

Tuesday, February 19, 1963

LOK SABHA
DEBATES

Third Series

Volume XIII, 1963/1884 (Saka)

[February 18 to March 2, 1963/Mazha 29 to Phalguna 11, 1884 (Saka)]



FOURTH SESSION 1963/1884-85 (Saka)

(Vol. XIII contains Nos. 1 to 10)

**LOK SABHA SECRETARIAT
NEW DELHI**

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N.B.—The sign + marked above the name of a Member on Questions which were orally answered indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Tuesday, February 19, 1963/Magha
30, 1884 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

ग्राम-सेवकों के लिये प्रशिक्षण अवधि

+

*१. { श्री म० ला० द्विवेदी :
श्रीमती स. त्रिपाठी निगम :
श्री स० चं० सामन्त :
श्री सुशोभ हंमदा :

क्या खाद्य तथा कृषि मंत्री यह बताने
की कृपा करेंगे कि :

(क) क्या ग्राम-सेवकों के प्रशिक्षण के
लिये अब दो वर्ष की अवधि निर्दिष्ट की
गई है ;

(ख) क्या यह सच है कि पहले यह
प्रशिक्षण अवधि केवल एक वर्ष थी ; और

(ग) यदि हां, तो प्रशिक्षण कार्यक्रम
में कौन से विषय जोड़ दिये गये हैं जिनके
कारण प्रशिक्षण अवधि बढ़ाई गई है ?

खाद्य तथा कृषि मंत्रालय में राज्य-मंत्री
(डा० राम सुभगा सिंह) : (क) जी हां ।

(ख) जी नहीं । यह १८ मास का
था ।

(ग) प्रशिक्षण काल कुछ तो कृषि,
पशुपालन, सहकार तथा पंचायती राज,
परिवार नियोजन, ग्रामीण उद्योग, सामुदायिक
2667(ai)LSD—1.

विकास, विस्तार तथा समाज शिक्षा, ग्रामीण
प्रदर्शन आदि विषयों में अतिरिक्त कई नई
मदों को जोड़ दिये जाने के कारण तथा कुछ
वर्तमान विषयों पर अधिक बल दिये जाने
के कारण बढ़ा दिया गया था ।

[(a) Yes.

(b) No. It was for 18 months.

(c) The training period was extend-
ed partly due to the addition of new
items in subjects like Agriculture,
Animal Husbandry, Co-operation and
Panchayati Raj, Family Planning,
Rural Industries, Community Deve-
lopment, Extension and Social Edu-
cation, Village Practicals, etc. and
partly due to greater emphasis on the
existing items.]

श्री म० ला० द्विवेदी : क्या मैं जान सकता
हूँ कि एक ग्राम-सेवक को कितने गांवों का काम
देखना पड़ता है और क्या यह सच है कि विकास-
खंड सम्बन्धी और अन्य तमाम आंकड़ों को
इकट्ठा करने में उस का इतना समय व्यतीत
हो जाता है कि वह गांवों में कृषि उत्पादन
को बढ़ाने में दिलचस्पी नहीं ले सकता ?

डा० राम सुभगा सिंह : अब हम लोग
इस कोशिश में हैं कि एक ग्राम-सेवक को चार
हजार एकड़ खेती वाली जमीन भर के गांवों
को देखने का कार्य दिया जाये ।

श्री म० ला० द्विवेदी : क्या यह सच है कि
ग्राम-सेवकों ने भी अब बी० डी० क्रोज०
और अपने दूसरे अधिकारियों की तर्ज पर
अंग्रेजी वेश-भूषा अपना ली है और इस लिये वे
देहातियों से पूरी तरह सम्पर्क स्थापित नहीं
कर पाते ?

डा० राम सुभगा सिंह : प्रयास यही होना
चाहिये कि न केवल ग्राम-सेवक बल्कि हम

लोग भी बिल्कुल किसान और मजदूर की तरह रहने की कोशिश करें ।

Shrimati Savitri Nigam: May I know since when this time for the training has been increased and may I also know whether any new subject has been added to this course since then?

Dr. Ram Subhag Singh: Actually, these training centres came into existence in 1952. Later on there was a change in 1955. After 1959, this two-year course was introduced, but it cannot be said that it was introduced in all the institutions at one and the same time, because even now in Bihar it is about 2½ years.

Shri Ansar Harvani: May I know whether the training of gram sevaks has been transferred from the Ministry of Community Development and Panchayati Raj to the Ministry of Agriculture and, if so, may I know reasons therefor?

Dr. Ram Subhag Singh: Actually, as my hon. friend knows, it is the Ministry of Food and Agriculture which has mostly to guide the agricultural production programme, and these training centres have always been there under the Directorate of Extension which functions under the Ministry of Food and Agriculture.

Shri S. C. Samanta: May I know whether any arrangement was made for further training of those gram sevaks who were trained for 18 months?

Dr. Ram Subhag Singh: Not at present, because, as my hon. friend might be aware, we are going to open about 140 more intensive centres under the agricultural districts programme now. So, we will be in need of more gram sevaks and other functionaries. But the idea is that after a period of 4 or 6 years, they should be given refresher training.

श्री यशपाल सिंह : ग्राम-समाज के सेक्रेटरी जहाँ पर हैं, वहाँ पर भी उतना ही काम हो रहा है, जितना कि उन स्थानों पर हो रहा है, जहाँ वे नहीं हैं, इसलिए क्या ग्राम-सेवक के काम को बढ़ाने के लिए और उस का पूरा लाभ उठाने के लिए यह जरूरी नहीं है कि ग्राम-समाज के सेक्रेटरी की पोस्ट को एवालिश कर दिया जाये ?

Mr. Speaker: It is a suggestion for action. Next question.

Small and Minor Irrigation Schemes

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- *2. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri B. K. Das:
Shri M. K. Dwivedi:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a number of teams of Irrigation experts have been sent to different States to advise on speedy implementation of small and minor irrigation schemes;

(b) whether stress will be given to tap all perennial sources of water for minor and small irrigation; and

(c) if so, whether any special funds are to be allotted for this purpose?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) No teams of Irrigation experts have been sent to different States. Officers of this Ministry visiting the States have, however, been impressing upon the State Governments the need for accelerating the tempo of minor irrigation schemes.

(b) and (c). In accordance with the decision of the National Development Council to step up the All-India Third Plan target for minor irrigation by 50% the State Governments have been asked to reorientate their development plans and review their Minor Irrigation programmes with a view to tap all available suitable sources

of water and accelerate them to achieve the higher targets. During the current year, in response to State Governments' requests, a total additional allocation of nearly Rs. 9. crores has been approved to enable the State Governments to intensify their minor irrigation programmes.

Shri Subodh Hansda: May I know whether Government intends to set up special boards to find out the untapped resources and to utilise them in the near future?

Shri Shinde: There is no necessity to set up any such boards.

Shri Subodh Hansda: What is the amount that has since been allotted to the States for minor irrigation schemes and which of the States have got the maximum amount?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): In the first year of the third plan, we had spent about Rs. 30 crores. In the second year, the amount provided for various States came to Rs. 32 crores and we made a further grant of Rs. 9 crores. It is expected that in the second year, about Rs. 36 crores to Rs. 37 crores will be spent.

Shri S. C. Samanta: May I know how the exploratory tube-well scheme works and whether Government intend to extend it to the other States?

Shri Shinde: The scheme of exploratory tube-wells is working very satisfactorily and it is proposed to extend it to the remaining States in times to come.

Shri B. K. Das: May I know whether these teams sent to the various States will also examine the priorities and the need to solve the difficulties that are facing the State Governments?

Shri Shinde: I have already submitted that no such expert team, as has been stated by the hon. Member, has been sent. Only a team working under the Planning Commission visited the States.

डा० गोविन्द दास : क्या इस बात पर ध्यान दिया जा रहा है कि अलग-अलग राज्यों में जो स्थिति है, उस के अनुसार ही उन राज्यों में लघु सिंचाई योजनायें बनाई जायें ? क्या इस सम्बन्ध में यहीं से कुछ निर्देश या योजना भेज दी जाती है और उन्हीं के अनुसार राज्यों में निर्णय किया जाता है ?

स्वा. तया कृषि मंत्री (श्री त० का० पाटिल) : ये योजनायें गवर्नमेंट बनाती है और इस बारे में मदद देती है ।

Shri Narasimha Reddy: Since in places like famine-stricken Rayalaseema, the only perennial source water that can be found is underground, will Government think of taking steps immediately to depute the bore-well department experts to make a survey of those parts of Rayalaseema, especially the upland districts of Chittoor and Cuddapah, where water is available in plenty?

Mr. Speaker: It is a suggestion for action.

श्री सरजू पाण्डेय: क्या सरकार के ध्यान में इस प्रकार की शिकायतें आई हैं कि माइनर इरिगेशन के लिए जो धन-राशि रखी जाती है, बहुत सी राज्य सरकारें उस का इस्तेमाल नहीं कर रही हैं और क्या इस सम्बन्ध में उत्तर प्रदेश में खास तौर से ऐसा हुआ है ।

स्वा. तया कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : उत्तर प्रदेश और खास कर के गाजीपुर जिले में यह प्रयास किया जा रहा है कि ज्यादा से ज्यादा नलकूप बनाने के लिए राज्य सरकार अपनी योजना बनावे और वह बना भी रही है । पहले यह बात थी कि वहां जो नलकूप थे, वे प्रयोग में नहीं आ रहे थे लेकिन अब वे सारे आने लगे हैं ।

श्री विमल मिश्र: क्या यह सही है कि बी० डी० ओ० डेमोक्रेटिक लीडरशिप तैयार नहीं कर रहे हैं, इसकी वजह से माइनर इरिगेशन का ३,६४,००० रुपया जो प्रत्येक

ब्लॉक में एलाटिड है, वह खर्च नहीं हो रहा है

Shri Shinde: The hon. Member's contention is not true, because it does not depend only upon the Block Development Officer to implement the irrigation schemes.

Shri Ranga: May I know whether the Government have considered the advisability of consulting the representatives of all parties at the State level and also at the central level in making selections for the development of minor irrigation projects?

The Minister of Food and Agriculture (Shri S. K. Patil): That is a suggestion for action. So far as the Government of India is concerned, surely I would accept it without any hesitation.

Mr. Speaker: He wants to know whether the Government has considered it. It is not a suggestion.

Shri S. K. Patil: It has not been done so far; therefore, I am grateful to the hon. Member for the suggestion.

Shri Sham Lal Saraf: May I know whether before launching all such schemes of minor and major irrigation works any river basin-wise or State-wise surveys are conducted in order to ascertain the total resources of water per basin or per State?

Shri S. K. Patil: These surveys have taken place and are taking place. The schemes are really devised by the States themselves and, of course, we go in to co-operate so far as money is concerned.

Rise in Price of Sugar

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- *3. { **Shri Shree Narayan Das:**
Shri Bibhuti Mishra:
Shrimati Savitri Nigam:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that sugar markets throughout the country have shown a marked rise in prices during the past few days;

(b) if so, the latest position of prices, both whole-sale and retail, in important centres of trade in the country; and

(c) what steps have been taken to check such rise in prices?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) Yes, Sir. There has been some rise in prices.

(b) A statement giving latest whole-sale and retail prices of sugar in important markets is given below.

STATEMENT

Market	Prices of sugar	
	Wholesale per md.	Retail per seer
	Rs.	
Delhi . . .	42.2	1.08
Jullundur . . .	40.7	1.04
Kanpur . . .	40.8	1.05
Patna . . .	40.6	1.06
Calcutta . . .	43.3	1.11
Indore . . .	42.8	1.10
Bombay . . .	43.0	1.11
Madras . . .	43.9	1.11
Bangalore . . .	43.7	1.12
Nagpur . . .	43.7	1.10
Hyderabad . . .	42.9	1.10
Ahmedabad . . .	42.9	1.10

(c) A release of 2.25 lakh metric tons announced on 8th February, 1963 as against the usual release of 2 lakh metric tons. The release was also given a week in advance of the usual time of release.

Shri Shree Narayan Das: Arising out of the reply given to part (a) of the question, may I know the reasons that have led to the rise in prices?

The Minister of Food and Agriculture (Shri S. K. Patil): One of the reasons is that the commodity market for grains has really become as delicate as the stock market. When the stock goes or somebody says that

the amount of sugar this year is going to be a little less, that is enough for the prices to rise, although in fact there is enough sugar in the country and there is no reason for that. But this is being regulated by the regulated releases, and as the statement shows these releases are being stepped up and if necessary we can step up the releases to any extent in order to regulate the prices.

Shri Shree Narayan Das: The prices prevailing in different markets vary from Rs. 40 to Rs. 43 per maund. May I know how these prices compare with the prices that were there for the same period last year?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): The pre-decontrol price was Rs. 37.85 nP, per maund ex-factory. In the south it was more because they had the freight advantage. As far as the present level of prices is concerned, there has been this burden of the Wage Board award and there has also been a higher cost of production because of the fact that the season has been less. All these facts are there besides the bullish tendency which was referred to by my senior colleague.

श्री त्रिभूति मिश्र : क्या यह सही है कि बलुई मार्केट में चीनी का दाम ४६ रुपये एक टन में मिलता है और उसी का असर है कि हिन्दुस्तान के जो चीनी मिल मालिक हैं, वे चीनी के दाम बढ़ा रहे हैं ?

