

considered necessary before starting construction. Further detailed tests, such as Triaxial shear tests, photoelastic model tests etc. have been carried out at the Central Water and Power Research Station, Poona and some more tests have to be done on alternative designs, before deciding on most economical and safe design. Such additional tests are not unusual as new features come to light during excavation of foundation.

(e) and (f). Specification drawings for masonry as well as earth sections were supplied by the Central Water and Power Commission in 1963 for a dam with full reservoir level at 1184 designed for both irrigation and power generation. The State Government have, however since decided to build the dam for an FRL of 1166 for irrigation with only incidental power generation. The designs for the dam with the reduced height are under preparation in the Central Water and Power Commission and will be furnished to the State Government after completion of hydraulic, photo-elastic and other tests and studies required to ensure a safe dam. This is expected to take about six months or so.

Rent of Buildings in Chandigarh

1222. Shri K. N. Pandey: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government have fixed any rent for the buildings being used by the Governments of Punjab and Haryana in the Union Territory of Chandigarh; and

(b) if so, how much rent has been paid by each Government so far?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). No Sir. The matter is under consideration.

Electricity for Madhya Pradesh from Rihand and Hirakud Projects

1239. Shri G. S. Mishra: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Governments of U.P. and Orissa are making available adequate power at agreed rates from the Rihand and Hirakud projects respectively to the Government of Madhya Pradesh as was agreed upon when the construction work was taken up;

(b) if so, the details thereof; and

(c) if not, whether Government propose to resolve the inter-State dispute in the matter?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No power supply has yet been made available to Madhya Pradesh either from the Rihand Project or from the Hirakud Project.

(b) Does not arise.

(c) Both Uttar Pradesh and Madhya Pradesh have agreed that 15 per cent of saleable energy from Rihand would be supplied to Madhya Pradesh. The rate for the above power supply has also been settled. The transmission line from the UP/MP border to Morwa in Madhya Pradesh is ready. In Uttar Pradesh, the corresponding transmission line from Rihand to the border is in an advanced stage of construction. This section, however, is expected to be completed by September 1967 when power supply from Rihand to Madhya Pradesh will commence.

As regards power supply from Hirakud to Madhya Pradesh, it has been agreed by Orissa and Madhya Pradesh that 5 MW of power will be supplied. In Madhya Pradesh, the transmission line from the Orissa/MP border to Raigarh is expected to be completed by March 1968. In Orissa, the corresponding transmission line from Brajaraj Nagar to the border is to be cons-

tructed. The rate for power supply is under discussion and is expected to be finalised soon.

Tariff rates or power supplied to Hindustan Aluminium Company, Mirzapur and M.P. Government

1240. Shri G. S. Mishra: Will the Minister of Irrigation and Power be pleased to state:

(a) the rate of tariff at which power is being made available by the U.P. Electricity Board to the Hindustan Aluminium Company at Mirzapur and the rate of tariff at which power is supplied by them to the Madhya Pradesh Government;

(b) whether there is any difference in the rate of tariff; and

(c) if so, the reasons therefor?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Bulk power is being supplied from the Rihand system to the Hindustan Aluminium Corporation at the following rates:

(i) For an initial maximum demand of 55 MW—1,997 paise/kwh.

(ii) For additional maximum demand of 45 MW—3,506 paise/kwh subject to coal price adjustment.

No power is being supplied from the Rihand system to Madhya Pradesh yet.

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

Small-Pox Vaccine

1241. Shrimati Jyotsna Chanda: Will the Minister of Health and Family Planning be pleased to state:

(a) whether it is a fact that U.S.S.R. has offered Small-Pox Vaccine to assist anti-Small-Pox campaign launched by Government; and

(b) if so, how much vaccine has been offered?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) The quantity of freeze-dried small-pox vaccine now offered by the U.S.S.R. Government is 100 million doses per year. During the current year, 8.60 million doses of the vaccine have already been received. In the earlier years, the U.S.S.R. Government had supplied 650 million doses in three instalments of 250, 200 and 200 million doses.

सम्पदा मुक्त

1242. श्री जति मूखः क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) उन मृतपूर्व बड़ी रियासतों की संख्या कितनी है, जिनके मृतपूर्व शासकों की मृत्यु के पश्चात् उनके उत्तराधिकारियों ने सम्पदा मुक्त लेना चाही है;

(ख) उन मृतपूर्व शासकों की संख्या कितनी है, जिनकी मृत्यु के बाद सरकार को उन के उत्तराधिकारियों से इस भाग्य के प्रावेदन पत्र मिले हैं कि मृतकों द्वारा छोड़ी गई सम्पत्ति पारिवारिक सम्पत्ति घोषित की जाये,

(ग) खानिदर के महाराजा की मृत्यु के बाद उनके उत्तराधिकारी से सरकार को कितनी राशि सम्पदा मुक्त में मिली तथा सभी सम्पदा मुक्त की कितनी राशि लेनी बकाया है; और

(घ) मृतपूर्व शासकों के उत्तराधिकारियों ने इन समय कितनी बकाया राशि वसूल की जागी है सरकार का इस राशि को किस ढंग से वसूल करने का विचार है और यह कि कब तक वसूल कर ली जायेगी ?

उप-प्रश्न मंत्री तथा वित्त मंत्री (श्री नीरारजी देसाई) (क) से (घ). सूचना इकट्ठी की जा रही है और यथा सम्भव कीज सदन की सेवा पर रख दी जायेगी।

Accommodation for Staff of Trade Marks Registry Office, Okhla

1243. श्री M. L. Sondhi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Trade Marks Registry Office, Okhla Industrial Estate is a subordinate office under the Ministry of Industrial Development and Company Affairs;

(b) whether it is also a fact that employees of other Central Government Offices situated in Okhla Industrial Estate are getting Government allotment through the Directorate of Estates;

(c) whether it is also a fact that this Trade Marks Registry Office was declared eligible for residential accommodation by the Directorate of Estates as early as July, 1962; and

(d) if the replies to parts (a) to (c) above be in the affirmative, why the employees of the Trade Marks Registry Office are not being allotted Government accommodation by the Directorate of Estates as per existing rules?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Yes.

(b) Employees of those Government Offices, the location of which at Delhi has been approved by the Accommodation Advisory Committee and are otherwise eligible for allotment of general pool accommodation according to the Allotment Rules, are allotted accommodation on their turn.

(c) No.

(d) The location of the Trade Marks Registry Office in Delhi has not been approved by the Accommodation Advisory Committee, which is a pre-requisite condition for becoming eligible for allotment of general pool accommodation.

Grants for construction of Dam

1244. Shri S. A. Agadi: Will the Minister of Irrigation and Power be pleased to state the amounts given as loans and/or Grants for the construction of the Bhakra, Tungabhadra, Nagarjuna Sagar, Upper Krishna and Sharawathi Projects, year-wise, since their inception to-date?

The Minister of Irrigation and Power (Dr. K. L. Rao): A statement containing the requisite information is laid on the Table of the House. [Placed in Library. See No. LT-494/67].

जमुना पर बांध

1245. श्री रघुवीर सिंह शाल्बी : क्या सिंचाई और बिजुत मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि जमुना की पूर्वी तथा पश्चिमी नहरों में, जिन्हें हरियाणा तथा उत्तरप्रदेश के मेरठ और मुजफ्फरनगर जिलों में सिंचाई के कामों में लाया जाता है, पानी की प्रत्यधिक कमी है;

(ख) यदि हां, तो क्या जमुना पर एक बांध बनाने की कोई योजना विचाराधीन है; और

(ग) यदि हां, तो उसका व्यौरा क्या है?

सिंचाई और बिजली मंत्री (डा० कु० ल० राव) : (क) जी हां, । पूर्वी तथा पश्चिमी जमुना नहरों में प्रयोगार्थ पानी की कमी है ।

(ख) और (ग) बराब और संघम जलाशय विचाराधीन है लेकिन व्यौरा अनुसंधान तथा परियोजना रिपोर्टों के तैयार होनेके उपरान्त ही मिल सकता है ।

Avanashi Canal Scheme in Madras

1246. Shri Nanja Gowder: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Avanashi Canal Scheme in Madras State has been included in the Fourth Five Year Plan;

(b) if so, the estimated cost thereof; and

(c) if not, the reasons therefor?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) to (c). The Government of Madras had, in their Draft Fourth Five Year Plan, proposed a scheme for provision of 'Irrigation facilities in Avanashi area'. The estimated cost of the scheme was shown as Rs. 430.4 lakhs. The Fourth Five Year Plan is, however, yet to be finalised.

दिल्ली में तपेदिक के रोगी

1247. श्री ना० लब० शर्मा : क्या स्वास्थ्य तथा परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में तपेदिक के रोगियों की संख्या 21,000 है;

(ख) क्या यह भी सच है कि दिल्ली के अस्पतालों में इन रोगियों के लिये लगभग 1500 रोगी शय्यायें हैं;

(ग) यदि हां, क्या सरकार का विचार इन अस्पतालों में रोगी शय्यायें बढ़ाने का है;

(घ) यदि नहीं, तो इसके क्या कारण हैं; और

(ङ) पिछले छः वर्षों से कितने रोगियों को इलाज बहिर्वासी रोगियों के रूप में किया जा रहा है?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० श्रीमति जन्मदेव) : (क) जी हां ।

(ख) जी हां ।

(ग) जी हां ।

(घ) यह सच नहीं उठता ।

(क) पिछले छः वर्षों में इनाम किये गए रोषियों की संख्या इस प्रकार है :—

1961	—	7631
1962	—	8702
1963	—	8686
1964	—	10821
1965	—	11431
1966	—	18948

योग 66219

रिहाय्य जल परियोजना

1248. श्री ना० स्व० जर्जा : क्या सिसाई और बिजुत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के मिर्जापुर जिले में सूखे के कारण रिहाय्य जल परियोजना संकट में है; और

(ख) यदि हा, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

सिसाई और बिजली मंत्री (डा० कु० स्व० राव) : (क) पिछली मगसून ऋतु में वर्षा के कम होने के कारण रिहाय्य से बिजली के उत्पादन पर कुछनाच पड़ा है।

(ख) सहवर्ती दामोदर बाटी नियम बिजुत प्रणाली से काफी सहायता दिसाई गई है। वहां से रिहाय्य बिजली प्रणाली को प्रतिदिन औसतान लगभग 15 लाख यूनिट बिजली सप्लाई हो रही है। बर्तमान छोटे ताप केन्द्रों में अधिकतम बिजली पैदा करने और धीबरा तथा बंकी के नए ताप प्रविष्ठानों को शीघ्र चालू करने के लिये भी प्रयत्न किये गए हैं। बड़े उद्योगों द्वारा आपस की जा रही बिजली में भी कटौतियां की गई हैं।

Incentive Bonus for Family Planning

1249. श्री Y. A. Prasad:
 श्री Onkar Lal Bafwa:
 श्री N. K. Sanghi:
 श्री S. C. Jha:
 श्री Onkar Singh:
 श्री Debabrata Barua:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether it is a fact that Government have decided to give incentive bonus to married couples who give an undertaking to limit the size of their families to a maximum of two children; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b). No. Government have, on the recommendation of the Central Family Planning Council, appointed a Committee called the Small Family Incentive Committee. The Committee is to present its report to Government by the 30th September 1967. The recommendations of the Committee will be considered thereafter.

Italian-Loan for Fertiliser Factories

1250. श्री Y. A. Prasad:
 श्री N. K. Sanghi:
 श्री Debabrata Barua:
 श्री Vishwa Nath Pandey:
 श्री K. P. Singh Deo:
 श्री Ram Kishan Gupta:
 श्रीमती Sharda Mukerjee:
 श्री Indrajit Gupta:
 श्री P. K. Deo:
 श्री Dharendra Nath:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government are negotiating with the Italian Government for loan for the fertiliser factories in India;

(b) whether the negotiations have been finalised; and

(c) if so, the factories for which the loan is being sought?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramiah): (a) to (c). Yes. Agreement has now been reached, in principle, with the Italian Government for obtaining credit to meet the cost towards the foreign exchange requirements of Barauni and Namrup (Expansion) Fertilizer Projects.

12.17 hrs.

RE. CALLING ATTENTION NOTICES

(Procedure)

Mr. Speaker: Order, order. Shri S. M. Banerjee. He may refer to his Calling Attention Notice. Just one minute. After admitting the Calling Attention Notice about retrenchment; etc., I received another Calling Attention Notice yesterday evening. The present one was admitted two days ago. Yesterday evening, a large number of notices were received, and they referred to cooks, water-carriers and so on and so forth. There were a number of them. Dr. Melkote, I think, gave it, or somebody else gave it. Since I have admitted this two days ago, naturally, I could not add all those names to this. I would suggest they can give notice of a Short Notice Question. It is important. They may give notice of a Short Notice Question and then we may find out from the Minister.

Shri Hem Barua (Mangaldai): How can you say that, Sir? You know a Member can give notice of a Short Notice Question. When one such question was submitted, the Minister refused to accept it.

Mr. Speaker: Of course, it is the Minister's business to answer or not. Only yesterday evening, I got those notices and so I could not add those names to this. I am only helping them.

Shri A. B. Vajpayee (Balrampur): You may allow them to put supplementary questions.

Shri F. Venkatasubrahah (Nandyal): A half-hour discussion can be allowed instead of a Short Notice Question.

Mr. Speaker: I looked into the rules. A half-an-hour discussion arises out of an answer given to a question or something. Therefore, on a Calling Attention matter, a half-hour discussion does not arise. If a half-hour discussion is to be allowed later on, then that is a separate matter; but it cannot be on this Calling Attention Notice. That is what the rules say.

Shri M. B. Krishna (Peddapalli): Will you allow us to put some questions on it?

Mr. Speaker: There are about 50 of them. How can I help it? Therefore, I would suggest that a separate discussion would be better.

The Minister of Defense (Shri Swaran Singh): If the other questions are to be asked, I will appreciate if this can be taken up at 2.30, by which time I could get the material about the others also.

Mr. Speaker: We will finish this call attention. I am not taking that up now.

Shri S. M. Banerjee (Kanpur): This calling attention notice was given by us and I wrote to you saying that 2,000 people are losing their job today. By now they must have lost their job. I have great regard for Dr. Melkote and others, but what they do should not result in creating rivalry. I would like to draw the attention of the minister to this fact that he has tried to boost up the most anaemic federation of the INTUC—the Indian National Defence Workers Federation—by mentioning its name in this statement. He has not got the courtesy to mention the name of our Federation which champions the cause of the workers. I hold the minister responsible for this sort of partiality.

Shri Thirumal Rao (Kakinada): Sir, he is casting aspersions on us. We are

not connected with any labour organisation. We are members of this House and we have a right to draw the attention of the Government through a calling attention notice. We have not done it at the instigation of any trade union. I request you to give due consideration to our notice also.

Mr. Speaker: I have already explained that this was received 2 days ago and I had put it down for today. The other one was received yesterday evening. How can I add their names? Some other method will have to be found by them.

12.22 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

PROPOSED RETRENCHMENT OF DEFENCE WORKERS

Shri S. M. Banerjee (Kanpur): I call the attention of the Minister of Defence to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The proposed retrenchment of more than two thousand Defence workers in various Defence establishments at Delhi, Bangalore, Poona and other places from 1st June, 1967."

The Minister of Defence (Shri Swaran Singh): Mr. Speaker, Sir, a study was carried out by Army Headquarters in 1966 to re-examine the scales of non-combatants authorised in Army establishments. The Study Group made certain recommendations in order to rationalise the scales of non-combatants, taking into account the desirability of inculcating the spirit of self-help among combatants in the Indian Army. In the light of these recommendations, decisions were taken by Government, which involved inter alia, the abolition

of the post of water carriers and reduction in the scale of sweepers authorised in the establishments of Army Units and formations. These decisions were incorporated in Government orders issued on the 13th August 1966.

2. Representations were received by the Ministry of Defence in October 1966 from some Members of Parliament against the retrenchment of large numbers of non-combatants (un-enrolled) in accordance with the decisions mentioned above. After considering these representations, Government decided in November 1966 that further implementation of the orders issued in August 1966 should be postponed till the 31st March 1967, and that every effort should be made to absorb the surplus employees in available vacancies in the various Defence installations in unskilled categories of posts like those of mazdoors, chowkidars, etc. It was also decided that the personnel who had already been retrenched might be recalled to duty if they had not been re-employed elsewhere and were willing to come back to their original posts. Necessary instructions in this respect were issued on the 24th December 1966.

3. As a result of further discussions between the Defence Minister and the representatives of the Indian National Defence Workers Federation on the 28th March 1967, Government decided that the implementation of their orders of August 1966 should be held in abeyance for a further period of two months with effect from the 1st April 1967.

4. The original decision was also reviewed in consultation with Army Headquarters in April-May 1967 and the conclusion reached was that the measures authorised in August 1966 were appropriate and should stand.

5. As a result of the all-out efforts made since August 1966 to re-employ as many as possible of the 5,000 surplus employees in alternative jobs,

[Shri Swaran Singh]

the number of personnel still to be adjusted had been reduced to 1,973 as on the 31st May 1967. Those individuals, who refused the offer of alternative employment, have been discharged.

बी स० मो० बनर्जी : इस में दो, तीन बातें कही गयी हैं। पहले तो यह कहा गया कि हमारे जवानों को भारत खालने की जरूरत है कि यह खुद साहू में और पानी में इस लिए वाटर कीरियस और स्वीपर्स की पोस्ट्स को खत्म कर दिया गया है। दूसरे यह कहा गया है कि पहली अप्रैल, 1967 तक इस की प्रार्थना को बढ़ा दिया गया था और 5683 आदमियों में से अब 1973 रह गये हैं जिनको कि मैंने 2000 खुद कहा था जो क्या यह सब है कि इन दो प्रार्थना पीरियड जो हैं। वह 31 मई 1967 तक बढ़ा दिया गया था और यह कहा गया था कि डिफेंस मिनिस्ट्री ने फाइनेंस मिनिस्ट्री से सिफारिश की है कि एक महीना दो महीना बढ़ा दिया जाय ताकि इन लोगों को भी दूसरी नौकरी मिल जाय, यदि वह बात सब है तो फाइनेंस मिनिस्ट्री ने आखिर सेंशन क्यों नहीं दिया जिसकी कि बजट से रिट्टीबर्मेन्ट हो रहा है और 1973 आदमियों में से कितने आदमियों को आज नौकरी मिली है? मेरी इनक्वायरीज है कि एक भी आदमी को आसटरनेटिव जाय नहीं मिली है।

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): Sir, consistently it has been argued by hon. Members on both sides that Government must take measures of economy. Economy can come only by removing redundant personnel from the various sections of Government. If the defence personnel is redundant in some quarters, they have got to be retrenched.

बी जय गिन्धे (मुंबई) : सरकारों को नहीं? सरकारों की तो संख्या बढ़ रही है।

Shri Morarji Desai: If the officers are redundant they also should be retrenched. Hon. Members cannot speak with two voices. Once I am asked to retrench people. Then they say they should be kept on without any work and salary should be paid to them. The Government cannot be turned into a pinjrapole.

Shri S. M. Banerjee: Sir, I want a reply from the Defence Minister whether they have been provided with alternative jobs or no. The hon. Finance Minister has only intervened; I want my main question to be answered by the Defence Minister.

Shri Morarji Desai: I would not have interfered if the hon. Member had not asked why the Finance Ministry refused this. That is why I intervened to answer. We cannot go on being inconvenienced like this.

Mr. Speaker: The hon. Defence Minister may answer the other part of the question.

Shri Swaran Singh: Sir, I have in the statement given the total number of persons affected. 5683 is the number to whom offers were made. The number of those who actually accepted that offer is not at the moment available with me. Because all this happened rapidly and all over the country I have not got at the present moment the figures about those who actually availed of the offer.

Shri S. M. Banerjee: Sir, I rise to a point of order. This Calling Attention Notice was given with full particulars. I mentioned the number as 2000, I may correct it as 1973. The hon. Minister now wants to take shelter saying—he does not want notice—that this was done hurriedly. He does not know this thing has been going on in his Ministry for the last six months. I know because I am President of the All India Defence Employees Federation where these things

come up. Today he says that because this was done hurriedly he does not know the facts. Either the hon. Minister is utterly incompetent or he does not know and there is no co-operation between the Secretary and the Minister. Sir, I want your ruling on this point whether he can take shelter on that ground.

Mr. Speaker: There is no question of giving any ruling on this.

Shri S. M. Banerjee: Sir, this is a very serious matter. 2000 men are losing their jobs. Let him answer that.

श्री मधु सिन्घे : अध्यक्ष महोदय, जब गेपालस्वामी आयोगर सुरक्षा मंत्री ये तो मजदूरों के संघ के साथ लिखित करारनामा हुआ था कि जब कभी किसी मजदूर को छंटनी होगी, कोई भी कारण हो, तो उन को वैकल्पिक नौकरी मिलेगी, उसी स्तर की नौकरी मिलेगी और उसी स्केल में मिलेगी। तो मैं जानना चाहता हूँ कि क्या इस करार को ये लोग तोड़ना चाहते हैं ?

दूसरी बात मैं यह पूछना चाहता हूँ कि कि जिन लोगों को इन्होंने वैकल्पिक नौकरियाँ दी हैं और जिनकी संख्या उन्होंने कही है कि 5683 है तो उन में से कितने लोगों को उसी किसम की उसी श्रेणी में और उसी तरह के वेतन, इन्कीमेंट के साथ नौकरियाँ मिली हैं। उसी तरह इन की जो सेवा है, अगर एक बूहकमे से दूसरे बूहकमे में जाते हैं या सुरक्षा मंत्रालय के किसी एक प्रकल्प में से दूसरे प्रकल्प में जाते हैं, तो क्या उन की सेवा बूटेगी या बैसे ही बस्ट रहेगी।

Shri Swaran Singh: Sir, I must confess that I am not aware of this written understanding which the hon. Member says was entered into between the representatives of workers and the late Shri Gopalaswami Ayyangar. But, in a case of this nature I cannot see how a similar

post could be offered. For instance, a large number of persons who have been retrenched are water carriers. The recommendation is that the post of water carriers as such is redundant because other things have happened and taps have been provided. Therefore, if it is demanded that if a water carrier's post is retrenched a similar post should be found for him, it is impossible to do it. In the categories, for instance, if he is in class 4 or in a particular level, the alternative employment should also be exactly of the same type. I am not aware of any such undertaking and it does not appear to be possible to give a firm understanding that any person who is rendered surplus must be given a similar job at the same salary and under the same conditions. It is not just possible, I will be quite frank with the House. Whereas every effort would be made to adjust them against other posts that may be available, it would be very difficult for any administration to give an undertaking that as soon as a person is retrenched there must be another post waiting for him exactly with the same emoluments. I am sorry, I cannot give that undertaking.

श्री मधु सिन्घे : मेरे प्रश्न का जवाब घाना चाहिये। उन्होंने दो बातों को मिला दिया। मैंने जिस करार के बारे में कहा था वह तो वैकल्पिक नौकरी के बारे में था। मैं जानना चाहता हूँ कि क्या कोई करार वैकल्पिक नौकरी के बारे में हुआ था। अगर हुआ था तो वह करार लागू हुआ या नहीं। मंत्री महोदय कहते हैं कि उन को जानकारी नहीं है। वह जानकारी ला कर दें। दूसरी बात मैंने पूछी थी कि जिन लोगों को नौकरियाँ दी गई हैं उन में से कितने लोगों को उसी किसम का वेतन मिला है? सेवा के बारे में पूछा था कि सेवा बस्ट रहेगी कंठिनुस्टी प्राक साबित रहेगी या नहीं। उस का भी कोई जवाब नहीं घाना।

Shri Swaran Singh: On the other two points which, the hon. Member

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has again repeated, to the first one I have already stated in reply to a question asked by Shri Banerjee that figures are not available with me about the number of persons offered employment for the reason that these employments have been offered all over the country and all this information cannot be collected within a short period. The other question was about the continuity of service. There is no question of continuity of service because if a person is retrenched then he has to wait for getting another employment. So, there is no continuity of service.

श्री एस. एम. बोखी (पूना) : अध्यक्ष महोदय मैं एक व्यवस्था का प्रश्न उठाना चाहता हूँ। मेरे मित्र श्री मधु निमये ने एक एम्प्लोमेंट के बारे में यहाँ विचार किया। उस वक़्त मैं कैम्बेज का जनरल सैफ्टरी था। उस एम्प्लोमेंट में इन्वीटमेंट जाब की बात है। जब पहले रिट्रैन्मेंट हुआ और उस में 6,000 लोगों की छंटनी हुई तो इन्वीटमेंट जाब दिये गये और शहर उसी तरह के जाब नहीं दिये जा सके नीचे के जाब दिये गये तो उन लोगों की पें का प्रोटेक्शन किया गया। श्री मधु निमये का मनास यह है कि जिन लोगों को इन्वीटमेंट जाब दिया गया है वानी शहर कोई फ़िटर था और उस को फ़िटर बनाया गया है तो उस की तन्बाह की स्केल के बाटम से शुरू करने हैं या जितना पाना था उतना ही दिया है ?

Mr. Speaker: It is all right. There is no point of order.

श्री मधु निमये : यह कह सकते हैं कि वो रोज में मारी इतना इच्छा कर के देंगे।

श्री एस. एम. बोखी : यह कैसे हो सकता है ? व्यवस्था का प्रश्न यह है कि वह एम्प्लोमेंट हुआ था और उस पर क्लक हुआ था। 6,000 लोगों के बारे में एम्प्लोमेंट

हो कर उन को इन्वीटमेंट जाब दिये गये थे। क्या उन्हें यह मासूम नहीं है ?

Mr. Speaker: I understand that. He has said that he has no information.

श्री राम लेखक बाबू (बाराबंकी) : अध्यक्ष महोदय, प्रश्न का उत्तर नहीं आयेगा तो प्रश्न पूछेंगे ही हम लोग।

Shri S. M. Banerjee: Unless this problem is amicably settled within ten days there is going to be gherao of his house and he will not be able to move. We are going to arrange it. I am not threatening. This is a fact.

Shri Mararji Desai: Sir, is this not an illegal threat of gherao of the parliament? It is nothing but a threat.

Shri S. M. Banerjee: Water carriers and sweepers lose job all over the country. Why has he become Deputy Prime Minister? This is a redundant job which should be abolished.

Shri Mararji Desai: The hon. Member does not know that the Deputy Prime Minister does not draw any extra salary as Deputy Prime Minister.

Shri S. M. Banerjee: But he has got privileges.

Shri Hanumanthaya (Bangalore): Sir, I want to raise a point of order. Is it in consonance with the practice of this democratic institution to threaten the Minister instead of making out the point by way of reasoning? Does it not come under some kind of a breach of privilege if an hon. Member is threatened to take or not to take a decision? Very often it is said by some of the hon. Members themselves that they work under pressure or threats and all kinds of things and then they themselves begin to threaten the Minister to take or not to take a decision... (Interruption)

Shri Banga: Sir, we dissociate ourselves from this suggestion and threat of Gherao, as we consider Gheraos inimical to civil liberties.

जी ल० बी० बनर्जी : ऐसा बोधे ही है कि लोक सभा में हार गये तो राज्य सभा में जगह दे दिया सम्बन्धित बना दिया ।

Mr. Speaker: The word 'gherao' is not yet defined, but whatever it is, threats are not at all desirable in the House, whether it is gherao or something else.

Shri S. M. Banerjee: My gherao will be peaceful.

Shri Bal Raj Madhok (South Delhi): We dissociate ourselves with gherao. We do not like this word 'gherao'. He may speak for himself and for his party.... (Interruption).

Shri S. M. Banerjee: Shri Madhok's party does not.... (Interruption).

Shri Banga: This word is most important.... (Interruption).

Mr. Speaker: Now, shall we go to the business? I think, threats should not be used, whatever be the nature of the threat or whatever be the word.

Shri M. E. Krishna (Peddapalli): May I know....

Mr. Speaker: I am not going to call anybody whose name is not on the list. That is the practice of the House which I have not created. Shri Indrajit Gupta.

Shri Indrajit Gupta (Alipore): Sir, I am thankful to you that you have made it clear that this gherao business has not been defined. So, when it has not been defined, the Deputy Minister should not say that it is illegal; he should not try to define it.

My question is this. On page 2 of the statement, if the Minister will just refer to his statement, there is a categorical statement made that it was de-

clared that personnel who had already been retrenched might be recalled to duty if they had not been re-employed elsewhere and were willing to come back to their original posts and that necessary instructions in this respect were issued on the 24th December 1966. That means that on 24th December 1966 the Ministry's position was that anybody who was declared surplus or was retrenched but was willing to come back to the original post would be called back. Then, at the end it says that the latest position is that individuals who refused the offer of alternative employment had been discharged. I want to know why this offer which stood on the 24th December has apparently been withdrawn now and why should not people who have been retrenched but are willing to come back to their original posts, be recalled.

Shri Swaran Singh: If the hon. Member had read the earlier four lines, the position would have been clear. On page 1 it is mentioned that although originally the Government decided in November that further implementation of the orders issued in August 1966 should be postponed till the 31st March, 1967 and that every effort should be made to absorb the surplus employees in available vacancies in the various Defence installations in unskilled categories of posts, if in the mean time that is after the issue of the original orders till the 24th December there were certain persons who had been retrenched and who had not been given any employment they could also come back to the original posts that they held because we had postponed the overall retrenchment for a period of a number of months ending on 31st March 1967. So, that was a concession that was available to those who had been retrenched during that period. This date of 31st March had been further extended by two months and this expired on 31st May. Now, the present position is that there is no present order of the continuance of these posts having been retrenched. Obviously, the situation as it obtained

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on 24th December is no longer obtaining now when the extended time has also expired.

Shri Indrajit Gupta: Sir, the point must be clarified . .

Mr. Speaker: That is all. He says, he has not got some information. I cannot compel him.

Shri Indrajit Gupta: He does not say that he has not got the information. There are 1,973 people on their list as redundant. Should they not be retained in their original posts till alternative jobs are found for them?

Shri D. C. Sharma (Gurdaspur): On a point of order, Sir.

Unfortunately, the Ministry or the Government of India has stuck to those very names of different categories of workers which the Britishers gave to us, the categories called watermen, sweepers . . .

Mr. Speaker: There is no point of order.

Shri D. C. Sharma: I am coming to that. I want to ask the hon. Minister why he has stuck to that nomenclature of categories, watermen, sweepers, etc. and why he has not changed the nomenclature and told us what particular functions they are discharging and all that. Then, I think, the whole question would have been clear.

Mr. Speaker: There is no point of order.

Shri Surendranath Dwivedy (Kendrapara): Sir, I think, the rule should be amended to provide Members raising the points of disorder also.

Mr. Speaker: The Rules Committee may consider it. One thing I want to make clear that all the points of order will be answered by the Speaker, not by the Minister.

Shri M. R. Krishna: I rise on a point of order. My point of order is very simple. The statement which the

Defence Minister has made is not correct that they retrench people on the basis of effecting economy. I only want to find out whether the Defence Minister or the Finance Minister, at any stage, has tried to find out whether employing these well-trained combatants to do the work of sweepers or watermen is more economical than appointing civilians . . .

Mr. Speaker: He may kindly resume his seat. There is no point of order.

Shri M. R. Krishna: This is very important. It depends on . . .

Mr. Speaker: I have heard him; I have followed him. Shri Goel.

Shri Shrichand Goel (Chandigarh): It is unfortunate that whenever this Government wants to effect some economy in the administration, it always makes a start on the class IV employees, the poor people belonging to scheduled castes and tribes, sweepers, cooks, watermen, etc. I want to know whether the retrenchment of these employees and the taking up of the same job by combatants will not affect the efficiency of the combatant ranks because I know that once in Ambala, when the Amar Project for the construction of houses for the military personnel was conducted by these people, that affected their efficiency and at the time of war, they were found wanting . . .

Mr. Speaker: What is your question?

Shri Shrichand Goel: I would like to know why are these employees who have served the Department for 20 years being retrenched without making a provision for alternative employment for them.

Shri Swaran Singh: To the first question, my reply is that this recommendation was made by the Army authorities themselves and they know fully well the implications of their proposal. They went into it at great

length and recommended that they would like to encourage a certain element of self-help amongst the members of the Armed forces. He should welcome that rather than try to find fault with that.

