

(ख) यदि हाँ, तो किराये के रूप में कितनी राशि जमा कराई गई तथा विमान और कार से दौरा करने पर प्रस्ताव में कितनी घनराशि खर्च हुई ?

गृह मंत्रालय में राज्य मंत्री (श्री धनिक लाल मण्डल): (क) और (ख). सूचना एकत्रित की जा रही है और उपलब्ध होने पर सदन के पटल पर रख दी जाएगी।

Advertisements issued by D.A.V.P. to Jantayug, Dainik Prakash and Pravada

9049. SHRI AMAR ROYPRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the per day circulation figures of Jantayug, Dainik Prakash and Pravada published from Aligarh City during March, 1977 to March, 1978 on the basis of which the advertisements were given to them by the DAVP;

(b) whether Government testified the certificates of Chartered Accountants which were submitted by the Editors in support of the per day circulation figures of the above named newspapers; and

(c) whether the figures as testified by the Chartered Accountants were verified departmentally, or otherwise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) Advertisements to Jantayug and Pravada during the year 1977-78 were released on the basis of their circulation for the year 1975 assessed by Registrar of Newspapers at 3000 and 2000 copies respectively.

Dainik Prakash is not borne on DAVP media list as it has not applied for advertisements.

(b) and (c). Jantayug and Pravada had claimed incorrect paid circulation and they are being asked to explain as to why they should not be debarred for Government advertisements in accordance with the advertising policy of the Government.

12.03 hrs.

MATTERS UNDER RULE 377

(i) REPORTED DELAY IN CONSTRUCTION OF BROAD GAUGE LINE FROM BONGAKAON TO GAUHATI

SHRI BEDABRATA BARUA (Kaliabor): Sir, under Rule 377 I beg to draw the attention of the House to the delaying policy of the Government in regard to the construction of the Broad-gauge line from Bongaingaon to Gauhati.

This project which was sanctioned by the previous Government was the outcome of sustained efforts by the M.Ps from North-Eastern region and of the various States which they represented. Construction work was started in right earnest in 1976, but since the first year had to be mainly devoted to relatively inexpensive works like acquisition of land and erection of earthworks, only a small provision of Rs. 2 crores was made. The allocation in the two subsequent years must have to be massive, if the project was meant for completion. The project could have been and should have been completed by the end of the financial year 1978-79. But there ensued a serious backlash.

In the 1977-78 first budget of the Janata Government, the project was downgraded and the allocation was slashed to Rs. 1.50 crores only. In his budget speech this year, the Railway Minister was candid enough to say that important projects should be heavily provided to complete them in three to four years. By only nominally providing for the project this year also, he has clearly expressed that the Government does