श्री ल० का० पाटिल : हो सकता है कि उसका थोड़ा असर हो। अभी तो दाम कुछ बढ़ गए हैं, इसको मैं मानता हूँ। पचास से ऊपर चले गये हैं। लेकिन वह टेम्पोरेरी फिनोमिना है। हमेशा ऐसा रहेगा, यह मैं नहीं मानता हूँ। लेकिन उसका असर हमारी प्राइसिस पर हो सकता है।

Shrimati Savitri Nigam: When the sugar released has got a fixed price, may I know why there is so much difference in the price per maund in various States?

Shri A. M. Thomas: Now there is no fixed price. There is no control, except the regulation of sugar releases, on the prices of sugar. With regard to higher prices I must say that it also depends upon the quality of the sugar, because for a better quality sugar there is always a better price.

Shri Ramanathan Chettiar: In view of the fact that we have a surplus one million tons of sugar, what steps have we taken to bring down the price of sugar?

Shri A. M. Thomas: As the hon. House knows, the mechanism with the Government now is the mechanism of release. This is being utilized fully.

Shri Tyagi: Is the rise in price of sugar not due to the fact that the sugarcane areas allotted to each sugar factory were curtailed and the sugar factories were asked not to crush more sugar, which they complied with for the past few years? If so how much of reduction in production do they expect this year?

Shri A. M. Thomas: The regulation was for the year 1961-62. As far as 1962-63 is concerned, there is no regulation. The factories were permitted to crush as much as they possibly could.

Shri Tyagi: My question has not been answered. I was also speaking of the previous year. What was the shortage or reduction on account of that regulation?

Shri A. M. Thomas: As the hon. House knows, there was a crisis of surplus, as the hon. Member himself described it, at one time and the production had to be brought down. So, we resorted to the control of the area under sugarcane cultivation by a reduction of 10 per cent. But virtually it amounted to a reduction of only 4 per cent. For the next year we did not impose any regulation.

Shri A. P. Jajp: Have Government taken any steps to see that the quotas released by them are properly sold by the mill owners?

Shri A. M. Thomas: Yes. If they do not sell, the releases would be cut.

श्री राम सेवक यादव : स्टेटमेंट में दिया हुआ है कि दिल्ली में चीनी का मूल्य एक रुपया घाट नए पैसा है। मैं जानना चाहता हूँ कि क्या माननीय मंत्री महोदय को यह जानकारी है कि साऊथ एवेन्यू में चीनी एक रुपया पचास नए पैसे बिक रही है ?

Mr. Speaker: That has already been answered.

Shri Hem Barua: Is it correct to say that the sugar mills are responsible for creating this artificial price rise by restricting the release of sugar from mills, as suggested by the Indian Sugar Mills Association to the Government?

Shri A. M. Thomas: No, Sir. We keep a careful watch over the level of prices and we regulate the releases in such a manner as to see that when the prices go up sufficient sugar is being released into the market. There is no question of being influenced by the Sugar Mills Association.

Railway Lines in North Eastern Region

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- *4. { **Shri P. C. Borooah:**
Shri Hem Barua:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 930 on the 22nd January, 1963 and state:

(a) whether there is a scheme for doubling of railway track and conversion of metre gauge lines to broad gauge in the North Eastern Region on an emergency basis;

(b) if so, the details of the scheme; and

(c) the action taken so far towards the implementation of the scheme?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) to (c). The entire question of improving rail communication with North Bengal and Assam is under examination.

Shri P. C. Borooah: May I know whether a memorandum was presented to the hon. Minister of Railways by the Members of Parliament from Assam, detailing the bottlenecks suffered by the Indian railways in the NEFA region in November last and, if so, whether any of the proposals contained in the memorandum have been accepted by Government for inclusion in their schemes?

The Minister of Railways (Shri Swaran Singh): It is a fact that a memorandum was handed over to me. This matter is under active examination. It was already being examined and this was an added reason why it should be examined more carefully after the receipt of that memorandum.

Shri P. C. Borooah: May I know whether the Government of Assam has proposed the conversion from metre-gauge to broad-gauge of the Siliguri-Gauhati line across the Brahmaputra and the Minister of Economic and Defence Co-ordination, Shri T. T. Krishnamachari, has also recommended that scheme?

Shri Swaran Singh: The hon. Member is giving more information than he is asking. It is a fact that the Assam Government have put forward that viewpoint. The whole matter is under very active consideration.

Shri Hem Barua: Is it not a fact that some years back a Committee of Experts and engineers appointed by the Government of India suggested improvement of railway facilities, including broad gauge lines, in that region because of the strategic importance of that area? May I know why Government have taken so many years over it and even now they are in a fix?

Shri Swaran Singh: I am not aware which particular body of experts the hon. Member is referring to.

Shri Hem Barua: The one appointed in your predecessor's regime.

Shri Swaran Singh: But on the whole the transport needs of that area, even during the emergency, were

sufficiently met. However, in spite of that the matter is under examination for a variety of reasons including the likelihood of peak periods of traffic when within a short period a large volume of traffic may have to be carried.

Shri Hem Barua: May I submit...

Mr. Speaker: He has asked the question and the answer has come.

Shri Hem Barua: There was an expert committee of seven engineers appointed by the Government of India during his predecessor's term of office.

Mr. Speaker: That is all right.

Shri U. M. Trivedi: The answer given by the hon. Minister does not make it clear whether the Government has considered the doubling of the track or the converting of the metre gauge into broad gauge. Which of the two aspects has been considered?

Shri Swaran Singh: Both these aspects have been considered. A third aspect, namely, another alignment for a new railway line, is also under consideration.

Shri Basumatari: In view of the fact that the bridge on the Brahmaputra has been completed and the ferry crossing arrangement at Pandu is lying idle and at the same time when the national highway diversion is not yet complete, may I know whether there is a proposal to transfer this ferry to Jogighopa from Pandu to meet this emergency?

Shri Swaran Singh: It is a suggestion for action.

रेलवे दुर्घटना जांच समिति

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- *५ { श्री भक्त दर्शन :
श्री भगवत झा आजाद :
श्री स० मो० बनर्जी :
श्री प्र० चं० बरुआ :
श्री विभति मिश्र :
श्री दी० चं० शर्मा :
श्री प्र० रं० चक्रवर्ती :

काँ रेलवे मंत्री यह बताने का कृपा करेगे कि :

(क) रेलवे दुर्घटना जांच समिति के प्रारम्भिक प्रतिवेदन में की गई सिफारिशों पर क्या कार्यवाही की गई है; और

(ख) उक्त समिति के अन्तिम प्रतिवेदन के कब तक मिल जाने की संभावना है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० बें० रामास्वामी) : (क). रेलवे दुर्घटना जांच समिति ने अपनी रिपोर्ट का पहला भाग पेश किया है और रेलवे मंत्रालय ने उस पर विचार किया है। रिपोर्ट में जो सिफारिशें की गई हैं और विचार प्रकट किये गये हैं, उन पर रेल मंत्रालय की राय २२-१-६३ को सभा-पटल पर रखी गई थी। उस राय के अनुसार आगे कार्रवाई की जा रही है।

(ख) अभी निश्चित तारीख बताना संभव नहीं है।

[(a) The Railway Accidents Committee submitted Part I of their Report which was considered by the Ministry of Railways. A copy of their views on the Recommendations/Observations made in the Report has been laid on the Table of the House on 22-1-63. Further action in the light of those views is being pursued.

(b) At this stage it is not possible to give a firm date.]

श्री भक्त दर्शन : श्रीमन, इस कमेटी ने जो अपनी प्रारम्भिक रिपोर्ट दी है उसकी सिफारिशों पर अमल करने में अब तक कितनी सफलता मिली है और उन की वजह से स्थिति में कितना सुधार हुआ है ?

Shri S. V. Ramaswamy: There are about 110 items in the report; of these 28 are observations and seven are recommendations for action. They are under consideration. As regards the remaining, they are either accepted

or are in conformity with existing practice and are being acted upon.

श्री भक्त दर्शन : श्रीमन्, प्रश्न के खंड (ख) के उत्तर में बतलाया गया कि अभी यह नहीं बतलाया जा सकता कि कमेटी कब अपनी रिपोर्ट देगी। मैं जानना चाहता हूँ कि क्या कमेटी ने अपनी प्रारंभ से कोई कारण बतलाये हैं डा के लिये या कोई समय निर्धारित किया है कि कब वह अपनी रिपोर्ट दे सकेगी? तथा कौन सी विशेष अड़चन पड़ रही है जिनके कारण इतनी देरी हो रही है?

Shri S. V. Ramaswamy: They are touring all round. They have already gone round four Railway Administrations and are going round the other four. They have to collect a mass of evidence. Therefore, how long it will take we are not in a position to say now.

Shri P. C. Borooah: May I know whether the special ad hoc organisation of the Railways consisting of safety councillors, as recommended by the Kunzru Committee, has been constituted; if not, what is the Government's decision on that?

Shri S. V. Ramaswamy: They have not yet been constituted. The recommendation has been received barely a month ago and we are trying to look into it.

Shri D. C. Sharma: The hon. Minister said that seven recommendations had been made for implementation and that there are observations and other things—he has made a distinction between these. Anyhow, may I know as to how many of these recommendations for implementation have been put into effect by this time and, if they have not been put into effect, by what time these will be put into action?

Shri S. V. Ramaswamy: The seven items refer to certain intricate matters which are under consideration. As regards the rest, in some cases orders

have been issued and in the case of the rest they will be issued in due course.

Shri D. C. Sharma: I want to know what has happened to those seven concrete recommendations. I am not talking about the observations and other things.

Shri S. V. Ramaswamy: As I submitted, there are 7 recommendations which are under consideration of the Board.

Shri A. P. Sharma: What are the recommendations of the Kunzru Committee to increase personal contact with the staff to educate them in safety consciousness? What steps have Government taken about those recommendations?

Shri S. V. Ramaswamy: The recommendations have been placed on the Table of the Sabha along with the views of the Board. The hon. Member may kindly go through them.

श्री यशपाल सिंह : क्या यह सच है कि रेलवे रेटिनिंग कमीटी के नेमब्रान को टी० ए० और डी० ए० ज्यादा से ज्यादा दिया जा रहा है लेकिन वह छः महीने बाद भी डिस्मिशन नहीं दे रहे हैं? भत्ता उड़ा रहे हैं पर काम कुछ नहीं कर रहे हैं?

Mr. Speaker: Order, order.

Cotton Growers

*6. **Shri D. N. Tiwary:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that in the 3rd week of January 1963, he met some Members of Parliament and assured them that his Ministry jointly with the Ministry of Commerce and Industry would devise ways and means on a long term basis for safeguarding the interest of the Cotton growers;

(b) whether the Indian Central Cotton Committee also discussed this issue in its meeting held on the 16th February, 1963; and

(c) if so, the measures devised so far for the purpose?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) and (c). A statement giving the information required is placed on the Table of the House.

Statement

(b) There was a general discussion on this issue at the meeting of the Indian Central Cotton Committee on the 16th February, 1963.

(c) The measures so far adopted are:

- (i) Removal of restrictions on the movement of cotton which had been imposed earlier in the season in certain areas of Maharashtra;
- (ii) Adequate quotas have been allotted to the mills which will take care of all the crop that will come in the market by the end of March, 1963;
- (iii) The number of Survey Committees has been increased and wherever possible representatives of growers have been taken on the Survey Committees.
- (iv) Some anomalies in the classification of Cotton under the Cotton Control Order for the year 1962-63 have already been removed. Some others are under consideration of the Ministry of Commerce and Industry;
- (v) Mills are required to buy 5% of their consumption of long staple cotton in 1960-61 from certain areas in which there has been some difficulty in selling the cotton.
- (vi) The question of raising the floor price of Cotton is under the consideration of the Government with a view to narrowing down the difference

between the floor and ceiling prices.

Shri D. N. Tiwary: In the statement in item (iv) of (c) it has been stated that some anomalies have been removed. I want to know which anomalies have been removed already, and what remains to be removed yet, and what effect it has on the growers.

Dr. Ram Subhag Singh: Actually, the Members of Parliament from the cotton-growing States, who met the Minister of Food and Agriculture on 8th December, 1962 and 20th January, 1963 made six specific suggestions, and they were forwarded to the Commerce and Industry Ministry, and that Ministry has removed the restrictions on movement of cotton that were imposed by the Textile Commissioner, immediately, and they are examining the other suggestions also. They also agreed, as has been said in the statement that adequate quotas allotted to the mills which will take care of all the crops that will come in the market by the end of March, 1963. This was also one of the recommendations. Of the 6 recommendations, three have been accepted, because they are also examining the question of raising the floor price of cotton.

Shri D. N. Tiwary: In item (v) of (c) it has been stated that the mills will buy 5 per cent of their requirements from certain areas. What will be the total purchase in those areas, and what amount of cotton will be purchased from the growers, and how much will remain with them?

Dr. Ram Subhag Singh: Now, we have, in consultation with the Commerce and Industry Ministry, finalised the system, and all the mills will purchase the entire cotton crop of this year. So, there would not be any difficulty. The reference to the five per cent does not mean that 95 per cent of long-staple cotton will remain with the growers. They will have to purchase and they will themselves purchase the entire stock before the expiry of the season.