The second question is about these employees having served long years and that Government should always provide alternative job for any person who is found surplus to the requirement. Government have never given that undertaking and it is very difficult to honour such an undertaking even if it is given.

Mr. Speaker: What is Mr. Buta Singh's point of order?

श्री बुटा सिंह (रोपड़) : मेरा एक व्यवस्था का प्रश्न है। हमारे संविधान में शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स के लिए नौकरियां देने की और सरकारी भासा-मियों में उनको काम देने की एक विशेष व्यवस्था की गई है। इस रिट्रिब्यूमेंट में मंत्री महोदय बहुत बड़ी संख्या में शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स के लोगों को नौकरियों से हटाने जा रहे हैं...

Mr. Speaker: That is entirely a different thing. That has nothing to do with point of order. He may please sit down.

श्री बुटा सिंह : मैं धायकी व्यवस्था चाहता हूँ। संविधान की उस धारा का यहाँ उल्लंघन हो रहा है जिस के तहत इन लोगों को नौकरियां देने की बात कही गई है। मैं धाय से प्रार्थना करता हूँ कि धाय मंत्री महोदय से कहें कि उनको रिट्रिब्यू करने के बजाय रिवर्समेंट के किसी दूसरे डिपार्टमेंट में रख लिया जाये।

Mr. Speaker: That has nothing to do with point of order.

I would have entered in the list all your names if you were a little vigilant, and had given me the names earlier. Yesterday evening the list

came after everything was admitted. Now you want to take advantage of point of order. I would very much have liked to put all your names. I would not have lost anything by including a few names. Yesterday evening you gave something in a hurry and now you raise points of orders. What am I to do? I want the guidance of the hon. members. It becomes impossible for me.

Shri G. Viswanatham (Wandiwash):
On a point of order.

Mr. Speaker: I am calling all the members in the list. I will call him also.

Dr. Melkote (Hyderabad): On the 12th of last month I raised a question in the Committee on Subordinate Legislation of Parliament with regard to retrenchment.

Mr. Speaker: He cannot raise that now.

Dr. Melkote: I am not making any statement. The Defence Department told us in the Committee that they were considering deferring this retrenchment. On account of this, I could not submit the list before; I could submit it only yesterday. I wish you give us permission to ask questions about it. The question relates not only to retrenchment, but it has a wider purview.

Mr. Speaker: He can discuss with the Minister later.

श्री जालेश्वर सिंह (बागरिया) : क्या प्रतिरक्षा मंत्री ने वित्त मंत्री से अनुरोध किया था कि 31 मई के बाद भी इन लोगों को काम पर रहने दिया जाए, यदि किया था तो वित्त मंत्री ने इस अनुरोध का क्या जवाब दिया था ?

Shri Swaran Singh: It was in consultation with Finance that on two occasions extensions were given: one till 31st March, as I have already said, and the other, for a further period of two months, i.e., till 31st May. These two extended periods were given in

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consultation with Finance, but then we came to the conclusion that whereas our efforts should be to find other jobs for them to continue, they need not be borne on our pay rolls for any longer period.

Shri S. Kundu (Balasore): Is it a fact that the study group did not recommend specific cases of retrenchment? Is it also a fact that the Navy and Air Force wings of the Defence Forces strongly objected to the retrenchment of these people? Is it a fact that Government are not going to pay anything towards retrenchment compensation which is ordinarily allowed to industrial workers under the Industrial Disputes Act? In view of the fact that these persons had worked hard during the Indo-Pakistan hostilities and also the Chinese aggression, will the hon. Minister consider the question from the human angle of mercy and see that this retrenchment is withheld because these are cases of class IV employees who rendered very valuable service to this country when the country was facing aggression from China and Pakistan?

Shri Swaran Singh: It was on the recommendation of the Army authorities that this decision was taken. The hon. Member had said that the study group had not made any specific recommendations. On the other hand, they did make specific recommendations that the posts of water-carriers should be abolished altogether. They also recommended reduction in the scale of sweepers and certain other things. So, it is precisely on the recommendation of the Army authorities that that decision has been taken.

As regards retrenchment benefits, whatever benefits are allowed under the rules will certainly be available to them. The hon. Member's third question was whether they could be continued or whether we could find alternative jobs for them. On those points, I have already clarified the Government's position.

Shri S. Kundu: Was it a fact that the Navy and Air Force wings had strongly objected to this retrenchment?

Shri Swaran Singh: That is not a fact. This does not relate to the Air Force and the Navy; this recommendation related only to the Army establishment.

Shri S. Kundu: In the study group's recommendation, the Air Force and Navy wings....

Mr. Speaker: Now, Shri G. Viswanathan.

Shri G. Viswanathan: In reply to the first question, the hon. Defence Minister had made a statement which I think is an incorrect statement, namely that without working they receive their salary. These water-carriers, cooks and sweepers work fifteen hours a day without any rest from 4 a.m. to about 7.30 p.m. Again, for the officers' mess, every group of six officers has four servants, whereas in the case of the jawans or other soldiers, they have only two servants for every hundred persons. This is pure discrimination. There is inhuman treatment meted out to them. They cannot ventilate their grievances. They are not allowed to have any union or any sort of association. Government have taken shelter under article 33 of the Constitution and section 21 of the Army Act and prohibited them from forming any union. This is complete discrimination. Either they should be allowed to have their union or under the Army Act they should be provided with all the benefits. About 10,000 families are going to be affected, and Government must give an assurance that they would not be retrenched.

Shri Swaran Singh: I have listened very carefully but most of the things that the hon. Member has said relate to suggestions or comments. I

would not catch any particular point on which he was asking for specific information.

It is true, that so long as these persons were working they were doing certain jobs. The recommendation of the study group was that this was a sphere in which the scale could be revised. That recommendation has been accepted, and as a result of that, certain persons are being retrenched. As for alternative jobs, we shall do our best. It is a human problem, and I have the greatest sympathy for these people from the human angle, and it is with this object that we shall do our best to find other jobs for them; they will be given a certain higher priority in the employment exchanges; if there are any vacancies anywhere, we shall try to fit them in those vacancies. We have already done something and this effort will continue.

12.56 hrs.
PAPERS LAID ON THE TABLE
NOTIFICATIONS UNDER CUSTOMS ACT ETC.

The Minister of State in the Ministry of Finance (Shri K. C. Pant): I beg to lay on the Table—

(1) A copy each of the following Notifications under section 159 of the Customs Act, 1962:—

- (i) G. S. R. 728 published in Gazette of India dated the 20th May, 1967.
- (ii) G. S. R. 729 published in Gazette of India dated the 20th May, 1967.
- (iii) G.S.R. 754 published in Gazette of India dated the 20th May, 1967.
- (iv) G.S.R. 778 published in Gazette of India dated the 26th May, 1967.

[Placed in Library. See No. LT-485/67]

(2) A copy each of the following Notifications under section 159 of the Customs Act, 1962:—

Customs Act, 1962 and section 28 of the Central Excises and Salt Act, 1944:—

- (i) The Customs and Central Excise Duties Export Drawback (General) Twenty-ninth Amendment Rules, 1967, published in Notification No. G.S.R. 730 in Gazette of India dated the 20th May, 1967.
- (ii) The Customs and Central Excise Duties Export Drawback (General) Thirtieth Amendment Rules, 1967, published in Notification No. G. S. R. 731 in Gazette of India dated the 30th May, 1967.
- (iii) G.S.R. 732 published in Gazette of India dated the 20th May, 1967, containing corrigendum to G. S. R. 1557 dated the 8th October, 1966.
[Placed in Library. See No. LT-486/67]

(3) A copy of the Central Excise (Eighth Amendment) Rules, 1967, published in Notification No. G.S.R. 747 in Gazette of India dated the 16th May, 1967, under section 38 of the Central Excises and Salt Act, and Salt Act, 1944. [Placed in Library. See No. LT-486/67].

12.57 hrs.

BUSINESS ADVISORY COMMITTEE
SECOND REPORT

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): I beg to move:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

Mr. Speaker: Motion moved:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

श्री राजलक्ष्मण माधव (भारतवर्षी) : अध्यक्ष महोदय, मैं यह निवेदन करना चाहता हूँ कि कार्य मंत्रणा समिति की इस रिपोर्ट की प्रतियों को इस सदन के सदस्यों में प्रसारित किया जाये। मैं यह भी जानना चाहता हूँ कि इस रिपोर्ट में कार्य जिस क्रम में दिया गया है, क्या वह इसी प्रकार लिया जायेगा, या उस में फेर-बदल होगा। अगर उस में कोई फेर-बदल होगा, तो उसको कब तक निश्चित किया जायेगा, क्योंकि ठीक सूचना न होने से सदस्यों को अपना कार्यक्रम तय करने में बड़ी दिक्कत होती है।

श्री० राम सुभग सिंह : हम इस बात की कोशिश करेंगे कि यह कार्यक्रम इसी क्रम के लिया जाये, लेकिन कुछ मंत्रियों की धीर से यह निवेदन थाया है कि प्रमुक्त तारीख पर ही उन की मांग ली जाए। उन की सहूलियत के अनुसार इस क्रम में परिवर्तन करने का विचार है। लेकिन हम एक बार जो तिथि प्रसारित करेंगे उस के बाद हम उस को लागू करने की कोशिश करेंगे।

श्री राज लक्ष्मण माधव : इस में फेर-बदल निश्चित हो जायेगा ?

श्री० राम सुभग सिंह : हम पांच सात दिनों में तिथियां निर्धारित कर देंगे। अनिश्चितता इस बात में है कि रेलवे बजट अब तक बल्प हो जाना चाहिये था, लेकिन वह अभी चलता जा रहा है। हाउस में जो कार्य-वाही होती है, अगर उस के समय में वृद्धि हो जाये, तो मजबूरी होती है।

श्री कबुल्लिगवे (मुनेर) : कुछ अनावश्यक काम भी साए जाते हैं, जिन में समय जाता है। जैसे, कम वाला विधेयक था। उस को कम जाने की क्या उम्मीद थी ? उस में दो फूटे चलने गये। उस को बजट के बाद लाया जा सकता था।

श्री० राम सुभग सिंह : मैं जानतीय सदस्य की बात को जानता, लेकिन वह

विधेयक उन की समझ में अनावश्यक था, जबकि हमारे विचार से वह आवश्यक था, जैसा कि कम बोटिंग में मालूम हुआ।

एक भागतीय सदस्य : हर वक्त बहुमत की बात की जाती है।

श्री० राम सुभग सिंह : जो सदस्य इस सदन में धाते हैं, वे बहुमत के आधार पर ही धाते हैं। इस लिए बहुमत की बात करना अनुचित नहीं है।

श्री बलराम मधोक (दक्षिण दिल्ली) : प्रलग प्रलग मंत्रालयों की डिमांड्स जिस क्रम में दी गई है, उस के बारे में निश्चित हो जाना चाहिए कि उस में परिवर्तन नहीं होगा। जैसे, शिक्षा मंत्रालय यह चाहता है कि उस के अनुदान जुलाई के मध्य में लिये जायें, ताकि जो कमेटी बैठे हुई है, वह फैसला कर सके। लेकिन जो कुछ भी परिवर्तन धादि करना है, वह कर लिया जाना चाहिए, ताकि हम लोगों को अपना कार्यक्रम तय करने में सुविधा रहे।

कई काम ऐसे धा रहे हैं, जिस से बाकी टाइम-टेबल अपसंट होने की सम्भावना है। उस के कारण शनिवार को भी सदन की बैठक करने का सुझाव दिया जा रहा है। मेरी प्रार्थना है कि गर्मी के दिनों में शनिवार को कई कार्यक्रम होंगे हैं। इस लिए शनिवार के दिन सदन की बैठक न की जानी चाहिये और केवल सप्ताह के पांच दिनों के लिए कार्यक्रम बनाया जाये।

Mr. Speaker: I know. The Business Advisory Committee has also recommended not to sit on Saturdays. Many members have also requested.

The question is:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

The motion was adopted.

Shri S. M. Banerjee (Kanpur): Before you go on to the next item.....

Mr. Speaker: The next item is lunch.

Shri S. M. Banerjee: We have read in the newspapers yesterday that the Gajendragadkar Commission has presented its report.

Mr. Speaker: That is coming tomorrow.

13 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at Fourteen of the Clock.

[Mr. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET GENERAL DISCUSSION—Contd.

Mr. Deputy-Speaker: We shall take up the Railway Budget—General discussion now Shri Dipa.

Shri A. Dipa (Phulbani):** Mr. Deputy-Speaker, Sir, I do not find there has been any proposals for construction of new railway lines during the Fourth Five Year Plan and I consider the State of Orissa is completely ignored.

The proposed railway line between Rourkela and Talcher is not going to be taken up as I am informed. After completing the survey for construction of a Railway line between Khurdha Road to Bolangir in 1946-47, nothing has been done yet. The D.B. K. Railway project has been surveying for a Railway link between Ambaguda and Lanjigarh and yet it has not been decided whether it will find a place in the 4th Plan. It was brought to the notice of the Ministry of Railways

to construct a rail line between Phulbani and Berhampur but the Minister has informed me that the Railway Board has no proposal for such construction. It is distressing that the Railway Board has ignored the claim for development of undeveloped areas. The Indian Railways have failed to lay any railway line in the Phulbani District. The people of the area have to go hundreds of miles to reach the rail line. The area in question is predominated by Adibasis and Harijans and it is unbecoming in a democratic country to go on neglecting development in such areas and all will agree with me that it is neither the policy of our democratic country. I have proposed to the Railway Minister for construction of a Railway line between Talcher-Berhampur. In view of its importance it must be surveyed and be constructed during the 5th Plan. I beg to submit Sir, that the construction of the above railway lines i.e. Rourkela-Talcher and Cuttack-Paradip line, Khurdha Road-Bolangir, Ambaguda Lanjigarh lines may be taken up for construction as early as possible.

In all the Branch Railway lines running in Orissa State we do not have proper waiting rooms and in most of the waiting rooms it has been seen that railway staff is in occupation.

In most of the stations, the arrangement for supply of drinking water to the passengers is lacking. The inconvenience caused to the IIIrd class passengers has no limit. All the passengers running inside the State of Orissa are having ugly old coaches. In many cases there are no lights, very old seats and have hardly any fans. Over and above most of the Railway staff in Orissa lack in good behaviour and do not discharge their duties as desired.

During the current budget the rates of IIIrd class fares have been increased and along with freight has also been increased. While the prices of commodities will rise, due to higher freight rates the poor will also have to pay high for the Railway journey. It

**The Original speech was delivered in Oriya.

[Shri A. Dipa]

is desirable that Oriyas be recruited proportionately to the railway service that the passengers and the general public in Orissa can easily understand them who are very uneducated and backward.

Shri J. K. Choudhury (Tripura West): Mr. Deputy-Speaker, Sir, if I gate-crashed into the list of speakers on the railway budget, it is because I have to redeem a pledge. The pledge is to my constituency, which is Tripura. It is a land lying far in the north-eastern corner of India and, therefore, very little is known about it to most people here. Tripura was a native State, which integrated with India on the 15th October, 1949. The people of Tripura are facing so many troubles and problems that they wanted me to place their case before this august Assembly, so that whatever remedy is possible might be given to them.

Tripura is a Union Territory with an area of 4116 square miles, of which only 25 per cent is plain land like the plain lands of East Bengal. Out of the rest, 1608 square miles are under forests and the remainder is inhabited by 15 lakhs people, of whom 10 lakhs are refugees euphemistically called displaced persons. These lands are used for habitation and agriculture, particularly the lower levels of the higher lands.

Tripura is dependent on agriculture. For want of communication, there can be no industrial growth, because the industrialists will not invest their money there for fear of not being able to take their goods out into the outside market. Though the roads have increased a good deal, particularly in the course of the last three five-year plans, yet industrial production cannot come out merely by road transport. Tripura had three ways out. Tripura was connected in three ways with Calcutta, which is really the source of its culture and also of its supplies. From Calcutta there were three ways of coming to the State of Tripura. One was the old conservative

route of Goalando-Chandpur up to Akhura which comes within five miles from Agartala and from there the goods would be carried by trucks. There was an all-river route starting from Calcutta and reaching Karimganj, which was a sort of river port for Tripura, in the Cachar District of Assam, wherefrom goods would be carried, again, by trucks. These two routes have been closed after the Indo-Pakistan war of 1965. What remains now is a very round-about way by road partially and then by rail as you reach near Assam.

But, then, it has to pass through three bottlenecks and half-a-dozen transhipments. Tripura is so situated that the hon. Members will turn their mental eye towards the north-eastern corner of India they will find this chunk of land hanging like a pendant not from the neck but rather from the tail of Assam entering right into Pakistan and surrounded by that 'friendly' state on three sides. Mr. Bhutto, the former Foreign Minister of Pakistan, made a claim for the whole of Tripura because it is so surrounded on three sides by that State. Then, you have heard in this House questions being asked about shootings, the initiative of which lies with Pakistan, shootings into the town of Belonia and shootings from Lathitla and Dumabari. These two are very sensitive spots. I have seen them myself and I will describe them afterwards.

As you go out of Tripura, you meet with the first bottle-neck between the foothills of Mizo Hills and Sylhet District of Pakistan through which passes the Assam-Agartala road, which is our life-line, and also the railway which has entered 19 miles inside Tripura. As you go out into the District of Cachar, you again enter another bottle-neck in what is called the hill section of the North-East Frontier Railway, 115 miles from Badarpur to Lunding. After you pass the second bottle-neck you cross over the Brahmaputra Bridge and then you come to

the third bottle-neck which is just beneath the foothills of the Himalayas and the northern tip of Pakistan in North Bengal.

Once you have crossed over all these three hurdles with half-a-dozen transshipments you come out into the wider world of India. And then you have to go down to Calcutta for everything. There is, of course, the air lines. The distance is 197 miles and the fare is Rs. 70 and Rs. 76. It is not possible for the ordinary people to use the air lines. They have to spend four days and nights travelling and changing trains, and from truck to train and train to truck again, to reach Calcutta. For people like us, of course, we have to use the air lines because there is no other alternative.

Though situated like this they have to be constantly in touch with Calcutta. The people feel that they have been couped up into a little piece of land which is perhaps the least approachable from the wider India. It is more difficult to reach Tripura than to reach Srinagar or Ladakh, about which the hon. Member was telling us the other day. It is more difficult than certain points in NEFA as well.

What is the solution to this difficulty? The difficulty may be classified into three categories. Firstly, because we have to have our goods from Calcutta by the roadway, and so the roadway covers about 1300 miles the prices are naturally put up. The cost of living in Tripura is perhaps more than anywhere else in India. In addition to what is called dearness allowance there is a compensatory allowance for Government employees, and this compensatory allowance of course does not compensate them for buying what they want at such high prices. Because of lack of transport in the whole of India, Tripura is perhaps the most expensive place and you have to pay much more for your goods than in the rest of India. We want to carry goods at a cheaper rate than is done by the road system. And here comes the need for railways.

Secondly, industries do not grow there. There is nothing in Tripura except Government service and agriculture, for employment. Every two men out of three in the educated section are Government servants. But Government cannot provide employment for the entire population of Tripura which is increasing. Out of a total population of 15 lakhs, 10 lakhs are refugees euphemistically called displaced persons. The majority of the entire population consists of displaced persons and yet the cry is, "still they come". Sometimes it is a trickle and sometimes it is a torrent. All the persons who are squeezed out of East Pakistan, particularly in that region, have to come to Tripura and so the population of Tripura is increasing from that source also every day.

Now, what to do about their employment? All of them cannot be accommodated in agriculture. So, we want such industries to be established there which can flourish in that area. We have heard about the Hazari report and the licences given to Birlas. For Tripura, I am told, they took out two licences, one for a paper factory out of the bamboo pulp that can be had in abundance in that region and another for a plywood factory from the soft woods of the forests of Tripura. They have backed out, the reason being—if they set up factories they cannot move their finished products out, because of the difficulties of transport. Again, comes the question of railways.

The third thing is defence. On this point there have been certain questions asked here from that side about Pakistan's claim to some territories in Tripura. I may tell you that Pakistan has claimed the entire State of Tripura and not merely the 'char' land, as was replied to from this side. There is an interesting history behind this 'char' land. There is a river called Muhuri which separates the State of Tripura in Belonia from East Pakistan. It demarcates the boundary and, naturally, as is the case with every river, particularly mountain streams, they erode land on one side and then form

[Shri J. K. Chaudhury]

sand banks on the opposite side. Now what happens? Wherever there is a piece of 'char' land on the side of Tripura, Pakistan says, "this land belongs to us, because it has been formed out of the earth eroded from our side of the river". And whenever there is any 'char' land on their side by erosion from the side of Tripura, they claim that also because it is contiguous to their land. So, the Government of Tripura set up an embankment around the town of Belonia. But that embankment has not been of much help. They wanted to put up spurs; but whoever went to work to put up the spurs was shot at from Pakistan side. The 'char' land which has been claimed by Pakistan, I have seen that for myself—is lying fallow. In these days of food shortage, why are these acres and acres of charland lying fallow? Because, again, whoever goes to till that land is shot at from Pakistan side. Of course, our Army is there. They have built dug-outs in the embankment and have made holes to see and fire through. I went to the embankment in spite of the SDO's prohibitory orders. I sought special permission. I said, "I must have a look at the thing myself; we have to place the case before Parliament." Of course, that was during the elections and nobody knew whether I would be returned or not, but I said, "In the event of my being returned I have to give an eye-witness account." He said, "You can do so at your own risk." I said, "What is the risk? After all, my days are numbered, and if it so happens that Pakistan chooses to make a target of me I become a martyr into the bargain for no price."

Shri Nambiar (Tiruchirappalli): Why should our friend be a target of Pakistan? We will not allow that. This country will never allow Pakistan to make a target of you.

Shri J. K. Chaudhury: They are making such targets; only a few months before they did it.

Shri Ramdhar Singh (Rohtak): The youth of the country is at your disposal; do not bother.

Shri J. K. Chaudhury: I do not say that they would go in specially for me; but they might as well have sent a stray shot and that would have laid me low. A boy named Shankar was shot dead only three months before that. Anyway that is not a very important point.

The initiative is in the hands of Pakistan. They start shooting from the other side at the town of Belonia in spite of that embankment; and also at the first bottleneck which, as I said, is at the other extreme as you go out into the Cachar District of Assam. In that bottleneck there are two places, Lathitila and Dumabari, at which they shoot. Every time they take the initiative.

In Belonia I went into the houses of people and saw the holes in the corrugated-sheet roofs and through the split-bamboo walls. Mostly they are people of the lower middle classes. I asked them, "How do you live here when there is constant fear of Pakistan taking it into its head to start shooting?" They said, "We have to do it; there is no alternative. As soon as we hear the shots we all crouch under the beds, men, women and children. And those who are outside suddenly lie down flat on the ground on hearing the shots and get up when the shooting is over.

These people have courage. They have learnt to live dangerously. In all Tripura it must be dangerous living. My own house is within a mile and a half from the border of Pakistan and if they take it into their head any day to start shelling this town, we will all have to face it. In the last war with Pakistan, without any rhyme or reason, two F-104 started shooting at the control tower of the aerodrome killing one man on the spot and maiming another for life. A bullet entered his groin; of course, his life was saved.

Therefore, my last prayer to the Railway Minister, to the Government and ultimately to this House, this side and that, is that considering that the cost of living there is higher than anywhere else in India; considering that on the question of employment of our youth we will have serious problems in the next two, three or five years, considering that the growth of industry is a remedy for unemployment and, lastly, considering the question of defence and the way we are living there—I think, we have learnt to live dangerously—please do something in the matter. Give us the right means of transport i.e., the railway. I do not say that in one year it may be finished; it may be in five years or more. There is only 19 miles of railway, as I said, that has entered Tripura.

Then, as far as Assam is concerned, I should suggest either give us dieselisation or electric engines through the Hill Section of 115 miles from Badhar-pur to Lumding. Assam needs better communication for its own sake and for our sake also because we have to pass through Assam. If you please just insist that the people in Tripura must have better rail communication, if you decide that we should have some sort of relief in the matter—I hope you will support me as I am supporting the Railway Budget. If something is done for us by extending the railways, I can give a guarantee to the Government and to the Members of this House that we shall continue to live dangerously, whatever may happen, even if Pakistan comes, and perhaps occupies Agartala only for two hours. What I am sure is that within that short period, they will destroy all our buildings and installations and not a girl between the age of 15 and 30 will be left when they have to go away under the impact of the Indian army coming afterwards by the railway. Yet, we shall hold our head high and shall get an example of courage and fortitude and of dangerous living to the rest of the people of India.

Mr. Deputy-Speaker: Shri Achai Singh.

Shri Nambar: Now, a Member from this side should be called.

Shri V. Krishnamoorti (Cuddalore): There is some time left for our group also.

Shri Shrichand Goel (Chandigarh): So far as Jan Sangh party is concerned, we have still got time.

Mr. Deputy Speaker: I know all that. Everybody will get a chance. You will not lose a single minute.

श्री अचल सिंह (अगरा) : उपाध्यक्ष महोदय, आज यहाँ पर रेलवे बजट पर हम विचार कर रहे हैं। रेलवे का महकमा गवर्नमेंट का सब से बड़ा पब्लिक एंटरटेकिंग है। इस में 3,555 करोड़ रुपया लगा हुआ है। इसके मुकाबले में गवर्नमेंट के जितने दूसरे एंटरटेकिंग हैं उन में बहुत ही कम रुपया लगा हुआ है। लेकिन इस महकमे के इंतजाम में कमी होने की वजह से, रेल मंत्री महोदय ने हमारे समाने घाटे का बजट पेश किया है। रेलवे का महकमा ऐसा महकमा है जिस में काफी फायदा गवर्नमेंट आफ इंडिया को हो सकता है। आजादी के पहले जब ब्रिटिश गवर्नमेंट यहाँ पर थी तो वह प्राइवेट कम्पनियों को बाहरी कम्पनियों को रेलवे का काम सौंपा करती थीं, ठेके पर दिया करती थीं, जैसे जी० घाई० पी०, ई० घाई० घार० और पञ्चीस बरस के लिये उनको इसका ठेका दिया जाता था। इन पञ्चीस बरसों में वे कम्पनियां जितना उनका इन-वेस्टमेंट हुआ करता था वह निकाल लेती थीं और फायदा भी उठा लेती थीं और उसके बाद वे उन रेलवेज को गवर्नमेंट को हेंड ओवर कर लेती थीं। आज इस रेलवे से हमें जहाँ भरमें रुपये का फायदा होना चाहिये, चाटा हो रहा है, चाटा होता बिचावा जा रहा है। मैं समझता हूँ कि इसका कारण यह है कि इसका मैनेजमेंट, इसका एडमिनिस्ट्रेशन काफी गिर गया है, उस में काफी कमी आका हो गई है।

[श्री प्रचल सिंह]

रेलों में चोरियां भी बहुत होती हैं। इतनी होती हैं कि उनकी कोई हव ही नहीं है। मुझे इसका निजी अनुभव है। हमारे भागरे में बेलागंज, झाराकंड, ईलाहा स्टेशनों पर रोजाना हजारों बैगन्ज आकर कटते हैं, गेहूँ के, चावल के, तथा दूसरे सामान के के बैगन्ज आकर कटते हैं और वहाँ पर पता चलता है कि किसी बैगन में इतना माल कम है और किसी में उतना मान कम है। धारवा में ही लाखों रुपये की चोरियां होती हैं और अगर तमाम हिन्दुस्तान का हिसाब लगाया जाये तो मालूम नहीं कितने रुपये की चोरियां होती होंगी। बाब एण्ड वाई तथा रेलवे फोर्स के कर्मचारी खूब चोरियां करवाते हैं और उनकी घांघां के मामले चोरियां होती हैं। लेकिन वे कोई परवाह नहीं करते हैं। अगर इसी एक चीज पर हम पूरा ध्यान दें तो करोड़ों रुपये हमारा बच सकता है। इस एक बात को हम पिछले कई बरसों से कह रहे हैं लेकिन कोई ध्यान नहीं दिया जा रहा है। हम इधर कहते रहते हैं और उधर चोरियां बढ़ती रहती हैं, दिन प्रतिदिन बढ़ती जाती हैं।

यह भी अनुमान लगाया गया है कि टिकटनेस ट्रेबल के कारण रेलवे को दस करोड़ रुपये सालाना का घाटा उठाना पड़ता है। अगर इसको बन्द कर दिया जाए तो दस करोड़ की प्रतिशुल्क घामदनी घायको हो सकती है। इसके साथ साथ घाय भी देखें कि बोगस टिकट्स इन्हीं होती हैं और उसके कारण भी रेलवे को काफी हानि उठानी पड़ती है। एडमिनिस्ट्रेशन में बहुत से लोग हैं जो ऐसे तो वे लेते हैं लेकिन टिकट इन्हीं नहीं करते हैं। इससे भी रेलवे को बहुत नुकसान होता है। अगर हम ठीक तरह से रेलवे को मैनेज करें तो घरबों रुपया हमें मिल सकता है।

जितने घामधर्मे की बात है कि जितने प्रॉडक्टिव में 3,565 करोड़ रुपया बचा

हुआ है उस में हमें 24 करोड़ रुपये का घाटा होता हुआ दिखाया गया है। अगर हम जो हजारों रुपये इस पर लगा हुआ है उस पर पांच छः परसेंट सूद भी लगायें और डिभि-सिएशन काट दें तो भी हमें पांच सात बी करोड़ रुपया रेलवे से घामदनी होनी चाहिये जबकि चौबीस करोड़ का घाटा दिखाया जा रहा है। मैं चाहता हूँ कि एडमिनिस्ट्रेशन को घाय ठीक करें। घाय हम लोग बदनाम हो रहे हैं। जितने हमारे गवर्नमेंट प्रॉडक्टिव है प्रायः सभी गाटे में चल रहे हैं। रेलवे के घामवा 70-75 हमारे गवर्नमेंट प्रॉडक्टिव हैं और उन में से 12-15 को छोड़ कर जिन को कुछ लाभ हो रहा है, बाकी सब घाटे में चल रहे हैं। इसका कारण यह है कि जो इन्तजाम करने वाले हैं वे यह समझते हैं कि हमारा क्या जाता है, राष्ट्र का जाता है, कोम का जाता है और वे परवाह नहीं करते हैं। उनको तो तनख्वाह चाहिये जो उनको मिलती जाती है और वे घायम में रहते हैं। वे समझते हैं कि उनको काम करने की क्या जरूरत पड़ी है। यह मैं घायको बता चुका हूँ कि जब रेलें प्राइवेट कंपन में भी तो पञ्चीस बरस में घायनी कोमत निकाल कर फायदा भी उठाती थी और बाद में वे कम्पनियां इनको गवर्नमेंट को हूँद प्रोबन् भी कर देती थीं। इतना बड़ा घायका यह कंसर्न जो घाटे में जा रहा है इसका कारण यह है कि इस में बड़ा कीकेंज होता है और लोग जो उनका काम है उनको ठीक तरह से नहीं करते हैं। इनको हम दखना चाहिये। अगर हम न इन तरह ध्यान नहीं दिया तो वे रेलें हमारा बड़ा गर्क कर देंगी। हम गड़बड़ को बनाने की हम इजाजत नहीं दे सकते हैं। हम नरह से तो हम दिवालिये हो जायेंगे। बिल मंत्री जी ने बराबर बजट बना कर हाउस में पेश किया है लेकिन इस रेलवे बजट को घायने घाटे का दिखाया है। यह तब हो रहा है जब कि हक दुहाई देते हैं कि पब्लिक प्रोमरसिब में

उद्योगों को धाना चाहिये, इनको गवर्नमेंट अंटरटेकिंग बनाना चाहिये। वे जब प्राइवेट अंटरटेकिंग होते हैं तो काफी फायदा होता है और इस बात के बावजूद होता है कि टैक्स बर्गेरह भी बहुत देते हैं। लेकिन यह धारण्य की बात है कि गवर्नमेंट को अपने अंटरटेकिंग में नुकसान होता है। मैं मंत्री महोदय से कहूंगा कि वह चाहे कोई कमिशन बिठावें, या कमेटी बिठावें या खुद सारी जांच करावें कि ऐसा क्यों हो रहा रहा है। जो टिकनेस ट्रेड्स है उसको रोकने का इंतजाम होना चाहिये, जो चारियां होती है, जो लीकेंज चलता है, वह बन्द होना चाहिये, जो बॉगन टिकट्स इशू कर दी जाती है, उसकी रोकथाम होनी चाहिये, उस पर कड़ी नजर रखी जानी चाहिये। अगर यह सब कुछ आपन किया तो जो नुकसान आपको हो रहा है बन्द हो जायगा।

मैंने यह भी देखा है कि रेलों में बहुत मे मुसाफिरों को जेबें कट जाती है। पुलिस जितनी रेलवे को है वह ज्यादा तर उनके साथ मिली रहती है। वे लोग जेब कतरों में जेबें कटवाते हैं। इसकी धोर भी आपका ध्यान जाना चाहिये। हिन्दुस्तान का यह सब से बड़ा पब्लिक अंटरटेकिंग है और आपको देखना चाहिये कि यह फायदे में जाये और अगर ऐसा नहीं होता है तो मैं मनमना हूँ कि गण्ट का बड़ा गक हो जायगा।

पंद्रह बरस से मैं यहाँ का मन्बर हूँ। मैं हमेशा इस बात का धारण करता रहा हूँ कि धारा से लखनऊ के लिए एक डायरेक्ट ट्रेन होनी चाहिये। आज तक मेरी इस बात पर गौर नहीं किया गया है। कभी कहा जाता है कि मुसाफिर कम इस लाइन पर होने, कभी कहा जाता है कि टिक नहीं है, यह नहीं है, वह नहीं है। जब दिल्ली से लखनऊ, लखनऊ से अलाहाबाद,

धारागसी से लखनऊ, सीधी ट्रेन जाती है तो धार से लखनऊ क्यों नहीं जा सकती है। मैं कहूंगा कि एक सीधी ट्रेन धारको देने का प्रयत्न करना चाहिये।

चीन की लड़ाई में पहले वेस्टर्न रेलवे में अछनेरा धोर परबम के बीच में एक फर्नीग स्टेशन की मांग की गई थी। उस वक्त कहा गया था कि हम इसको दे देंगे चीन के साथ जब लड़ाई चली तब कहा गया कि अब तो लड़ाई चल रही है, अब नहीं हो सकती है। वह लड़ाई बन्द हुई। लेकिन इस फर्नीग स्टेशन को नहीं दिया गया। उसके बाद पाकिस्तान से लड़ाई हो गई और कहा गया कि अब पाकिस्तान में लड़ाई चल रही है, हम नहीं दे सकते हैं। अब तो वह भी बन्द हो गई है। अब तो धारको इस स्टेशन को देने की कृपा करनी चाहिये। इस फर्नीग स्टेशन के अभाव में लोगों को बहुत तकलीफ होती है। मैं माशा करना हूँ कि आप इस धोर अवश्य ध्यान देंगे।

जो छोटी छोटी बातें हैं उनकी धोर आपका ध्यान जाना चाहिये। इससे जनता को फायदा होगा। इतने बड़े पब्लिक अंटरटेकिंग में आपको नुकसान नहीं होना चाहिये। इसको धार रोकें। इससे जनता का विश्वास सरकार पर से उठता है। घाटे में धारको बचना चाहिये और यह देखना चाहिये कि रेलों साथ में चलें।

श्री सरजू पाम्डेव (गाजीपुर) : मैं यह जानना चाहता हूँ कि आखिर सदस्यों को बुलाने में क्या तरीका चल रहा है। स्वतंत्र पार्टी के दो सदस्य बोल चुके हैं। जनसंघ के दो सदस्य बोल चुके हैं।

श्री श्रीचन्द्र गोयल : नहीं, एक।

श्री सरजू पाम्डेव : हमारी पार्टी से अभी तक केवल एक सदस्य बोला है।

[श्री सरजू पाण्डेय]

मैं जोन दिन सि इन्चबार कर रहा हूँ ।
घाटे का रुपे नहीं बनाना चाहते हैं, तो
कह बीजिए ।

Mr. Deputy-Speaker: I have got the account here. Whatever balance is left to the credit of the parties will be given to them. The position today is that Congress has 3 hours and 53 minutes and the Opposition has 1 hour and 44 minutes. So, I am dividing the time between the Members in such a way that there will be two speakers from the Congress side and one from the Opposition side. I would assure hon. members that they would not lose even one minute to which they are entitled; at the same time, I would request them not to claim even one minute extra.