Shri Iqbal Singh: May I know whether in spite of the removal of these difficulties, the cotton prices still remain low and there are very few purchasers in the market?

Dr. Ram Subhag Singh: As I said earlier, if the hon. Member wants the price figures of 19 varieties of cotton, I can give them, and it has been our effort to ensure that the growers get a reasonable price for their cotton, and after the meeting of the Members of Parliament with the Minister of Food and Agriculture, the prices did show some trend towards increase, and we shall see that in no way are the growers put to any difficulty.

Dr. P. S. Deshmukh: I am afraid it has not increased.

Shri Narendra Singh Mahida: May I know whether Government are aware of the difficulties of obtaining cotton seeds in Gujarat which is a large cotton-growing area, and as a result the prices of cotton have fallen down?

Dr. Ram Subhag Singh: We have been thinking about ensuring to obtain good quality seed of cotton. The cotton seed that was being distributed so far was also good, but there has been some doubt, and now we are taking suitable measures to grow quality cotton seed and certified cotton seed will be supplied to all the cotton-growing areas and particularly Gujarat.

Shri Daji: Are Government aware of the great distress that the farmers are facing because of the calculated delay on the part of the textile mills to purchase cotton from them, and may I know what steps are being taken to meet this difficulty?

Dr. Ram Subhag Singh: The hon. Member was also there, and he is associated with the workers' organisation of some textile factories also. I trust that he will exercise his influence to help the cotton growers as we have been doing.

Shri Daji: My question is specific. There is no reply to it. This is an all-India phenomenon. There is a calculated move on the part of textile mills to delay purchase of cotton, thereby cutting down the prices and putting the growers in difficulties. I will do my best, but what steps are Government taking in this matter?

Dr. Ram Subhag Singh: Government took the first step; when we came to know that some restrictions had been imposed, immediately the Members from all the cotton-growing areas were invited by the Minister of Food and Agriculture for a discussion. The hon. Member was also invited, but perhaps he had no time to attend that meeting. Whatever suggestions were given by the Members, they were all accepted by the Ministry of Food and Agriculture. We are doing our best to have all those suggestions properly implemented. Due to these efforts, some increase has been effected in the price of cotton.

Shri Tridib Kumar Chaudhuri: It has come out in the daily press that the hon. Minister of State indicated in Bombay that the Government had it in contemplation to compel textile mills to lift long staple and short staple cotton of all the growers. How far has any step been taken in that direction?

Shri Daji: That was what I also asked.

Dr. Ram Subhag Singh: I said at that meeting that for the sake of the nation as well as for improving the conditions of the growers, it was necessary that textile mills should purchase the entire cotton crop at reasonable prices and in case anybody failed to do that, Government might have to compel them to do so.

Shri Hari Vishnu Kamath: What is the meaning of 'might'?

Dr. Ram Subhag Singh: Because I had invited Shri Kamath also to that meeting.

Shri Hari Vishnu Kamath: That is beside the point. After all, we cannot attend every meeting. Invitation is all right.

Mr. Speaker: Order, order. Is it that because Shri Kamath was there, the word 'might' was used?

Dr. Ram Subhag Singh: No, Sir. We want to formulate our policy and to implement it as expeditiously as possible and we want to take every Member fully into confidence. But if they do not tender any advice, and when action is taken in accordance with the advice tendered by 90 per cent of the representatives of the cotton growing areas, I think they should accept it. At that meeting, I talked about compulsion, but I hope that the textile mills will themselves come forward and purchase the entire cotton crop. I will see that the entire crop, whether of Indore or of Hoshangabad, wherefrom the two hon. Members come, is purchased in time before March.

Shri Ranga: I am glad we are having these assurances from my hon. friend. But so much depends upon the implementation thereof. I do not know which other Ministries are involved in this. When the mills are assured of production of cotton from certain areas, why is it that Government find it so difficult to persuade them to agree to pay reasonable prices to the cotton growers and also to lift all the cotton that is being produced by them?

The Minister of Food and Agriculture (Shri S. K. Patil): My hon. colleague has said that everything that is possible is being done. But I would just amplify that.

Shri Harish Chandra Mathur: What is that 'possible'?

Shri S. K. Patil: The Ministry of Agriculture is responsible only for the production of cotton, and the other Ministry for the other things. But I am not bringing in that plea. Both the Ministries are acting in concert,

so that wherever it is necessary, and the cotton-growers' interests are being affected, we approach the Ministry, take their co-operation in getting these things done. What is attempted to be done is this, that if the persuasion does not succeed, then compulsion inevitably becomes necessary, but I am quite sure that this will be a hint and a warning to the mill-owners, and if they do not take it in time, the other thing will necessarily follow.

Payment of Sugarcane Price

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*9. { **Shri Bishwanath Roy:**
Shri Bibhuti Mishra:
Shri Bade:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a considerable amount of sugarcane price of the sugarcane supplied to the sugar mills in 1961-62 season has not been paid by the Sugar factories concerned;

(b) if so, the reasons therefor;

(c) whether Government have taken any steps for its immediate payment; and

(d) whether any proposal is under consideration of Government for compensation of the loss to the growers' unions owing to non-payment of the sugarcane price?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) and (b). Rs. 99 lakhs were payable on 31st January, 1963. This works out to less than 1% of the total cane-price payable for 1961-62.

(c) The State Governments have been asked to take necessary action for expeditious clearance of the arrears.

(d) No, Sir.

Shri Bishwanath Roy: May I know whether Government proposes to take any step which may force sugar factory owners to pay the amount

that is due to the growers just after the supplies of sugarcane?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): It is a statutory obligation on the part of the sugar factories to pay the sugarcane price within 14 days of the receipt of the sugarcane, but there are difficulties for the sugar factories also. About 70 per cent of the price of sugar is represented by the price of sugarcane. The season is there only for four or five months. So, they have to take all the cane within those four or five months. It may not always be possible for them to pay this price within 14 days, but we have asked the State Governments to see that the sugarcane price is paid in time. As far as the year 1961-62 is concerned, what is outstanding is only 0.87 per cent of the total sugarcane price. Out of Rs. 114 crores that is due, they have already paid over Rs. 113 crores, so that only about Rs. 99 lakhs remain. As far as the present year is concerned, out of Rs. 44 crores payable, Rs. 32 crores have already been paid and only Rs. 12 crores remain to be paid.

Shri Bishwanath Roy: In view of the usual practice of non-payment of sugarcane price in time, has Government taken any step in any year for enforcing the policy of payment of sugarcane price within two weeks?

Shri A. M. Thomas: I said it is a statutory obligation, but in all cases it may not be possible to pay within the period of a fortnight. It is up to the State Governments to take steps to enforce it under the Revenue Recovery Act and adopt other measures. We are addressing them to do so.

Shri Inder J. Malhotra: May I know if any action has been taken up till now against any factory owner for non-payment of sugarcane price?

Shri A. M. Thomas: Yes. Under the Revenue Recovery Act, steps have been taken against some.

Shri Radhelal Vyas: May I know whether Government propose to prescribe some penalty to the sugar factories instead of resorting to revenue recovery procedure?

Shri Shinde: Penalty is prescribed under the statute.

श्री जगदेव सिंह सिद्धान्ती : जिन क्षेत्रों में कि गन्ने की कमी है क्या उन क्षेत्रों के किसानों को सहयोग देने की किसी योजना पर सरकार विचार कर रही है ?

अध्यक्ष महोदय : क्या गन्ने की खेती बढ़ाने के लिये ?

श्री जगदेव सिंह सिद्धान्ती : जी हाँ ।

अध्यक्ष महोदय : गन्ने की कीमत पहले ही नहीं मिल रही है और आप और गन्ने की खेती बढ़ाने के लिये कह रहे हैं ।

Shri Vishram Prasad: May I know how much bonus allowed under the provisions before 1959 still remains unpaid to the cultivators by the mill-owners?

Shri A. M. Thomas: As far as bonus is concerned, the House knows that very recently the necessary legislation was enacted in Parliament, and in accordance with that the amount due from each factory is being fixed, and they will be paid after that.

Shri Firodia: May I know whether whether the factories pay any interest; if so, the rate?

Shri A. M. Thomas: I am not aware of factories paying interest.

कृषि उत्पादन

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- *१०. { श्री रा० स० तिवारी :
 श्री वैकटामुख्या :
 श्री योगेन्द्र झा :
 श्री दो० चं० शर्मा :
 श्री प्र० रं० चक्रवर्ती :
 श्री ब्रज राज सिंह :
 श्री यशपाल सिंह :
 श्री विद्याचरण शुक्ल :
 श्री इन्द्र जे० मल्होत्रा :
 श्री दाजी :
 श्री एस० एम० बनर्जी :
 श्री नरजोत गुप्त :
 श्री सिद्धेश्वर प्रसाद :
 श्री आर० पी० सिंह :
 श्री प्रकाश वीर शास्त्री :
 श्री जगदेव सिंह सिद्धान्ती :
 श्री पी० सी० बरुआ :
 श्री हेम राज :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि योजना आयोग ने राष्ट्रीय विकास परिषद् की स्थाई समिति को एक योजना भेजी है, जिसके अनुसार कृषि उत्पादन बढ़ाया जायेगा तथा प्रत्येक राज्य के कुछ जिलों को इस कार्य के लिये चुना जायेगा ;

(ख) उत्पादन बढ़ाने के लिये उन जिलों को किस प्रकार की सहायता दी जा रही है; और

(ग) क्या सहायता राज्य सरकार द्वारा दी जायेगी अथवा केन्द्रीय सरकार द्वारा ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम० सुभग सिंह) : (क) जी हाँ ।

(ख) और (ग). पूछी हुई जानकारी का एक विवरण सभा पटल पर रख दिया गया है ।

विवरण

१. सघन चावल उत्पादन कार्यक्रम :

(१) राज्य सरकारों से प्रार्थना की गई है कि वे एक अतिरिक्त विस्तार अधिकारी तथा पर्याप्त संख्या में ग्राम सेवकों की नियुक्ति करके विस्तार स्टाफ को सुदृढ़ करें ताकि प्रत्येक ग्राम सेवक को सघन खेती की ४००० एकड़ से अधिक भूमि की देखभाल न करनी पड़े ।

(२) यह सुझाव दिया गया है कि पौद रक्षा सम्बन्धी कार्यों के लिये उपदान की मात्रा को २५ प्रतिशत से ५० प्रतिशत तक बढ़ा दिया जाये और इस खर्च को केन्द्रीय तथा राज्य सरकारों आधा आधा बांट लें ।

(३) विभिन्न क्षेत्रों में चावल तथा घान की खरीद के लिये एक उचित क्रय मूल्य निर्धारित कर दिया गया है ताकि यह सुनिश्चित किया जा सके कि किसान को इस उत्पादन के लिये लाभकारी कीमत मिल सके ।

(४) राज्यों को कहा गया है कि वे चावल उत्पादन के लिये आवश्यक उपकरणों की खरीद के लिये किसानों तथा पंचायतों को २५ प्रतिशत उपदान दें ।

२. चुने हुए जिलों में ज्वार, बाजरा तथा दालों के लिये सूखी खेती और सघन उत्पादन कार्यक्रम :

- (१) यह सुझाव दिया गया है कि चावल की तरह ज्वार, बाजरे तथा दालों के लिये भी खण्डों के विस्तार स्टाफको सुदृढकिया जाय ।
- (२) इन फसलों के उत्पादन को बढ़ाने हेतु कृषि औजारों के लिये २५ प्रतिशत उपदान, विशेष रूप से स्वीकार किया गया है; यह भार पूर्ण रूप से भारत सरकार ही उठायेगी ।

उपरोक्त दोनों प्रोत्साहनों के अलावा कीटनाशियों, फुहारने तथा बुरकने के यंत्रों और फास-फोरस पूरक उर्वरकों के लिये २५ प्रतिशत उपदान जो पहले ही तीसरी पंचवर्षीय योजना के अन्तर्गत उपलब्ध है, से भी लाभ उठाया जा सकता है ।

३. सब्जियों की सघन धुआई :

- (१) सब्जियां उगाने के इच्छुक किसानों को सब्जियों के बीज हैं । रियायती दर पर देने का प्रस्ताव आवश्यकता के समय केन्द्रीय सरकार सब्जियों के बीजों की उपलब्धि तथा सम्भरण के लिये राज्य सरकारों को सहायता देगी । इस कार्य के लिये राज्य सरकारों को अल्पकालीन ऋण भी दिया जा रहा है ।

४. कपास तथा तिलहन :

- (१) उन्नत बीज : संकर मक्का तथा जूट की भान्ति मूंग-फली तथा तिलहन के लिये भी

उपदान मिल सकेगा और इस उपदान का भार केन्द्रीय तथा राज्य सरकार आपस में आधा आधा बाँटेंगी ।

- (२) वनस्पति रक्षा संबंधी कार्य : अब तक कीटनाशी औषधियों के फुहारने तथा बुरकने आदि के यंत्रों के विषय में लागत के ५० प्रतिशत भाग तक के लिये उपादान दिया जाता था और इस राशि को केन्द्रीय तथा राज्य सरकार आधी आधी बाँटती थी । भारत सरकार ने स्वीकार किया है कि वह भविष्य में उपदान के अपने २५ प्रतिशत भाग को दे देगी और इस बात का आग्रह न करेगी कि राज्य सरकारें भी बराबर की राशि दें ।

- (३) उर्वरक : भारत सरकार राज्य सरकारों को कपास के लिये उर्वरकों का अतिरिक्त कोटा देगी । यह कोटा उस कोटे के अलावा होगा जो कि राज्यों को पहले ही मिल रहा है ।

- (४) अल्पकालिक ऋण : किसानों द्वारा उन्नत बीजों की खरीद तथा उनके वितरण के लिये राज्य सरकारों द्वारा अल्पकालिक ऋण दिये जा रहे हैं । उर्वरकों की खरीद तथा उनके वितरण के लिये उत्पादकों को भी ऋण दिये जा रहे हैं ।

- (५) तकनीकी मार्गदर्शन : राज्यों में कपास के विकास से सम्बन्धित योजनाओं के लिये तीसरी योजना के अन्तर्गत पर्याप्त स्टाफ उपलब्ध कर दिया गया है ताकि कपास उत्पादकों को

कपास उत्पादन के उन्नत तरीकों के बारे में सलाह दी जा सके।

- (६) **पैकेज प्रोग्राम** : पैकेज प्रोग्राम के अन्तर्गत अतिरिक्त स्टाफ की नियुक्ति के लिये व्यवस्था की गई है। ऐसे अतिरिक्त स्टाफ पर होने वाले खर्च को केन्द्रीय तथा राज्य सरकारें समान रूप से बाँटेंगी।

श्री रा० स० तिवारी : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि देश में कृषि उत्पादन बढ़ाने के लिये हर प्रान्त के जिलों को जो मदद दी जाने वाली है, वह रूपों में दी जायेगी या मशीनों, ट्रेक्टर आदि के रूप में उनको मदद दी जायगी ?