Shri Nambiar: We thought that you would call one from the Congress side and one from our side.

Mr. Deputy-Speaker: That is not possible. I want to accommodate as many from the Congress side as possible because they have also their own grievances and they also represent the people.

Shri Nambiar: After we exhaust, the rest of the time can be completely given to them.

Mr. Deputy-Speaker: No; then, there would be no debate.

श्री ना० स्व० जर्ना (हुमरियागंज) :
भादरणीय उपाध्यक्ष महोदय, चार दिन प्रतीक्षा करने के बाद आप के भाषीबाँद से यह अवसर मिल रहा है कि मैं इस सदन में अपना पहला भाषण दे सकूँ ।

मैंने यह सोचा था कि यद्यपि मेरी पार्टी, जनसंघ, विरोध में है, फिर भी किसी ऐसे अवसर और विषय पर मैं अपना भाषण देता, जिस में मैं माननीय मंत्री महोदय को कुछ बातों के लिये प्रत्यवाद प्रकथ्य दे सकता ।

परन्तु मुझे बड़े दुष्पूर्वक कहना पड़ता है कि कम से कम रेलवे बजट पर बीसते हुए मैं ऐसा नहीं कर सकूंगा । हाँ, मैं यह चेष्टा करूँगा कि मैं मंत्री महोदय की उतनी कड़ी आलोचना न करूँ, जितनी कि वह आशा कर रहे हैं वा जितनी वह डिजर्व करते हैं । परन्तु कुछ बातें ऐसी हैं जिन को कहे बगैर नहीं रहा जा सकता है ।

देश के सब से बड़े उद्योग, रेलवेज, ने बीस वर्ष में पहली बार एक घंटे का बजट सदन के सामने रखा है । घाटे के संबंध में तो मुझे कुछ नहीं कहना है, क्योंकि कभी कभी घाटा इस लिये भी आ जाता है कि उपभोक्ताओं की सुख-सुविधाओं को बढ़ाने में अधिक खर्च हो जाता है, यद्यपि जहाँ तक रेलवेज का संबंध है, घाटा इस लिये नहीं आया है कि यात्रियों की सुख-सुविधाओं को बढ़ाने में खर्च किया गया है, अपितु घाटा इस लिये आया है—अगर मैं कह सकूँ, तो मैं कहूँगा—कि वित्त मंत्री की मुहब्बत रेलवे मंत्री को यह घाटे का बजट प्रस्तुत करने के लिये विवश कर रही है ।

आखिर जब रेलवे लगातार बीस वर्षों में घाटे का बजट प्रस्तुत नहीं कर रही थी और इस वर्ष पहली ही बार घाटे का बजट आया है, तो रेलवे मंत्री को कम से कम यह सोचना चाहिए था कि हो सकता है कि अगले वर्ष घाटा न रहे । लेकिन इस एक वर्ष के घाटे के आधार पर उन्होंने हमेशा हमेशा के लिये सब प्रकार के महसूल बढ़ा दिये हैं, किराये बढ़ा दिये हैं । इस लिये मेरे अ्याम में रेलवे मंत्री आलोचना के पात्र हैं ।

यह सरकार समाजवाद के नाम पर समय समय पर कसमें खाती रहती है । मेरा विचार है कि अगर बाह्य पर समाजवाद को सही रूप में समझ में आने का मौका मिल सकता था, तो वह भीका रेलवे मंत्री की रेल विचार में

मिल सकता था। इसी आधार पर मैंने यह देखने की कोशिश की है कि क्या रेलवे मंत्री इस में सफल हुए हैं। मैं समझता हूँ कि इस दृष्टि के रेलवे मंत्री न केवल असफल हुए हैं, बल्कि मुझे यह भी कहना पड़ेगा कि इस बजट-भाषण में उन्होंने हम लोगों के साथ बहुत मनोरंजन भी किया है। मैं एक उदाहरण पेश करता हूँ।

प्लेटफार्म टिकट पहले दस पैसे का था और अब वह पन्द्रह पैसे का कर दिया गया है। इस समय रेलवे मंत्री के हाथ में सत्ता है। यदि वह चाहते तो वह प्लेटफार्म टिकट का दाम बीस पैसे भी कर सकते थे। लेकिन इस बढ़ोत्तरी के पक्ष में उन्होंने जो कारण दिया है, वह सचमुच इस सदन के लिये हंसने की बात है। रेलवे मंत्री कहते हैं :

"This increase has been rendered necessary by the increase in the cost of paper and printing....

इस बारे में मैं बाद में कहूँगा।

"...as well as the issue and account of these tickets and will be useful if it reduces even to a small extent the overcrowding on railway platforms due to those who come only to receive or send off passengers.

ऐसा मालूम पड़ता है कि जो लोग रेलवे प्लेटफार्म पर जायें, रेलवे मंत्री के अनुसार उन के सामने पैसंजर्न को रखीय या सैंड घ्राक करने के प्रतिरिक्त कोई और भी मकसद होना चाहिये। मेरा विश्वास है कि जितने भी व्यक्ति टिकट ले कर प्लेटफार्म पर जाते हैं, चाहे उस का टिकट दो पैसे रहा हो या दस पैसे और जो पन्द्रह पैसे का टिकट होने पर भी चायें वे रेलवे मंत्री के प्रतिरिक्त ही जाते हैं और उस के लिए वे भी करते

हैं। माननीय मंत्री महोदय के दिमाग में यह बात क्यों नहीं आई कि अगर प्लेटफार्म पर धोखराउडिंग हो रहा है, तो उनको प्लेटफार्म को बड़ा करने और वहाँ पर यात्रियों के बैठने आदि की व्यवस्था करनी चाहिये ? इस के बजाये उन के दिमाग में किस प्रकार की बातें आती हैं ? वह प्लेटफार्म के टिकट का दाम दस पैसे से पन्द्रह पैसे इस भाशा से बढ़ा देते हैं कि जो लोग अपने मित्रों आदि को छोड़ने या लेने जाते हैं, उन की संख्या कम से कम हो जायेगी।

अगर माननीय मंत्री का सोचने का यही ढंग है, तो मुझे ऐसा लगता है कि अगले वर्ष वह इस बढ़ोत्तरी को दुगुना कर देंगे इस भाशा से कि प्लेटफार्म पर कोई भी न पहुँच सकेगा। मैं यह कह देना चाहता हूँ कि अगर सोचने का ढंग ऐसा समाजवादी रहा, तब तो वास्तव में एक दिन ऐसा आयेगा, जब कि रेलवे प्लेटफार्म पर जाना पाप समझा जायेगा।

जब भी हमारे सामने इस प्रकार का पर्याय उपस्थित रहता है कि हम अपना सामान सड़क से भेज सकें या रेल से भेज सकें, तो नब्बे प्रतिशत जनता अपना सामान सड़क से भेजना पसन्द करती है। इस का कारण यह है कि रेलवे-उपभोक्ताओं को यह महसूस नहीं करने दिया जाता कि रेलवे के विभिन्न विभागों में उन का स्वागत किया जाता है। मैं समझता हूँ कि रेलवे मंत्री का यह कहना कि वह क्राउड को कम करने के लिए टिकट के दाम आदि में वृद्धि कर रहे हैं, सचमुच एक बहुत अशोभनीय बात है और देश के रेलवे मंत्री द्वारा बजट में इस प्रकार के शब्दों का प्रयोग एक कलंक की बात है।

सब से छोटे टिकट का दाम बढ़ाने के लिए माननीय मंत्री ने बहुत अजीब अजीब कारण बताए हैं। अगर माननीय मंत्री चाहते, तो बर्तमान में यात्रा करने वाले देश के 80, 85 प्रतिशत लोगों को छोड़ कर फर्स्ट क्लास और डीकिड क्लास के उपभोक्ताओं पर और

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भी महसूल बढ़ा सकते थे। अगर वह सचमुच में चाहते कि रेल से सामान भेजने वाले रेल का उपयोग करना बिल्कुल बन्द कर दें, तो। वह इस महसूल को और भी ज्यादा बढ़ा सकते थे। लेकिन इस समाजवादी सरकार के मंत्री ने रेल-किराये में जो बढ़ोत्तरी की है, उस का प्रतिकूल प्रभाव देश की 85 प्रतिशत जनता पर पड़ेगा, जब कि उस से महसूल की कोई खास वृद्धि नहीं होगी।

इस बढ़ोत्तरी के पक्ष में मंत्री महोदय ने तीन कारण बताये हैं। अपने बजट भाषण के पृष्ठ 5 पर उन्होंने पहला कारण यह बताया है :—

"This increase would be fully justified on the ground that such very short distance travel is most unremunerative for the rail-ways."

समाजवाद के सिद्धांत को मानने वाली इस सरकार के रेलवे मंत्री यह कहते हैं कि वह रीम्यूनरेशन के लिए रेलवे चला रहे हैं। क्या समाजवाद का दम भरने वाले इस बात से सहमत होंगे? क्या कांग्रेसी सरकार इसी प्रकार का समाजवाद चलाना चाहती है कि देश के सब से बड़े जिस उद्योग को जनता की सुख-सुविधा और उपयोगिता के लिए चलाना चाहिए था, उस को केवल रीम्यूनरेशन के लिए चलाया जाये? मंत्री महोदय ने यह भी कहा है कि जिन छोटी लाइनों से सरकार को उचित मात्रा में रीम्यूनरेशन नहीं मिलती है, उन को बन्द करने जा रहे हैं। अगर मंत्री महोदय ने व्यापार ही करना था, तो वह रेल मंत्री न बन कर श्री टी० टी० कृष्णामाचारी की तरह सरकार के बाहर रह कर अधिक पैसा कमा सकते थे। जिस रेलवे से जनता अधिक से अधिक सुख-सुविधा और उपयोगिता की प्राप्ति रखती है, वह उसको रीम्यूनरेशन का माध्यम न बनावे।

आगे चल कर मंत्री महोदय कहते हैं :

"even the printing and issue of the ticket costs about 3-74 paise."

अगर प्रिंटिंग की कास्ट इतनी बढ़ गई है तो जो लोग 50 मील के एरिये में चलने वाले हैं, उन को छोटा सा प्रिन्ट टिकट दे दीजिये, उन को गले का टिकट देने की क्या आवश्यकता है, उस में बाँड़ी सी कमी कर दीजिये, इस तरह से भी कुछ बचत हो सकती है।

आगे मंत्री महोदय कहते हैं—

This we have done because of constant complaints of shortage of change.

यह एक मजाक की बात है। बहुत कम मजाक मुझे इस सदन में देखने में आया, लेकिन एक सब से बड़ा मजाक मुनिये—रेलवे मंत्री महोदय इस लिये इस में बढ़ोत्तरी कर रहे हैं कि—

This we have done because of constant complaints of shortage of change and consequent inconvenience or loss to the passengers.

यह इस लिये बढ़ाया गया है कि यात्रियों को चेंज की कठिनाई होती है। चेंज बनाना तो प्रायके अधिकार में है—सरकार प्रायकी है—लेकिन प्राय कहते हैं कि 10 पैसे से 15 पैसे का टिकट इस लिये कर रहे हैं कि प्रायके बुकिंग क्लर्कस को वापस करने के लिये चेंज की माँटेंज होती थी, अगर ऐसा था तो क्यों न उनको पांच पैसे माफ कर दिये जाय, बढ़ाने की क्या जरूरत थी। लेकिन एक पूंजीपति की तरह, एक दूकानदार की तरह प्रायने यह कहा कि बुकिंग हमारे पास चेंज नहीं है, इस लिये बढ़ाया है, प्राय यह भी तो कर सकते थे कि रेलवे उपजीवताओं

के लिये वहाँ पर चेन्ज रख देते । रेलवे मंत्री अन्वर अन्वर हुलाकि इस बात को मानते हैं कि पहले भी बुकिंग क्लर्क अपने पास चेन्ज रखा करते थे, वे अब भी रख सकते हैं । मैं उन से पूछता हूँ कि इस प्रकार की अनाधिकृत चेन्ज से रेलवे को कितना फायदा हुआ है और उन्होंने उस को किस कैटेगरी में डाला है ।

तीसरी बात सुनिये—जो एक बड़ी अजीब बात है —

‘Considering the expenditure on the railways and the general price level in the last two years, I hope the House will agree that this increase is very moderate.’

यदि प्राइम इन्कीस हो रही है तो तो आप वित्त मंत्री से सहायता मांगिये । प्राइम कम हो इस का यह मतलब नहीं है कि प्राइस इन्कीस का बहाना कर के आप इन्कीस करते चले जाय । प्राइस इन्कीम हो या घटे, लेकिन जनता को सुख और सुविधा के लिये जो उद्योग स्थापित हुए हैं, उन का एक ही आधार होना चाहिये कि जनता को सुख-सुविधा मिल रही है या नहीं ।

उपाध्यक्ष महोदय, बुकिंग समय बहुत थोड़ा है, इस लिये जो कुछ सुझाव मैं उपस्थित करना चाहता हूँ जल्दी में पेश करने का प्रयत्न करता हूँ, मेहरबानी कर के घन्टी न बजाइयेगा । मैं इन प्रस्तावों को इस लिये भी रखना चाहता हूँ कि इस समाज-वादी सरकार में जो ये नये मंत्री जाँ धायें हैं, मुझे इन से कुछ धाशा हो रही है कि सम्भव है कि ये कुछ करने की कोश करें ।

मेरा पहला सुझाव यह है कि रेलवे द्वारा एम्प्लोयेड व्यक्तियों में एक ऐसी कैटेगरी है जिस के बारे में बहुत कुछ कहा जा सकता है, लेकिन समयाभाव के कारण नहीं कह सकूँगे और वे हैं—कुली । ये लोग 2 ६0 से लेकर 15 ६0 तक स्टेशन मास्टर

को लाइसेन्स के लिये देते हैं ।¹⁷ स्टेशन पर गदहों और घोड़ों के लिये जेड बने हुए हैं, मोटरों और टैक्सियों के लिये जेड बने हुए हैं, लेकिन समाजवादी व्यवस्था का दम भरने वाली सरकार ने कुलियों के लिये कोई जेड या रहने के लिये जगह नहीं बनाई है । वे स्टेशनों पर जहाँ-कहीं बैठे रहते हैं । मुझे यह भी पता चला है, हानाकि मैं इस स्थिति में नहीं हूँ कि उस को प्रमाणित कर सकूँ, लेकिन मुझे पता चला है और माननीय मंत्री भी चाहें तो पता लगा सकते हैं कि प्रत्येक कुली को लाइसेन्स प्राप्त करने के लिये स्टेशन मास्टर को 500 ६0 से लेकर 1000 ६0 तक देने पड़ते हैं । उन बेचारे अनाथ कुलियों को, जिनके रहने के लिए जगह प्रोवाइड नहीं की जाती, उन को अन्य सुविधाओं नज़ा दी जा सकती, यह काम देनी पड़े, यह एक बहुत बड़ा अन्याय है । मैं यह मानना हूँ कि हमारे साथ बहुत से ऐसे अवसर धायें होंगे कि जब कि एक छठमरी के लिये, एक चबूती के लिये उन कुलियों ने झगड़ा किया होगा, लेकिन जिस व्यक्ति को 900 या हज़ार रुपया स्टेशन मास्टर को देना पड़े, तो उसके पास एक ही तरीका रहता है कि जब भी उस को ठोने का अवसर मिले, वह उस का उचित प्रयोग करे । मैं माननीय रेलवे मंत्री महोदय से प्रार्थना करूँगा कि इन लाखों कुलियों के लिये यदि वे क्लास 4 का ग्रेड भी कर दें, कम से कम मानकता के नाते, मनुष्यता के नाते उन का व्यवहार रेलवे के साथ हो सके, तो मैं अत्यन्त अनु-गृहीत हूँगा ।

अब मैं एक प्रार्थना अपने चुनाव क्षेत्र के बारे में करना चाहता हूँ । मैं जिन चुनाव क्षेत्र से आता हूँ, पहले वहाँ से इस सरकार के एक भूतपूर्व मंत्री वहाँ का प्रति-निधित्व करते थे—वह क्षेत्र बस्ती खिसा कहलाता है, जो कि एक बहुत बँकड़ें क्षेत्र है । इन भूतपूर्व मंत्री महोदय ने, जो कि

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अपने को समाजवाद का एक बहुत बड़ा नेता कहा करते थे, उन का नाम बतलाने में कोई हर्ष नहीं है, उन का नाम श्री केसव देव मालवीय था, उन्होंने समाजवाद के नाम पर वहाँ बहुत कुछ कहा, यह धक्कर नहीं है कि मैं उन की धारणा कर्क, लेकिन मैं इतना अवश्य बताना चाहता हूँ कि बस्ती का जिला न केवल पिछड़ा हुआ है, बल्कि रेलवे के नाते भी इतना अधिक पीछे रहा है, कि जिस को कोई सीमा नहीं है। बस्ती जिले में 'उसका' नाम का एक बाजार है, जो कि नेपाल के बार्डर पर है। उसका-बाजार में रहने वाला व्यापारी अगर बस्ती जाना चाहे, जो कि उसी डिस्ट्रिक्ट में ही और 60 मील की दूरी पर है, तो पहले उस को लूप लाइन के द्वारा गोरखपुर जाना पड़ेगा फिर वहाँ से बस्ती जाना पड़ेगा। नतीजा यह होता है कि एक व्यक्ति को उसका-बाजार से बस्ती पहुंचने में दो दिन लग जाते हैं क्योंकि रेलवे के टाइम टेबिल के हिसाब से ट्रेनों का कोई एग्जम्प्टमेंट नहीं है।

एक प्रस्ताव मैं यह करना चाहता हूँ, जो कि आपके लिये रिम्यूनरेटिव भी मानित होगा और वहाँ की बढ़ती हुई जनसंख्या के लिये सुविधाजनक भी होगा। हमारे जिले की जनसंख्या बढ़ती जा रही है, ऐसा न करे कि वह जनसंख्या कम हो, बल्कि मेरा यह प्रस्ताव ऐसा है जो आपको फारेन एक्सचेंज धन करने में भी सहायता पहुंचा सकता है। भगवान बुद्ध का जन्म स्थान लुम्बिनी हमारे बस्ती के बहुत पास है। मेरा निवेदन यह है कि अगर आप एक छोटी लाइन वहाँ पर जोड़ दें जो बस्ती से प्योनी, बाँदी, नवगढ़, बरौपुर, लुम्बिनी होती हुई उसका तक जाय तो वह आपके लिये बहुत रिम्यूनरेटिव मानित होगी क्योंकि इस के द्वारा बस्ती जाने वालों को जो दो-तीन दिव लव जाते हैं, उस में बचत

हो सकती तथा लुम्बिनी जाने वाले यात्रियों को भी सुविधा हो सकेगी। मैं जब चुनाव लड़ रहा था तब तीसरे दिन जाकर मुझे पत्र मिला करते थे, इस प्रकार की व्यवस्था किये जाने से वहाँ की जनता के साथ जो घोर अन्याय होता है, वह बन्द हो जायगा।

मेरा दूसरा मुद्दा यह है कि इसी तरह से एक लाइन यदि बस्ती से हमरियागंज, इंटवा, बढ़ती तक बना दी जाय तो इस का यह लाभ होगा कि जो एक लूप लाइन इस बन्द चल रही है और जो अनरम्यूनरेटिव है, इन-इन्-कोर्स वह रम्यूनरेटिव बन जायगी।

मुझे विश्वास है कि आप मेरे इन मुद्दों पर विचार करेंगे तथा इन को मान लेंगे।

Mr. Deputy-Speaker: Shri Sheo Narain. Many hon. Members coming from various areas want to place their difficulties here. I therefore request that every Member should conclude within exactly 10 minutes so that I can accommodate as many Members as possible.

श्री जिव नारायण (बस्ती) : माननीय उपाध्यक्ष महोदय, मैं आपका अनुमोदित हूँ कि आपने मुझे टाइम दिया। मेरे मित्र श्री नारायण स्वल्प शर्मा बस्ती के इलेक्ट हुए हैं लेकिन उन्होंने बस्ती को इग्नोर कर दिया। बस्ती स्टेशन पर धरोजों के जमाने से फस्ट क्लास बेटिंग कम था, लेकिन आज उसको टरमिनेट कर के मैकेड क्लास बेटिंग कम बना दिया गया है। फस्ट क्लास इन अफसरों की जीव करने के लिये है। शर्मा जी ने रेलवे को फिटिलाइज नहीं किया, लेकिन मैं करता हूँ।

सेट रनिंग भाग ट्रेन्ज धारे हिन्दुस्तान की रेलों का विशेषाधिकार हो गया है। बने रेलवे मंत्री जी को एक चिट्ठी लिखी थी, जिसका जवाब रेलवे मंत्री जी ने मुझे भेजा है, जिसे य पढ़ कर सुना बेता हूँ :—

"I am desired by Shri C. M. Poonacha, the Minister for Railways, to acknowledge receipt of your letter of 16th instant, enclosing copy of a representation from Shri Adi Abassi, ex-M.L.A., regarding late-running of 30 Dn passenger train from Lucknow, and to say that it is receiving attention."

We are thankful to you to learn that it is receiving attention.

श्री इसहाक साकनवी (अमरोहा) : श्री ए० ने लिखी है, मिनिस्टर ने नहीं लिखी है।

श्री शिव नारायण : धरे सुनिये, जो ट्रेन सञ्चनक से चलती है, जिसमें हमारे बकील लोग आते हैं जो मुकदमे में इसाहाबाद जाते हैं, वह पांच बजे बस्ती पहुँचती है, हमारा 2-3 घण्टे लेट रहती है। मैं इस बात को नहीं मानता कि हमारे डिपार्टमेंट के सभी लोग निकम्मे हैं, कुछ लोग हैं, लेकिन यह हमारी ब्यूटी है कि इन को करेक्ट करें।

दूसरी बात जो मैं आपकी हज्जाजत से ज्ञान चिलाना चाहता हूँ वह अभी तक किसी पार्लियामेंट के मेम्बर ने प्वाबंट घाउट नहीं की है। लड़ाई के प्वाबंट भाग न्यु से एर स्टैंडिबी की दृष्टि से सञ्चनक से सिलीगुड़ी तक को लाइन जाती है वह डबल लाइन होनी आवश्यक है जबकि यह अभी तक विधिवत लाइन है।

15 hrs.

भाज हमारी कांग्रेस की गवर्नमेंट बंगाल में नहीं है, कांग्रेस की गवर्नमेंट बिहार में नहीं है और न ही उत्तर प्रदेश में है और इस नाते भारत सरकार को सचेत रहना है कि यह कम्युनिस्ट भाई जो यहां चिल्ला रहे हैं वह भाज वहां पर क्या कर रहे हैं? (अध्यात्म) यह सञ्चनक से सिलीगुड़ी की रेलवे लाइन डबल लाइन कर दें क्योंकि अगर कल को तीन ने हमला किया तो हम आसानी से अपनी फौज को इधर से उधर पहुंचा सकें। भारत सरकार को इन कम्युनिस्टों से सचेत रहना है। मैं भाज कहना चाहता हूँ कि कलकत्ते में गंगा नाच हुआ है कलकत्ता का स्टेशन सात दिन तक कम्युनिस्टों के कंट्रोल में रहा। मिनिस्टर साहब इसका पता लगायें कि सात दिन तक वहां क्या हालत रही। कलकत्ते में हमारे रेलवे स्टेशनों पर इन लोगों ने सात दिन तक घिराव डाला और खजाना वहां लूटा गया। वहां पर नौ नौ कांग्रेस कम्युनिस्ट हुकूमत है। पुलिस इंटरफीयर नहीं कर सकी क्योंकि पुलिस को रोक दिया गया था। हमारे होम मिनिस्टर साहब को बंगाल वाले मुफ्त में बदनाम कर रहे हैं कि उन्होंने पुलिस वालों को उधार दिया है। वह गसत है। यह कम्युनिस्ट्स जो यहां शोर मचा रहे हैं यह जरा सुनें कि उन्होंने क्या किया? जरा अपने काले कारनामों का वह ध्यान करें। मैं चाहूंगा कि इन सब बातों की हमारे रेल मंत्री साहब जांच करें और दरअसल जो घपराबी हों उन को फठोर बंद मिलना चाहिए।

फर्स्ट क्लास का टिकट या तो आप बाइप घाउट कर दीजिये वरना उसमें भाज बैठा फर्क नहीं रहना चाहिए। जैसे कि रेलवे ने अधिकारियों को फर्स्ट ए० क्लास दे रक्खा है जैसे ही हम पार्लियामेंट के मेम्बर को भी दिया जाय ताकि हम भी एक तिहाई के करके एयर कंडीशंड में चल सकें।

[श्री शिव नारायण]

उस में गवर्नमेंट का लाभ है। मैं वे पिछले रेलवे बजट में भी इस बीच को डिमांड किया था कि फ्लर्ट ए० क्लास टिकट हमारा भी कर दिया जाय क्योंकि गवर्नमेंट का उसमें कोई लोस नहीं है बल्कि लाभ ही है। यह एक तिहाई पे करके एयर कंडीशन्ड में चलने का सुविधा मेम्बरों को भी दी जानी चाहिये क्योंकि मेम्बर आफ पार्लियामेंट मूलक के पहले नागरिक समझे जाते हैं और उसके लिये धरर जरूरी हो तो ला को धमैड कर दिया जाय।

रेलवे में जहां तक कैंटरिंग का सवाल है मैं निहायत ध्रदव से धर्ज करूंगा कि इसे धाप प्राइवेट सैक्टर को दे दें। खिलर के जमाने में हम लोगों को 18 घाने में साफ खाना धर्षात् एक प्लेट चावल और दो धड़े की करी मिलती थी। 18 घाने में फ्लर्ट क्लास खाना हो जाया करता था। नेकिन ध्रव खाना महंगा होने के साथ इतना गंदा रहता है जिसका कि कोई हिसाब नहीं। सफाई की व्यवस्था बिल्कुल नहीं है और खाना खाने की तबियत नहीं करती है। जरूरत इस बात की है कि जो भी खाना वह साफ व सुधरा हो और दाम भी ठीक हो लेकिन कोई सुनता नहीं है। मेरी नुजारिश है कि कैंटरिंग को धाप प्राइवेट सैक्टर को दे दें और मुझे विश्वास है कि ठीक व साफ खाना फिर से समय पर लोगों को मिल सकेगा।

मैं अपनी कांस्टीटुएँसी बस्ती के बारे में धाप के द्वारा सरकार से कहना चाहता हूँ कि बस्ती गहर में लेविस क्रीसिंग पर धाध-धाध बंटे और पीन, पीन बंटे ट्रेकिंग जैम हो जाया करती है और यह बस्ती त्रीपर की बहुत दिनों से डिमांड है कि वहां पर एक धोवर ब्रिज बना लिया जाय। बस्ती 28 साध की धावादी बाना जिना है और

इस नाते इसकी बहुत जरूरत है। बस्ती का जो फ्लर्ट क्लास बेटिंग कम था वह सैकिड क्लास हो गया है लेकिन वहां पर फ्लर्ट क्लास बेटिंग कम की जरूरत है। मैं चाहूंगा कि रेलवे मंत्री जी हम बस्ती बाधों की तरफ ध्यान दें।

एक काम और मंत्री जी करें। वह टूर पर न जाय बल्कि यहीं दिल्ली स्टेशन की जांच कर लें। रेलगाड़ियों से जब पैसी-जर उतरते हैं तो इधर उधर ट्रीबीज, ठेने, धोंमवे वाले और धाय व पान सिगरेट वाले तमाम प्लेटफार्म पर छा जाते हैं और यात्रियों का वहां से निकलना तक मुश्किल हो जाता है।

लखनऊ से दिल्ली की जो मेल ट्रेन धातो है वह 9 नम्बर प्लेट फार्म पर धातो रहती है जब कि मेल ट्रेन को 13 नम्बर के प्लेट-फार्म पर धाना चाहिए। धाकिर यह ध्रव्य-वस्था क्यों है ? दिल्ली देश की राजधानी होने के कारण देश की नाक है और सारे देश धर के ही नहीं ध्रपितु विदेशी लोग भी यहां रोजाना काफी तादाद में धाते रहते हैं और इस लिये यह दिल्ली रेलवे स्टेशन पर ध्रत्यधिक धीड धाड ध्रव्यवस्था को राकना चाहिये। ऐना न होने से हिन्दुस्तान की नाक कटती है। रेलवे विभाग को वहां के लिये धाकून बन्दोबस्त करना चाहिये।

रेलवे बोर्ड के बारे में मैं कहना चाहता हूँ कि यह धोनोपती रेलवे बोर्ड की ऐवालिक की जाय। यह बड़ी ज्यादती है। हम कांघेन वाले भी इसकी मांग करते हैं कि इस को ऐवालिक करना चाहिये। इती तरह से हम पिछले साल से यह डिमांड कर रहे हैं कि यह सिलीगुड़ी की साइन डबल की जाय नेकिन धापने धभी तक कुछ ध्यान नहीं दिया। इसको डबल साइन धधियन्ध किया जाय।

लखनऊ टु दिल्ली एक डीलक्स गाड़ी चलाने के लिए वह मुद्रा को दिल्ली से लखनऊ जाया करे और उसी तरह से लखनऊ से दिल्ली जाया करे।

जहां तक यात्रियों का रेल भाड़ा बढ़ाने की बात है और विशेष करके जो बड़े क्लाम के पैकेजर्स का किया जा घापने बढ़ाया है वह नहीं बढ़ाया जाना चाहिए क्योंकि रेलवे के बड़े क्लाम के यात्रियों को इस तरह से घापने को मजबूर करना है माना उसमें इमान न होकर जानवर भरे हों। यह भी प्रजीव मजाक है कि रेलवे को जिन बड़े क्लाम के यात्रियों से 87 प्रतिशत घामदनी होनी हो उन की यह हालत हो और मुर्दा यह कि किया उन पर और बढ़ा दिया। फर्स्ट क्लाम से रेलवे को घाम घामदनी नहीं होनी है क्योंकि उसमें मेम्बर पालियामेंट बनने है एम० एन० एन० चलते हैं और घापके अफसर बनने है। यह भी अफसर देखने में आता है कि लखनऊ में एक अफसर चलता तो एक टिकट रिजर्व करने है लेकिन वह चार, चार मीट रिजर्व करवा लेता है। एक अफसर दो दो कूप रिजर्व करा कर चलता है। यह चीज लखनऊ स्टेशन पर घाम नीर में देखने में आती है। इसलिये अगर घाप इन फर्स्ट क्लाम को एबालिश कर दें तो अच्छा ही होगा। हम सब लोग बिनकुल घई क्लाम में बनने को तैयार हैं।

मैं घाम नीर पर इस रेलवे बजट का स्वागत करता हूँ लेकिन मैं कहना चाहता हूँ कि जो किया घापने बढ़ाया है वह ज्यादा है। 9 करोड़ का घाटा कोई बड़ा घाटा नहीं है। अगर घाप ठीक ढंग से काम संचालित करें तो काफी लोग रेलवे में से सम्पत्त बन सकते हैं। काम भी ठीक ढंग से चल सकता है और खर्च में भी बचत हो सकती है।

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जो घापके रेलवे के अफसरान हैं इतनाकार हैं उन में कटौती की कमी है। मैंने स्वयं लखनऊ में घापने कालों में एक अफसर को यह कहते हुए सुना है कि कोई हमको घाडे ही जाना है जिन को जाना है जायं।

यह रेलवे विभाग गवर्नमेंट का एक अलग डिपार्टमेंट है। हमारे रेलवे मिनिस्टर नये नये घापे हैं इसलिये मैं चाहता हूँ कि वह इधर ध्यान दें और इनमें माकूल बन्दोबस्त करे। जैसा कि मर्मा जो ने कहा एक न्यू लाइन बन्नी प्रोपर से होकर दक्षिण से उत्तर तक जा मकनी है वह बड़ीनी और वाली होती हुई उन्का तक कर दी जाय और ऐसा करने से रेलवे को अधिक घाम प्राप्त होगी। मैं यह भी चाहूंगा कि मंत्री जो किमी भी लाइन को बन्द न करें और जो बन्नी हुई है उनको रद्दने दिया जाय और उन्हें और ईजन्प किया जाय।

रेलवे लाइनों के बगल में जो घापकी जमीनें वाली पड़ी है उनको बुटिलाइज किया जाय और उनमें पेड़ लगवाये जाय जिससे कि पानी बरसे। घाज तमाम जंगल काटे जा रहे हैं। रेल विभाग इसमें हमारी मदद करे और पेड़ लगवाये इन लाइनों के बगल वाली जमीनें बगल के गांव वालों को दे दी जाय किसानों को खेती-बाड़ी के लिये दे दी जाय और उससे काफी इनकम बड़ेगा और फन घादि भी उपलब्ध होगे। मेरी प्रार्थना है कि घाप मेहरबानी करके इतना ठीक कोजिये घामदनी घापकी बड़ेगा। घामदनी घटने वाली नहीं है।

श्री अटल बिहारी वाजपेयी ने कहा जब जो यह टुक घादि से माल बोया जा रहा है उससे रेलवे को घाटा होगा लेकिन मेरा कहना है कि टुकों और रेलवे में माल बोने के काम में प्रतिबोधिता होनी चाहिये और ऐसा होने से करप्शन भी दूर होसक

[श्री विश्व नारायण]

मैं इस बारे में उत्तर प्रदेश की सरकार का अनुवृहीत हूँ कि उसने अपने यहां रोडवेज बसों का बर्खास्त होना और उससे बचती इनकम हो रही है और रेल रोडवेज में एक प्रति-योगिता भी हो रही है जो कि एक स्वागत योग्य चीज है। जिन राम राज्य की कल्पना गांधी जी ने की थी मैं समझता हूँ कि अगर उत्तर प्रदेश की सरकार का इस बारे में अनुसरण किया जाय तो वह गांधी जी का राम-राज्य का स्वप्न साकार हो सकेगा। इन शब्दों के माध्य में रेलवे बजट का समर्थन करना हूँ।

श्री काबले (नातूर) : महापति महोदय रेलवे के सम्बन्ध में मैं अपने विचार रखने जा रहा हूँ। रेलवे एक ऐसा विभाग है जो कि हमारे देश में जीवन में भावनात्मक ऐक्य और मास्कूनि को मिलाने वाला है। एक जमाना था कि जब रामेश्वर का यात्री अपनी यात्रा करके काशी पहुंचना चाहता था तो कई मंजान ही नहीं कई महीने लग जाते थे। लेकिन आज ऐसी व्यवस्था बन गई है कि त्रिन्दुमान के किसी भी कोने का यात्री बहुत सुविधापूर्वक एक कोने से दूसरे कोने तक पहुंच सकता है। इस रेल के द्वारा हमको भावनात्मक ऐक्य और संस्कृति का भंग हमें देखने का मिलना है।

यह के जमाने में जब कि एमरजेंसी थी रेलवे विभाग ने और हमारी रेलवे ने जो काम किया है उस की हम का तारीफ करनी चाहिये। दूसरा पहलू यह कि बहुत अच्छा कार्य इस विभाग ने किया है। यह एक अच्छा पहलू है। उसका सुधार भी करना चाहिये जिनकी आवश्यकता हो। मैं आपके सामने कुछ बातें रखना चाहूँगा जिन पर आप विचार कर सकें और उनमें कुछ सुधार लाने की कोशिश करें।

माननीय मंत्री महोदय ने अपने भाषण में भी कहा है कि अगर रेलवे के विचार से देखा जाये तो नाम के बावजूद मैं जो

घामवनी बूझनी चाहिये भी वह नहीं बड़ रही है। उसकी बजह यह है कि आज लोग रेल द्वारा अपना माल भेजने के बजाय मोटर से भेजना ज्यादा पसन्द करते हैं। व्यापारी चाहता है कि जो भी माल भेजा जाये वह सुरक्षित जाये। मशीन है, कांच का सामान है या इस तरह का जो दूसरा सामान होता है उसको वह चाहता है कि सुरक्षित पहुंच जाये। यह उसके लिये भी फायदेमन्द होता है और व्यापार के लिये भी फायदेमन्द होता है। मशीनें कांच का सामान आदि चीजें रेल द्वारा सुरक्षित पहुंच जायेगी इस की कोई गारन्टी नहीं है। बहुत सा सामान टूट फूट जाता है इस लिये लोग मोटर आदि से माल भेजने पर मजबूर होते हैं। अगर बोझ बहुत किराया ज्यादा पड़े तो भी वह परवाह नहीं करता है और मोटरों से ही सामान को भेजते हैं। इस लिये अगर रेलवे को यह प्रामर्श देना चाहिये है।

इसी तरह से रेलों के अन्दर जो भोजन की व्यवस्था है वह ठीक नहीं है और उसमें ब सुधार की आवश्यकता है। तीसरे दर्जे के यात्री जो रेलों में चलते हैं उनको भीड़ में यात्रा करनी पड़ती है। इतनी भीड़ हो जाती है कि कोई भी दर्जे से उतर नहीं सकता है स्टेशन से भोजन खरीदने के लिये बड़ी मुश्किल होती है। यह स्टेशन पर जाने के लिये या दूसरे सामान के लिये चार्टर देकर उनको अपने लिये नुईया नहीं कर सकता है। अपने स्टेशन पर, जब जाता जाता है लेकिन इस के जाने की अच्छी व्यवस्था जो होनी चाहिये वह नहीं हो सकती है। मैं सरकार से इतरावाह के दिवसी जाता हूँ। दिवसी से इतरावाह तक जाने में भी बड़े काल के कैंजर्स के लिये जाने की कोई सुविधा नहीं है। जिस दर्जे में जाना मिलता है उसमें पापड़ और चटनी तक सब मिल जाते हैं किन्तु जाने की सुविधा हो जाती है। नहीं नहीं जाना बहुत मुश्किल

होता है और ताजा भी नहीं होता । एक स्टेशन पर आर्डर दिया जाता है तो दूसरे स्टेशन पर बीरे भोग हाथ पर खुली थानीयां लेकर भागते हैं । कभी कभी तो वह बाथ कम के पास थालियां रख देते हैं और उन पर मक्खियां बैठती रहती हैं । मैं चाहता हूँ कि वहाँ पर और ज्यादा सफाई रखी जाये थालियां ढांप दी जाये और पैसंजरो के लिये खाने की अच्छी सुविधा हो ताकि वे ठीक से भोजन कर सकें ।

रेलवे मंत्री ने अपने प्रापण में किफायत-कारी के सम्बन्ध में रेलों के बारे में जो कुछ कहा है उसका हिन्दी भाषांतर मेरे पास है जिसका मैं पत्र का प्रापको मुनाना चाहता हूँ पृष्ठ 8 पर उहाँने कहा है कि :

"वर्षिक में प्राचिनाना रेलवन उन्ही याजनाओं को ही आयेगी. जिनमें पृजी नगाने से प्राप्रकनम प्रतिफल मिले या जिनमें रेलवे की धर्जन क्षमता में गाध्र गुमान हो।" जम खर्च में ज्यादा फायदा हो ।

इस बात को ध्यान में रखना चाहिये । मैं तो बहुत ही दुःखी हूँ कि रेल विभाग का उत्कर्ष होना है । इंगलिये जहाँ का उत्कर्ष करना है उस विभाग में रेल का होना आवश्यक है । आपने कहा है कि उन्हीं कामों को आप हाथ में लेंगे जिनमें आमदनी ज्यादा हो । अगर इस हिसाब से देखा जाये तो मैं मंत्री महोदय से कहूँगा कि महाराष्ट्र में मराठवाड़ा विभाग बहुत ही प्रबिकसित है और रेलों की उसमें बहुत कमी है । उसमें मुक्ति के दो या डार्ड लाइन हैं । डार्ड लाइनें मैं इसलिये कह रहा हूँ कि परली से चल कर उपवीर स्टेशन के दो तीन स्टेशन बाद वह लाइन दूसरी स्टेट में चली जाती है । एक लाइन और जो मनमाड के सिकन्दराबाद-काशीमुडा है । हीरवाबाद (मराठवाड़) में एक परिष्कृत हुई भी और वहाँ पर रेल चलाने की बात

हुई भी और उसकी सिफारिश रेलवे बोर्ड के पास और मंत्रियों के पास आई थी । मनमाड मानदेव तक मान का यातायात बहुत होता है, लेकिन मनमाड बाबगेज पर है वहाँ से मीटर गेज धारम्भ होती है । मानदेव मीटर गेज है । वहाँ पर बाड गेज के न होने से मनमाड के मानदेव मान नाने से जाने में बड़ी दिक्कत होती है । मैं कहना चाहता हूँ कि या तो वहाँ पर डबल लाइन बिछा दी जाये मीटर गेज और बाड गेज की या फिर मिक्चर लाइन बना दी जाये ताकि दोनों तरह के भागों की सुविधा लोगों को मिल सके ।

इसी ताउच सन्दुल जोन में सिकन्दराबाद से परली मिक्चरलाइन लाइन चलती है जो कि लाटूर रोड उम लाइन पर आता है । दूसरी लाइन लाटूर से मीरज तक चलती है । लाटूर रोड और लाटूर स्टेशन का अन्तर 20 किलोमीटर का है । लाटूर से मीरज जाने वाली जो लाइन है उस लाइन के ऊपर कुडवाड़ी पंडरपुर पकता है । कल एक माननीय सदस्य ने कहा था कि यात्रियों को बड़ा कष्ट उठाना पकता है । पंडरपुर की यात्रा उमा तरह की होती है जैसे कुम्भ का मेला होता है । घावाड़ी और कातिक में लाखों यात्री पंडरपुर उतरते हैं । हीरवाबाद के जाने वाले यात्री लाटूर रोड तक आते हैं ।

लाटूर रोड स्टेशन से लाटूर स्टेशन तक जाने के लिये कोई रेल लाइन नहीं है । उनके बीच में गोटरे चलती है जिसके कारण लोगों को बड़ी असुविधा होती है । अगर आप उस असुविधा को दूर करना चाहते हैं तो हम बीच किलोमीटर के अन्तर को जोड़ा जाये । यह यात्रियों के लिये भी अच्छा रहेगा और रेलवे के लिये भी अच्छा रहेगा । इससे हीरवाबाद से जाने वाले यात्री भी रेलवे से पंडरपुर पहुंच सकेंगे । बम्बई से जाने वाले यात्री पंडरपुर पहुंच सकते हैं । जिनको कुडवाड़ी उतर कर जाना पकता है । पिछले दिनों जब हमारे प्रत्यक्ष मंत्री श्री स० का० पाटिल पंडरपुर कचे से तो उन्होंने अपने

[श्री कांबले]

भाषण में कहा था कि इस लाइन को बदलना होगा क्योंकि वहां पर नेरोगज लाइन है। उसी भाषण के आधार पर मैंने उनको लिखा कि आपने बड़ा प्रस्ताव किया जो यह बयान दिया। बड़ा प्रस्ताव होगा अगर आप लाटूर रोड और लाटूर स्टेशनों के बीच में रेल लाइन को जोड़ दें क्योंकि इसमें यात्रियों को फायदा होगा। उन्होंने कहा कि हम सोचेंगे।

लाटूर में मीरज तक जो लाइन जाती है अगर आप उस गाड़ी का हाल सुनेंगे तो आपकी बड़ा आश्चर्य होगा। यह एक नेरोगज लाइन है जो कि प्रवांशों के जमाने में बनी थी। उस समय में लेकर जब तक उसमें कोई सुधार नहीं हुआ है। किमी एजिन में सुधार नहीं है किमी रिब्ले में सुधार नहीं है। आपकी सुन कर आश्चर्य होगा कि वर्तमान के दिनों में कई इन्जनों ऐसे होते हैं जो कि टपकते हैं। उसमें मूअं जाने का इन्फाक हुआ। पानी भरसने हूँ। वह टपकने लगा और मूअंको छाना लगाना पड़ा। उसके अन्दर खाली पानी ही नहीं टपकना है, बल्कि जो उस गाड़ी में बैठता है वह उसमें सो नहीं सकता चाहे वह फ्रंट क्लाम में हो या मंकेड क्लाम या बर्ड क्लाम में हो। कोई भी यादमी अपनी सीट पर बैठता नहीं रह सकता है। जहाँ से गाड़ी चली कि यादमी कभी इधर मुड़कना शुरू कर देता है और कभी उधर मुड़कना शुरू कर देता है।

एक घटना में आपकी सुनाना है। हाल में 4 मई को मैं बम्बई था रहा था। मैं लाटूर से फस्ट क्लाम में कुडंबाडी के लिये बैठ गया था उस दिवसे में घण्टे बयं किमी और को दो दो मई, सोधर, बयं मेरी थी। दो स्टेशन जाने के बाड़ी देर बाद घण्टे बयं की एकस्टेंड टूट गई और मैं धावाज हुई। मैं जान गया, देखा तो ऊपर का धावमी मेरे ऊपर झटकर गिरने को है। वह बयं में घटक गया था। वर साथ एक एच० एल० ए० भी बैठे थे। वह यादमी बीच में फल गया। सब

हम दोनों ने मिल कर उस को निकाला और उसको नीचे मुलबाया। उसके बाद सुबह 4 मई को मैंने कुडंबाडी स्टेशन मास्टर को नोट कराया। अगर हम लोग उस यादमी को न उठाते तो वह नीचे गिर जाता तो मेरी क्या हालत होती। मेहरबानी करके आप इसकी तरफ ध्यान दीजिये, और लाटूर, मीरज के इस रेलवे को सुधारिये।

लाटूर में मीरज जाने वाली गाड़ी में लाटूर, कुडंबाडी, पंढरपुर स्टेशनों को छोड़ कर कहीं पर भी प्लेटफार्म नहीं है। पंढरपुर यात्रा के समय यात्री जब चलने दे ता बहुत बुरा हाल होता है। यात्रियों को जो भाव का इन्बा होना है उसमें भर दिया जाना है। वह लाइन जो मंगे खोल से निकलती है, उसका मैंने जिक्र किया। इस लाटूर-मीरज रेलवे की गति भी बहुत कम है। लाटूर से कुडंबाडी तक का अन्तर केवल 1.17 किमीमाटर है। लेकिन उसमें घाट घटे लगते हैं। इसका मतलब है कि एक माइकिल मवार भी उसमें ज्यादा तेज जा सकता है। इसी लाइन पर बार्नी के कुडंबाडी तक की जो मइक है उस पर रेल भी चलती रागा भी चलता है, मोटर भी चलती है, और एक ही पुन से सब गुजरने है, जिसके कारण न जाने किन्ने ऐकिमवेट हो जाते है। बार्नी से लाटूर स्टेशनो तक यह एक ही मइक पर में रेलवे और अन्य यातावात होता है। इसलिये स्टेशन जाने क्या करते हैं कि गाड़ी का जो दरवाजा मइक की तरफ खुलता है उसको बन्द कर दिया जाता है जिससे कि कोई भी यादमी उस तरफ न उतरने पाये लेकिन सब डिब्बों का ऐसा नहीं कर सकते। मैं चाहता हूँ कि इस लाइन की तरफ विशेष रूप से ध्यान देकर इसका सुधार किया जाना चाहिये।

इसरी लाइन का हाल भी सुनिये। बिकनरवाबाद-बनारवाबाद से परली तक जो गाड़ी जाती है वह भी लाइन खूब खराब

में आती है उसका भी अजीब हाल है। उस गाड़ी में चार पांच डिब्बे ही रहते हैं। जो डिब्बे होते हैं, आधा उसमें फर्स्ट क्लास का डिब्बा होता है और इसी तरह से थोड़े से मुसाफिरों के लिये दूसरे डिब्बों में जगह होती है। इसका नतीजा यह होता है कि उस गाड़ी में बहुत ज्यादा भीड़भाड़ रहती है। उसमें यात्री इस कदर भर जाते हैं कि बैठने की बात तो क्या पैर धरने की भी जगह नहीं रहती है। दूसरी गाड़ियां भी वहां आप चलायें डिब्बे ज्यादा लगायें ताकि यात्रियों को सुविधा हो।

वकाराबाद से परली तक का जो फासला है वह 268 किलोमीटर है। इस फासले को तय करने में यह गाड़ी दस घंटे लेती है। लोग इस गाड़ी में बैठ कर परेशान होते हैं। लेकिन क्या करें, और कोई जाने का साधन न होने की वजह से उनको इसमें जाना पड़ता है।

एक और आश्चर्य की बात में आपको बतलाना चाहता हूँ। इस लाइन पर पानी की कमी है। इसलिए कई जगहों पर स्टेशनों के बीच में पानी के टैंक बने हुए हैं, पम्प लगे हुए हैं और इन पम्प की सहायता से पानी टंकी पर चढ़ाया जाता है और पानी लिया जाता है। लोहारा नाम के स्टेशन के पास से पानी लिया जाता है लोहारा टंकी में चूँकि पानी की बहुत कमी थी इसलिये कुठानाम के एक गांव के पास पानी की व्यवस्था हो सकती थी। गांव के लोगों ने कहा कि हम पानी सप्लाई करते हैं, आप कम से कम गाड़ी को यहां रोकने का इंतजाम तो करें। उन्होंने वावली खोद ली, रेलवे ने टैंक बना दिया और पाइप लगा दी और इधर इन्होंने गाड़ी को वहां ठहराना शुरू कर दिया। उस टैंक से जब पानी की तंगी होती है, तो पानी लिया जाता है और गाड़ी को वहां ठहराया जाता है। लेकिन बरसात के दिनों में और अन्य समय भी जब सभी जगह पानी मिल सकता है, गाड़ी को यहां ठहराया नहीं

जाता है। इसका नतीजा यह होता है कि लोग वहां पहुंच कर जंजीर खींच लेते हैं और गाड़ी खड़ी हो जाती है। जिनको चढ़ना होता है वे चढ़ जाते हैं और जिनको उतरना होता है वे उतर जाते हैं। न यहां कोई स्टेशन मास्टर है और न ही टिकट इशू करने वाला कोई आदमी है और न ही टिकट लेने वाला कोई आदमी। यहां से जो लोग आगे जाते हैं और दूसरे स्टेशन पर जाकर उतरते हैं, तब वे कह देते हैं कि वे कुण्ठा से आ रहे हैं तो उनको उन स्टेशनों से बाहर जाने दिया जाता है। इस तरह की जगहों पर अगर आप हॉल्ट बना दें तो इसमें क्या आपत्ति की बात है। जब आपने मान लिया था कि वहां आप गाड़ी ठहराया करेंगे तो वहां हॉल्ट बनाने में आपको कोई आपत्ति नहीं हानी चाहिये। नहीं तो सैकड़ों लोग बिना टिकट के चलते हैं।

Shri Nambiar: It all looks like a novel or a drama. Are all these facts? Is our railways running like that?

The Minister of Railways (Shri C. M. Poonacha): He is explaining how the people pull the chain and stop the train.

Shri Nambiar: He says, there is no Station Master and there is nobody even to issue tickets.

श्री कांबले और भी मुसाफिरों की जो तकलीफें हैं उनकी ओर में आपका ध्यान दिलाना चाहता हूँ। यह जो गाड़ी परली से वकाराबाद जाती है इसके डिब्बों की सफाई नहीं होती है, ढेरों कूड़ा, कचरा इसमें पड़ा रहता है। जब इसके बारे में स्टेशन मास्टर को कहा जाता है तो वह जवाब दे देता है कि हम क्या करें, हमारे पास कोई स्वीपर नहीं है, कोई सफाई करने वाला नहीं है। बहुत ही वहां पर अजीब हालत है। रास्ते में अगर इंजन में पानी खत्म हो जाता है तो इंजन पानी के लिये पानी की टंकी पर या परली जाता है और गाड़ी इस कारण से छः छः घंटे खड़ी रहती है।

[बी काबले]

इस लाइन पर कई स्टेशन पड़ते हैं, जो बहुत महत्व के हैं। उदगीर एक बड़ी व्यापारिक मंडी है। वहाँ काटन का और मूंग-फली का बहुत व्यापार होता है। वहाँ स्टेशन पर कोई शेंड नहीं है। लोग धूप में खड़े रहते हैं। इसका प्रापको इंतजाम करना चाहिये। एक बेटिंग रूम है जिसमें बड़े क्लास के बालीस पचास से ज्यादा यात्री नहीं बैठ सकते हैं। हजारों की संख्या में यात्री यात्रा करते हैं, लेकिन उन के वहाँ बैठने तक का इंतजाम नहीं है। स्टेशन में पानी का पानी तक नहीं है। गांव में नल है लेकिन स्टेशन में वहाँ पानी नहीं है। वहाँ से प्राप पानी ले लीजिये और स्टेशन पर पानी का इंतजाम तो कीजिये। लोगों में जो बेचैनी वहाँ फैली हुई है, उसको प्राप दूर करें।

रेल स्टेशनों में छोटे पट्टी के भासपास तथा दूसरी जगहों पर हजारों गज्ड बगि जयधं पड़ी हुई है। उसमें हजारों मन घनाज धान प्रादि पैदा किया जा सकता है। मैं प्रनुरोध करूंगा कि क्यों नहीं प्राप स्वयं या किसी दूसरों को उस जमीन को देकर उसमें धान प्रादि की पैदावार करवाते हैं। इमसे घनाज की उपज हनारे देस में बढ़ सकती है। घन-धान की समस्या हल करने में प्रापकी जमीन का उपयोग होगा।

Shri Nambiar: Mr. Chairman, Sir, just now I heard a speech coming from one of the Members on the other side which surprised me and, I think, the whole House, about the bad conditions of the railways, even though it may be a branch line. How can we congratulate the Railway Minister for bringing the railways to this condition which is so bad? No one need explain it further, I think, and to add to that, he has increased the freights and the fares of third class, second class, and first class passengers.

Sir, only a month back, when we discussed the Interim Budget of the Railway, I put a pointed question to

the hon. Minister whether he was going to increase the fares and the freights. But he did not give an answer. He has given an answers now. He has raised the fares and the freights. Is he justified in doing so? I strongly oppose his move in increasing the fares and the freights.

By increasing the fares, he is depriving the third class passengers or the common man of even the meagre facility that he gets by travelling by third class. By increasing the freight, the Railways are encouraging an increase in the price spiral and it is going to do much harm to the nation. Therefore, it is still not late; the hon. Minister must try to give up this idea of increasing the fares and freights and he must try to improve the condition of Railways even without increasing the fares and freights. I can suggest to him how he could do it. I can tell him very clearly that the Railways' economy is dwindling not because transport or traffic is not forthcoming, but it is because of the inefficiency of the Railway system to utilise it to the maximum that it can. I can quote two examples here.

I have got a telegram from my place, Tiruchirapalli, where 50,000 bags of jaggery are lying idle for the last two weeks for want of wagon movement, either metre gauge or broad gauge, towards Bombay. The reason given by the Southern Railways is that there is a ban from the South Central Railway that no booking should be done towards Bombay side. I represented to the local Divisional Superintendent; I sent a telegram to the hon. Minister; I also sent a letter to him; still, wagons are not forthcoming, when the Railways say that there are wagons, enough and more, and they also say that they have got enough space on the railway track. If that is so why should these things happen? It clearly shows that the Railway administration is not in a

position to utilise whatever material it has got in the way of rolling stock and railway track.

I can give another example. This morning I got a letter from Vedaranyam saying that salt could not be shifted from there; salt is lying idle in a vast area; thousands of bags are lying idle wagons cannot be given.

This is from my part of the Railways. Such stories will be more in other parts of the Railways. Just now we heard from the hon. Member the condition in his part of the Railways. If this is so, you can find out the reason where the economy fails; it is because of the inefficiency of the Railways. The hon. Minister must try to improve the condition, the system of Railway and its working rather than go to the people and say, "give us more fares and freights". Anybody can do that. Of course, I have got so much of respect for Mr. Poonacha. Anybody sitting there can straightway say, "I want so much money and that is why I am increasing the fares and freights". It does not show the determination or the capacity of the hon. Minister I would request the hon. Railway Minister to resist that temptation of the officialdom of asking for increase in fares and freights and to say, "I will improve the condition of the Railways and the efficiency of the Railways and thereby I will earn more money". He can do so.

Then, there is competition between road and rail. The Railways cannot compete with the road! After all, what a truck on the road can carry is 3 or 4 or 5 tonnes at the most whereas a train can carry thousands of tonnes. The Railway is an established system with so much of capital absorbed and so many men working. If this Railway cannot compete with the traffic on the road, the puny little lorry, that shows that the pinch of the shoe is there; you can find the failure on the part of the Railways. This

little, puny truck is competing with the mighty Railway! Therefore, something is seriously wrong with the Railways. The Railway Minister and the Railway experts must open their eyes to see the defect and they must set it right and not add to the spiralling of prices in the country at such a critical hour of our history when the price spiral has gone up and people are finding it impossible to live in this country. After all, the situation is so bad. Practically we do not know where this will lead us after a few months or years. Therefore, every effort should be made to see that the spiralling of prices is reduced; price soaring should not be allowed; there must be a determination on the part of the Government mechanism, including every Ministry. I should say that it is a crime today to allow things which will help spiralling of prices.

That is a crime and it has to be treated as an offence and as a crime. Therefore, I strongly oppose this move with all the vehemence at my command.

Coming to the question of the operational side, what is it that the Railway Minister has to offer? He has said that the railways are working with more staff and, therefore, the staff has to be reduced, and economy must be effected. If the staff is more, I would agree with him that we should reduce it. But what are the facts? Let us see the facts as they are. What happened on the day the Railway Minister presented his budget here and made his budget speech? We had the most serious tragedy in the form of the railway accident at Kuppam, in which, according to the Railway Minister's figures, 62 people had died and many were seriously wounded. How did that accident happen? I know a little bit of it. The Kuppam accident took place because of the failure of the brake system. How did the brake system fail? It failed because there was no attendant on the line.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri Nambiar: I have hardly started my speech.

Mr. Deputy-Speaker: He is entitled to 11 minutes and he has already taken nine minutes and he should try to conclude in two minutes.

Shri Nambiar: The brake system did not work because it had not been attended to. The men who should have been there on the rolling-stock and on the line were not there. I have been repeatedly complaining to the Railway Ministry and to the Southern Railway Administration that there is a serious shortage of staff on the rolling-stock side. I visited only last week the Quilon station on the Southern Railway, where according to the book figures there should have been 120 men on the rolling-stock but there were only 57 persons present; the remaining persons were not given.

In the name of economy, the railways are reducing the staff to such an extent that accidents will be a daily occurrence. In the course of my speech on the Interim Budget this year, I had said that if the railways were to reduce the men on the line, Parliament would have no other work to do except to discuss railway tragedy and railway accidents. The record shows that, and let the hon. Minister read it again. I would like to tell him that he should not play with fire and he should not do things which he does not know. The Railway Board and the Railway Administration will easily fool him by saying that economy can be effected only by reducing staff. Let him not get into the trap; if he does, he will be finished. I would warn him once again of that.

Otherwise, he will be forced to resign and run away, saying 'I cannot face these accidents' just as the late lamented Lal Bahadur Shastri once did and ran away. I warn him once again with all the seriousness that I can command.

I know that the railwaymen are working for 12 hours and even 20 hours. Would the hon. Minister not agree with me when I say this?

Shri C. M. Poonacha: Certainly not. My hon. friend knows that there are duty time limitations. Does any railway workman work for 20 hours? Can he give me those instances?

Shri Nambiar: I can give him the facts.

Shri C. M. Poonacha: I do admit that if there is some accident, or such accentuating circumstances extra work is demanded; under certain very special or distressing conditions, a railway worker or a driver or whoever else it may be; may be asked or expected to work for a long period. Otherwise, the duty-time limitations are there. Nobody here in this country will work for anything more than that.

श्री मधु लिखते (मंगर): इम नियम पर कमल नही होता है। इम कामों उदाहरण दे सकते हैं।

Shri C. M. Poonacha: Even if he does work for extra time, he is amply compensated by overtime payments also. So, let not my hon. friend exaggerate things. Let him put things as they are.

Shri Nambiar: What the hon. Minister has said is now on record. Will he implement it? I would like to know whether he will implement it and he will see to it that it is implemented.

Shri C. M. Poonacha: Certainly.

Shri Nambiar: Will he prove that a driver or a fireman who is on the engine foot-plate is not being asked to work normally for more than 12 hours? If he does it, then I can even join the Congress. If they will implement it I would give him this challenge.