डा० राम सुभग सिंह : मशीनों और कृषि मशीनों के लिए २५ प्रतिशत सबसिडी दी जाती है। पेंस्टीसाइड्स, इंसेक्टीसाइड्स, दवाओं के लिये भी ५० प्रतिशत सबसिडी दी जाती है जिसका कि २५ प्रतिशत भाग केन्द्रीय सरकार वहन करती है।

श्री रा० स० तिवारी : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि यह सहायता प्रान्तों के मंत्रियों या प्रान्तीय सरकारों से पूछ कर दी जायगी या यहां से उसका सीधा सम्बन्ध होगा ?

डा० राम सुभग सिंह : सारी सहायता राज्य सरकारों की राय से और उनकी मार्फत दी जाती है।

Shri P. Venkatasubbaiah: In the statement laid on the Table of the House, various measures taken to step up food production in the different States had been given. However, no mention has been made regarding credit facilities to be given to the cultivators to reclaim land and intensify food production. I want to know whether there are any arrangements to give credit facilities to the farmers.

Dr. Ram Subhag Singh: Credit is one of the most important factors for improving agricultural production and a sum of Rs. 240 crores was advanced as agricultural credit. That comes under the Ministry of Co-operation. That sum was advanced last year. About Rs. 40 crores was distributed as taccavi loan by the State Governments. As that item comes under the Ministry of Co-operation, it has not been mentioned here.

Shri Vidya Charan Shukla: It has been said that as an incentive for better production of paddy, reasonable purchase prices are being fixed in different regions by the Government. May I know whether these prices are fixed by notification well before the paddy crop comes to the market or it is left to the regional directors to fix the price?

Dr. Ram Subhag Singh: It was announced about two months ago. In determining such things in future, we shall keep the observations of the hon. Member in mind.

Shri Thirumala Rao: Have the Government considered the desirability of putting food production and agricultural credit under one Ministry?

Dr. Ram Subhag Singh: That is a suggestion.

Shri Inder J. Malhotra: In the statement under every item it is said that the village level workers and block staff will be strengthened. I want to know whether this block staff will be working under the Ministry of Food and Agriculture or the Ministry of Community Development.

Dr. Ram Subhag Singh: They are working as they have been working before. The Ministry of Food and Agriculture and the Ministry of Community Development and Co-operation are both working in full co-operation and there is no difficulty in getting things done.

Shri D. C. Sharma: In the statement there is one word occurring constantly: 'subsidy'; subsidy is going

to be given for everything. May I know what arrangements are going to be made for the distribution of fertilisers, agricultural implements, pesticides and so on? What is the good of giving subsidy if these things are not increasingly made available?

Dr. Ram Subhag Singh: The quantity of nitrogenous fertiliser is increasing every day. This year we distributed about 4.9 lakh tons nitrogenous fertilisers. Wherever there is any disease noticeable, particularly if it happens in cash crop areas, we are sending our aerial unit and other units and we do spraying work. In every package district one workshop has been established for producing agricultural implements through blocks also we have been distributing improved agricultural implements in certain areas with a view to see that the growers take full advantage of this subsidy.

Shri P. B. Chakraverti: What are the criteria which have been determined for fixing particular areas for this increased production?

Dr. Ram Subhag Singh: In consultation with the State Governments these districts are selected, and the chief criteria particularly for paddy are that there should be irrigation facilities existing in that area. For bajra, jowar and pulses, the criteria are that they should be the chief bajra, jowar or pulses growing areas.

श्री प्रभाशंकर शास्त्री : योजना आयोग की इस राष्ट्रीय विकास परिषद् ने पिछली दो पंचवर्षीय योजनाओं में निर्धारित लक्ष्य तक कृषि उत्पादन न पहुँचने के संबंध में भी क्या कोई असन्तोष व्यक्त किया है, यदि हाँ, तो उसके क्या कारण बतलाये गये हैं ?

डा० राम सुभग सिंह : अब असल में हम लोगों को तो कोई खास इस रूप में लिख कर दिया नहीं है कि असन्तोष है। अब असन्तोष के लिये अगर कारण कोई यह कहें कि जो ४ मिलियन एकड़ सिंचाई का साधन बनाया गया

या उस का उपयोग नहीं हो रहा है तो उस के लिये खाद्य और कृषि मंत्रालय कहां तक जवाबदेह है यह खुद माननीय सदस्य समझ सकते हैं।

Shri Indrajit Gupta: In the statement which has been given I find it stated that a reasonable purchase price for paddy and rice has been fixed in different areas. May I know whether this price is being statutorily fixed? What is the basis on which it is being fixed? If it is not being statutorily fixed, how do the Government propose to enforce it?

The Minister of Food and Agriculture (Shri S. K. Patil): The Government propose to enforce it as they have been enforcing it in the matter of wheat, etc., saying that this is the minimum price. Of course, we do not expect that the price should fall so low that the farmers should come to the minimum. But supposing that they reach the minimum, the Government enters the market and buys the stock so that the farmer should not suffer.

Wagon Shortage

*11. **Dr. L. M. Singhvi:** Will the Minister of Railways be pleased to state:

(a) the position to date in respect of wagon shortage; and

(b) what steps have of late been taken to ensure a more satisfactory wagon-user position?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) There was a shortage of about 12,100 B.G. and 4,600 M.G. wagons as against the Plan provision at the end of November, 1962.

(b) The following measures continue to be taken to increase wagon

usage:—

- (i) The question of loading of coal on Sundays at the same level as on week days has been taken up with the Ministry of Mines and Fuel.
- (ii) Major industries have been asked to ensure that the loading on Sundays and Holidays is at the same level as on week days.
- (iii) A drive has been instituted to increase the originating wagon load by permitting loading to the extent of 2 tons in excess of the carrying capacity of a wagon.
- (iv) Work of Wagon Chasing organization has been intensified so as to prevent unnecessary detentions to wagons in the Marshalling and Terminal yards and also at transshipment point.
- (v) Diesalisation and Electrification are being progressively introduced on the Railways to step up movements.
- (vi) Remodelling of Marshalling and Terminal yards as also the transshipment points in the light of increase in the volume of traffic has been undertaken on an extensive scale.
- (vii) Line capacity works like doubling, opening of additional crossing stations, improvement of signalling etc. are being pushed through to completion with a view to secure an adequate increase in capacity for the increasing volume of goods traffic offering
- (viii) Intensification of movement of different commodities by block loads wherever feasible.
- (ix) Introduction of Quick Transit Service and Crack Goods Trains for expeditious clearance of goods between important cities.

Dr. L. M. Singhvi: It appears from the statement that there was a shortage of about 12,100 BG and 4,600 BG wagons as against the Plan provision at the end of November, 1962. I would like to know whether this shortage is likely to continue or whether the Government expects that during this Plan we will be able to overcome this shortage as against the Plan provision and, if so, how it expects to overcome this?

Shri Shahnawaz Khan: We feel confident that we will be able to make up this shortage. For the information of the hon. Member I would like to say that during the year 1961-62, the number of wagons in terms of four-wheelers produced in the country was 19,000; in 1962-63, it will be 24,000. In 1963-64, it will be of the order of 33,000. So, there will be no difficulty in making up this number.

Dr. L. M. Singhvi: A comprehensive scheme of measures that are being adopted has been outlined in the statement laid before the House. I would like to know whether any evaluation has been made as to why this scheme was not functioning effectively enough in the past and whether it can be further streamlined now and, if so, in what manner?

Shri Shahnawaz Khan: The measures adopted have yielded good results. In fact, we have actually exceeded the target which was fixed for carrying goods traffic during this year.

Dr. L. M. Singhvi: May I know whether any evaluation has been made for the various measures that have been outlined in the statement and whether any individual evaluation for each measure has been made to see how effectively each measure has been functioning? May I know whether any such evaluation or study has been made by the Government?

Shri Shahnawaz Khan: The effort is to be judged by the results attained, and as I stated, from April, 1962 to January, 1963 the additional traffic which was carried is 13.4 million tons compared with the preceding year.

This, as I said, exceeds the actual target, which was fixed for this year at 12.7 million tons. We have exceeded the target.

डा० गोविन्द दास : क्या यह बात सही है कि इन वैगनों की कमी की अड़चन कुछ क्षेत्रों में कम और कुछ क्षेत्रों में अधिक है ? क्या इस बात का प्रयत्न किया जा रहा है कि सब क्षेत्रों में समान रूप से वैगन्ज दी जायें ताकि अगर वैगन्ज के संबंध में अड़चन हो भी, तो वह सब क्षेत्रों में समान रूप से रहे ?

श्री शाहनवाज खां : यह सही है कि कहीं कहीं जरा ज्यादा कमी महसूस हुई । खासकर कर के बेजवादा से जन्व की तरफ, मद्रास की डायरेक्शन में और कुछ आसाम, नार्थ ईस्ट-फ्रंटियर रेलवे में....

डा० गोविन्द दास : और मध्य प्रदेश में ।

अध्यक्ष महोदय : इसके बिना तो यह सवाल करने का माननीय सदस्य का जो मतलब था, वह तो हल नहीं हुआ ।

श्री शाहनवाज खां : जहां जहां उनकी कमी महसूस हुई है, वहां पर हालात को सुधारने के लिये इकदाम उठाये जा रहे हैं ।

Shrimati Savitri Nigam: In the statement, it has been mentioned:

"Introduction of Quick Transport Service and Crack Goods Trains for expeditious clearance of goods between important cities."

I would like to know what are the cities where this service has been introduced.

Shri Shah Nawaz Khan: These services are functioning between all important cities in the country.

श्री विभूति मिश्र : क्या यह सही है कि ब्राड गेज पर सरकार जितना ध्यान देती है, मीटर गेज पर वह उतना ध्यान नहीं देती है ? मैं यह जानना चाहता हूँ कि क्या सरकार

मीटर गेज पर वैगन्ज को बढ़ाने की कोशिश कर रही है ।

श्री शाहनवाज खां : माननीय सदस्य ने जो फरमाया है, वह सही नहीं है । मीटर गेज पर भी उतनी ही तबज्जह दी जाती है, जितनी कि ब्राड गेज पर ।

श्री कमल नयन बजाज : क्या मंत्री महोदय इस बात को जानते हैं कि चांदा एरिया में, जहां पर कोयला काफी जाता है, वैगन्ज की कमी की वजह से नार्मल व्यापार में और काटन तथा दूसरी चीजें ले जाने में काफी डिस्टर्वेंस हो रही है ? जैसाकि माननीय सदस्य श्री विभूति मिश्र ने पूछा है मैं यह भी जानना चाहता हूँ कि क्या माननीय मंत्री जी जानते हैं कि मीटर-गेज में और खासकर शुगर एरियाज में, जहां शुगर फ़ैक्ट्रीज हैं, शुगर भेजने के लिये परवानगी मिल जाती है, लेकिन वैगन्ज न मिलने के कारण माल के डिस्ट्रिब्यूशन में दिक्कतें पैदा हो रही हैं । क्या मंत्री महोदय इस तरफ ध्यान देंगे ?