श्री जयु लियवे : क्या माननीय सदस्य कांग्रेस को बन्दर से आराम करना चाहते हैं?

Shrimati Tarkeshwari Sinha (Bath): The hon. Member's assurance is very welcome. We were waiting for it. We would welcome him in the Congress.

Shri Nambiar: But first create the conditions for it.

श्री जयु लियवे : हम माननीय सदस्य का इष्टर स्वागत करेंगे।

Shri Nambiar: I know the working condition of the driver and the fireman and many others. He is normally made to work more than 12 hours. The rule says that he is authorised to claim rest if he goes beyond 12 hours, but when he claim rest by sending a telegram, he is threatened by suspension, and he is forced to take the engine further. This is the normal practice. If, under extraordinary conditions, he has to work more, I will be happy, but it is not so. For God's sake, please study the conditions and see that they are rectified. When you reduce the staff, which is already reduced to the minimum, in the name of economy, you are endangering the railway safety, and you are endangering the national transport. I submit that in all humility not because I have love only for the workers, but because I have love for the railway and for the people who are travelling. Therefore, let us not do that.

The present system of your divisional set-up requires re-thinking. During the British days they had the system of district of divisional officials looking after the staff themselves and not the divisional personnel office. Today in a division, which has 600 or 700 miles of railways, there are 15,000 employees and one divisional personnel officer is asked to look after the daily needs and all the necessities of

15,000 workers who are 600 or 700 miles away from headquarters. What happens? The worker's daily necessities or needs, even the barest minimum, is not attended to by the divisional personnel officer. He does not know him also, with the result that normal salary, travelling allowance, annual increment, leave, everything is delayed, with the result that the divisional set-up so far as the personnel side is concerned has failed. Therefore, he must try to revert back, the staff must be attached to the Divisional Executive Officer, whether DME, DE or Divisional Operating Superintendent, so that the officer who operates the railway will know the men with whom he is operating, so that he will look to the needs of the men, that they have proper conditions of work. This divisional personnel office system should be reviewed so that it may work better.

He must grant recognition to the union which has the support of the maximum number of employees, and not the other way about.

Finally I would request him for a railway link to Kanya Kumari. It is a place which all Indians should go and see. I am inviting 50 crores of Indians. For that there must be a railway line, a link from Trivandrum to Kanya Kumari and from Tinnevely to Kanya Kumari.

श्री जयवन्त साहाय (मुल्तानपुर) :
उपायगल मन्नेदय, ई धायका बडा आञ्जारी हं कि धायने मझे मौका दिया कि ई रेस्वे बजट के सम्बन्ध में धायने बिचारों को इन हाउस के सामने रख सकूं। ई जिल, मुल्तानपुर से घाता हं, जो उत्तर प्रदेश का एक छोटा जिला है, लेकिन ई समझता हं कि एक छोटा जिला होलें हुए भी ऐतिहासिक दृष्टिकोण से उसको महत्ता कुछ कम नहीं है। प्राचीन इतिहास से यह प्रमाणित है कि इस जिले का नाम पहले "कुम्भवन पुर" था,

[श्री गजपत साहब]

जिलेकी पुरक्रीतम भगवान श्री रामचन्द्र के सुपुत्र कुश महाराज ने बताया था। उस के बाद मुसलिया सल्तनत के जमाने में इस का नाम मुलतान पुर रखा गया। इस मुलतानपुर जिले ने 1857 में जो पहला स्वतंत्रता संग्राम हुआ, उस जमाने से हिन्दुस्तान की आजादी के लिये नुमायां काम किया। इस जिले के भोले मुलतान ठाकुरों की संख्या पहले भी फौज में बहुत ज्यादा थी और अब भी इस जिले के बराबर और जिलों के लोगों की संख्या फौज में नहीं है। हम के प्रतिरिक्त मैं यह भी बताना चाहता हूँ कि यह वही जिला है कि जिन रास्ते से श्री रामचन्द्र जी महाराज बनवास को गये और फिर इसी जिले के रास्ते से वे लौटे भी थे। इस जिले में ऐसे-ऐसे मुकामनात हैं, जिनमें साल में तीन पर्यटकों, चार मंत्रणा सत्रों वाली दूर दूर से आते हैं। मैं यह भी बताना चाहता हूँ कि सन् 1920-21 में जब हमारे देश में स्वतंत्रता संग्राम शुरू हुआ, तब से यह जिला अपनी सेना तथा कुर्बानियों में किसी से कम नहीं रहा। उस वक़्त के "यंग इंडिया" के मफे देखे जाय तो पता चलैगा कि कम से कम यू० पी० में यह ऐसा जिला रहा है जो महात्मा गांधी के तमाम कामों में हमेशा अग्रसर रहा है। मैंने इस वास्ते यह इतिहास आपके सामने रखा ताकि देखें मिनिस्टर साहब को यह पता चल जाय कि इस जिले के बारे में देशों की व्यवस्था क्या है।

हमारे जिले के एक तरफ बाराबंकी है और दूसरी तरफ रायबरेली है और तीसरी तरफ झांझगढ़ है, मगर मुलतान पुर से झांझगढ़ जाने के लिये, बाराबंकी जाने के लिये, रायबरेली जाने के लिये कोई भी लाइन नहीं है और जो लाइन इस वक़्त है, आपको सुन कर आश्चर्य होगा—50

वर्षों से इलाहाबाद-कैलाशवादी की लाइन चल रही है, मगर आज तक कोई एक्सप्रेस ट्रेन इलाहाबाद से कैलाशवादी जाने के लिये जारी नहीं की गई।

इस के साथ मैं यह भी बताना चाहता हूँ कि जो लाइन हमारे जिले में लखनऊ से मुलतानपुर होते हुए जफराबाद जाती है, उस लाइन पर आज तक नहीं पर, दो स्टेशनों को छोड़कर, न तो पानी का कोई प्रबंध है और न कहीं पर कोई दुकान है। लखनऊ से चलिये, जफराबाद तक चले जाइये, मिथाम निहालगढ़ और मुलतान पुर के कहीं भी खाने-पीने की, बल्कि पानी तक की व्यवस्था नहीं है। इस लाइन का इनका इंगेनर किया गया है—वेरा खुद का तबुर्बा है कि हफ्ते में एक मंत्रणा या दो मंत्रणा ऐसा होता है कि न वहाँ किसी डिब्बे में रोखनी होती है और न पंखा और न दूसरी किसी चीज का इन्तजाम है।

मैं यह भी बताना चाहता हूँ कि इस जिले में आज तक कोई कारखाना या किसी किस्म का उद्योग नहीं खोला गया—न इण्डस्ट्रियस न टेक्सटाइल और न कोई बुनार गिन—कुछ भी नहीं है। हमारी इस गर्बनमेंट ने 1961 में यह तजवीज की थी कि एक रेनवे का बर्कजाप वहाँ पर खोला जाय, मगर हमारे जिले की बयकिस्मटी से उन समय हमारे जिले के जो पार्लियामेंट के मेंबर थे, वे दूसरे जिले के थे, वह रेनवे बर्कजाप का जो वहाँ खोलने वाला था उसको बनारस लेकर चले गये। वहाँ पर इस वक़्त एक लोको बर्कजाप है, जो कि अभी तक कामय है, लेकिन उसके लिये भी वह तजवीज ही रही है कि उस को भी हटा दिया जाय, और उसको लोको खंड कर दिया जाय। मैं इन सब बातों की तरफ मिनिस्टर साहब की तकब्ह दिलाना चाहता हूँ।

एक बात जो हम लोगों के लिये खास तौर से तकलीफ देह है वह यह कि जब हम लोग दिल्ली से लखनऊ जाना चाहते हैं— हमारे लिये दो ट्रेन अकर हैं— एक मेल और दूसरी एक्सप्रेस । लेकिन लखनऊ जाकर हम ठप्प हो जाते हैं, वहां पर कोई भी इस बात की सुविधा नहीं है कि हम लोगों को लखनऊ से मुल्तानपुर या लखनऊ से जौनपुर के लिये कोई ट्रेन मिल सके, ताकि हम ग्रामानी से धीरे-धीरे से पहुंच सकें ।

यह भी प्राणका ध्यान दिलाना चाहता हूँ कि लखनऊ से कलकत्ता जाने के लिये या पूरब में कहीं भी जाने के लिये मज से नजदीक का रास्ता मज से छोटा रास्ता मुल्तानपुर-जौनपुर होते हुए है । अगर कोई ट्रेन डाइरेक्ट दिल्ली से कलकत्ता के लिये हम रास्ते से कर दी जाय तो हम से जनता को धीरे-धीरे एडमिनिस्ट्रेशन को भी फायदा होगा, क्योंकि यह शीट-रूट है, लेकिन बजाय उस तरफ जाने के ट्रेनों को या तो प्रगण्ड होते हुए, या फीजाबाद से या इनाहाबाद से भेजा जाता है । अगर इन ट्रेनों में कोई भी ट्रेन मुल्तानपुर के रास्ते से डाइरेक्ट कर दी जाय तो जनता को भी सुविधा होगी और रेलवे को भी फायदा होगा ।

द्वितीय ट्रेन इस समय इनाहाबाद के रास्ते से कलकत्ता जा रही है, उन में से कई मेल ट्रेन्स हैं और कई एक्सप्रेस ट्रेन्स हैं, इन में से भी एक ट्रेन मुल्तानपुर और जौनपुर के रास्ते से डाइरेक्ट हो सकती है । अगर यह भी नहीं हो सकता है और कोई ट्रेन डाइरेक्ट नहीं हो सकती है, तो कम से कम जो यहाँ से दो ट्रेनें लखनऊ को जाती हैं— दिल्ली लखनऊ मेल या दिल्ली लखनऊ एक्सप्रेस इन में कम से कम एक बोधी एटैच कर दी जाय जो फर्स्ट क्लास, सेकेंड क्लास और थर्ड क्लास के पैकेज्ड को लेकर वहाँ धीरे-धीरे जा कर मुल्तानपुर की ट्रेन

में, जो ट्रेन अफराबाद को जाती है, जोड़ दी जाय, इस से लोगों को काफी सुविधा हो जायगी ।

तीसरी बात मैं यह कहना चाहता चाहता हूँ कि हमारे जिले में धीरे-धीरे भासपास के जिलों में, जैसा कि धीरे-धीरे माननीय सदस्यों ने भी बताया है, रेलवे लाइन के किनारे किनारे बहुत सी जमीन खाली पड़ी हुई है । मुझे खुद इस बात का तर्जुमा है— मुल्तानपुर के करीब जहाँ कोई भी डिपो कालिज आज तक नहीं था, मैंने डिपो कालिज खोलने के लिये इस्ततुआ की और यह दरख्वास्त की कि 1500 फीट लम्बी और 500 फीट चौड़ी जमीन वहाँ पर खाली पड़ी हुई है सड़क के किनारे, अगर वह जमीन कालिज के लिये दे दी जाय तो कालिज खुल सकता है । उस के लिये जांच हुई, वहाँ के इन्वीनियर माहब ने रिपोर्ट की कि यह जमीन दे दी जाय, उस से रेलवे को फायदा हो सकता है, लगान मिल सकता था, कीमत मिल सकती थी, लेकिन रेल के चीफ इन्वीनियर माहब ने उस को नामंजूर कर दिया ।

इसी तरह से अइमपुर स्टेशन के लिये बहुत सी जमीन एक्वायरर हुई, लेकिन वह स्टेशन नहीं बना, दूसरी जगह बना । वह जमीन भी खाली पड़ी हुई है और इस्तेमाल में नहीं आ रही है । मैं अपने उन साधियों के साथ सहमत हूँ जिन्होंने यह कहा है कि रेलवे लाइन के किनारे किनारे जो जमीन खाली पड़ी हुई है, अगर वह उठ दी जाय, अगर वह किसानों को दे दी जाय तो उन से सालाना लगान मिल सकता है और रेलवे की उपज बढ़ सकती है ।

इसी के साथ साथ मैं यहाँ पर टिकटलेस ट्रेवलिंग के बारे में भी कुछ कहना चाहता हूँ । इस बारे में यहाँ पर बहुत से सुझाव दिये गये हैं, अगर धाब तक किसी के यह नहीं कहें

[श्री गणपत साहाय]

कि टिकटलेस ट्रेवलिंग में शरीरक होने वाले लोगों में स्टूडेंट्स ज्यादा है। शहरों के करीब जो स्टूडेंट्स रहते हैं, वे पहले से आकर फर्स्ट क्लास, सीकेड क्लास में बैठ जाते हैं और कोई पुरमादाल बहा पर नहीं होता है कि तुम्हारे पास टिकट है या नहीं है, इस को रोकने की व्यवस्था रेलवे मिनिस्टर माहब को करनी चाहिये। बदन बड़ा नकमान रेलवे का डम तरह में हो रहा है। स्टूडेंट्स कम्यूनटी विना-टिकट हर शहर में, खास कर उन स्टेशनों पर जो शहरों के नजदीक हैं, रेल में चढ़ जाती है और उतरती नहीं है। प्राइमरि मेग निवेदन है कि रेलवे मिनिस्टर माहब इन सब बातों पर ध्यान देंगे।

बजट में बिकट इतनी बातें कही गईं। इतने आश्रय हुए, इतनी क्रिटिसिज्म की गई और इतनी नक़्ताचीनिया की गई लेकिन मैं तो रेलवे मिनिस्टर माहब से हमदर्दी रखता हूँ और यही उनसे कहूँगा कि जो उदात्त आप के अपर नक़्ताचीनिया हुई है वह रेलवे फ़ैट और रेलवे का टिकट बढ़ाने के लिए ही है। आप आप उन जमीनों को, जो कि हमारी रेलवे लाइनों के पासपास खाली पड़ी हुई हैं, उनको आप किसानों को शक्ति प्रादि के लिए उठा देंगे तो आपको फ़ैट बढ़ाने या किगया बढ़ाने की जरूरत नहीं पड़ेगी। मैं इन सबों के साथ रेलवे मिनिस्टर माहब को भयवाद देता हूँ कि उन्होंने इस बात की कोजिब की है कि किसी तरीके से उनका बजट बैलेंस हो।

श्री रणवीर सिंह : काबिले एहताराम खिन्दी स्वीकर माहब, मैं अपनी तकरीर को एक गिलास लेकर शुरू करता हूँ। हमारी तरफ एक चौधरी अपनी रिस्पेसारी में

गया। वह ज्यादा दूध पीने का घायी था। चौधरी माहब जिस घर में गये वहाँ दूध बोड़ा होता था और चौधरानी भी ज्यादा किफायतशार थी। छोटे गिलास में दूध देती थी। चौधरी बड़ा होशियार था। छोटा गिलास दूध का पीने से उस की तसल्ली नहीं हुई। वह चौधरानी से कहने लगा कि चौधरानी तो बहुत अच्छी है, दूध और मिल जायेगा, एक गिलास, दो गिलास या तीन गिलास भी दूध मिल जायेगा लेकिन गिलास बनाने वाले ने मजबूर कर दिया कि गिलास उसने कितना छोटा बनाया? अब मेरी माहब को तो मैं जानता हूँ कि निहायन पुरखानुम है और एक लगन और तहर उन के दिल में गरीब के लिए है। गरीबों के सामने कुछ करना चाहते हैं लेकिन जिस गैबी हाथ ने यह बजट तैयार किया उनसे मेरी तसल्ली नहीं हुई। अब उस चौधरानी की तरह मिनिस्टर माहब तो निहायन पुरखानुम है और गरीबों के लिए करे। लेकिन वह गिलास बनाने वाला जो गैबी हाथ है जिसने कि गिलास बनाया उसे गरीबों की चिन्ता नहीं है।

देहानों के और शहरों के गरीब किसान और मजदूर आई रेलवे पर नाज करते हैं और रेल को अपनी मबारी कहते हैं, गरीब की मबारी कहते हैं, मुझे मिनिस्टर माहब माफ़ करेंगे अगर मैं एक मिथान देखूँ। वह यह कहते हैं कि आंखें बले गये लेकिन एक बान बहुत बढ़िया कर गये। आंखें हमें रेल बना कर दे गये। अब जब रेल गरीबों की मबारी है और वह उससे छिनी जाय तो वह उसके साथ नाइंसाफी ही होगी वह बेधारे पहले बैलगाड़ी में या छोटी लड़िया गाड़ी में लकर किया करते थे या कभी बारात के बस या कभी कुस्को

जाना हुआ, हरिद्वार जाना हुआ या जयपुर जाना हुआ परमात्मा का नाम लेने के लिए तो वह बड़ी जान के साथ रेल गाड़ी में बैठते हैं। अब इस तरह ये कियाया बढ़ा कर उन बेचारों को भगवान के पास भी जाने से रोका जा रहा है। मैं कहना चाहता हूँ कि यह ठीक बात नहीं है। अपने अपने दिल पर हाथ रखिये आप भी मानते हैं दो घरब रुपये की आमदनी होती है। रेलवेज को खाली बर्ड क्लाम पैसंजर्स में दो घरब रुपये मान की आमदनी होती है। यह जो एयर कंडीमंड में बैठने वाले पार्ट है, बड़े माहब हैं, फस्ट क्लाम में, सैकंड क्लाम में सफर करते हैं और उनसे कुल 25 करोड़ रुपये की आमदनी होती है जबकि वह गरीब लोग 2 घरब रुपया पब्लिक एम्प्लोयर्स को देते हैं। इसके विपरीत केवल 25 करोड़ रुपया माहब लोग, हैट टाई बान जो फक्स फस्ट क्लाम में पास से बैठते हैं परघट से बैठते हैं वह देते हैं। आप उन 2 घरब रुपया देने वालों के लिए ज्यादा से ज्यादा एग्जिटीव प्रोवाइड करे यह आपकी प्रशासकी जिम्मेदारी है। वह बेचारे गरीब लोग तो पहले से ही परमान व बुकी हैं। बर्ड क्लाम के डिब्बों में घर्त्याधिक चीज होती है, बड़ी घोबरकाउडिंग रहती है और जिनने रेलवेज को दो घरब रुपये साल की आमदनी प्राप्त होती है उनकी हासत यह है कि जहाँ पवास सवारियां होनी चाहियं वहा 100, 100 और 150, 150 लोग बैठते हैं। यह लोग लाचारी में टट्टी में सफर बैठते हैं, नीचे फर्श पर बैठते हैं। एक बर्तवा कोई एक बांब वाला फर्स्ट क्लाम, या सैकंड क्लाम में चला गया और जब उसे कहा गया कि यह तो सैकंड क्लाम है वह कैस इनमें बड़ धाया तो उसने सीट वाले मफुडे को उठा कर नीचे रख दिया और कहने लगा कि अब तो यह बर्ड क्लाम ही चला। इसदरे वहाँ जो

भलग भलग क्लामोंड बन गये हैं एक गरीब का क्लाम और एक धनी का क्लाम यह हमारे सोशलिज्म के खिलाफ है। देश में जो समाजवादी व्यवस्था कायम करने का हमारा उद्देश्य है जो एक मिशन है यह भलग भलग क्लाम कायम रखना उस हमारे लक्ष्य व मिडान्न के विपरीत जाता है।

मैं आप से यह कहना चाहूंगा कि कृि रेल की मबारी गरीब की मबारी है इसलिए आप गरीब के लिए सफर करना मुश्किल न करें। उस के लिए जो 19 करोड़ रुपये का टैक्स लगाया है मैं बतलाऊंगा कि आप कहां से उसे पूरा करें। एक देहाती होने के नाते उन की नक़ पर मेरा हाथ है और मैं बड़ी बात कहने वाला हूँ जोकि देश के परीब वाल्मी कहते हैं। यह फोट पर, बोले पर हुलाई की दर बढ़ा कर, उन गरीब लोगों पर 19 करोड़ रुपया और लाद दिया है। रेलवेज ने जो मालवाकियों का चाड़ा बढ़ाया है मैं उस के खिलाफ हूँ और पूरे बोर के साथ और डके की चोट पर यह बात कहना चाहूंगा कि मैं उस इनकीज के खिलाफ हूँ और उस का कारण यह है कि मालगाड़ी में या तो चारा जाता है, घनाज जाता है या फिर मालगाड़ी में सीमेंट, लोहा और कोयला और चाद जाती है या पत्थर जाता है। वह सारी चीजे ऐसी हैं यह वह माल बरसारी है जिन्हें कि किसान इस्तेमाल करते हैं। जाहिर है कि अगर इन चीजों को डोने का रेल का चाड़ा बढ़ेगा, चारे की हुलाई की दर बढ़ेगी, गले का किराया बढ़ेगा, लोहे, सीमेंट, कोयले और पत्थर का किराया बढ़ेगा सर्वात् ऐसी चीजों का किराया बढ़ेगा जोकि हर गरीब घादमियों के हर रोज काम में आती हैं तो उन चीजों के सान भी बढ़ेंगे। गरीब घादमी की जो पत्थर चाक परबैज है वह बड़ी महहूद है और अगर उनकी कृिमें और ज्यादा बढ़ेगी तो वह उन्हें गरीब नहीं लखेगा। जब किमांड ज्यादा होती तो उन की कृिमें

[श्री रणधीर सिंह]

बढ़ेगी, पेरिसानिया बढ़ेगी और क़हत के हालात क़नुमा होने और देश में अच्छे हालात नहीं होंगे। मैं यही कहना चाहता हूँ कि यह जो पॉइंट बढ़ाया गया है मैं उस के हक़ में नहीं हूँ और यह 19 करोड़ रुपया दूसरी जगह से लिया जा सकता है। वह रुपया कहां से लायें वह मैं आप को बतलाता हूँ। मैं एक नई बात बताने लग गया हूँ और वह है बी काबिले धनल। मैं कोई अनोखी बात नहीं कहता हूँ। जो रेलवे के मुलाजमीन हैं, बड़े या छोटे, बीसे में रेलवे के भ्रफ़तरों का आवर करता हूँ लेकिन हमारी रेलवेज के जो मुलाजमीन हैं छोटे या बड़े, उन की रैपुटेसन कोई भ्रफ़ठी नहीं है। अपने बिल पर हाथ रख कर पूछिये तो यह मेरी बात आप को धाननी पड़ेगी। जो एफ़िशिएंसी उन में पहले की वह काबलियत जो उन में पहले की वह धाज नहीं रही, जो ईमानदारी पहले की वह धाज नहीं रही। धाज का 9 लाख का इस्टीमिजमैट है जोकि मेरी मजल से बहुत ज्यादा है। कहा जाता है कि इतना बड़ा इस्टीमिजमैट बिनाय संवेजों के और किसी की रेलों में इतना बड़ा इस्टीमिजमैट नहीं है। यह जो इतना बड़ा इस्टीमिजमैट है और भरपलस है उस को धाज कम करें, छंटनी करें, उन्हें नीकरी से धनन करने की ज़क़रत नहीं है बल्कि उनको दूसरे उपयोगी कामों में हूज लगा सकते हैं।

16 hrs.

धाज ने बतलाया है कि हमारे पास 90 हजार एकड़ जमीन रेलों के साथ साथ है लेकिन मैं कहता हूँ कि धाज के 48 धाकड़ें मजल हैं क्योंकि मेरी मजल में 90 हजार एकड़ जमीन तो खाली दिल्ली सम्बन्धा फ़ानका एक रेल के किनारे पड़ी मिल जायगी। धाज दिल्ली के कमकता चाहते, बम्बई चाहते, 1000, 1000 और 2000, 2000 मील जम्बी रेलवे साधन है और उस के साथ साथ दो-दो की नव जमीन पट्टी के दोनों तरफ़ पड़ी

मिलती है और धाज संदावा लगा सकते हैं कि इस तरह से वह कोई एक लाख एकड़ जमीन आकर बैठेगी। इस तरह से मेरी मजल में कई लाख एकड़ जमीन धाज के पास है। उस को धाज ऐक्सप्लायट कीजिये, उस को धाज टैप कीजिये, धाज उस का एक फ़ार्म बनाइये। इस सिलसिले में डा० लोहिया ने मेरी राय में, जो एक फूड धार्मी बनाने की बात कही है वह भ्रफ़ठी बात कही है। मैं चाहूंगा कि यह रेलवेज का जो इतना बड़ा 9 लाख धाजमियों का इस्टीमिजमैट है और जिसकी कि रैपुटेसन भ्रफ़ठी नहीं है वह भ्रफ़तर जो कि करप्ट है और जिनकी रैपुटेसन भ्रफ़ठी नहीं है छोटे मुलाजमियों से लेकर बड़े भ्रफ़तर तक जोकि भ्रफ़ठा काम नहीं करते, बिल लगा कर काम नहीं करते, जो कि लापरवाह हैं और करप्ट हैं उन लोगों को मजल के तीर पर इस फूड धार्मी में भरती करिये। उन को धाज इधर लगाइये। धाज जिम को एक लाख एकड़ का फ़ार्म कहते हैं, मैं उस को दो तीन लाख एकड़ का कहता हूँ, धाज उस जमीन को ऐक्सप्लायट करने के लिये लोगों को मगाइये। धाज कहते हैं कि जमीन स्टेट की सरकारों को दे दी, लेकिन वह नहीं दी गई है। मैं कहना चाहता हूँ कि धाज वेंरिफ़ाई कीजिये। धाज कहते हैं कि 40-45 हजार एकड़ स्टेट्स को दे दी, मैं कहता हूँ कि नहीं दी है। धर का भेदी जंका डाये। मैं ने खुब देखा है कि सब जमीन पर काजल नहीं की गई है। धगर दी भी गई है तो वह बैकार पड़ी है। धाज कहते हैं कि बीके पर जमीन कास्टकारों को, गांव वालों को दी है। लेकिन वह भी नहीं दी है। धाज उस जमीन को अपने पास रखिये। धाज रेलवे धार्मी बनवाइये और उस जमीन में धरगाह बनवाइये, उस को बाजार के लिये इस्तेमाल कीजिये। धाज धंवरसिपाकी कर के उस को धंवरवाइये और भी पहाड़ी इलाका है उस के धंवर व्हीटेसन करवाइये। धगर धाज धंवर में 50

हजार घादनी भी लगा है जो कि बोड़ा काम कर रहे हैं, वा 1 लाख लगा है, तो काम हो सकता है। घाप के यहाँ 9 लाख घादनी हैं। मैं नहीं मानता कि 9 लाख घादनी पूरबी काम करते हैं। मैं यह भी नहीं कहता कि घाप के पास काम करने वाले घादनी नहीं हैं। लेकिन उन घादमियों में नई स्विच नहीं है। धरेंज के वक्त में पता नहीं उन में क्या स्विच थी कि वह उन से काम लेता था, लेकिन घाज वह बरम हो गई है। मैं अपनी बात को साबित करने के लिये एक मिसाल देता हूँ। सन् 1965-66 में एक माल में 1046 ट्रावसे हुए। घापने अपनी रिपोर्ट में माना है कि उन में से 900 ट्रावसे रेलवे कर्मचारियों के बर्दीलत हुए। मैं यह बात कोई उन की मुखालिफत करने के लिये नहीं कहता हूँ। लेकिन मैं पूछता हूँ कि घाबिर ऐसे हादसे क्यों होते हैं? ऐसे हादसे जो कि सीरियस माने जाते हैं, जो डिरेलमेंट कर रहे होते हैं वह क्यों होते हैं? 1959 से लेकर 1966 तक 7819 हादसे हुए हैं जो कि सारे के सारे घापकी रिपोर्ट में लिखे हुए हैं और ह्यूमन एनलिट की बजह से हुए हैं, उन की नेगलिजेंस की बजह से।

मैं पूछना चाहता हूँ कि घाज हमारे देश अकतों में इन्फिजिएंसी क्यों आ गई है, लापरवाही क्यों आ गई है? यह बोड़ी सी परवाह करने की बात है। हमारा प्रताप सिंह कैरी बड़ा मजबूत हाकिम हुआ करता था। वह मर गया इस का हमें अफसोस है। ऐसा हाकिम होना चाहिये। उस ने क्या किया कि जो ठीक काम नहीं करता था उस को सजा देने के लिये सामावाज अलाक में और पहाड़ी इलाके में काम करने के लिये भेज देता था। एक साल तक वहाँ रख कर देखा था उस के बाद इन्तहान लेता था और जो ठीक काम कर ले वे उन को दुबारा बुला कर लाता था। मैं कहना चाहता हूँ कि यह तबीय इन्ड्रीवुस की जाये कि जिस मुलाजिम के खिलाफ मुकद्दा हो उस को इस रेलवे धार्मी में बर्दीलत किया जाये और जब वह बर्छा

काम करें तो उस को वहाँ से तब्दील कर दिया जाये।

एक बात मैं अपने हृत्पाना की कहना चाहता हूँ। मंत्री महोदय को मालूम है कि यह नई स्टेट है और नई स्टेट होने की बजह से वहाँ थोड़ा सा काम हुआ है। वहाँ पर जो बजीर हुए हैं मैं उन की बदगोई नहीं करना चाहता लेकिन एक बजीर बना तो वह अपने घर तक सड़क ले गया, दूसरा बजीर बना तो वह गांव तक नहर ले गया, तीसरा बजीर बना तो वह अपने घर बाली के गांव तक सड़क ले गया, चौथा बजीर आया तो बुकि उम के घर तक भी सड़क थी और घर वाली के गांव तक भी सड़क थी इसलिये उस ने एक सड़क का नाम अपनी सड़की के नाम पर रख लिया। मतलब यह है कि इस तरह से अउपटांग काम हो रहे हैं। जो इनकी बहादुर स्टेट है जिस ने चीन का मुकाबला किया, जिस ने वुजूल को बचाया, जिस ने काश्मीर को बचाया, पंजाब को बचाया, सारे हिन्दुस्तान को बचाया, पाकिस्तान से टक्कर ली बर्की और डोगराई की बात घाप जानते हैं मुझे उन लोगों पर नाज है, उन्हीं लोगों का इलाका अन्डेवेल्ड है। पानीपत का नाम घाप ने मुना होगा। पानीपत की पहली लड़ाई, पानीपत की दूसरी लड़ाई, पानीपत की तीसरी लड़ाई। वह बहादुर लोगों का इलाका है। रोहतक का नाम घाप ने मुना होगा। धरेंजों के वक्त में रोहतक और पानीपत को रेल से मिला रखा था लेकिन घाप के वक्त में उस लाइन को मोड़ दिया गया। यह हमारी बदनामी है, घाप लोगों की बदनामी है। मैं घाप से कहना चाहता हूँ कि जो लोग काश्मीर में लड़े जो डोगराई में लड़े यह बात उन लोगों की जान के खिलाफ है। कुछ सरमायेदार लोग ठेकेदार और बस वाले लोग इस लाइन को खोलने नहीं देते। मैं इसजाम सवाल हूँ कि कुछ अन्तर जगत के मजदूरों में हैं जो अपनी जेब भरने के लिये घाप से

[श्री रणधीर सिंह]

अफसरों पर दबाव डालते हैं कि रोहतक और पानीपत के दरम्यान लाइन न निकले क्योंकि अगर इस को निकाला गया तो उन की मोनो-पोली खत्म हो जायेगी। मैं आप से दम्न बस्ता प्रश्न करूंगा हरियाणा के बहुपुर लोगों की तरफ से कि जो लाइन प्रोजेक्ट के बचन भी उन को दुबारा गुरू किया जाये। आज रोहतक में गोहाना तक निकली हुई है, गोहाना से पानीपत तक जो बांस माल का टुकड़ा पड़ा है उस को भी पूरा कर दे तो हम आप की जय बोलेंगे और हरियाणा वाले बोलेंगे।

Mr. Deputy-Speaker: Shri Dandeker.

श्री सरजू पाण्डेय : मैं आप की व्यवस्था चाहता हूँ। जब भी प्रोजेक्शन को टाइम दिया जाता है तो पहले स्वतन्त्र पार्टी, फिर जनसंघ, फिर डी० एम० के० को वास दिया जाता है। लेकिन नमाम प्रोजेक्शन बानों को बुला लिया, हमारे ग्रुप को छोड़ दिया। साखिर यह क्या चक्कर है ?

Mr. Deputy-Speaker: The hon. Member should realise that they have more time to their credit.

Shri Indrajit Gupta (Alipore): Nobody is encroaching on their time.

Mr. Deputy-Speaker: I have already said that every Member of every group will get an opportunity for whatever the balance is there.