अध्यक्ष महोदय : माननीय सदस्य के केवल एक ही प्रश्न का उत्तर दिया जाये ।

श्री विभूति मिश्र : अध्यक्ष महोदय, अगर दोनों प्रश्नों का जवाब दिया जाये, तो अच्छा होगा ।

श्री शाहनवाज खां : जैसाकि मैंने अर्ज किया है इस बरस जो लोडिंग की पोजीशन है वह पहले बरसों से बेहतर है और जो तबलीफ पहले महसूस होती थी, उससे कम है । इसका पता इस बात से चलता है कि हमारे ऊपर कितनी आउटस्टैंडिंग डिमांडज हैं । ३१ जनवरी, १९६२ को ब्राड-गेज पर आउटस्टैंडिंग रजिस्ट्रेशनज ६७ हजार थीं, जब कि ३१ जनवरी, १९६३ को, यानी इस बरस, यह फिगर ६४,२०० के लगभग थी । इस से जाहिर है कि आउटस्टैंडिंग रजिस्ट्रेशनज लगभग ६८ हजार से ६४ हजार तक रह गई । इसी तरह मीटरगेज पर आउटस्टैंडिंग रजिस्ट्रेशनज ४६,३०० से ४०,५०० रह गई इस

से पता चलता है कि पोषीशन रोज-ब-रोज बेहतर होती जा रही है।

Food Production

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- *12. { Shri P. Venkatasubbaiah:
Shri Shree Narayan Das:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any increase in production of foodgrains including millets in the country during the current year; and

(b) if so, how much?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The estimates of production of foodgrains including millets during the current year will become available towards the close of the agricultural year 1962-63 i.e. about June-July, 1963, after the All-India Final Estimates of all Foodgrains Crops are issued. Certain broad indications suggest that foodgrains production in 1962-63 will be somewhat higher than during the last year.

(b) Does not arise.

Shri P. Venkatasubbalah: The third Plan envisages an increase of 6 per cent per annum in overall food-production. I would like to know whether that target has been reached.

Dr. Ram Subhag Singh: About jowar, bajra, maize and ragi and certain other small millets, the increase in 1962-63 has been of the order of about 8 per cent. But as I said in the main reply, the exact figure will be given after the close of the agricultural year. We are hopeful that the target will be achieved. Because in agriculture there is a cycle of agricultural season the overall production cannot be exactly indicated each year, but we are working towards achieving the target set out in the Third Five Year Plan and we hope that it will be achieved.

Shri P. Venkatasubbalah: May I know whether there has been a com-

plaint that the entire irrigation potential that has been created in this country has not been fully utilised with the result that there is a shortfall in the overall production so far as paddy is concerned; and, if so, whether any intensive efforts are being made to remove the bottlenecks for the full utilisation of the irrigation potential that has been created in the country?

Dr. Ram Subhag Singh: On behalf of the Food and Agriculture Ministry we had suggested to the Planning Commission and also our National Development Council that co-ordinated efforts should be made to utilise the entire water potential available in the country. I also told the Planning Commission that they could give us at least one project area, the DVC or any other area, where the water had not been fully utilised and I said, on behalf of the Agriculture Ministry, that we shall see to it that we take full advantage of all the water potential available.

श्री तुलसी दास जाधव: क्या मैं जान सकता हूँ कि १९६१-६२ और १९६२-६३ में जो अनाज, फूडग्रेन्ज, पैदा हुआ है, उसकी क्वांटिटी क्या है ?

डा० राम सुभग सिंह : करीब ८ करोड़ टन के करीब कुल खाद्य पदार्थ वाला अनाज होता है। उससे थोड़ा सा कम या अधिक चाहे हो।

Shri A. P. Jain: I take it that the figures for kharif-1962 are available. May I know how these figures of production for kharif-1962 compare with the figures for 1961?

Dr. Ram Subhag Singh: That is what I said when in my reply I mentioned that the production of bajra, jowar, maize, ragi and other...

Shri A. P. Jain: I am asking about the total production including paddy.

Dr. Ram Subhag Singh: We will give later the figures of total production of paddy, but in the matter of millets, maize and other things the

production has been higher as compared to 1962 to the extent of 8 per cent.

Shri A. P. Jain: Sir, my question is a very specific one. I want the figures of total kharif production in 1962 and 1961

Dr. Ram Subhag Singh: About paddy I am not in a position to give the exact figure at the moment, because in 1961 it was to the tune of 33 million tons and this year also it is going to be about that much—anyway it is going to be more than 30 million tons.

Shri P. R. Patel: Some days back there was a meeting of the agricultural experts of the Planning Commission and they came to the conclusion that the per-acre-yield has not increased. I want to know whether the per-acre-yield has increased.

The Minister of Food and Agriculture (Shri S. K. Patil): The per-acre-yield is steadily increasing although it may not be as some of the people expect. If you compare the figures over a period of five years, it has been steadily increasing.

Dr. M. S. Aney: May I know precisely whether the over-production is due to the greater amount of land that is being brought under cultivation or due to greater production per acre?

Shri S. K. Patil: As my hon. colleague said, the production might be slightly more. The figures are not yet available, but it may be a rise from 80 million tons to 82 million tons. But that is because the per-acre-yield has increased and not because of more land going under cultivation.

Shri Narasimha Reddy: May I know whether the Government has received any representation from the people that this unsatisfactory production in agriculture is due to the heavy taxation on agriculturists and also the various measures of land legislation undertaken by States in a freakish manner?

Shri S. K. Patil: We have not received any representation of that type. I am not prepared to agree to

another suggestion that there is unsatisfactory production. It is no use beating the agriculturist without any reason whatsoever. Even, now everywhere in the world 90 per cent of the agriculture depends entirely on nature, and if nature is unkind sometimes, as it was last year, particularly in Orissa and Madhya Pradesh, surely I am not prepared to blame the farmer for that.

Shri Surendranath Dwivedy: Is there a proposal to constitute a Price Stabilisation Board in order to announce the price of rice and cereals before the production season so that we can have an assured increase in production?

Shri S. K. Patil: That is exactly what must be done and we have done it two months back, as the answer gave it. We have fixed the prices of rice and wheat and we propose to do that in regard to other grains also in time so that the farmer knows as to how he has got to proceed with the cultivation.

Shri Hem Barua: In view of the fact that the Minister has made a statement, possibly in Hyderabad, to the effect that the position of our agriculture is better and in future it will be better than in other sectors and *pari passu* with it the Planning Commission panel of agriculture has indicated in a frank appraisal the shortcomings, may I know how the Government reconcile the two contradictory statements?

Shri S. K. Patil: I do not know what is frank and what is not frank. Agriculture is not like industry, and I shall illustrate it. If we want to have 20 per cent increase from 100 tons to 120 tons it is not like industry that every year there is an increase of 3, 4 or 5 per cent. As has been explained, everywhere in the world, not only in this country, sometimes, one year it might shoot up even 20 or 25 per cent. So, we have got to see that on the whole the curve is on the increase and not on the decrease. If that takes place, surely there is no reason why anybody should really regard it as unsatisfactory.

WRITTEN ANSWERS TO QUESTIONS

Profits of Air India

*7. **Shri Bishanchander Seth:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the profits of the Air India during 1961-62 have declined in comparison to the previous years;

(b) if so, the reasons therefor; and

(c) what measures have been taken to check further losses?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) The profit earned by Air India during 1961-62 was less than that during 1960-61, but more as compared to 1958-59 and 1959-60.

(b) The year 1961-62 was a year of transition for international air transport industry as a whole. While many airlines sustained losses during the year 1961-62, profits of some others dropped during the same period. Compared to this, the performance of Air India cannot be considered unsatisfactory.

(c) The Air India apart from intensifying their sales efforts have also taken steps towards more effective control over their expenditure wherever possible.

Sugar Shortage

*8. { **Shri S. M. Banerjee:**
Shri Bishanchander Seth:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that sugar shortage is being felt in some of the States for some time past;

(b) if so, which are those States; and

(c) the quantity of sugar released during December 1962 and January 1963, State-wise?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) No, Sir.

(b) Does not arise.

(c) A statement giving the required data is placed on the Table of the House. [Placed in Library. See No. LT-796/63.]

Fertilizer Distribution Corporation

*13. { **Shri D. C. Sharma:**
Shri Rameshwar Tantia:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether formation of a fertilizer distribution corporation is under consideration of Government; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) Details will be worked out if and when the proposal has been accepted in principle by Government.

Rail Concessions to Sports Teams

*14. { **Shri A. K. Gopalan:**
Shri Bishanchander Seth
Shri Yashpal Singh:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that rail concessions to sports teams have been withdrawn;

(b) if so, the reasons therefor;

(c) whether Government have received any representation from sports organisations in this connection; and

(d) if so, what action has been taken?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) This was considered appropriate in the present emergency.

(c) Yes, Sir.

(d) The representations have been noted and the concessions will be re-introduced as early as possible.

Schematic Pattern of Community Development

*15. **Shri P. R. Chakraverti:** Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether it is a fact that the Rajasthan Government have suggested a far-reaching revision of the Schematic pattern of the Community Development so as to concentrate on larger agricultural and animal husbandry production;

(b) whether it is proposed to have two agricultural extension officers in each block; and

(c) whether Government propose to study the results of Rajasthan innovation before advising other States to readjust their programmes?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri B. S. Murthy): (a) and (b). Yes Sir. It is learnt that Rajasthan Government has decided to increase the provision under Agricultural Development in Stage 1 Blocks from Rs. 4.5 lakhs to Rs. 6 lakhs by diversion from amenities head, in order to concentrate on programmes of agricultural and animal husbandry besides providing an additional agricultural extension officer in Blocks with greater agricultural potential.

(c) Further details of the new pattern are awaited.

Freight Concession for Export of Mineral Ores

*16. **Shri Vidya Charan Shukla:** Will the Minister of **Railways** be pleased to state:

(a) whether the Railways are considering to withdraw the freight concession granted to mineral ores meant for Indian export markets; and

(b) if so, reason, if any, because of which the present concession is being re-considered?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). The present concession in freight rates for export traffic in

manganese ore was introduced from 1st January, 1962 for a period of one year only, and the same has been extended upto 31st March, 1963. The question of the concession to be introduced from 1st April, 1963 is under examination.

Haldia Port

- Shri Indrajit Gupta:
- *17. Shri S. C. Samanta:
- Shri Subodh Hansda:
- Shri M. L. Dwivedi:

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

(a) whether it is a fact that land acquisition at the Haldia port site will mean eviction of about 18,000 local inhabitants;

(b) whether Government have received representations regarding the need for adequate compensation for the affected families; and

(c) what steps are being taken for their rehabilitation?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). Land for the Haldia satellite Port Project is being acquired through the State Government. The State Government attend to all matters relating to the payment of compensation to the affected persons and their rehabilitation. The total area required for the Haldia Port Project has been estimated at 9,373 square miles. It is understood that, according to the 1961 census the population of the villages situated in this area is roughly 10,000 and that the West Bengal Government are preparing a scheme for the rehabilitation of the displaced families.

A representation has been received by the Government of India regarding the payment of adequate compensation to the affected persons. This has been forwarded to the West Bengal Government.

Farakka Bridge

*18. **Shrimati Renu Chakravarty:** Will the Minister of Railways be pleased to state:

(a) the progress made in having a direct route to North Bengal without transhipment;

(b) in view of emergency if the bridge across Farakka is being expedited; and

(c) whether any alternative proposals are being considered?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) A broad gauge line connection from Calcutta to Siliguri has already been provided with a ferry across the Ganga at Farakka. Wagons are carried over the ferry without transhipment.

(b) and (c). In what way, and to what extent, the construction of the bridge can be expedited, is receiving urgent consideration.

Quality Control

*19. { Shri Rameshwar Tantia:
Shri Bishanchander Seth:
Shri Yashpal Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) what steps have been taken to introduce a quality control scheme for cashew, black pepper, chillies and cardamom;

(b) whether any facilities have been provided to the growers and traders to improve the quality; and

(c) what has been the position of the export of these products by way of foreign exchange earnings, item-wise?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Compulsory Quality Control before export on black pepper, chillies and cardamom has been introduced with effect from 1st January, 1963. The scheme is be-

ing operated by the Spices Export Promotion Council under the supervision of the Agricultural Marketing Adviser to the Government of India, Nagpur. Similarly, Compulsory Quality Control before export on cashew is likely to be implemented by the Cashew Export Promotion Council very shortly.

(b) Short-term loans are being sanctioned to the State Governments for rejuvenation of the old cardamom plantations, which have declined or are in the process of decay. In so far as the traders are concerned, the Export Promotion Council as well as the Agricultural Marketing Adviser have provided laboratory facilities for initial grading and test-check sampling respectively. This has been done with a view to ensure that the consignments for export are graded in accordance with the grade specifications on which they have contracted for with the foreign buyers.

(c) The value of exports during the last quinquennium has fluctuated between Rs. 2.46 and Rs. 8.50 crores for Black Pepper, Rs. 2.72 and Rs. 3.67 crores for Cardamoms, Rs. 0.44 Rs. 2.16 crores for Chillies and Rs. 15.16 and Rs. 18.91 crores for Cashew Kernels.

Sugar Mills

*20. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri S. M. Banerjee:
Shrimati Savitri Nigam:
Shri M. L. Dwivedi:
Shri P. Venkatasubbaiah:
Shri Ram Ratan Gupta:
Shri Rameshwar Tantia:
Shri Mantri:
Shri Bhagwat Jha Azad
Shri Bhakt Darshan:
Shri Yogendra Jha:
Shri R. P. Singh:
Shri Sidheshwar Prasad:
Shri Raghunath Singh:
Shri Heda:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that some of the sugar mills are on the verge of closing down for want of sugarcane and coal;

(b) if so, how many such mills are facing this crisis; and

(c) what steps Government are taking to save these mills from such crisis?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir, due to shortage of sugarcane.