Shri Sarjee Pandey: When? Tomorrow or the day after?

Mr. Deputy-Speaker: Within the time prescribed you will get an opportunity. It is no use disturbing the proceedings.

Shri Sarjee Pandey: Some order should be followed.

Mr. Deputy-Speaker: I am following some order.

श्री सरजू पाण्डेय : जो आर्डर हाउस का बना हुआ है उस के ऊपर आप को चलना चाहिये लेकिन आप न जानें किस तरह से चलत है। इस तरह से नहीं चल सकता। कोई आर्डर होना चाहिये।

Mr. Deputy-Speaker: I will have to call him to order. As I have already told you, I have some order to follow. I am accommodating every Member from the Opposition. Whatever is the balance left to his party's credit he will get. His group has got only 8 minutes to its credit. You must take that into consideration. Am I to call him when his party has got only 8 minutes and Shri Dandeker's party has got half-an-hour? How is it possible?

Shri N. Dandeker (Jamnagar): Mr. Deputy-Speaker, Sir, I would like to rescue the Railway Minister from a possible battle of Panipat and get back to the Railway Budget. I think, like the General Budget one has to look at the Railway Budget in the economic context in which it is being presented. The economic context quite briefly is one of rising prices and mounting costs, falling production and falling exports and a great deal of idle capacity in industry, particularly in the engineering industry. I submit, just as one is going to have to look at the General Budget in terms of that kind of context, it is necessary to look at the Railway Budget also in that kind of context and to apply one's mind to the question whether the sort of proposals which have been made, the kind of presentation of railway operations that has been offered, are consistent with that kind of economic situation.

One would have expected that the Railway Minister would present a budget consistent with that situation. Actually, as I see it, this Railway Budget is no more than a simple but dangerous arithmetical exercise. One could have put this deficit between

the receipts and the expenditure to an ordinary high school boy and asked him: "how do we make it up?" and he would have said, "Why? Quite simple; raise some railway freights and some passenger fares." This budget is just a simple arithmetical exercise, utterly devoid of sense in so far as consideration of it in economic terms is concerned, but of very dangerous consequences in regard to the impact which it is likely to have on the economy.

Indeed, this is precisely the kind of budget one would expect merely from a superficial look at the situation by the executives who are merely concerned only with balancing receipts and payments, the executives who are not troubled with any insight or concerned with getting down to real understanding of the economic situation in terms of what has happened, why this has happened, and what will happen if the kind of proposals that the Minister has made were implemented.

Almost, and I think, quite rightly because of the kind of Budget that this is, copies of it arrived at Parliament House in a bullock cart for the benefit of the Members of the House. It is a useless Budget of that sort.

Before I come to the economic consequences of it, I would like to take more time in characterising the Budget a little further. I have been connected with industry for quite some years and I know the response of industrial managements to a situation of the kind here encountered where there is a sudden drop in the turnover, on the one hand, and a considerable increase in costs on the other. If such an industrial enterprise were working in a competitive situation instead of in a situation of absolute monopoly under which the railway industry is working today, the response of management in a competitive situation to a problem of that kind would be: how can I stimulate sales, and not how can I slap on, because of my monopolistic position, higher

freights and fares and make up the arithmetical difference? The approach in the industrial management would be: how can I stimulate sales? And there are two well-known ways of stimulating sales. One is to study the elasticity of demand for one's goods, whatever one is selling, and see whether one should not, in fact, *reduce* the price of the commodity instead of increasing it; and one should also launch out into a big sales effort.

The cement industry, for instance, in 1958, when we encountered a sudden depression, we went all out to sell cement. We did not then ask for the price to be raised—but we went about booking our sales and reorganising or our organising sales organisation in a better way. We went about finding out where the bottlenecks were; we went about finding where the customer wanted better service and we went about selling cement. We did not say, "There is a situation of overall shortage of demand; so let us put up the price of cement and to hell with the consumer." But that is precisely the kind of reaction that is presented to this House in respect of the Railway Budget. Secondly, what does one do in regard to rising costs?

Shri C. M. Poonacha: May I just interrupt him?

Shri N. Dandekar: I beg of you not to interrupt me. You will have plenty of time to reply to the debate.

Shri C. M. Poonacha: Since you referred to cement industry, I wanted to say that I too happened to know something about cement industry. I would have, certainly, like to make a reference. I know how the prices are worked out.

Shri N. Dandekar: I talked about 1958 when there was a sudden depression in the cement industry.

About falling efficiency and rising costs, that is another angle from which any industrial management approaches a sudden situation of the kind which

[Shri N. Dandekar]

the Railways are faced with, namely, for the first time in 20 or 30 years, they are faced with deficit. As regards costs, I do not see anything in this Budget except shutting down branch lines. I do not see anything in the proposals made by the hon. Minister that involve any active consideration of the improvement of efficiency, on the one hand, or of reducing costs on the other.

I have taken a good deal of trouble to go through the statistics that have been presented here in terms of efficiency of operation. I find there are a lot of data that are utterly useless and irrelevant. I have no time to go through all the items. I would just take one or two of them. Table XIII gives indices of wagon utilisation. I find that wagon utilisation, in terms of wagon kms. per wagon day (in terms of four-wheelers), in 1960-61, 1961-62, 1962-63 and 1963-64 four years of admirable performance according to these figures—was 76.9 wagon kms. per wagon day, 76.1 wagon kms. per wagon day, 76.4 wagon kms. per wagon day and 76.0 wagon kms. per wagon day respectively. The figures for the next three years are 72.0, 73.2 and 70.2. There is a sharp drop in the efficiency of wagon utilisation expressed in terms of wagon kms. per wagon day.

Then, the last item in that Table is the percentage of loaded wagon kms. to total wagon kms. In 1955-56, the results achieved were 72 per cent. on the B.G. and 78 per cent on the M.G. Since then, there is no year in which those results have been achieved. It has been well below 72 per cent in regard to B.G. and well below 78 per cent in recent years in regard to M.G. If you want to look at the real inefficiency angle of these statistics one would have to ask oneself what was the amount of empty wagon haulage to total wagon kms. Looking at it this way, in the reverse, it gives a better picture. Empty wagon haulage in broad gauge in 1955-56 was only 28 per cent; today it is 28 per

cent. It is sometimes 31 per cent and even 32. In regard to metre gauge empty wagon haulage, the percentage was 23 in 1955-56 now it is nearly 29 per cent.

Now I take a look at another group of efficiency statistics that they have published in the form of a picture and that is, in this particular booklet facing page 36: number of goods locomotives in terms of broad gauge and metre gauge,—locomotives utilised for moving one million tonne kilometres per day. An excellent efficiency index indeed! I find that in broad gauge, the best reached were in the two years preceding 1964-65. The years 1964-65 and 1965-66 are worse. I go on to the metre gauge and the position is similar. Altogether you get a drop in the efficiency of locomotive utilisation of a kind that is really understandable, if one takes account of increasing diesel and electric traction. And when you come to the number of wagons (in terms of four-wheelers) utilised for moving one million tonne kilometres per day, again in 1964-65, broad gauge, they needed more wagons to move one million kilometres; and similarly in 1965-66, the same sort of story, though not quite the same on metre gauge.

There are plenty of statistics in this booklet but I would like to ask why there are no statistics here about the extent of idle wagon days. I was trying to find out the proportion of sick wagons. What is the percentage of sick wagons to total wagons? What is the percentage of sick wagon days to total wagon days? I am quite certain that although once the Railway authorities are thinking of cutting back the wagon-building programme, it is about the worst economy that they can make in view of the present situation. I will deal with it in a little more details later on. But at this point I do want to mention pointedly the present situation; a considerable section on our Railway system—let us say some little point but over a good

extent of the Railway system, is still suffering from shortage of wagons.

About manpower utilisation, I should have thought that in an enterprise of this kind, one would have some figures that would indicate to me the manpower/production ratio in some convenient form. What is the ratio of productivity in this case? Is productivity increasing or is it diminishing per man-day or per man-year or per man—whatever? Let us have some indication of manpower productivity. I have reason to believe that on this subject, the high officials of the Railways and the Minister himself remain in a conspiracy of silence; they do not tell us that there is excessive manpower, there is a tremendous amount of manpower and low productivity and inefficiency. And it is due to two or three important reasons. One is that there is a good deal of insubordination. The Railway Board, the Railway executives, the Railway staff and the Railway officers are today suffering from a tremendous disadvantage in that they are unable to take disciplinary action against anybody for fear that they might be in trouble. And the procedure for disciplinary action is so involved, the time consumed in disciplinary action is so prolonged, the quality of the punishment that they can award is so inadequate and the delay in awarding punishment is so great that everybody throws up his hands and takes no action at all. Secondly, a tremendous amount of the time of the supervisory staff on the Railways—I am no defender of Railways in regard to inefficiency, but I want to give the devil his due—is today wasted not in railway operation but in compiling thousands of returns, in submitting thousands of reports and in making or attending hundreds of special enquiries; they just run up and down answering and investigating all kinds of things, but not doing their particular job.

I think, sir, there is here undoubtedly a major problem of excessive manpower, bad utilisation of manpower, low productivity of manpower,

absence of discipline, and absence of powers to officers to take swift and effective action in regard to slackness, negligence and insubordination. All these require looking into.

Another characteristic of an absolute monopoly in regard to its business is charging "what the traffic can bear." It is a good old rule in railway economics. I have read railway economics in 1929 and know all about charging what the traffic can bear. That 19th Century principle is no longer any good now. You have not to charge what the traffic can bear; that amounts to profiteering. You have got to take into account what will be the consequences of charging what the traffic can bear in terms of the economy of the country.

The simple expedient of charging what the traffic can bear so that you can meet the gap and get a pre-determined yield on capital employed is not the way, in the modern context of running the railway freighting system. But then, what do they propose to do here? As I said, one has to look at the railway budget and the general budget together. They propose to slap on, in this arithmetical way, increases in fares and increases in freight rates. But they are already suffering from competitions from the roads. Would any sensible person in that situation slap on these increases? But these gentlemen are able to do it because in the general budget they go on increasing petrol tax, they go on increasing diesel tax so that competitively everybody is exactly where everybody was before. In other words, this is about the best example that I have ever come across, exhibiting all the vices and none of the virtues of an absolute government monopoly situation in the field of railway transport.

Now, what will be the effect of this in the present economic situation on the general economy and what will be its effect on costs and prices? I know that the hon. Minister was at

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pains to explain that 3 per cent here and 2 per cent there is not going to make any difference." But that is not true.

Take, again, the industry of which I know something, namely cement. The input of materials per every 100 tonnes of cement is something of the order of 135 tonnes, that is, 100 tonnes of limestone, 30 tonnes of coal and 4 or 5 tonnes of gypsum. 100 tonnes of cement are going to suffer transportation costs both on the input and on the output. There would be, therefore, a tremendous outcry for increasing selling price of cement and all kinds of consequences will follow. Sir, every commodity that is manufactured is going to have a double impact of these freight rates on its costs impact on its input costs in respect of materials and impact on its output costs in respect of the transportation of the production. What then is going to be the effect on industrial production? What is going to be the effect on holding the price-line?

Everybody in government talks glibly about holding the price-line, and they have got a jolly good whipping boy in the shape of industrialists and traders. But actually nothing happens; nobody holds the price-line. Government never do it; Government never hold the price-line; they put up freight rates; they put up petrol and diesel tax; and they put up this tax and that tax, they will do every kind of thing to raise costs and prices. They will do everything possible not to hold the price-line, and then they will say 'Oh, please, you must hold the price-line; you must have patriotism'. The Finance Minister, addressing a group of industrialists, said 'Never mind if you make losses; you must not raise prices, you must have patriotism'. Why does he not say so to the railways? Why does he not tell them, 'I am not going to allow you to make up these Rs. 88

to 40 crores by raising rates and fares; go on and get down to the business of deducing costs and raising efficiency, get down to the business of selling transportation; compete with the roads; find out from the customers what they want; get down to the job in other words, in a businesslike way'?

The effect of these increases on costs, the effect on the general prices, and consequently the effect on consumer prices, these things do not wait. It is no use anybody telling me that there is a time-lag between this thing and the price of cement and the building costs and so on. All prices adjust themselves pretty quickly to anticipated increases in costs.

What is going to happen to industrial production? Already, industry is suffering from shortage of orders. Industry is also suffering from rising costs. Is it ever possible for any industry to suffer these costs, and then hope ever to abortion recover them, and still run on a profitability basis? Or is it the Railway Minister's hope that industry by and large, except only the railways, can run on a no-profit basis or indeed on a losing basis?

Wages, power and transportation are basic costs, and they go on increasing cumulatively into the whole economy. And when they go on cumulatively into the whole economy, not merely is there the difficult question of holding the price-line but there is involved much more in a situation such as in India where you have the most complex picture of recession in certain industries, absence of demand in certain industries, and under-capacity employment in certain industries; and all this in a context in which we are also thinking of higher exports.

And so what do they do about exports? They think that only the increase in the freight rates on ores and on one thing and another that is directly exported is going to have an

effect on exports. Does the hon. Minister really believe on that? Does the hon. Minister not know that over the whole range of industries that is concerned directly or indirectly with exports, these increases in freight rates are going to have a material effect? And yet, of course, while he slaps on increases in freight rates on ores, and, I think, on minerals, the Finance Minister takes off a bit of export duty. What is all this fun and game? Are we really wanting to have an export drive, or do we put up the export cost and reduce the export duty a little and say everything is all right? In other words, is it the position today that even without these changes in freight rates we are in a stimulating and buoyant export position? If we are not, every organisation of Government, particularly those that have a direct impact on costs and prices, must be directly involved not in the consideration of: "I will load the export cost here this way, and somebody else will take it off", in some other way but in some positive contribution, met as "what can I do to stimulate exports". All these cost increases go ultimately into the cost of every industry that exports. Does the Railway Minister think that the jute industry is not going to be affected, that the tea industry is not going to be affected, that a whole wide range of traditional and non-traditional items, never mind ores, are not going to be affected? Does he think that these increases in freight rates all round are not going to have the slightest impact on the capacity of the country to export? Does he think that devaluation was totally unnecessary, so that he can go on merrily negating the consequences of devaluation? What is he handing out in this kind of budget? Sir we have been debating some fiddling stuff about some small branch lines from point "A" to point "B" and about a lot of this, that and the other, but I am aghast when I contemplate effect of this budget on prices. Its effect ultimately on the cost of living, its effect on wages, its effect on the cost of production, its effect on

industry in general, its effect on export industries in particular. When I think about these things, I just really shudder with horror over what is going to happen.

There are two other small points, and this in connection with the capital part. They have already cut down the works programme in terms of wagon building. The Railways have been the direct cause, let me put this quite bluntly, since last year the cutback in railway wagon building has been the direct cause of starting the recession in the engineering industry, subsequently, of course, the recession has grown; and now it has gathered momentum. Recently, I took a quick survey myself of the wagon shortage position. Saurashtra, for instance, is the biggest salt manufacturing zone. Today, the people in Jamnagar, I have been there last month, and the people in Bhavnagar, when I was in April who are manufacturing salt cannot get wagons. They send telegrams to the Railway Board about absence of wagons; and yet, I am told that the Railways want a cutback on the wagon programme! The fact of shortage of railway wagons is there; either it is due to inefficiency or inadequacy of wagons or it is both. But since nobody will admit inefficiency, the conclusion must be that there is a shortage of wagons. And in that sort of context, they tell us that they are cutting back on the wagon building programme without thinking of its consequences on their customers or on the engineering industry.

Similarly for the cement industry practically all over India, especially in Saurashtra and South India, today there is a tremendous difficulty in obtaining wagons. I wish the Minister would invite this "Cement Allocation and Co-ordinating Organisation" (CACO) people and know the truth from them. They are the people concerned; they are your customers. Do not ask for a Note on the subject from these people who generate transportation; ask for a Note from the people who buy transportation.

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What is the difficulty of the salt people? No wagons. What is the difficulty of the cement people? No wagons. They will start sending their stuff by road, they are not going to let their production stop or rot. Sir, I will not be interrupted; I will not give way to the minister.

Shri C. M. Pooacha: I have met them. They came and saw me some time back.

Shri N. Dandekar: Why should they? You are the seller of transportation by railway wagons. Don't ask the customers to come to you and complain. You go to the customers.

Shri C. M. Pooacha: You are simply exaggerating. There is no complaint so far as cement is concerned.

Shri N. Dandekar: If you are willing to go to the customer....

Shri C. M. Pooacha: They met me, and the matter has been settled. You do not know the latest position.

Shri Saaga (Srikakulam): What about Kerala's need for food transport. (Interruptions).

Shri N. Dandekar: I have no connection with salt, with cement, with the kind of industries I am talking about. Let the Minister go to the Ambernath-Kalyan-Greater Bombay industrial complex and ask them what are their difficulties about transportation. They will tell you the Railway will not accept bookings of smalls wherever offered, they say "bring all your smalls to Thanaor Kalyan, where all we will get sufficient loading for our wagons. Otherwise your smalls will be delayed." Are you selling transport or holding a monopoly of transport? If you are selling transport, you will not tell the customer that it does not suit you to take the smalls here, or that it has to be brought there, wherever it suits the Railways and not the customers. Sir, they are cutting back on their wagon programmes

while there is shortage of wagons and bottlenecks in transportation all over. I have given three instances just now. On the otherhand, they are going to spend money in putting up a steel foundry in Naini. Their own locomotive works at Cuttaranjan have got idle capacity after meeting its own demand. Furthermore today the installed capacity in India of steel foundries is nearly two and half times the demand for it. But the Railways are going to build another steel foundry at Naini. I really do not understand this. I can only repeat the phrase that I have used earlier, that the Indian Railways is the most outstanding example of all the vices and none of the virtues of a monopoly situation.

Shrimati Tarkeshwari Sinha : Listening to the hon. Member who has just now spoken and his brilliant advocacy of his cause, I was thinking whether he did not remember these very things when he was sitting on the gallery on my left. The hon. Member had a very distinguished career. He had the best of everything in his life, including the parliamentary career. He has sat in the official gallery in every capacity and he has heard the same things being repeated on the railway budget. He has understood and expressed his own limitations with those very officials to whom he does not show any allegiance now because he has come out of them. I wish he had shown a little more sense of loyalty to them and understood their limitations as he was himself feeling in those days. A person like him has a very distinguished record of achievement. He is a person who is one of the few Members here who are intelligent and able. I would have wished Mr. Dandekar to give some constructive suggestions as to what we should do about improving the railways. Whatever be his suggestions, he became so excited, his voice became so loud and his gesture became so violent that

the understanding he created in the first part of his speech which was mild and sweet, was lost. Mr. Dandekar is much better when he speaks with a little more modesty as he showed in the first part of his speech. He showed a lot of understanding of the problems.

Shri Manoharan (Madras North): Who is under discussion Mr. Dandekar or the Budget?

Shrimati Tarkeshwari Sinha : Both, because constantly his colleague has been brain-washing me that he should be made the Finance Minister of this country (Interruptions.)

An hon. Member: Don't allow your brain to be washed.

Shrimati Tarkeshwari Sinha: Another friend from the Communist Party spoke before him. I have seen him sitting on those benches; he was very violent, not only talking with his tongue in his mouth but with the tongue in his hands. He was exuberant. Sometimes his physical violence was rather uncomfortable for this Parliament and unfortunately we had one day joined our hands together and the Speaker asked him very respectfully to leave this House. Later on I followed my friend, Mr. Nambiar; naturally I could not leave him alone, just alone as his own solitary companion. I followed suit by going out of the House and you precipitated that company by throwing me out of the House. I was glad that at least I was able to give company to Mr. Nambiar who has been coming closer to the Congress benches, I found him much more milder today and more reasonable and constructive in his approach. He criticised the railways in a different way and he assured us with one promise that if the hon. Railway Minister fulfils his promise he would very easily join us.

I welcome this opportunity to congratulate him for his belated, intelligent, awareness of the situation. By coming closer to the Congress Ben-

ches, he has become very much milder and the physical demonstration of his speeches has enough evidence to show that Mr. Nambiar is getting to be a better person every day by coming closer to the Congress Benches. Mr. Nambiar probably knows as much about the railways as the hon. Minister sitting here. He was born and brought up with the railways. I do not know whether his mother nursed him in a railway waiting-room. He has been living with the railways, and that is a compliment to Mr. Nambiar. I am sorry he is not here now. He knows a lot of things about the railways because he has done so much work in the railways, in the unions, in the organisation, and he knows their problems.

He was talking about improvement in the railways, but may I submit, and may I ask Mr. Nambiar, through you, in absentia, whether he realises what are the real causes of the downgraded capacity of the railways, the downgraded performance of the railways? I have collected some figures. I do not want to cast aspersions or blame anybody. They are all friends, very sweet to me inside and outside the House. May I ask the hon. Member, and may I ask the hon. Members opposite, whether we realise in Parliament—Congress Members as well as the Opposition Members—that the railways have been made virtually a cow to be slaughtered every now and then? We agitate about the cow which is probably inanimate and therefore does not get that much of attention from us. The condition of the railways is much worse; it is a much more inanimate object to be always attacked by anyone having a temper, having some kind of dislocation of outlook, having some kind of temperament that develops in between them, some kind of psychological frustration which forms into a mob madness. How much property is destroyed by this act? It will be astonishing to note it. I would like to convey those figures to the House. The damage caused has been of the order

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of Rs. 3,03,08,458. This is the damage caused by the mob-madness. If the railways could have been saved and spared this kind of loss, that would have been something. (Interruption) I have got the figures, and I have the particulars. There was the anti-Hindi agitation, to start with—and that is in the State of my hon. friend—then the Patna agitation—my State does not come very much behind; then the food agitation in Kerala, then the Bengal bandh, and the Punjabi Suba agitation, the Mysore-Maharashtra agitation and last but not the least, the steel plant agitation in Andhra Pradesh. All this has caused a total damage to the railways of Rs. 3,03,08,458.

श्री गुजानन्द ठाकुर (महर्मा) : पटना का कितना है ?

श्रीमती तारकेश्वरी सिन्हा : पटना में करीब 13 लाख हुआ है।

श्री गुजानन्द ठाकुर : यह सही नहीं है।

श्रीमती तारकेश्वरी सिन्हा : हम जो कहते हैं। घाप बाहर जाकर मान निवा करते हैं, छन्दर जाकर नहीं मानते हैं।

Shri D. N. Patodia (Jalore): What is the source of these figures?

Shrimati Tarkeshwari Sinha: The same sources as you get, as Mr. Dandekar gets from those statistics here. I do not carry books; I carry only notes.

Shri N. Dandekar: Please tell us the source.

Shrimati Tarkeshwari Sinha: They are the official figures compiled by the railways. I crave the indulgence of hon. members. I am not used to quoting figures unnecessarily unless and until I am sure about them. The loss of earnings to the railways in the South-Eastern, South Central and

Southern zones, as a result of the steel plant agitation in Andhra, has been Rs. 1,52,60,000. I do not blame the hon. Members opposite for it. Let us realise that it does happen whatever may be the provocations. This is the loss suffered by a very inanimate object like the railways. Even as a result of cow-slaughter agitation, the poor railways are made to suffer this kind of loss.

This Parliament is wedded to a democratic system of government. It has the obligation to keep democracy alive not only today, but tomorrow and day after. The kind of destructive approach that has started is not going to destroy the Congress Government, but the very basis of democracy—I am referring to the gheraos. I hope hon. members from DMK do not mind my using the Hindi word 'gherao'.

Shri Rajaram (Salem): All the wrong words are coined only in Hindi!

Shrimati Tarkeshwari Sinha: The words are there; it depends on who uses them and how. When the bride and the bridegroom get married, they have to go round and we call it ghera. That is a very pleasant occasion. So, you cannot blame the word for it. I would not venture to say that it has been misused, because hon. members would be annoyed. But the moment this word has been misused to destroy democracy, it is the obligation of this House to keep this in view that it is we who are going to destroy or protect the democratic traditions in this country. If democracy lives and if our children live to be in Parliament leading a democratic life, they will remember that this Parliament—the members on this side and the members opposite—were the custodians of democratic existence in this country. We are doing something which is going to destroy the very roots of democracy. In this country in every sector—economic, political or cultural....

Shri Kanwar Lal Gupta (Delhi Sadar): What has this to do with the railway budget?

Shrimati Tarkeshwari Sinha: You have been abusing my Government. That abuse was not part of the railway budget.

Shri Manoharan: Your speech is a clear example of derailment!

Shrimati Tarkeshwari Sinha: When the train derailed and got into the village of the hon. member, it was a very pleasant derailment no doubt. Mr. Kanwar Lal Gupta seems to be a very reasonable member of this House and I am surprised he could not understand what I am trying to hit at. Let him have a little patience. Probably he does not keep himself informed. I am coming to gherao in the railways, of which Mr. Nambiar and others have spoken. They should have a little patience at least with a lady.

Shri Kanwar Lal Gupta: I am very sorry!

Shrimati Tarkeshwari Sinha: Gherao is a vicious feature in the railways. Apart from other things, it is causing a great damage to the discipline in the railway. Railway working can never be improved if discipline is not there. Nor perhaps Mr. Gupta understands what I was trying to say. Lack of discipline has been one of the reasons why railway services are deteriorating day by day. I hope hon. member Mr. Nambiar with so much experience of union work in the railways would realise that railways are not the Congressmen's grandfather's property. It is the national property. Anybody who takes up the reins of this Government will have the same railways and the same things in this country (*Interruptions*). Sir, do not try to ring the Bell now.

An Hon. Member: Better adjourn the House.

Shrimati Tarkeshwari Sinha: Sir, there is some kind of rapport between me and hon. Members. (*Interruption*).

Mr. Deputy-Speaker: The hon. lady Member should not provoke them.

Shrimati Tarkeshwari Sinha: Sir, I do not get provoked although provocation comes from that side. What did Shri Dandekar say? I heard his speech with great attention. He said something worthwhile no doubt. He said that a complete re-orientation in the working of the railways is required. I myself feel that it is very necessary for the Railway Minister to go into the entire working of the railways in a new oriented way. This budget has come at a time when everything is in a disjointed state in this country. The prices are rising, frustration is growing, scarcity of food is there and people have become temperamental. I do not envy the Railway Minister, who was appointed recently to the Ministry of Railways, for bringing this budget. He had no other alternative. To bring this budget at this time was not so easy. He knew that he was going to be the target of great attack inside and outside the House.

Sir, it is a fact that the hon. Minister has to realise that this is a commercial undertaking and this commercial undertaking has to run on a commercial basis. For that I have to make certain suggestions. At the present moment the railways are not making any forecast of operating ratio of the railways. That is the reason why out of the total outturn—well, the hon. Members opposite have started sleeping when I come to the points—the position is like this. What is required is to have a break-up about the working of the railways. Every railway in the world, barring a few exceptions, have been losing propositions. They lose heavily. It is only in this country that we were in the privileged position where our railways were making a profit and contributing something to the general revenues. In the British Railways, which has been losing heavily, a new system

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of accounting is being evolved whereby the railway services are being divided on the basis of lines which are maintained for ordinary commercial purposes and those which are run for the sake of the community. Shri Dandekar cannot do away with the situation that the railways have to be run on a public utility basis. Railways cannot run like private-sector companies.

Shri N. Dandekar: Those facts are taken into account in determining railway's contribution to the general revenues.

Shrimati Tarkeshwari Sinha: I am making an additional point that the railways should evolve a system where by they demarcate the lines, as they are doing in the British Railways, which should be run on a commercial basis or which are being run on a commercial basis and those which are being run on the basis of benefit to the community, because it is a public welfare utility service. The British Railways have evolved this kind of an accounting system. They have also decided that they would give subsidies on those services which are primarily run for public utility purposes. I think this kind of accounting system should be evolved in the railways here also whereby we can demarcate those lines which are run as public utility services and subsidise them. There is no answer except subsidising such lines.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shrimati Tarkeshwari Sinha: Sir, let me have three or four more minutes.

Mr. Deputy-Speaker: I am very sorry. There are other hon. Members who want to speak. Their grievance is that this is the only opportunity for them to speak. They come from distant areas.

Shrimati Tarkeshwari Sinha: Have I got 15 minutes?

Mr. Deputy-Speaker: She can take two more minutes.

Shrimati Tarkeshwari Sinha: Thank you very much.

There is another thing that I want to say. Even today the railways do not have a blueprint to identify areas of profit and loss. If hon. Minister examines his own books you will see that you have not been able to earmark areas of profit and loss. Take, for example, the suburban traffic. The suburban traffic of Bombay, Calcutta and other places have cost much more and their earning capacity is much less. Therefore, all the suburban traffic get inflated, so far as cost is concerned, and that is why no commercial returns are available from the suburban traffic. Therefore, I would request the Railway Minister to go into the entire question and to demarcate areas of loss and profit and prepare a blueprint for this.

There is another thing. The railways have to pay a large amount of compensation, which has nothing to do with the price rise, more traffic or uneconomic returns. This kind of compensation is paid because of the loss that the railways suffer. That should be checked more vigorously.

There is another point. The Estimates Committee in its 26th Report presented to the First Lok Sabha on the Ministry of Railways, had underlined the importance of proper selection and training of traffic officers in the art of salesmanship. In the railways we have no system. There is transfer and change of service from the managerial section to the engineering section and the operational section. Operational and engineering sections are the two sections which should have all the attention from the hon. Minister, because they really govern the very nucleus of the running of the railways. Therefore, more attention should be given to these two.

Indian railways, most unfortunately, have no effective research wing. I do not know whether you have a research wing. If you have, it is so small that it is of no use. Your traffic has increased so much, the transportation cost is varying from year to year and you get more low-rated traffic while the road transport gets more of high-rated traffic and there are various abnormal development in the railways. So, we do require a very strong research wing which may have two spheres of activities—one to constantly go into the cost accounting of the railways because, as Shri Dandekar has stated, you have no escape from the fact that you have to run the railways on commercial lines.

Mr. Deputy-Speaker: Your time is up. You may pass on your other suggestions to the Railway Minister, because you have already taken 20 minutes.

Shrimati Tarkeshwari Sinha: Therefore, my request to the Railway Minister is that you cannot expect that you will have no obligation to run the railways like public sector plants and that you could always come forward with taxation proposals; if you don't economise, you will always be the target of attack. You have to go in less and less for taxation programme, more and more to economising in the purchase programme, in the indent programme, in the cost accounting programme of the railways and then I am sure your railway services would improve. I hope the Railway Minister will keep in mind the suggestions made by Shri Dandekar and do the needful.

Shri Pileo Medy (Godhra): After the speech which the hon. Member has made I take no credit for brain-washing at all.

Shri Jyotirmoy Basu (Diamond Harbour): The hon. Member mentioned about the British railways running at a loss. I do not know whether the hon. Member has travel-

led in the British railways and taken into account what the British railways provide to a third class passenger which is not provided even to the first class passengers on the Indian railways. That is the most important point.

Shrimati Tarkeshwari Sinha: I have taken into account all aspects.

श्री प्रकाशवीर शाल्गी (हावड़ा) : मैं जानना चाहता हूँ कि क्या श्री पीलू मीदी अपनी पार्टी केन्द्र कर के कांसेस की तरफ जा गये हैं या वैसे ही जा गये हैं।

Shrimati Tarkeshwari Sinha: He wants to maintain the equilibrium and balance. If I invite Shri Nambiar, he would also like to be invited.

Shri Sequeira (Goa, Daman and Diu): Mr. Deputy-Speaker, Sir, in 1960-61 the gross traffic receipt of the railways was Rs. 456 crores and the surplus was Rs. 32 crores; in 1965-66 the gross traffic receipt was Rs. 733 crores and the surplus was Rs. 18.5 crores. And in 1967-68 at the present level of estimate the gross traffic receipt will be Rs. 809 crores, and they tell us that there is going to be a gap of Rs. 31 crores. We are being asked to add Rs. 24 crores of inflationary pressure on the poor man's pocket merely to help the railways balance their budget without their making any effort at doing it within their organisation.

Before we do so, let us examine whether anything can be done about utilisation of capacity. The gap is of Rs. 31 crores, that is, only 3.7 per cent of the estimated expenditure of Rs. 847 crores.

Shri C. M. Fomacha: The revenue expenditure is Rs. 526 crores.