(b) A majority of factories in North India are experiencing shortage of sugarcane.

(c) The factories can pay a higher cane price than the minimum to attract more supplies.

Joint Steamer Companies

*21. { Shri P. C. Borooah:
Shri P. R. Chakraverti:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 402 on the 22nd January, 1963 and state:

(a) whether a meeting of the representatives of the Government of India, Pakistan and employers and employees of the Joint Steamer Companies has since been held; and

(b) if so, what matters were discussed and decisions taken therein?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

Wagon Workshop, Matunga

*22. { Shri D. N. Tiwary:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K., Das:

Will the Minister of Railways be pleased to state:

(a) whether the incident of fire breaking out on the 21st January,

1963 in the Carriage Wagon Workshop of Matunga (C.R.) resulting in a heavy loss of the railway property has been enquired into; and

(b) if so, the result thereof?

The Deputy Minister in the Ministry of Railways (Shri Shahnawas Khan): (a) Yes Sir.

(b) The Report of the Enquiry Committee is under examination.

Wool Production

*23. **Shri Bishanchander Seth:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that United Nations Food and Agricultural Organisation made a survey in India about the wool production;

(b) if so, the main suggestions put forward by them in regard to wool production; and

(c) what steps Government have taken to make India self-sufficient in wool?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The F.A.O. have not made any survey on wool in India. F.A.O. specialists assigned to Rajasthan, U.P. and Assam for advising on sheep and wool programmes have, however, submitted reports on wool production in these States.

(b) The main recommendations relate to the establishment of sheep farms, adoption of improved management practices, research in selective and cross breeding, improvement of pastures and better sharing and marketing.

(c) The State Governments have established 48 sheep farms and 305 extension centres upto the end of the Second Five Year Plan. These will be further strengthened in the Third Plan, 15 additional sheep farms and

309 extension centres will be set up. The Government of India are establishing a Central Sheep Research Institute. In addition, several research schemes on wool have been sponsored. Sheep sharing and wool marketing programmes are being undertaken, to begin with, in Rajasthan.

University courses in Agriculture

*24. **Shri P. Venkatasubbaiah:** Will Minister of Food and Agriculture be pleased to state:

(a) whether Government have taken any steps to shorten the University courses in Agriculture to meet the needs arising out of National Emergency;

(b) whether Universities have been consulted in the matter; and

(c) if so, what are their reactions? be pleased to state:

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No.

(b) No.

(c) Does not arise.

Tourist Industry

*25. { **Shri D. C. Sharma:**
 { **Shri Heda:**

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

(a) whether the tourist traffic and industry have been greatly hit due to the national emergency in India;

(b) if so, the extent thereof; and

(c) the steps taken or proposed to be taken to improve the situation?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Yes, to some extent. In November and December, 1962 there was a fall of about 7.1 per cent in tourist arrivals compared to the correspon-

ding figures for November and December, 1961.

(c) The steps to arrest the decline are under study.

Credit to Farmers through Co-operative Agencies

*26. **Shri P. R. Chakraverti:** Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether the State Governments have been advised by the Central Government to provide credit to agriculturists for production and land improvement works through co-operative agencies;

(b) what arrangements have been made to make available the funds routed through cooperatives at an interest rate not higher than the market rate; and

(c) whether there is any proposal to initiate some form of deposit insurance schemes to help cooperative banks augment their resources?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) Yes, Sir.

(b) The state governments have been asked to ensure that cooperatives keep their lending rate as low as possible taking into account the extent of their owned funds, their borrowing rate, a reasonable margin for servicing the loans and the extent of Government subsidy received by them.

(c) The question whether and in what form deposits in cooperative banks should be protected is under consideration.

Reservation Rule

27. **Shri Indrajit Gupta:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware of genuine hardship caused to passengers by the new rules regarding cancellation of railway reserved accommodation;

(b) whether the said rules have also given rise to new malpractices; and

(c) Government's reactions in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) Not to our knowledge.

(c) Does not arise.

Excise Duty on Sugar

*30. { Shri P. R. Chakraverti;
Shri Hem Barna:

Will the Minister of Food and Agricultural be pleased to state:

(a) whether it is a fact that the suggestion for a cut in the excise duty on sugar has been turned down by the Union Finance Ministry;

(b) whether his Ministry is considering a scheme to provide other incentives to the industry to give a fillip to its production; and

(c) whether the measures taken in 1959 in the shape of granting rebates in basic excise duty and other concessions are likely to be attempted with certain modifications?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) and (c). The problem of shortfall in production of sugarcane in the current year and its effect on the production of sugar has been engaging the attention of the State Governments concerned and the Central Government but no particular scheme or set of concessions has been thought of.

S. C. and S. T. Employees on Railways

1. **Shri Subodh Hansda:** Will the Minister of Railways be pleased to state:

(a) the total number of people employed in the various departments of Railway on different Railways

from the Scheduled Castes and Scheduled Tribes communities during the last five years, year-wise;

(b) whether the appointments are made against reserved quotas;

(c) how many posts were kept reserved in different classes of services during the last five years;

(d) whether all of them are filled up;

(e) if not, the reason therefor; and

(f) what special steps are taken to fill them up?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (f). Information is being collected and will be laid on the Table of the Sabha.

Promotion of S. C. and S. T. Employees in Railways

2. **Shri Subodh Hansda:** Will the Minister of Railways be pleased to state:

(a) how many Scheduled Caste and Scheduled Tribes employees in different categories of services on different Railways are promoted to higher grades during the last five years;

(b) whether all these promotions are made in the reserved quotas;

(c) how many are done in the selected posts; and

(d) what percentage is filled up at present?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Indo-Ceylon Passengers at Dhanushkodi

3. **Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) whether Government have received representations from the Indian Mercantile Chamber regarding the difficulties experienced by

Indo-Ceylon passengers at Dhanushkodi; and

(b) if so, what steps Government propose to take in this matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) A representation has been received from the Indian Mercantile Chamber of Ceylon against the reduction in the frequency of the Dhanushkodi-Talaimannar ferry service from six days in a week to three days in a week.

(b) The frequency of the Dhanushkodi-Talaimannar ferry service has been reduced from six days in a week to three days in a week, with effect from 15-11-1962, in view of the fall in Indo-Ceylon traffic and consequent heavy losses incurred in running the service. As the days of the triweekly service are known to the public, the intending passengers can plan their journeys accordingly.

India Star Lines

4. Shri Morarka: Will the Minister of Transport and Communication be pleased to state:

(a) whether a new shipping line named India Star Lines has been permitted to operate on the India-U.K. route;

(b) who are the directors of this company; and

(c) whether this shipping line will augment our coastal shipping?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir. The proposal of the Company is still under examination.

(b) The "India Star Line" is owned and managed by M/s Star Ships Private Limited, whose directors are:

Mrs. Santosh Varma—Managing Director.

Miss Asha Varma—Director.

Mr. S. Varma—Director.

(c) Though the company have not acquired any ship as yet, their proposals envisage acquisition of second-hand tonnage for coastal trade also.

हिन्दी में कार्य

श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :

क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सही है कि सामुदायिक विकास और पंचायती राज मंत्रालय में अभी कोई भी हिन्दी सहायक नियुक्त नहीं किया गया ; और

(ख) यदि हां, तो हिन्दी के काम को गृह मंत्रालय के आदेशों के अनुसार करवाने के लिये क्या व्यवस्था की गई है ?

सामुदायिक विकास और सहकारिता मंत्रालय में उपमंत्री (श्री व० सु० मूति) :
(क) जी नहीं । एक हिन्दी सहायक नियुक्त किया गया है ।

(ख) प्रश्न ही नहीं उठता ।

National Highways

6. Dr. L. M. Singhvi: Will the Minister of Transport and Communication be pleased to state:

(a) what percentage of roads classed as national highways in India have two traffic lanes;

(b) what measures are proposed to provide two traffic lanes on the national highways and whether there is any phased programme for the purpose; and

(c) if so, the details thereof?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 19 per cent (approximately).

(b) and (c). During the Third Five Year Plan period the carriageway

will be widened to two lanes on some National Highways as under:—

No. of National Highway	Mileage
1A	14.00
2	34.52
3	4.00
4	29.00
5	6.50
6	122.50
8	37.50
31	555.50
33	134.00
37	430.00
33	34.00
TOTAL	1401.52

Road Crust of Indian Highways

7. **Dr. L. M. Singhvi:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the road crust of Indian Highways is generally rather thin and if so, whether it affects the transport efficiency adversely; and

(b) what measures, if any, are proposed to prescribe and ensure thicker road crust of Indian Highways?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No, Sir. Crust thickness of roads is generally adequate to meet the requirements of the current traffic. It goes on increasing in the course of maintenance. If it becomes necessary due to rapid increase of traffic to increase the thickness of the crust of any road, steps are taken by the Public Works Departments concerned to increase the crust thickness suitably with the available hard material (Stone, metal, brick, metal, gravel, etc.) that is the most economic to use.

Coastal Shipping

8. **Dr. L. M. Singhvi:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there has been a shortfall in achieving the plan target in coastal shipping; and

(b) if so, to what extent and due to what reasons?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Presumably the information required is with reference to the Second Plan. The Second Plan envisaged the raising of the coastal tonnage to 4.12 lakhs against which the actual dry cargo coastal tonnage at the end of the Plan period was 2.68 lakhs G.R.T., thus leaving a shortfall of 1.44 lakh G.R.T. This shortfall was entirely due to the paucity of coastal cargo and was in any case more than made up by an excess in the overseas tonnage. However, as a result of the allocation of an additional one million tons of coal to be carried on the coast, 14 coastal ships of about 82,000 G.R.T. have already been acquired since the commencement of the III Plan Period on 1-4-1961.

Water and Road Transport in India.

9. **Dr. L. M. Singhvi:** Will the Minister of Transport and Communications be pleased to state:

(a) what proportion of total goods and passenger traffic in India is carried by means of inland water transport and road transport respectively; and

(b) in what manner and to what extent these proportions have changed during the last fifteen years?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The information required is not available as no surveys in regard to the volume of passenger and goods traffic moved by road transport and inland water transport, including transport by country craft, bullock-carts, etc., have been carried out by the State Governments and Administrations of Union Territories in whom the executive authority in respect of these modes of transport

vests. The question of undertaking a sample survey to assess the traffic, when it is practicable, will be examined.

Warehouse for Jute at Calcutta

10. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government have proposed to set up or have already set up a Central warehouse for jute at Calcutta;

(b) if it has been set up whether jute has been purchased and stored; and

(c) whether this jute is meant for home consumption or for export?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). No separate Warehouse has been set up so far by Government at Calcutta for storage of jute. The Warehousing Corporations Act, 1962 already provides that jute can be stored in Government Warehouses. The jute purchased by the State Trading Corporation is stored in Central Warehouse as and when storage space is available.

(c) It will be used for home consumption or exports according to exigencies of the situation.

Thefts in Railway Workshops

11. { Shrimati Savitri Nigam:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state the number of theft cases caught in the Northern Railway Workshops during the last 8 months?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): 27.

Marine Product Processing Centre

12. Shri P. C. Borooah: Will the Minister of Food and Agriculture be pleased to state the upto date progress with regard to the setting up of the Marine Product processing centre at Mangalore an Indo-Japanese venture?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): The construction of buildings to house the Marine Products Processing Centre is making good progress. It is expected that the building will be ready by the end of June 1963 and that the first training course will start from July this year.

Indian Hotel Industry

13. Shri Surendra Pal Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that some time back some Indian businessmen in Hong Kong offered to invest large sum of money in Indian hotel industry, provided they were given certain facilities by the Government of this country; and

(b) if so, what was our Government's reaction to that proposal?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj ahadur): (a) and (b). Yes, Sir. As a result of informal discussion held by the Minister of Shipping in Hong Kong in October, 1962 with officials of the Commission for India and prominent businessmen a couple of parties have shown interest to invest large sums of money in Indian hotel industry. The Government of India has welcomed their readiness to invest money in hotel industry in India and have asked them to submit their proposals in this regard.

Indian Tankers

14. { Shri B. K. Das:
Shri Subodh Hansda:

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

(a) the number of Indian tankers with tonnage capacities, both in private and public sector, which are in trade at present; and

(b) what further development of the tanker trade is under contemplation?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There are three coastal tankers and one overseas tanker on the Indian Register, with a total tonnage of 44,247 GRT (67,538 D.W.T.).

(b) Permission has been granted recently for the construction abroad of an overseas tanker of about 32,000 D.W.T. for the public sector. There is also a proposal from a private shipping company for the construction abroad of another overseas tanker of about 51,800 D.W.T., which is under examination.

Assistance to Farmers

15. **Shri Bishanchander Seth:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Government are considering to give financial assistance to the farmers in the shape of a premium;

(b) if so, how far this will help Government in increased food production;

(c) whether this will be borne by the Central Government alone or States will also be asked to contribute in this regard; and

(d) whether the States have been asked to give priority to the scheme in the context of present emergency?

The Minister of State in the Ministry of Food and Agriculture (Dr.

Ram Subhag Singh): (a) and (c). With a view to encourage institutional agencies like Panchayats, Co-operatives and other agencies recognised by the Agricultural Departments of the States to undertake distribution of improved seeds more extensively than at present, it has been decided by the Government of India that for improved seeds of foodgrains and pulses (other than hybrid maize) certified by the State Departments of Agriculture as to quality and purity, a premium upto Rs. 2 per maund, to be shared equally between the Centre and the States, would be admissible during the remaining period of the Third Plan. Though this premium will be paid by the State Governments to the institutional agencies it will be reflected in the prices that the farmers will have to pay for getting certified good quality seeds.

(b) This measure is expected to help considerably in the rapid extension of coverage by improved seeds and thus enable the country to achieve the target of 3.7 million tons additional food production by use of improved seeds.

(d) Yes.

Sleeper Coaches

16. **Shri S. M. Banerjee:** Will the Minister of **Railways** be pleased to state:

(a) whether more third class sleeper coaches are likely to be attached to important trains on all routes from 1st October, 1963; and

(b) which are those trains?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No, as the coaches programmed for construction are not expected to be ready by then.

(b) Does not arise.

Head Post Office at Kurnool

17. **Shri P. Venkatasubbaiah**; Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the construction of the building for the Head Post Office at Kurnool, Andhra Pradesh was completed long ago but is being kept vacant; and

(b) if so, the reason for its not being occupied so far?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) No. The main building for the Post Office and Telegraph Office was completed on 8th February, 1963 and occupied on 10th February, 1963.

(b) Does not arise.

Road Bridge Across Krishna

18. **Shri P. Venkatasubbaiah**: Will the Minister of Transport and Communications be pleased to state:

(a) whether the construction of road-bridge across river Krishna near Raiyapuram on No. 7 National Highways has been completed; and

(b) if so, when it will be opened for regular vehicular traffic?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No Sir, but it is likely to be completed and opened to traffic by the end of May, 1963.

सुपोल से भपटियाटी तक रेल मार्ग

१६. **श्री योगेन्द्र झा** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोसी की बर्बादी के पूर्व सुपोल से भपटियाटी तक रेल गाड़ी जाती थी ;

(ख) क्या सुपोल से भपटियाटी तक रेलवे लाइन पुनः चालू करने का प्रस्ताव सरकार के विचाराधीन है ; और

(ग) यदि हाँ, तो इसके कब तक पुनः चालू होने की संभावना है ?

रेलवे उपमंत्री (श्री स० वें० रामस्वामी) :

(क) शायद माननीय सदस्य का मतलब भपटियाही (न कि भपटियाटी) से है, यदि ऐसा है, तो उत्तर 'हाँ' में है ।

(ख) जी नहीं ।

(ग) सवाल नहीं उठता ।

बिहार में राष्ट्रीय राजपथ

२०. **श्री योगेन्द्र झा** : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार के सीमा क्षेत्रों में राष्ट्रीय राजपथ बनाने का निर्णय सरकार ने किया है ; और

(ख) यदि हाँ, तो दरभंगा जिला के सीमा क्षेत्रों में राष्ट्रीय राजपथों का विवरण क्या है ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) बिहार के सीमांत प्रदेशों में पहले से दो राष्ट्रीय राजमार्ग संख्या २८ और २८क हैं । फिर भी इस क्षेत्र की यातायात की आवश्यकताओं को पूरा करने के लिये इन रास्तों का सुधार किया जा रहा है ।

(ख) राष्ट्रीय राजमार्ग संख्या २८ दरभंगा जिले के दक्षिणी भाग से होकर गुजरता है ।

Cooperative Farming Societies

21. { **Shri R. G. Dubey**;
Shri Vishram Prasad;

Will the Minister of Community Development and Cooperation be pleased to state:

(a) how many co-operative farming societies have been formed so far in

the country; and

(b) in how many cases the integration of rural industries with co-operative farms has been achieved?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): (a) There are at present 2712 cooperative farming societies. Of these 1415 societies were functioning in the country on 30th June, 1961; 1297 more societies were started between 1-7-61 and 31-12-62.

(b) The information is not available.

सरकार द्वारा अपने प्रबन्ध में लिये गये
चीनी के कारखाने

२२. श्री विश्वेन्द्र मिश्र : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) अब तक याने २७-१-६३ तक किता-किता राज्यों में हो-होन सी चीनी मिलों को सरकार के किता-किता अवधियों के लिये अपने प्रबन्ध में लिया है ;

(ख) उन मिल मालिकों के खिलाफ कौन-कौन से आरोप साबित हुए हैं ; और

(ग) उन मिलों के संचालन का क्या प्रबन्ध किया गया है ?

खाद्य तथा कृषि विभाग में उपमंत्री (श्री अ० म० थारस) : (क) से (ग) एक विवरण संलग्न है । [इस्तकालय में रखा गया, दिनांक संख्या एल टी-७६७।६३ ।]

Flying Training Centre, Allahabad

23. Shri S. M. Banerjee: Will the Minister of Transport and Communications be pleased to state:

(a) whether Flying Training Centre at Allahabad has been disbanded; and

(b) whether all employees have been absorbed in I.A.C.?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) Flying School of the Civil Aviation Training Centre, Allahabad is being closed down very

shortly and the establishments associated with it are being taken over by the Ministry of Defence.

(b) No, Sir. Most of the staff rendered surplus as a result of the closure of the Flying School is being absorbed in the Indian Air Force and the services of a few are being retained in the Civil Aviation Department. Five persons have refused the offer of service under the I.A.F. and as they are surplus to the requirements of the Civil Aviation Department their names are being intimated to the Employment Exchange.

Food Zone

24. Shri Jena: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of Orissa represented to the Central Government expressing its unwillingness to continue to stay on in the food zone with West Bengal as Orissa has not got a good harvest last year; and

(b) if so, the reaction of the Central Government to that representation?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). The Orissa Government suggested that the functioning of the Eastern Rice Zone, consisting of the States of West Bengal and Orissa, should be kept in abeyance for the year 1963, and the export of rice and paddy from Orissa to West Bengal should be immediately prohibited. The matter was discussed with the representatives of the Orissa Government and an alternative approach to the situation has been suggested, which is under the consideration of that Government.

पंजाब में निष्कान्त भूमि की नीलामी

२५. श्री गुलशन : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पंजाब में मुसलमानों द्वारा छोड़ी गई जमीनों को जो कि पंजाब के किसानों

नेती के लिये उपजाऊ बनाई है, उन से लेकर नीलाम किया जा रहा है ;

(ख) यदि हां, तो उनको क्या मुआवजा दिया जा रहा है ; और

(ग) क्या ये जमीनें किसानों को पूछकर और उनको मुआवजा देने के बाद नीलाम की जायेंगी और यह कब तक किया जायेगा ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) से (ग) राज्य सरकार से जानकारी इकट्ठी की जा रही है और सभा की टेबल पर रख दी जायेगी ।

गन्ने के बीज फार्म

२६. श्री यशपाल सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गन्ने की विकसित किस्मों के बीज तैयार करने के लिए उत्तर प्रदेश में कोई फार्म स्थापित करने की योजना सरकार के विचाराधीन है ;

(ख) यदि हां, तो किस स्थान पर ;

(ग) इनमें कितना धन व्यय होगा ; और

(घ) यह कार्य कब तक पूरा होने की आशा है ?

खाद्य उपमंत्री (श्री ए० एम० धामस) :

(क) जी नहीं ।

(ख) से (घ). प्रश्न ही नहीं होता ।

Derailement near Rourkela

27. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) whether the engine and 13 bogies of a goods train derailed and capsized at Panposh station (South 2667 (A1) LSD.—3.

Eastern Railway) near Rourkela on the 18th December, 1962;

(b) if so, whether the cause of the accident has been investigated; and

(c) the details of the accident and the result of the enquiry held into the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). The accident occurred on 17-12-1962 and not on 18-12-1962. The engine of No. 502 Down goods train dashed against the dead-end at Panposh station and fell into the ditch with 11 wagons next to the engine. Four wagons next to the 11 wagons also derailed. The accident was enquired into by a Committee of Senior Scale Officers and their findings are under the examination of the Railway Administration.

अदालती पंचायतें

२८. { श्री भक्त दर्शन :
श्री भागवत झा आजाद :

क्या सामुदायिक विकास तथा सहकार मंत्री २२ जनवरी, १९६३ के तारांकित प्रश्न संख्या ४१४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि अदालती पंचायतों के बारे में अध्वयन-मण्डल द्वारा की गयी सिफारिशों पर विभिन्न राज्य सरकारों ने अब तक जो कार्यवाही की है, क्या उसके बारे में एक विवरण सभा-पटल पर रखा जायेगा ?

सामुदायिक विकास और सहकारिता मंत्रालय में उपमंत्री (श्री ब० सु० मूर्ति) : एक विवरण सभा पटल पर रखा जाता है ।

विवरण

आंध्र प्रदेश : आंध्र प्रदेश ग्राम पंचायत विधेयक १९६२ में समझौता बोर्डस और न्याय पंचायतों की व्यवस्था की गई है । यह अधिनियम विधान-सभा की संयुक्त प्रवर समिति के समक्ष है । न्याय पंचायतों

से सम्बन्धित विधेयक के विभिन्न उपबन्धों और अध्ययन दल की सिफारिशों पर प्रवर समिति विचार कर रही है।

गुजरात : अधिकतर सिफारिशें पहले ही गुजरात पंचायत अधिनियम १९६१ में शामिल हैं। कुछ सिफारिशें, जो इस अधिनियम में नहीं आती हैं, उनकी राज्य सरकार जांच कर रही है।

मद्रास : राज्य सरकार ने इन सिफारिशों पर हाई कोर्ट, राजस्व बोर्ड, पुलिस महा-निरीक्षक, हरिजन कल्याण निदेशक से उनकी टिप्पणियां मांगी हैं।

मंसूर : राज्य सरकार ने अधिकतर सिफारिशें स्वीकार कर ली हैं और विधेयक तैयार किया जा रहा है।

उड़ीसा : सिफारिशों पर विचार किया जा रहा है। ग्राम पंचायतों के वर्तमान कानून में संशोधन और सुधार करने के लिए एक व्यापक विधेयक विधान सभा के समक्ष है। न्याय पंचायतों के बारे में प्रस्तावित कानून का कार्य इस विधेयक के पास होने के बाद हाथ में लिया जाएगा।

राजस्थान : अधिकतर सिफारिशें पहले से ही राजस्थान पंचायत अधिनियम में शामिल हैं। न्याय पंचों के लिए यात्रा और फुटकर खर्चों के बारे में सिफारिश ४८ पर विचार किया जा रहा है।

पंजाब : सिफारिशों पर विचार किया जा रहा है। पंचायत अधिनियम के अन्तर्गत ग्राम पंचायतों को न्यायिक अधिकार हैं। जबकि वर्तमान पद्धति में कोई आमूल परिवर्तन लाने का इरादा नहीं है तो भी अलग न्याय पंचायतें स्थापित करने के प्रश्न पर राज्य सरकार विचार कर रही है।

उत्तर प्रदेश : न्याय पंचायतों से सम्बन्धित उत्तर प्रदेश पंचायती राज अधिनियम १९४७ के अधिकतर उपबन्ध

अध्ययन दल की सिफारिशों के अनुरूप हैं। वर्तमान अधिनियम के स्थान पर एक व्यापक पंचायती राज अधिनियम पास करने का राज्य सरकार का विचार है और न्याय पंचायतों के ढांचे में आवश्यक परिवर्तन उस समय किए जायेंगे।

पश्चिमी बंगाल : इन सिफारिशों पर तब विचार किया जाएगा जब आपतकाल के बाद सारे राज्य में पंचायतें और जिला परिषदें स्थापित कर दी जाएंगी।

असम	}	प्रतिवेदन पर विचार किया जा रहा है।
बिहार		
केरल		
जम्मू और काश्मीर		
महाराष्ट्र		
मध्य प्रदेश		

क्लकों और डाकियों की विभागीय परीक्षाएँ

२६. { श्री भक्त दर्शन :
श्री भावत झा ब्राजाद :

क्या परिवहन तथा संचार मंत्री २२ जनवरी, १९६३ के अतारंकित प्रश्न संख्या ६७६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश परिमण्डल में १६ दिसम्बर, १९६२ को हुई क्लकों और डाकियों की विभागीय परीक्षा के बारे में वहां के पोस्ट मास्टर जनरल को किस आशय की शिकायत मिली है ; और

(ख) पोस्ट मास्टर जनरल उस शिकायत की जो जांच कर रहे थे उसका क्या परिणाम निकला ?