Shri Sequeira: Your total estimated expenditure, according to your Budget, is Rs. 847 crores including what you have to pay to dividend.

Shri C. M. Peonacha: That is after paying the Depreciation Reserve Fund and the dividend.

Shri Sequeira: So, it is 3.7 per cent; let us say, it is 5 per cent. Does the hon. Minister mean to tell me that he honestly believes that with some efforts this Saving cannot be achieved within his own organisation?

Let us see what can be done. At the end of the Third Plan the unutilised capacity in the railways was 27 million tonnes. In 1966-67 we are supposed to have utilised 2½ million tonnes and this year we are going to utilise 8½ million tonnes or a little less. That means in the present year 16 million tonnes of capacity will lie unutilised.

The railways may feel that they are a monopoly, but in the transport business they are not a monopoly. They are competing with trucks, with ships and also with air, in certain instances. Why is this traffic not being obtained? Just now Shri Dandekar mentioned a case where wagons were not being made available. There are other reasons also. The handling on the railways is very rough and many people, who otherwise would send their goods by railway, do not do so because when the goods get to the destination they get there in a shape which is not fit for the market. Do the railways do any selling? Does a single railwayman go to an industry or office, and ask for business?

An Hon. Member: No.

Shri Sequeira: Before asking for a fare increase I would request the hon. Minister to put 1,351,303 hardily working railwaymen to work improving their efficiency. I do not disagree with my hon. friend that some are working 20 hours a day, but those are probably very few, the others, I am sure, are hardily working at all.

About staff I agree with the hon. Minister that he has no control over

wages, but he certainly has control over the utilisation of the staff that he has. If he can see that his workshops work more efficiently, so that his wagons do not break down, if he can see that his wagons turn around faster, then I am sure he will make considerable economy. There is also a control over purchasing, over sale of scrap and over building. Everybody knows that there is corruption in the Railways and, unless something is done quickly, and efficiently to root it out, it is going to stay and mushroom. There is another area where savings can be made.

About statistics, if decisions are to be based on statistics, I believe, considerable improvement could be made here. The only statistics that are quoted here are 1963-66 statistics. Where are the 1966-67 statistics? On what figures have you based your Budget? If there are figures which we have not been given, why have we not been given? If they are not there, why they are not there. How, can you make estimates for what is going to happen this year when the statistics are two years old? I would like to make a concrete suggestion here. The statistics should be prepared on quarterly basis, to be ready by 30 days after the end of the quarter. You have installed teleprinters for reservations and, I suggest these should also be used for transmission of statistical data which, you would then get faster.

The expression of items of expenditure should be in terms of rupee cost per passenger km., per tonne km. and per engine or wagon or carriage km. This should include cost of wagons, cost of running of wagons, cost of repair of wagons and staff, and various categories of staff. You will find it easier to sport where the money is being spent, and how to control your expenditure.

Sir, we have seen that this Government moves only when there is an agitation, when there is a riot, and

when there is some sort of pressure that puts a knife at its neck. The Rs. 21 crore deficit is a knife at the neck of the Railways organisation. The hon. Minister is asking us to remove this knife by increasing fares. If we do it, with a balanced Budget, I submit, nothing will be done about cost or about efficiency and, if anything is done, it will take twice as long, thrice as long or even four times as long, as otherwise it would be I say to the House, let that knife remain there; let the hon. Railway Minister work with the knife at his neck and, I am sure, he will get efficiency in his organisation very much faster, without an increase in fares right now, than he will get it otherwise. I say to the hon. Minister, no increase in fares for you, and I wish you long hours of hard work, and good luck.

17 hrs.

[MR. SPEAKER in the Chair]

श्री सरजू पाण्डेय : मदन से इस समय देश के सब से बड़े औद्योगिक प्रतिष्ठान, यानी रेलवे प्रतिष्ठान पर बहम हो रही है। सब से आश्चर्यजनक बात यह है कि इस मंत्रालय ने इस माल अपने बजट से 24 करोड़ रुपये का घाटा दिखाया है। मैं नहीं चाहता हूँ कि सदन इस बजट को मान्यता दे और मैं इसका विरोध करने के लिए खड़ा हुआ हूँ। मुझे यह जानकर भी आश्चर्य हुआ कि मंत्री महोदय ने किराये और भाड़े में वृद्धि की योजना बनाई है और मैं समझता हूँ कि इसके पक्ष में जो उन्होंने तर्क दिये हैं वे बिलकुल तर्कसंगत नहीं हैं। अभी मस से पहले श्रीमती तारकेश्वरी सिन्हा ने भाषण किया था। उन्होंने रेल जिस मुसीबत में हैं गुजर रही हैं उसका सारा दोष विरोधियों पर लगाया है और कहा है बेरा डालो, तथा दूसरे जो देश में विभिन्न धान्योलन होते हैं उनकी बचह से रेलों को नुकसान हुआ है। मैं उनके इस तर्क से बिलकुल सहमत नहीं हूँ। मैं समझता हूँ कि रेल

मंत्री महोदय ने अपनी चमड़ी बचाने के लिए एक नया डांचा खड़ा किया है। उन्होंने कहा है कि सामान के दाम बढ़ गए हैं, लोहे के दाम बढ़ गए हैं, महंगाई भस्ते में वृद्धि करनी है और इन कारणों से रेलों पर भार बढ़ गया गया है और किराये तथा भाड़े में वृद्धि करना आवश्यक हो गया है। मैं समझता हूँ कि जैसा कई अन्य माननीय सदस्यों ने कहा है और सुझाव दिया है, रेलों के खर्च जो आज एक अजीब सा डांचा इन्होंने बना रखा है अगर उसको कम किया जाए तो घाटे का बजट बनाने की आपकी जरूरत नहीं हो सकती है। रेलवे बोर्ड का कई माननीय सदस्यों ने जिक्र किया है। रेलवे बोर्ड के क्या फंक्शन हैं, वह क्या कार्रवाई करता है, इसकी सदन को जानकारी होनी चाहिये। दूसरे माननीय सदस्यों की तरह वे मेरा भी अपना यह इयाल है कि रेलवे बोर्ड के ऊपर आप जितना रुपया खर्च कर रहे हैं उसको देखते हुए धाघा काम भी रेलवे बोर्ड की ओर से नहीं हो रहा है।

मुझे मानूम हुआ है कि रेलवे बोर्ड के जो फाइनेंसल कमिश्नर हैं, वह बलिया गए थे। उनके भादी थी। उस भादी से लाखों रुपया उन्होंने खर्च किया और तमाम दुर्घिनया घर के सरकारी माधनों का उपयोग किया। मैं एक बात कहना चाहता हूँ। जब कोई सदस्य धारोप लगाता है तो कम से कम उस धारोप की जांच तो होनी चाहिये। मंत्री महोदय ऐसे सुनते हैं इन बातों को जैसे यह एक डिबेटिंग सोसाइटी हो। मैंबरों द्वारा लगाये गये धारोपों की वह कभी जांच नहीं करते हैं और न ही यह पता लगाने की कोशिश करते हैं कि जो बात मैंबर द्वारा कही गई है वह गलत है या सही है। मैं समझता हूँ कि वह लकीर हाथी धापने काब रखा है रेलवे बोर्ड का, इसको धाप काब करें। धापको लकड़ ह्यसिल करना चाहिये या उसके कि देश की

[श्री सरजू पाण्डेय]

हासत क्या है। देश में अकाल पड़ा हुआ है और लोग भूखों मर रहे हैं। बहुत से जगहों से इस प्राणाय के समाचार मिल रहे हैं कि लोग अपने मवेशियों को बेच रहे हैं। एक तरफ तो यह हालत है और दूसरी तरफ आप गरीब जनता की पाकेट काट कर बड़े बड़े लोगों का पेट भरना चाहते हैं। जबकि इन्वैशन से आपको सबक सीखना चाहिये या लेकिन आपने ऐसा भी किया हो, ऐसा प्रतीत नहीं होता है। देश का धाप क्या करना चाहते हैं? कहां इसको ले जाना चाहते हैं?

गरीबों के ऊपर धाप भार बढ़ा रहे हैं और दूसरी तरफ अन्धकार के अंधे प्राणाय नगारे जाते हैं, बड़े बड़े अफसर जो लूट मचा रहे हैं, उसके दृष्टांत आपके सामने रख जाते हैं तो धाप उनको छूने के लिए तैयार नहीं होते हैं, उनके खिलाफ जांच पड़ताल करने तक तो तैयार नहीं होते हैं, इनकवायरी तक करने को तैयार नहीं होते हैं, यह किसी भी दृष्टि से उचित नहीं है। यह धापका जो रबैया है, यह कब तक चमता रहेगा।

देश में धादमियों की कमी नहीं है। रेल मंत्रालय ने सन् 1958 से नई रिफ्लूमेंट बन्द कर दी है। लेकिन धाप दूसरी तरफ अमरीका से मशीनें खरीद कर रेलों में उन से काम लेने जा रहे हैं। मैं नहीं समझता हूँ कि इन मशीनों की कोई जरूरत है। ये वे मशीनें हैं किन की अमरीका में आप्त नहीं हो सकती है। उनको वहां से खरीद कर इन के धाप काम लेने जा रहे हैं। उनका किराया पहले 35,000 रुपये दिया जाता था। अब पांच ही रुपया भी खंडा के खिलाफ से बढ़ रखा गया है। मैं समझता हूँ कि इनारे देश में वहां काम करने वाले धादमी बहुत हैं, इन मशीनों की कोई जरूरत नहीं है। मैं चाहता हूँ कि आप बताएं कि इन मशीनों का खर्च धाप बढ़ाना चाहते हैं या

नहीं? बड़े बड़े अफसरों की तनखवाहें बढ़ाना चाहते हैं या नहीं बढ़ाना चाहते हैं? सैन्य कम करना चाहते हैं या नहीं करना चाहते हैं? एयर कंडिशनर डब्बे भी धापने बना रहे हैं। लोग छतों पर चलते हैं, कुट बोर्ड पर चलते हैं और दूसरी तरफ इन्वर इंजिनर डब्बे धाप बम्बई और महाराष्ट्र तक बसीटो ले जाते हैं। अगर कोई बाकी उन में सफर करता है तो उसका किराया लगभग उतना ही होता है जितना हवाई जहाज का होता है। मुलाक़िर् उस में जाना नहीं चाहना हवाई जहाज को छोड़ कर? वह हवाई जहाज को छोड़ कर चार बिन तक बसीटा जाना क्यों पसन्द करेगा। देश के करोड़ों लोगों से धाप रस्ता लेते हैं लेकिन उनको धाप सुविधायें प्रदान करना नहीं चाहते हैं, बड़ क्लास के मुसाफ़िरो को कोर्ट प्राराम धाप देना नहीं चाहते हैं। इन बड़े बड़े लोगों को सुविधायें प्रदान करने में धापको कोई हिचक नहीं होती है। अगर धाप बड़ क्लास के मुसाफ़िरो को सुविधायें देने के लिए किराये बढ़ाते तो मैं उसका स्वागत करता, नई रेलवे लाइन्स बनाते, तो मैं उसका स्वागत करता। उन्हीं पुरानी मशीनों को मेंटेन करने के लिये गरीब जनता की खेर्बें काटने का जो धापका रबैया है यह कब तक चलेगा?

धापकी तरफ से कहा जाता है कि रेलों में भोजन का बहुत अन्ध इंतजाम है। लेकिन अगर धाप रेल मंत्री की हैसियत से न जा कर एक साधारण यात्री की हैसियत से जा कर देखें तो धापको पता चलेगा कि कैसा इंतजाम है। अगर धाप रेल मंत्री नहीं और जा कर भोजन को देखें तो धापको जो मुलाक़िर्खाने के धादमी को भोजन मिलता है वह भी नहीं मिलेगा। धाप तो रेल से जाते भी नहीं है। धाप क्यों भूल जाते हैं कि रेलों में न खाने का, न पानी का और न खर्बों का इंतजाम है। फिर भी धाप करोड़ों रुपया गरीब जनता की खेर्बों से निकाल लेना चाहते हैं।

प्रष्टाचार की तरफ में धायका ध्यान दिलाया चाहता हूँ। वह देश में बढ़ रहा है। इसको धाय रोकिये। मैं केवल धायोचना करने के लिए नहीं कह रहा हूँ। हर धायकी का दिन जानता है और हर साइड के मन्बरों से इसके धारोप लगाये हैं केवल विरोधी पक्ष की धोर से ही नहीं लगाये गये हैं, धायके पक्ष की धोर से भी लगाये गये हैं। धगर यह कहा जाता है कि हड़तालों धोर संघर्षों के कारण रेलों की धायवनी कम हुई है तो मैं धाय से कहूँगा कि उनकी बुनियाद में धाय बाजों कारखों की तलाश करें और उन कारखों की दूर करें। श्री खानेखान जो रेलवे बोर्ड के चेयरमैन हैं, मुझे मालूम हुआ है कि यह धायरेटिंग सुपरिटेण्डेंट हुआ करते थे और तरकीब करते करते धाय रेलवे बोर्ड के चेयरमैन बन गए हैं। धरा धाय बता तो धायिये कि जो खलासी या जो सिगनेलर धायके वहाँ काम करता है उसके लिए भी तरकीब का कोई रास्ता धायके पास है? धगर रेलवे के छोटे कर्मधारियों को पचास रुपये मासिक मिलें और चेयरमैन को धार हजार रुपये मासिक मिलें, तो फिर रेलों के एक्सिडेंट नहीं होंगे, तो क्या होगा। रेलवे के धायके छोटे कर्मधारी ऐसे हैं, जिन को न उचित वेतन मिलता है और धगर न उन की बकिंग कम्डीशन्स संतोषजनक हैं।

मुरादाबाद में जो एक्सिडेंट हुआ, माननीय सदस्य, श्री बाजपेयी, ने धयने धायध में उस के बारे में कहा था। वहाँ का डिस्ट्रिक्ट इंजिनर सुपरिटेण्डेंट, जो सब से उबादा करण्ट धायकसर है, इस दुर्घटना की एन्क्वायरी कर रहा है। इस खबन के माननीय सदस्य, श्री रामानन्द धायकी, ने धायके विदिठवा उस के विरुद्ध रेलवे मन्त्रालय को लिखी, लेकिन उन पर कोई कार्यवाही नहीं की गई। जो कर्मधारी उस दुर्घटना में सही सजा कसना चाहते हैं कि वे सजा सुण्टेण्डेंट की किन्नेधारी उस

पर धायी है, उन को वह ट्रांस्कर कर रहा है।

बनारस के मंडिकल धायकसर, श्री एम० गुप्ता, के बारे में मैं ने स्वयं बलिबों विदिठवा लिखी है, जिन की धायियां इस खबन की मेरे पास हैं। मैंने उस के सम्बन्ध में स्पीकर को भी लिखा है। जब मैंने इस बारे में जानकारी चाही, तो मालूम हुआ कि विजिलेंस कमीशन उस की एन्क्वायरी कर रहा है। लेकिन तीन बरस हो गए हैं और वह वहाँ पर बँठा हुआ है, जबकि उस के विरुद्ध जिन कर्मधारियों ने ऐलीमिन्शन्स दी हैं, उन को ट्रांस्कर कर दिया गया है। मेरे धायों पर कोई कार्यवाही नहीं की गई है। इस स्थिति में मंत्री प्रष्टाचार को कैसे रोक सकेंगे? प्रष्टाचार केवल धायों से नहीं रोक सकता है।

बनारस स्टेशन के स्टेशन सुपरिटेण्डेंट, श्री धायला, के बारे में मैंने खुद पत्र लिखे हैं। उस के विरुद्ध यह धारोप है कि उस ने पनामा सिगरेटों की एक पूरी बोमी खबन कर ली है। एक साल हो गया है, लेकिन धायी तक उस की कोई एन्क्वायरी नहीं हुई है।

सरकार जिस कम्पनी से 16 लाख टन प्रति-मास कोयला खरीदती है, वह सरकार को धराब कोयला सप्लाई करती है, लेकिन धाय धायके कोयले के धाय करती है। धयबाद, बिहार, से प्रकाशित होने वाले साप्ताहिक पत्र "दुनिया" ने इस बारे में सामग्री धाय कर तथाम सम्बन्ध धायकारियों और मंत्रियों को धायी है। रेलवे मन्त्रालय को भी लिखा गया है। लेकिन इस में कोई एन्क्वायरी नहीं की गई।

श्री एम० गुप्ता, धराध, के धायरेण-धायरेण, धुनेवा, में धाय कर

[श्री सरजू पाण्डेय]

प्रष्ठाचार का प्रस्ताव बनाया हुआ है, लेकिन उस के खिलाफ कोई कार्यवाही नहीं की गई है। दूसरी रेलों से कई छोटे छोटे कर्मचारी वहाँ पर इस लिए आए कि वे करीब की रेलवे में काम कर सकेंगे। वे लोग अपनी सीनियारिटी छोड़ कर आए लेकिन उन को वापस बीजा जा रहा है।

मैं यह पूछना चाहता हूँ कि क्या इस प्रष्ठाचार का कोई इलाज मंत्री महोदय के पास नहीं है। अगर वह चाहते हैं कि वह रेल का भाड़ा बढ़ा कर इन सफ़ेद हाथियों को पालते रहें, तो वह याव रखें कि यह नौकर-शाही उन को भी खा जायेगी। यह नौकर-शाही पूरे मुल्क को खा रही है, सरकार के सब विभागों का खा रही है। यह किननी अभीब बात है कि पार्लियामेंट के सदस्य जिस अधिकारी के विरुद्ध आरोप लगाते हैं, सरकार उन के विरुद्ध एन्वायरी करने के लिए तैयार नहीं है। मैं कहना चाहता हूँ कि मेरे हाथ में ये आरोप-पत्र हैं। अध्यक्ष महोदय, मैं चाहता हूँ कि आप इन की जांच कीजिए। अगर मेरे ये आरोप गलत हैं, तो आप मुझे चाहे जो सजा दें। या आप इन आरोपों को न्यायालय में भेज दें। उन अधिकारियों का प्रवचन सजा मिलनी चाहिए, जो प्रष्ठाचार का केन्द्र बने हुए हैं।

हमारे वहाँ ऐसी रेलवे है, जिस में छोटी लाइनें हैं। वहाँ पर प्रष्ठाचार, अनियमितताओं और घाबली की यह स्थिति है कि पानी के लिए जो धावनी रखा जाता है वह स्टेसन मास्टर के घर पर जा कर काम करता है। मैं ने देखा कि गोरखपुर रेलवे स्टेसन के रेस्टोरान में चाब के कप-प्लेट आदि नहीं हैं। पूछने पर मुझे बताया गया कि वे बर्तन किसी रेलवे अधिकारी के घर एक श्रादी के सम्बन्ध में गए थे, जहाँ से वे वापस नहीं आए हैं।

मैं रेलवे मंत्री से यह पूछना चाहता हूँ कि आखिर यह स्थिति कब तक चलेगी।

आज हमारे देश में उन कर्मचारियों को सही तौर पर सैटिसफाई करने की जरूरत है, जो वास्तव में रेलों को चलाते हैं, उन लोगों को नहीं, जो एयर-कन्डीशन्ड महलों में बैठते हैं और देश का कोई काम नहीं करते हैं। जिन लोगों को हम इतनी मुसीबत सह कर, भूखे नंगे रह कर पीसा देते हैं, हम जानना चाहते हैं कि वे हमें क्या देते हैं। मैं निवेदन करना चाहता हूँ कि टैक्सपेयर के वैसे को इस प्रकार खर्च कर के इस मुल्क को भूखा-नंगा बनाना कर्तव्य तौर पर गलत है। मैं मंत्री महोदय से यह अनुरोध करूंगा कि वह कृपा कर के अपनी इस नीति पर फिर से विचार करें।

मैं मंत्री महोदय से यह भी अनुरोध करना चाहता हूँ कि वह इस देश में एक नई परम्परा चलायें, ताकि हम लोगों को और देश की जनता को मालूम हो कि वह दरप्रसल कुछ करने जा रहे हैं। सदस्यों की तरफ से जो आरोप लगाए गए हैं, वह उन की एन्वायरी करायें। अभी धार्याय कृपलानी ने कहा है कि प्रष्ठाचार के सम्बन्ध में कई कमेटियाँ बनाई गईं, जिन्होंने सुझाव दिये, लेकिन सरकार उन पर धमल नहीं करती है। सरकार इस प्रकार के मामूली सुझावों को तो मान लेती है, परन्तु बड़े और महत्वपूर्ण सुझावों को वह स्वीकार नहीं करती है। इस लिए रेलवे में घामून परिवर्तन करने की आवश्यकता है। वह ऐसी व्यवस्था करने का प्रयत्न करें कि लोगों को गाड़ियों में जगह मिले और उन के लिए कुछ सुविधाएँ और आसानीयाँ उपलब्ध हों, वह कुछ अन्य धावियों का मुँह न देखें, जो कि बड़े धावनी हैं और जो एयरकन्डीशन्ड डिब्बों में जा सकते हैं। अगर यह सरकार और मंत्री महोदय सवाजबाद की बात करते हैं, तो वह सवाजबाद के रास्ते पर चलें। वह कौन सा सवाजबाद है कि करोड़ों धावनी सड़कों और कुटवालों पर रहें, उन के दिने रहने की जगह न हो और कुछ बड़े बड़े लोगों के लिए एयरकन्डीशन्ड महल

बनाए जायें। यह समाजवाद नहीं, बल्कि समाजवाद का अजाक है।

अंत में, मैं यह कहना चाहता हूँ कि जिन व्यक्तियों के विषय में ने अष्टाचार के मामलों का उल्लेख किया है, उन के विषय एम्बवायरी की जाये। मुरावाबाद में जो एक्सिडेंट हुआ है, उस में गरीब एम्बवाई बारी जा रहे हैं। लष्मी बात कहने पर उन का ट्रांसफर हो रहा है कि गाड़ी में बैकयूब नहीं था। उन की ट्रांसफर को रोका जाये और उस एक्सिडेंट की जूडिसल एम्बवायरी कराई जाये।

श्री विष्णुनाथ बाईय (सलेमपुर) :
 अध्यक्ष महोदय, मंत्री महोदय ने रेलवे का बजट सदन के सामने प्रस्तुत करते हुए जो संक्षिप्त भाषण दिया है, उस में उन्होंने कर-बुद्धि के अक्षय्य की तरफ ध्यान दिलाया है। दो तीन दिन से रेलवे बजट पर बहुत बल रही है। मैं ने देखा है कि बिरोधी बल के सदस्यों ने अपना ध्यान मंत्रालय की असफलताओं की तरफ ही ज्यादा दिया है। उनका दृष्टिकोण आलोचनात्मक है। उन की समझ में अभी तक यह नहीं आया है कि रेलवे मंत्रालय ने कुछ उपयोगी काम भी किया है। मैं उसकी तरफ ध्यान का ध्यान आकषित करना चाहता हूँ।

जब देश में आपत्ति-काल था, जब भारत और चीन का संबंध हुआ या बाद में जब भारत और पाकिस्तान का संबंध हुआ, तो उस समय रेलवे मंत्रालय ने बहुत सराहनीय कार्य किया, जिसकी सारे राष्ट्र ने प्रशंसा की। इस समय भी रेलवे मंत्रालय देश के सुशासित और अशासित क्षेत्रों में सामान पहुंचाने के सम्बन्ध में प्रशंसनीय कार्य कर रहा है। मैं समझता हूँ कि जहां मंत्रालय की आलोचना की जाये, वहां उस के अन्तर्गत और उचित कार्यों के लिए उसके प्रति सन्ध्या के एक-दो सच भी कहने चाहियें।

इस देश में जब रेलवे का प्रावर्धन हुआ, तो वहां पर केवल 32 किलोमीटर रेलवे-
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साधन दिखाई गईं, जबकि इस वक्त हमारे देश में 58,399 किलोमीटर रेलवे साधन है। हमारे यहां 10,000 ट्रेनें चलती हैं, 7,000 रेलवे स्टेशन हैं, 57 लाख घादनी प्रतिदिन गाड़ी पर बांधा करते हैं, करीब दो करोड़ रुपयों की प्रति दिन की आमदनी है, इस रेलवे का प्रबन्ध करने के लिए भी खंड (मैन) पंजाब बने हुए हैं और एक रेलवे बोर्ड भी बना हुआ है।

अभी माननीय सदस्य, श्री सरजू पाण्डेय ने रेलवे बोर्ड के चेयरमैन के सम्बन्ध में कहा कि पहले वह किसी छोटे स्थान पर थे और अब वह ऊंचे स्थान पर पहुंच गए हैं। मेरा उन से कोई सम्बन्ध नहीं है और मैं उन के बारे में कुछ भी नहीं जानता हूँ, लेकिन मैं कहना चाहता हूँ कि वह अपनी योग्यता के आधार पर ही इस ऊंचे स्थान पर पहुंचे हैं।

श्री सरजू बाईय : मेरा तात्पर्य केवल यह है कि अन्य छोटे रेल-कर्मचारियों को भी तरफकी का मौका मिलना चाहिए।

श्री विष्णुनाथ बाईय : रेलवे बोर्ड के चेयरमैन, श्री खंडेलवाल, एक विरोधक हैं और उनके समापत्तिय में रेलवे मंत्रालय के प्रशासनिक ढांचे में काफी सुधार हुआ है और वह उस की शरारियों को दूर करेंगे। एक जनताधिक देश में किसी भी सरकारी विभाग में सुधार करने के लिये यह आवश्यक है कि उस के प्रशासनिक ढांचे में अन्विकारी परिवर्तन किया जाये। मैं इसी संदर्भ में मंत्री महोदय से निवेदन करना चाहता हूँ कि देश में इस वक्त जो तीन प्रशासिका रेलवे की चल रही हैं—बड़ी साधन, छोटी साधन, नैरी साधन, इन साधनों को जोड़ कर एक प्रकार की साधन बनाई जाय। वह ठीक है कि इस में समय लगेगा, कई वर्ष इस में लगेगे, लेकिन ध्यान एक योजनाबद्ध कार्यक्रम इस के लिये बनाने, जिस के अनुसार एक तरह की साधन-साधन साम्राज्य में बन सके। रेलवे भी कुछ-कुछ सारी साम्राज्य है और 1924-25 के

इस का धलंग से बजट पैसा किया जाने लगा, मैं मन्त्र मिश्रण करना चाहता हूँ कि जब भी कोई सदस्य इस सदन में बोले विरोधी पक्ष के या हमारे कांसेस पक्ष के—सब ने एक स्वर से कहा है कि तीसरे वर्ष के यात्रियों के लिये जो किराया घाय ने बढ़ाया है वह बहुत ज्यादा है। सब का यही सुझाव है कि मेल गाड़ी या एक्सप्रेस गाड़ी का जो किराया बढ़ाया गया है वह नहीं बढ़ाया जाना चाहिये। अगर घाय ऐसा न कर सकते हों, तो मैं यह कहना चाहता हूँ कि यह लोक सभा की मांग है, इस सदन के सारे सदस्यों की मांग है, बल्कि हिन्दुस्तान की समाज जनता की मांग है कि जो किराया बढ़ा है अगर वह बंद कर सकें तो उसमें तबदीली जरूर करें। घाय का यह कर्तव्य है कि सदस्य जो सुझाव दें, उस पर घाय धमल करें।

हमारे बहुत से सदस्यों ने बताया है कि छह मंदास, सैकड़ मंदास, एयर कन्डीशनिंग मंदास से रेलवे को बहुत कम घामदनी है बड़े मंदास के यात्रियों से घाय को ज्यादा घामदनी है, लेकिन घायने अपने बजट भाषण में कहीं इस बात का उल्लेख नहीं किया है कि जिन यात्रियों से घाय की ज्यादा घामदनी है उन की सुविधा के लिये घाय कौन से काम कर रहे हैं। घाय और अधिक रेलें चलाते, रेलों की संख्या बढ़ाते तो उस से कुछ सन्तोष होता। लेकिन घाय बड़े मंदास का यात्री यदि कोई टिकट खरीदता है तो उस को रेलगाड़ी में बैठने की गारन्टी भी घाय नहीं देते हैं, उसकी यह मांग है कि उस को गाड़ी में बैठने के लिये स्थान दें, घाय यह मान उसे घाय की यात्रियों में नहीं मिलता है। घाय स्टेशन बढ़िया बना दें, प्लेटफार्म बना दें, लेकिन प्लेटफार्म पर ट्रेन जाने के बाद वह एक कोने से दूसरे कोने तक धूमता है उस को बैठने की जगह नहीं मिलती है इस से उस को असन्तोष है। इसलिये यह आवश्यक है कि कम से कम अपने मंत्रित्व काल में घाय बड़े मंदास के यात्री को इतनी गारन्टी दब सब हैं कि उस को बैठने का स्थान आवश्यक

देने। यदि घाय ऐसा कर सकें, तब मैं समझता हूँ कि जो किराया बढ़ाने का प्रीचिस्व धायने पैसा किया है वह सार्थक सिद्ध हो सकेगा, बर्ना लोग इस को पसन्द नहीं करेंगे।

इसी संदर्भ में मैं यह भी कहना चाहता हूँ कि घाय किराओं में वृद्धि न कर के भी घायने काम को चला सकते थे, घाय को चाहिये कि घाय अपने खर्च में मितव्ययता करें, इकानामी करें। दूसरे जो बिना टिकट के यात्री चलते हैं, घायको कोशिश करनी चाहिये कि उनसे पैसा वसूल हो और वे बिना टिकट के न जा सकें। तीसरी बात अष्टाचार की है—रेलवे में जो माल की चोरी होती है और करोड़ों रुपया घायको क्लेम का देना पड़ता है उसको रोकिये। चौथी बात यह कि समाजवादी व्यवस्था के अन्दर 900 या 1000 सैन्य का होना कोई शोभा जनक बात नहीं है। उन को नुरन्त तोड़ दें और बड़े क्लास में परिवर्तित कर दें। यदि घाय ऐसा कर सकें तो इन से यात्रियों को अधिक सुविधा हो जायेगी तब यह भी याचना किंगी कि अब समाजवादी व्यवस्था के अन्दर, प्रशासकीय ढांचे के अन्दर कोई ऐसा तबका नहीं है जो धलंग रह कर अपनी यात्रा करता है। मैं ने ये कई सुझाव घायके सामने रखे हैं और मैं चाहता हूँ कि घाय इन पर विचार करें।

रेलवे दुर्घटनाओं (एक्सीडेंट्स) के बारे में घाय ने घांकड़े लिये हैं जिन से यह साबित होता है कि 1965-66 में पहले की अपेक्षा कम दुर्घटनायें हुई हैं। लेकिन जितनी भी दुर्घटनायें हुई हैं उन में से 62 फीसदी ऐसी हैं जो घाय के कर्मचारियों की असफलता के कारण हुई हैं। मैं नहीं समझ पाता कि जब प्रशासनिक ढांचे को घण्टा करने के लिये घाय ने रेलों के 9 अण्ड बनाये हैं, हिन्दुस्तान को 9 अण्डों में बांटा है तो घाय के ये जैनेवर, सुपरिन्टेन्डेंट या इंसिफिक जैनेवर क्या करते हैं जब कि उनके कर्मचारियों के हाट

62 कीसवीं बुरुटनार्ये होती है। मैं समझता हूँ कि इस तालिका से सन्तोष नहीं होगा, सन्तोष तब होगा जब कि इन कर्मचारियों के जो खर्च घाय ने बनाये हैं—बहु प्रशासनिक डांचा इस किस्म का हो, जिस से बुरुटनार्ये न होने पायें। क्योंकि घाय जब कोई घायमी ट्रेन में बैठता है तो समझता है कि पता नहीं वह अपने निश्चित स्थान पर पहुँच भी पायेगा या नहीं पहुँच पायेगा। घाय की रेलों के अन्दर चोरियाँ होती हैं डकैतियाँ होती हैं, कत्ल होते हैं, घाय ने सुरक्षा बख कायम किया है लेकिन उस से उतना लाभ नहीं होता है जितना होना चाहिये।

खान-यान के बारे में भी अनेक सदस्यों ने कहा है—25,26 जोड़ी गाड़ियों में घाय की घपनी व्यवस्था है, 5000 ठेकेदार हैं जो कि खान-यान की व्यवस्था करते हैं। जो ठेकेदार हैं उन के तथा सरकारी विभाग के—दोनों के काम से असन्तोष है दोनों में अच्छा भोजन किसी को नहीं मिलता है और मैं समझता हूँ कि हर साल जब भी रेलवे बजट आता है—इन दो तीन बातों को ले कर हमेशा कहा जाता है लेकिन फिर भी कोई सुधार नहीं हो पाता। समझ में नहीं आता कि हम लोग कहते ही रहेंगे या कुछ होने वाला भी है। इस पर घाय को ध्यान देना चाहिये।

हमारे बहुत से सदस्यों ने यह भी कहा है कि सम्बन्धित रेलवे विभाग के जेनरल मैनेजर को जब भी हम कुछ लिखते हैं तो उनकी तरफ से एक सीखा सा जबाब आ जाता है कि घायका पत्र घाया, घाय के सुझाव पर विचार किया। लेकिन विचार करने के बाद क्या हुआ, क्या नहीं हुआ, इस का कुछ पता नहीं। घाय को सदस्यों को पूरी सूचना देनी चाहिये।

श्रीमान्, मैं उत्तर प्रदेश के पूर्वी घांचल से आता हूँ—बहु क्षेत्र कई माने में पिछड़ा हुआ है। रेलवे में पिछड़ा हुआ है—घाय जनते हैं कि बनारस एक बहुत प्रसिद्ध स्थान है पूर्वांचल की कई बर्षों से यह मांग है कि बनारस से

भटनी तक बड़ी लाइन बनाई जाय, लेकिन आज तक कोई सुनवाई नहीं हुई। जब भी हम उसके लिये अनुरोध करते हैं तो कह दिया जाता है कि माघन नहीं है। यह लाइन उस क्षेत्र के लिये बहुत आवश्यक है और जरूर बनाई जानी चाहिये।

इसी तरह बनारस एक बहुत बड़ा स्थान है वहाँ पर मद्रास से लोग आते हैं लेकिन कोई ट्रेन घाय ने बनारस से मद्रास के लिये नहीं दी है। इसलिये आवश्यक है कि बनारस से मद्रास तक के लिये घाय ट्रेन दें ताकि वहाँ के लोग आसानी से आ जा सकें। बगैर इस के काम चलने वाला नहीं है।

बलिया से सुखपुरा, मनियर, सिकन्दरपुर, नावानगर बसी बाजार होते हुए बेलचरा रोड तक एक रेल लाइन निकाली जाय तथा एक दूसरी लाइन के द्वारा बेलचरा रोड से नगरा होते हुए रसड़ा से मिला दिया जाय। इस से यातायात की सुविधा हां जायेगी तथा गोबिन्दपुर व तुरसीपुर का प्लेट फार्म बनायें व अन्य ट्रेनों को वहाँ पर रोकें। भटनी स्टेशन जो कि एक जंक्शन स्टेशन है वहाँ पर ट्रेनों को नान-प्लेटफार्म पर रोकते हैं, उन को प्लेट-फार्मों पर रोका जाय। एक पुल है भागलपुर का—जो तुरसीपुर और बेलचरा रोड स्टेशन के बीच में है; वह एक साधन है ब्राजमगढ़, बलिया तथा बनारस जाने के लिये, मेरी भांग है कि उस को रेल-कम-रोड पुल बनाया जाय।

अन्त में मैं केवल एक शब्द और कह कर समाप्त करना चाहता हूँ। जब डा० राम सुधन सिंह भंडी थे, तब मैं ने एक घायमी के बारे में एक बात उन से कही थी और एक बरज्वास्त भी दी थी। श्रीमती लक्ष्मी श्रीवास्तव नाम की गोरखपुर रेलवे में एक अध्यापिका हैं, उन के पति श्री लाल बहादुर श्रीवास्तव भी वहाँ पर रेलवे विभाग में पे क्लर्क थे, उन का बच्चा से लखनऊ ट्रांसफर कर दिया गया है। जब वे दोनों स्त्री-मुक्त एक स्थान पर रह सकते हैं, एक ही विभाग में काम करते हैं तो उनका ट्रांसफर

[श्री विजय नाथ पाण्डेय]

क्यों किया गया। इस लिये मेरी प्रार्थना है कि श्री लाल बहादुर श्रीवास्तव का गोरखपुर ट्रांसफर कर दिया जाय।

Shri G. Kuchelar** (Vellore): Mr. Speaker, I thank you for having given me the opportunity to associate myself on the discussion of the Railway Budget. Many Hon'ble Members of this Sabha described the budget as they mean, but I want to say that this budget is nothing but something like mathematical calculation. I cannot appreciate, Sir, for some want of raising at the receipt side and reducing the expenditure side and thus making the adjustment to show a deficit budget. In fact this deficit budget could have been avoided by the Railways if they would have taken a little care, attention or responsibility in their duties. Because of lack of supervision, carelessness irresponsibility etc., unwanted expenditure have to be borne by the Railway authorities and thereby we have to face the entire difficulties in the budget.

Sir, I may point out a few things as quotations for the carelessness and irresponsibility. Sir, in my State of Madras, specially at North Madras, the railway authorities have arranged now to form a marshalling yard to make the manufactured coaches connecting with the wheels at the junction of Washermanpet and Tondiarpet by acquiring private lands, installing machineries providing lines etc. This has cost more money and expenditure on the Railway by bringing the finished coaches from the Integral Coach Factory at Perambur all along through, Korukkupet line by covering up not less than six miles for merely fixing up the wheels with the finished coaches. This could have been carried out from nearer to the Coach Factory itself where railway department has got many lines and there is no need to cover up the com-

passation amount for acquirement etc. This is over and above the expenditure which cannot be appreciated.

Secondly, Sir, the workshop which was remaining all along at Golden Rock has been shifted to Hubli by removing all machineries, transferring the staff etc. incurring so much of expenditure on the railway authority for no reason or other, as we do not see any reason for such shifting. This is also an extraordinary expenditure by the railways.

To say Sir, as a third example in comparison with these budget proposals, the authorities have taken steps to retrench the staff at Trichy section and to recruit the SSLC candidates for the similar posts or cadre with similar wages by giving three years service. I find, Sir, that there is no need for such a thing, once we retrench the person at one place and then we should recruit person on the other side. I cannot understand the policy of the authority, the very idea why they should make retrenchment and reduce the staff and make recruitment on the other side for the same post. I request the Railway Minister to please look into that and avoid unwanted things.

The Railway authorities are not taking keen attention to implement the constitutional provisions, privileges extended to the members of the Scheduled Castes and Tribes in the Railways and such persons are being abruptly ignored by the Railway authorities though the railway authorities have taken steps to spend money for giving them six weeks' training. So say Sir, they could have avoided such unwanted expenditure for giving training for such of those Members to Udaipur or so. If they are not selected by the authorities, there is no use of sending the persons for training and then to say that they

**The original speech was delivered in Tamil.

are not fit for such jobs. I request the hon'ble Minister concerned to please draw his attention over the matters. Then, Sir, with regard to the travel from Madras to Delhi, I wish to say something. So many of us, Members of Parliament, travel from Madras to Delhi and Delhi to Madras. We are the recipients of unwanted difficulties. We are considered as first-class passengers. We are faced with unwanted difficulties and problems. We have so many difficulties to encounter. We have to inhale so much of dust and dirt in the train that, I think, if we travel two or three times like this from Madras to Delhi, we will get a'l unwanted diseases, being forced to inhale so much of dust and dirt containing germs.

There is the facility of paying one-third of the fare and travelling in the air-conditioned first class coach. Hon'ble Members have not been given this facility. I wish to request the hon. Minister to consider this aspect and extend this facility to Members also. When we, who are considered to be first-class passengers face so many difficulties, you can easily imagine the difficulties of the third-class passengers. I also request you, Sir, to please do provide some more bogies with the fast passenger from Trichy to Renigunta via Villupuram, since the public are thrown on the platform every day for want of bogies. I also request to provide new construction of lines from Chidambaram to Trichy via Perambalur and a line from Ariyalam to Salem. I would also request the hon'ble Minister for Railways to look into the very condition of Katpadi Railway Junction where the very old godowns are being utilised as Railway Stations and it is lying without any improvement. I request that the Minister should take some improvements to remodel the station to suit the convenience of the public.

In conclusion, Sir, I want to express my regret in connection with the increase of fare by the railway

authorities. To say, Sir, the railway transport which was considered as a common man transport now has turned into a transport equivalent to a richer one. Sir, it can compete any ordinary transport both by way of carrying passengers as also goods. Comparing to the road transports whatever they pay for the lorry services, the Railway transport seems to be more higher and more delayed. I, therefore, request that proper action can be taken to rectify such things and reduce the rates at least up to 50 kms. and earn more money and let the transport be used for common purposes. I also request you, Sir, that there should not be any increase in fare for II Class ordinary passengers upto 50 kms, as such increase will certainly not give us any source of income, but it will affect the entire source of the income of the railway. As I said before the road traffic will take off such incomes of the railways. The increase of platform tickets is absolutely not correct and it should be deleted. Lease rents for the advertisements could be raised and charges for lockers instead of 50 nP. it can be raised to Re. 1.

I finally request the authorities to please go into the matters in detail and see that proper supervision, attention and care is paid by the staff as well as by the supervising authorities on the Railways. I thank you for giving me this opportunity to take part on this budget.

17.40 hrs.

IMPORT OF RUBBER*

Shri K. M. Abraham (Kottayam):
 Mr. Speaker, Sir, today at this time when I am initiating this discussion the small rubber growers of Kerala are conducting a satyagraha before the Raj Bhavan Trivandrum, Kerala. This is intended for pressing upon the Central Government the urgency of the matter, to redress the grievances, to stop the import

[Shri K. M. Abraham]

of rubber, to cancel import licences, to fix a reasonable price for rubber and also for purchasing 23 000 tons of accumulated rubber. Sir, we, the Members of Parliament from Kerala tried to raise this question during the last session itself. I had requested for a half an hour discussion for which permission was not granted. The situation has deteriorated considerably since then.

The net result of the import of rubber has been that the price of indigenous rubber went down considerably. This affects mostly the growers of Kerala who produce 95 per cent of the output in India. There is a strong misconception that rubber production is controlled by big planters. It, however, is a fact that 99.9 per cent of the persons engaged in rubber plantation are small rubber growers having 1 acre to 50 acres of rubber cultivation. More than 76,000 small rubber growers, 3 lakhs of workers and 25 lakhs of people are adversely affected by the sudden downfall in the price of rubber. Kerala Government also incurs heavy losses from its own rubber plantation and its tax revenue also has been reduced considerably as a result of this.

The price of rubber has a tremendous impact on the economy of the State as such. The livelihood of thousands of small growers, their families lakhs of workers and their families depend entirely on the fortune of rubber. Any fall in prices and consequent retardation of production would cause incalculable harm to the economy of the State. In 1965-66 when the price was Rs. 6½ per kilogram, 50 530 tons of rubber contributed Rs. 36½ crores to the State exchequer. Now, when the price is Rs. 3½ per kilogram, the State is likely to get only Rs. 16 crores.

As the House is aware, the rubber manufacturing industry in India is dominated by well-known foreign

monopolies. When the price of rubber reached Rs. 6½ these manufacturers approached the Government for increasing the import of rubber. The reasons they stated are: (1) there is a gap between production and actual consumption of rubber and (2) the world market price of rubber is much less. The plea that the production of rubber is far below the requirements is totally baseless. It is a fabricated story by the profit-mongering manufacturers, who are manipulating production and consumption figures deliberately to widen the gap between the two. Normally, two months' stock of raw rubbers is sufficient for the manufacturers but they deliberately take into consideration three months' stock with a view to creating an artificial deficit. If we calculate the requirements on the basis of two months' stock, there is a surplus of 8,000 tonnes.

Even if we suppose that there is a gap, how to overcome it? The Planning Commission has admitted that it would be done only through internal production. The targets fixed by the Planning Commission were fulfilled only in this sector; perhaps, the production was a bit higher than was anticipated. The majority of growth was in the small rubber plantations which cultivated 2 lakh acres. The Kerala Government also entered the field and planted thousands of acres. Therefore it would not be correct to say that the gap could be filled only by imports.

Then, as to the second question of world market prices being less than the Indian prices, why is it applied only to rubber? It is totally incorrect to take into account the international price of rubber since it is being controlled by the big monopoly combines to suit their requirements. From 1959 up to 1960 rubber prices were much lower than the world market prices. During 1960-61 alone the rubber growers lost on this account Rs. 12 crores.

Rubber being an agricultural product, while calculating its cost of production we have to take into consideration the value of land which is Rs. 5,000 per acre. Moreover, seven years of nursing of the plant costs roughly about Rs. 4,000. Tapping fertiliser and spraying etc. may come up to Rs. 800 per year. The crop per acre is 200 kilograms. The fertiliser price has risen by 30 per cent after the inquiry of the Tariff Commission. Taking this into account a reasonable price for rubber should be fixed by the Government so that rubber growers are not compelled to sell their estates at a loss.

The Tariff Commission was asked to inquire into the reasons of price increase of rubber at the instance of the rubber manufacturers. The inquiry is now complete and the report may come very soon. The Government should not take any hasty decision in the matter without consulting the Kerala Government. Moreover, it is not enough to inquire into the cost of production of raw rubber alone. The Tariff Commission must go into the entire cost structure of the rubber manufacture. But the Government is not doing this to protect the interest of foreign-owned rubber manufacturers. After all, raw rubber constitutes only one fifth of the ingredients of tyre. It should be noted that the prices of rayon and other products have gone up substantially higher.

When there is adequate stock of rubber in the country the Government succumbs to the blackmailing tactics of rubber manufacturers and imports rubber with a view to bringing down the price of rubber and add to the already high profit of rubber monopolists. This was done at a time when India was facing a big foreign exchange crisis. Crores of rupees of valuable foreign exchange were thus frittered away. This has also crushed the entire economy of small rubber growers and seriously hurt the livelihood of thousands of rubber workers. During the first

three months of this year itself 7,800 tonnes of rubber was imported with a total value of Rs. 2.97 crores.

The Government is taking shelter under the plea that there is no stock. It is a totally untrue statement. If the Government is prepared to purchase at least at the *ad hoc* price surely 23,000 tonnes of accumulated rubber could be purchased within two days. When we met the Commerce Minister, he told us that the *ad hoc* price was Rs. 410 per 100 kgs. Why the Government do not see that the entire stock is purchased at this price to protect the interests of the rubber growers? The question is that the manufacturers are not prepared to buy at this rate with the prices having gone down considerably. On the top of this, the rubber manufacturers further fleece the growers by lowering the gradation of the rubber and paying less price to them.

Only the foreign monopolies are the real beneficiaries who earned enormous profit during this period. Unless the import policy of the Government with regard to the rubber is radically changed, it will have disastrous consequences for the whole country.

I, therefore, emphatically state that the following steps should be taken by the Government without any delay to protect the interest of small rubber growers:

(1) Government should put a ban on imports of rubber and cancel all import licences.

(2) Government should see that the accumulated stock of rubber in the market is lifted at the *ad hoc* price fixed by the Government.

(3) Government should fix a reasonable price of rubber taking into consideration the cost of production of rubber.

Shri Vzaudevan Nair (Peermade):
 Sir, here is a very clear case of the Government's profession and the case of practice which has nothing to do

[Shri Vasudevan Nair]

with the profession. They always talk so much about self-sufficiency, swadeshi and so on. Here is a specific case where you have indigenous rubber, accumulated stock of rubber, and, at the same time, you allow foreign exchange to the tune of Rs. 10 crores or even Rs. 15 crores to import rubber. The excuse given is that there was no rubber in the country at that time.

In answer to our Question, the Government has made a statement that there is no accumulated stock of rubber inside the country. Now, we give a challenge to the Government. We have got figures from the Rubber Board which is a statutory body and this Government, when they deal with problem of rubber production, always quote figures from the Rubber Board. Also, our information is that to answer this Question, the Rubber Board sent statistics to this Government and the Rubber Board said that there was accumulated stock upto the tune of 23,000 tonnes in the country. But strangely enough, we got an answer on the floor of the House that there is no stock. So, we should like to know which part of the story is correct. As a people coming from the State which produces 95 per cent of the Indian rubber, we can sell to the Government if they are prepared to purchase, nearly 25,000 tonnes of rubber, just now.

Shri Nambiar (Tiruchirappalli): Within 24 hours.

Shri Vasudevan Nair: Within 24 hours.

The answer to our question is that they have again given import licences to the tune of nearly Rs. 3 crores to import 7,800 tonnes of rubber from Malaysia, from the international market.

Shri Banga (Srikulam): They should never have done it.

Shri Vasudevan Nair: My point is that this import of rubber from

September, 1966 to March, 1967 had a purpose. The purpose was that the tyre manufacturers wanted a tariff commission—the rubber growers did not want a tariff commission—the tariff commission was appointed and at the time the tariff commission was going to recommend a floor price, they wanted to see that the market price was brought down and that there was a depression of the market price of rubber. So, coinciding with that particular time the Tariff Commission has gone into the costs of production and all that. They have allowed such imports as to see that the market prices are at the rock bottom and the market prices come down. They say there is a glut in the market. In spite of assurances by the Minister to some of us and in spite of assurances to the Kerala Agriculture Minister by the hon. Minister here, the fact remains that no company is making substantial purchases in spite of offers from the producers as well as dealers at the ad hoc price fixed by the Government. An ad hoc price was fixed behind the back of the growers; the growers were never consulted; the Government fixed an ad hoc price of Rs. 4,100 for one tonne of natural rubber. This was the purpose. I should like to get specific answers to the specific questions that we are putting before the Government.

When they decide to import rubber spending foreign exchange—we have such a foreign exchange crisis, you know that—we want to know whether they will really make a calculation of the real deficit and whether, for that purpose, they will consult the Rubber Board and take their advice and also consult the rubber growers as well as the Kerala Government. We should like to get an answer about future imports. According to us, there is absolutely no case for import of rubber in 1967-68 because even according to the Rubber Board, the gap is only a thousand tonnes I have no time;

otherwise, I would like to go into the figures of production, etc.

Mr. Speaker: You have already gone into so many details. You may conclude now.

Shri Vasudevan Nair: I am concluding.

Secondly, I should like to know this. I have an information that they have received the Tariff Commission's report. If that is so, I should like to know what are their recommendations and the basis of their recommendations. Then I should also like to know whether they will live upto the promise that they have given to the Kerala Agriculture Minister and to the MPs that they will see to it that all the accumulated stock is lifted at the *ad hoc* price. At present, the price is only Rs. 3,500 in the market. I should like to know what they are going to do to lift the entire stock at Rs. 4,100 at least.

Shri Nambiar: Yesterday they were asking for price. Today they are offering rubber. What a change within 24 hours!

Shri E. K. Nayanar (Palghat): We want to know whether it is correct that Government have allowed foreign monopolies to import synthetic rubber for Rs. 296½ lakhs and if so, who supported this import. In India there are five rubber monopolies—Dunlop, Good Year, Firestone, Ceat and Madras Rubber Factory which is in collaboration with West Germany. Kerala produces 95 per cent of rubber. We are sponsoring Swadeshi, but at the same time we are supporting these big foreign monopolies, those who are monopolising the rubber industry in India. About 75,000 small growers of Kerala are suffering due to the accumulation of 20,000 tonnes of rubber, but the Government are supporting the monopolies. From September 1966 to January 1967, i.e., during five months, the monopolies imported 16,878 tonnes of rubber. But

at the same time the Kerala rubber rate has been reduced. The foreign monopolies are importing at Rs. 5 per kilo.

Mr. Speaker: All this was stated by the previous speaker.

Shri E. K. Nayanar: I want to know whether the Government will revise their policy of allowing the foreign monopolies to import synthetic rubber and help the Kerala rubber growers—about 75,000 growers are suffering. We want to know whether Government will take immediate steps in that direction.

श्री एचु लिम्बे (मुनेर) : मैं यह जानना चाहता हूँ कि व्यापार मंत्रालय जब रबर के बारे में जब अपनी आयात-नीति निश्चित करता है, तो वह सारे नुष्यों के आधार पर करता है या इस का कोई कार्पनिक आधार रहता है। यह तो कच्चे रबर की बात है, लेकिन कुछ साल पहले मंत्रालय ने स्टेट ट्रेडिंग कारपोरेशन की मार्केट टायरों का आयात किया। उस वक़्त मंत्रालय का कहना था कि देश में टायरों की बड़ी कमी है, जब कि कारखानों के मालिकों का यह कहना था कि कोई कमी नहीं है। मंत्रालय ने बड़े पैमाने पर टायर मंगाए और खराब टायर मंगाए। बाद में उस के सामने यह समस्या बढ़ी हो गई कि उन टायरों को कैसे बेचा जाये। मंत्रालय ने जबरदस्ती कर के उन टायरों को विभिन्न ट्रान्सपोर्ट कारपोरेशंस को बेचा। और, यह मामला भ्रमण है। आज मंत्रालय कच्चा रबर आयात कर रहा है, जिस-का नतीजा यह है कि रबर पैदा करने वाले जो हमारे बनीचे वाले छोटे लोग हैं, वे आज तबाह हो रहे हैं। मैं मंत्री महोदय से यह जानना चाहता हूँ कि हमारे देश में जो उत्पादन है, जो रबर की आवश्यकता है और जो कमी है, क्या इस के आधार पर यह आयात किया गया है? यदि हां, तो आईन्दा के लिए मैं यह जानना चाहता हूँ कि क्या सरकार आयात करके कच्चे रबर

[श्री मधु लिमये]

पर देश में कुछ स्टॉक रखेगी और जब दाम बहुत ऊँचा उठने लगे, तब उन स्टॉक को बेचेगी ? जब तक ऐसा नहीं होता है, तब तक क्या सरकार इस तरह के अनर्वाचित और अनर्वाचित आयात को बन्द करने के लिए कोई कार्यवाही करेगी ।

Shri A. Sreedharan (Badagara): This is only one among the many instances of the most unimaginative, unscientific and irresponsible import policy of the Government of India. They never make a survey of our import necessities....

Mr. Speaker: The hon. Member should put his question straight and give some time to the hon. Minister to reply.

Shri A. Sreedharan: I am preparing the background so that the hon. Ministers will understand because they do not study things.

Mr. Speaker: Why should there be any preface?

Shri A. Sreedharan: I am coming to my question.

Hon. Members have pointed out that there is an accumulated stock of 23,000 metric tons of rubber with the traders and the cultivators. In reply to a question put by me, the hon. Minister said in this House that there was an acute shortage of rubber, which is not borne out by facts. Even, according to the figures estimated by the Rubber Board, the annual shortage of rubber in this country is only 1000 metric tons, and to meet that shortage Government are saying that they have given import permits to the tune of 8000 tons of rubber. This has been done to help the monopoly interests and their foreign masters and collaborators.

In view of these facts, I would like to ask Government whether they will

take immediate steps to freeze the quantity of imported rubber in this country till such time as the accumulated stocks with the cultivators are lifted. Secondly, will they form an advisory board consisting of the rubber cultivators, the representatives of the Rubber Board and representatives of the State Governments in those States where rubber is cultivated abundantly, and consult them before fixing the quota of import? What steps will the Government of India take to intensify rubber cultivation and what sort of help do they intend to give to the poor small rubber cultivators so that the deficit may be wiped out and this country would become self-sufficient in rubber?

Shri F. F. Esthese (Movattupuzha): How much of foreign exchange is being spent on the import of the synthetic and natural rubber? Will the Government take immediate steps to remove the glut in the rubber market and to lift the accumulated stock at the shortest possible time and at reasonable prices?

Shri Vasudevam Nair: Where is the Cabinet Minister disappeared? We are happy the Deputy Minister is here, but the Cabinet Minister was here five minutes back. If he had some other urgent business, I could understand; otherwise, he could listen and understand what the Members are saying.

The Deputy Minister in the Ministry of Commerce (Shri Shaik Qureshi): I have a submission to make. My hon. friend is a leader of the proletariat. I am also from the proletariat. Why should he insist that the Minister should reply and not the Deputy Minister? You want a reply, you can have it from me. (Interruptions)

Mr. Speaker: Anyway the Minister is here, he is replying.

Shri E. K. Nayamar: It is unfair to the rubber industry.

Shri Shafi Qureshi: It is not a rubber question. It is a Ministers question. (Interruptions).

Shri Surendranath Dwivedy (Kendrapara): The members only feel that Sheo Narain is no substitute for the Cabinet Minister!

Shri Sheo Narain (Basti): There is no quorum in the House.

Mr. Speaker: After such a discussion, we should not close without hearing the reply.

Shri Shafi Qureshi: As the House is aware, indigenous production of natural rubber and synthetic rubber is not adequate to meet the full requirements of the rubber goods manufacturing industry. Imports to the extent necessary to cover the gap between supply and demand, have been allowed every year.

Owing to the acute shortage of foreign exchange in 1965-66, imports of rubber had to be severely restricted that year. This resulted in shortage of rubber in the country. The shortage was further aggravated by a setback in the production of synthetic rubber due to a fire in the only factory producing it.

जी मरु लिमिटेड : मंत्री महोदय पहले से जो माचन लिख कर लाये हैं, वह उसी को पढ़ रहे हैं। यहाँ जो कुछ कहा गया है उस का वह जवाब नहीं दे रहे हैं। इसलिए यह पक्का है कि वह माचन टेबल पर रख दिया जाये, जिस से सदन का टाइन कराव न हो।

Shri Shafi Qureshi: I am also going to deviate from the text.

Mr. Speaker: Like the questions you put with background, he is also giving the background. After that he will come to the points mentioned by the hon. Members.

Shri N. K. Samant (Nagaur): Will you see to it that he replies?

Mr. Speaker: After all, when the hon. Minister says so, you must accept it.

Shri Shafi Qureshi: As a result, from about the middle of 1965 till up to September, 1966 the price of indigenous rubber rose to abnormally high levels reaching at one time a peak of about Rs. 7,000 per tonne as against the price of about Rs. 3,200 per tonne obtaining before June, 1965 and the floor price of Rs. 3,200 per tonne.

Since rubber is the main raw material for a number of essential industries, the scarcity of rubber and consequent high prices were adversely affecting the consumers. This had to be remedied. Therefore, after a careful assessment of the situation, Government decided to issue licences for the import of about 30,000 tonnes during 1966-67. This was spread over seven instalments, taking into account the supply and demand situation on each occasion. On examination of the matter in regard to the stocks of rubber, it has been seen that the total stocks in the country were more or less normal. However, it is a fact that the off-take of natural rubber by manufacturers declined substantially during September to December, 1966, which was due to the very high prices prevailing during that period. As a result of the imports allowed by Government during 1966-67, the price of indigenous raw rubber, which had reached abnormally high levels owing to restricted imports in the previous year, came down to about Rs. 4,100 and currently stands at about Rs. 3,800 per tonne.

Shri Vasudevan Nair: Not even that.

Shri Shafi Qureshi: The hon. Members from Kerala have made four suggestions. One is that we should ban the import of rubber; second is that we should cancel all the licences

[Shri Shafi Qureshi]

which we have issued so far; thirdly, the stocks of rubber which are lying with the growers should be lifted and fourthly, fixation of rubber prices. These are laudable suggestions. For one or two points, I shall refer to the material that I have with me and the other points, I will answer orally.

No fresh licence for import of rubber has been issued during the last month and a half; also no licences for import of rubber have been revalidated during this period. But for one manufacturing firm which had a strike in their factory from the 3rd March to the 16th May, 1967, the manufacturers have purchased rubber during April and May 1967. The tyre manufacturers have also given an assurance to Government that they are prepared to purchase their requirements of natural rubber from indigenous sources provided it is made available at a price of Rs. 4,100 per tonne f.o.b. Cochin.

The question of fixing a fair price for rubber has been referred to the Tariff Commission. I expect to receive the report of the Commission in a few days. I am, therefore, inclined to await their report before deciding on the future course of action rather than taking a decision immediately.

I might add that Government fully appreciates the important role that rubber plays in the economy of the country. At the same time, the Government must also take into account the vital role that some of the rubber products play in that economy. The price of rubber has to be fixed at a level which would be equitable not only to the growers but to the consumers as well.

As regards the licences which have already been issued, I have informed the House that we are not revalidating the old licences. Government has taken this step deliberately to see that the indigenous rubber available in the country is lifted by the manufacturers. Recently, I have received

information that the Dunlop rubber company has taken 1490 tons in April and 1120 tons in May at a price which varies from Rs. 4,092 to Rs. 3,964 a ton. Government gave a directive to the manufacturers that we do not want to revalidate their old licences or issue new licences unless the indigenous stocks available in the country were exhausted by the manufacturers first. It is in view of that direction that the manufacturers had started taking from the cumulative stocks from these areas.

As regards the price, my hon. friends know that the Tariff Commission has gone into the whole process...

Shri Vasudevan Nair: I might give you a bill showing the Dunlop's prices—they purchase at Rs. 370 or Rs. 363 or Rs. 357. That is what this bill shows.

Shri Shafi Qureshi: That might be of a different kind; I am talking of RMA grade I; the price is Rs. 4,092 and for lower grades, about Rs. 3,800 and so on.

Shri Vasudevan Nair: That is another trick. No producer will get that price.

Shri Shafi Qureshi: I have said that the matter is before the Tariff Commission and when the report is received by the Government, the hon. Members in this House who are interested in rubber plantations will be consulted. But I must make one point clear to the hon. Members. High prices will destroy the Kerala rubber industry. If you say you should get Rs. 7,000 a ton, the old and uneconomic and useless holdings will not be cut and there will be no incentive to the growers... (Interruptions.) We cannot think of certain tyres and tubes only. We should make our prices competitive so that our goods sell in foreign markets. That is possible if rubber prices are kept at the proper level. If we pay Rs. 7,000 a ton to a rubber grower the planter will never cut the uneconomic units; he would

prefer to get whatever he could from them because the price is high. Low prices too are not good to the growth of the industry. Because, then the growers will not have any incentive to grow more rubber and have replantations in the old plantations. So, between the two, abnormally high price and the low price, we have to strike the mean.

Mr. Speaker: You have not covered the point as to what is the difference between the imported price and the local price.

Shri Shafi Qureshi: I am coming to that.

Shri E. K. Nayanar: Should not the huge profits of foreign monopolists be cut out?

Mr. Speaker: Let us hear the Minister on one or two important matters before we adjourn the House.

Shri Nambiar: There is a specific case. He says it is 3,900. But here it is 370. One more zero is added.

Shri Shafi Qureshi: My hon. friends have confidence in the Rubber Board. They have been quoting figures from the Rubber Board, and I am quoting the figures from the same Board. And they have given entirely different figures. First of all, there has been a divergence of views expressed by Shri Abraham and Shri Nair. One said the supply is good, so as to meet the demand fully; the other said there is some gap and that we must enquire as to what the gap is. So, first of all, let there be reconciliation between the two Members, and if there is deficiency, whether there is deficiency in the supply of rubber or not, that will have to be gone into thoroughly.

Then, I am coming to the main point. For the imported rubber which we are importing from Malaysia and Ceylon, the landed cost in the factories is Rs. 4,100, while this rubber is now selling in Kerala and other States, at

about Rs. 4,700. Naturally, we have offered them—the growers, a price which is quite reasonable, Rs. 4,100 per ton, and we are trying to persuade the manufacturers to lift rubber at that price. Please do not be under the misconception that—this Government will be dictated by any monopolies or monopolists, and our prime interest is to see that the grower gets a reasonable price and the consumer does not suffer because of high prices.

The second thing we have in mind is that the consumer at the other end gets the end-product at a proper and reasonable price. That can be done only with your co-operation. If the hon. Member says that the price of rubber should not shoot up but should be maintained at a proper level, that can only be done when we take into consideration the Tariff Commission report.

There is one point which Shri Madhu Limaye had made, and that is, how are we going to improve the situation. So long as this gap between the supply and demand remains, we have to import. We are not going to starve the industry. Unfortunately, the only synthetic plant in the country got burnt and naturally that deficiency was there. We have to meet that deficiency by importing some quantities of rubber. If the hon. Members are in a position to give us details, that there is more supply than the demand in the country, the Government will consider it. We are not after all lured by import. It is our policy to see that more and more indigenous rubber is made available and imports are cut. If there is any suggestion, if there are reliable figures given and if there are difficulties, Government will consider them. We have an open mind in the matter.

12-15 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, June 2, 1967/Jyaishta 12, 1967 (Saka).