परिवहन तथा संचार मंत्रालय में उपमंत्रि (श्री भगवती) : (क) उक्त शिकायत में यह कहा गया था कि १६ दिसम्बर, १९६२ को हुई परीक्षा के बारे

में शाखा डाकघरों में अनूदेश प्रसारित नहीं किये गए, जिसका परिणाम यह हुआ कि शाखा डाकघरों में कार्य करने वाले कर्मचारी परीक्षा में बैठने से वंचित रह गए।

(ख) उप डाकपाल की बीमारी के कारण केवल एक उप डाकघर से उसके अधीनस्थ शाखा डाकघरों को अनूदेश प्रसारित नहीं किए गए थे। इस तरह को दृष्टि में रखते हुए डाक-तार महा-अध्यक्ष, लखनऊ ने परीक्षा में बैठने के लिए १४ दिसम्बर, १९६२ तक प्राप्त आवेदन-पत्रों को भी स्वीकार कर लिया।

Coconuts

30. Shri A. K. Gopalan: Will the Minister of Food and Agriculture be pleased to state:

(a) what steps have been taken by Government to attain self-sufficiency in the supply of coconuts;

(b) what is the annual output of coconuts at present; and

(c) the value and quantity of coconuts imported annually at present?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The following measures have been undertaken:

1. Nurseries in Coconut growing States for production and distribution of improved quality seedlings have been established;
2. Central Coconut Research Stations have been set up at Kayangulam and Kasaragod for conducting research on coconut;
3. Regional Research Stations have been set up in the States of Kerala, Mysore, Madras, Andhra Pradesh, Orissa, Maharashtra and Assam to conduct researches on problems peculiar to the respective regions;

4. Demonstration centres to educate growers in better methods of cultivation and control of palm pests and diseases have been set up;

5. Fertilizers have been supplied to State Governments and propaganda for proper manuring is being carried out. Short term loans have been granted to the State Governments for purchase and distribution of fertilisers among coconut cultivators;

6. A comprehensive scheme for spraying all coconut palms in the areas affected by leaf and root diseases in Kerala State has been launched;

7. Stations designed to breed parasites for control of pests have been established in the States of Mysore, Kerala, Madras, Andhra Pradesh and Maharashtra; and

8. Irrigation facilities for coconut gardens are being provided under the minor irrigation schemes of State Governments.

(b) The out-put of coconuts during 1960-61 was estimated at 4,638 million nuts.

(c) During the year 1961-62, 3,12,000 coconuts valued at Rs. 36,000 were imported as well as 88.9 thousand tons of copra valued at 9.5 crores.

Cooperative Sugar Mills in Mysore State

31. Shri Basappa: Will the Minister of Food and Agriculture be pleased to state:

(a) whether new cooperative sugar mills have been sanctioned to Mysore State;

(b) if so, what are they; and

(c) whether Mandya Sugar Mills are going to be expanded and renovated to increase their capacity?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes, Sir.

Licence has been granted to Gauribidnur Sahakara Sakhare Karkhana Ltd. for establishment of a 1000 ton new cooperative sugar mill at Gauribidnur, Distt. Kolar (Mysore State) against the Third Plan target.

(c) The matter would be considered when licensing of additional capacity in sugar industry is resumed.

Telephones in Delhi

32. **Shri Tyagi:** Will the Minister of Transport and Communications be pleased to state:

(a) the total number of Government telephones in Delhi at present; and

(b) the total revenue on that account received by Government?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavat): (a) The total number of direct line Government Telephones in Delhi is 14,000.

(b) Rs. 1,90,50,000 per year.

दुग्ध चूर्ण संयंत्र

३३. श्री राम सहाय तिवारी : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोलम्बो योजना के अन्तर्गत न्यूजीलैण्ड द्वारा दिल्ली दुग्ध योजना की केन्द्रीय डेरी में दुग्ध चूर्ण बनाने का संयंत्र लगाने का कार्य शुरू हो चुका है ;

(ख) यदि हां, तो यह संयंत्र प्रति घंटा कितना दुग्ध चूर्ण बना सकेगा और इसकी प्रतिदिन की कार्य शैली क्या होगी ;

(ग) इसमें प्रति मास क्या व्यय होगा ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री श्री० म० थामस) : (क) कोलम्बो योजना के अन्तर्गत न्यूजीलैण्ड सरकार ने दिल्ली दुग्ध योजना की केन्द्रीय डेरी के लिए वाष्पक (Evaporator) देने के लिए स्वीकृति दी थी, दुग्ध-चूर्ण बनाने के संयंत्र के लिए नहीं। वाष्पक लगाया जा रहा है और मार्च, १९६३ में काम शुरू कर देगा।

(ख) यह वाष्पक ३००० लिटर स्ट्रेटा एक घण्टे में सुखाएगा। इस सुखाई में स्ट्रेटा जिसमें कि ६.५ सम्पूर्ण (solid) होते हैं उनको गाढ़ा करके ३० प्रतिशत तक ले आएगा।

(ग) वाष्पक चालू होने के बाद मासिक खर्च का पता लगेगा।

Baby Food Plant

34. { Shri D. C. Sharma:
Shri A. V. Raghavan:
Shri Pottekkatt:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Denmark has offered to help the Madras Government in setting up of a baby food plant if the approach was made through the Union Government;

(b) whether the Madras Government have approached the Central Government in this regard; and

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

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). No approach was made by the Madras Government through the Union Government in the matter and hence no information is available.

(c) Does not arise.

Glider Accident in Delhi

35. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether an air officer and a guide were involved in an accident on the 3rd February, 1963 when the glider in which they were flying at the Safdarjang airport was caught on the fence while landing;

(b) whether the Delhi Gliding Club to which the glider belonged have inquired into the accident; and

(c) if so, the findings thereof and the steps proposed to be taken to check such accidents?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) An officer of the Indian Air Force and a passenger were involved in a glider accident at Safdarjang Airport on 3rd February, 1963.

(b) Investigation of accidents to civil aircraft is the responsibility of the Director General of Civil Aviation who has ordered an investigation into the cause of the accident.

(c) The accident is under investigation. Remedial measures will be taken in the light of recommendations made in the investigation report.

Margin of Profit of Foodgrains Dealers

36. { Shri Rameshwar Tantia:
Shri R. S. Tiwary:

Will the Minister of Food and Agriculture be pleased to state:

(a) the reaction of the State Governments to the Centre's suggestion of incorporating in the foodgrains licencing rules due margins that the retailers and wholesalers should charge;

(b) whether any margins, both for retailers and wholesalers have been determined; and

(c) if so, the details thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). It has been suggested to the State Governments that the form of licence may be amended so as to incorporate as one of its conditions that the licensee shall not charge, in respect of sales of foodgrains made by him, a margin of profit in excess of the rate prevailing in the market at the time of sale or at a rate in excess of any maximum rate of margin fixed for wholesale transactions in foodgrains by a representative body of foodgrains dealers for the locality concerned. This is under the consideration of the State Governments.

उत्तर प्रदेश में चीनी की प्राप्ति
(रिकवरी)

३७. { श्री राम सेवक यादव :
श्री बागड़ी :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) नवम्बर से जनवरी, १९६३ तक उत्तर प्रदेश में चीनी मिलों की चीनी की प्राप्ति (रिकवरी) क्या है ; और

(ख) और इसी अवधि में गत वर्ष में क्या थी ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री प्र० म० यामस) : (क) ९.३० प्रतिशत ।

(ख) ९.२२ प्रतिशत ।

Inter-State Bridge Over Sutlej

38. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 2343 on the 5th September, 1962 and state:

(a) whether the proposal for the construction of an Inter-State Bridge over Sutlej at Datta-Nagar has since been examined; and

(b) if so, the decision taken thereon?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) Due to financial stringency arising out of the present National Emergency in the country, the Government of India are unable to provide any aid for the proposed work.

Re-Alignment of Kangra Valley Section

39. Shri Hem Raj: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 363 on the 13th November, 1962 and state:

(a) whether the project report and the estimates of cost of the realignment of the Kangra valley section of the Northern Railway have been completed; and

(b) if so, what is the cost with road decking and road cum rail bridges and what it is without them?

The Deputy Minister in the Ministry of Railways (S. V. Ramaswamy):

(a) and (b). No. The alignment of diversion of Kangra Valley section fixed earlier has to be resurveyed now, as per request of the Punjab Government as a result of the revised technical data regarding the maximum reservoir level since furnished by the Punjab Government. As such it is too early to say about the estimated cost of this project with detailed particulars at this stage.

Forest Plantations

40. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 172 on the 13th November, 1962 and state:

(a) the target fixed for forest plantations for the year 1963-64 and the probable expenditure to be incurred on it;

(b) the names of the States where these plantations are being raised; and

(c) the percentage of expenditure to be borne by the Centre and the States concerned respectively?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). Information is being collected from States/Union Territories and will be laid on the Table of the Sabha when received.

Crashes of Kalinga Aircrafts

41. Shri Ravindra Varma: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Kalinga aircrafts that have crashed over the NEFA and Naga Hills during 1961-62;

(b) the number of pilots, crew and others who have lost their lives in these crashes;

(c) the compensation that has been paid to the families of those who have lost their lives in these accidents; and

(d) whether enquiries have been conducted into the causes of each of these accidents and if so, what were the major causes of these accidents?

The Deputy Minister in the Ministry of Transport and Communications

(Shri Mohiuddin): (a) to (d). Three aircraft belonging to Kalinga Airlines were involved in accidents over the NEFA and Naga Hills during the years 1961 and 1962, resulting in the death of two pilots, two co-pilots, two Radio Officers, ten ejection crew and one passenger. The pilots, Co-pilots, Radio Officers and other crew of Kalinga Airlines who lost their lives in these accidents were insured for Rs. 1,00,000, Rs. 60,000, Rs. 60,000 and Rs. 5,000 each respectively. Some of the families of the deceased crew have already been paid insurance money in full after completion of requisite formalities such as production of succession certificates etc. Payments to

others will be made by the Insurance Company after legal formalities have been finalised. The exact amount paid to the families of the deceased crew is not known.

The causes of these accidents have been investigated. One of the accidents was due to pilot's error and the other two due to bad weather and difficult terrain.

Railway Accidents

42. { Shri Ram Ratan Gupta:
Shri Rameshwar Tantia:
Shri Mantri:

Will the Minister of Railways be pleased to state:

(a) whether there have been any railway accidents after the 22nd January, 1963; and

(b) if so, the details of those railway accidents and the enquiry, if held any?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). During the period from 22nd January, 1963 to 7th February, 1963 there were 73 accidents in the categories of Collisions, Derailments, Level Crossing Accidents and Fires in trains. All the accidents have either been enquired into or are being enquired into departmentally.

Post Offices in Kerala

43. Shri Koya: Will the Minister of Transport and Communications be pleased to state the total number of Post Offices so far opened during the current year in Kerala State?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): 108 Post Offices were opened from 1st April, 1962 to 31st January, 1963.

Meetings between Mazdoor Union and North-Eastern Railway Administration at Gorakhpur

44. Shri Priya Gupta: Will the Minister of Railways be pleased to state

how many meetings between the N.E. Railway Mazdoor Union and N.E. Railway administration at the General Managers level and at the Headquarters Branch level at Gorakhpur have been held in calendar year 1961 and from 1st January, 1962 to 31st October, 1962 respectively?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): During the calendar year 1961, 2 meetings were held between the north-Eastern Railway administration and the N.E. Railway Mazdoor Union at General Manager's level and 3 meetings at Headquarters Branch level at Gorakhpur. During the period 1st January 1962 to 31st October, 1962, 2 meetings were held with the Union at the General Manager's level and 1 meeting at Headquarters Branch level at Gorakhpur.

Madras Port

45. Shri P. Venkatasubbaiah: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a new mechanical berth capable of handling 3 million tons of iron-ore annually is being planned for Madras Port;

(b) whether an expert on behalf of the World Bank has been deputed to study the proposal;

(c) whether any financial assistance is forthcoming from the World Bank for this purpose; and

(d) what is the expenditure involved in this?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) Yes.

(c) It is proposed to meet the foreign exchange requirements of the scheme from the savings which are expected to be available in the loan of \$14 million raised by the Madras Port Trust from the World Bank in 1958. The World Bank's concurrence in the proposal has been sought.

(d) The scheme is estimated to cost about Rs. 248 lakhs inclusive of an expenditure of Rs. 137 lakhs in foreign currency.

Electrification Programme

46. **Shri Heda:** Will the Minister of Railways be pleased to state:

(a) the lines on which the railways have completed or would be completing the electrification programme of railway lines in 1962-63;

(b) whether the programme for 1963-64 has been finalised; and

(c) if so, what it is?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Electric traction has been commissioned on the Gaya-Moghalsarai Section of the Eastern and the Tatanagar-Nimpura Section of the South-Eastern Railway during 1962-63.

(b) and (c). Yes, Sir. The following sections are expected to be commissioned:

Eastern Railway

1. Sealdah-Ranaghat; and Dum Dum-Bongaon.
2. Ranaghat-Krishnagar City; Kalinarayapur-Santipur; and Bandel-Naihati

South-Eastern Railway

1. Anara-Rukni Bhojudih-Jamadoba Washery.
2. Damodar-Radhanagar; Ramkanali-Chaurasi; and Garhdubeswar-Adra-Joychandipahar.
3. Rourkela-Birmitrapur.

विमान दुर्घटनायें

४७. श्री ब्रजरज सिंह :
श्री मरंडी :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) सन् १९६२ में देश में हुई विमान दुर्घटनाओं की संख्या क्या है ;

(ख) इन दुर्घटनाओं में कितने व्यक्ति हताहत हुए ; और

(ग) १९६० और १९६१ की अपेक्षा इन दुर्घटनाओं में वृद्धि हुई है या कमी ?

परिवहन तथा संचार मंत्रालय में उप-मंत्री (श्री मोइज्जदीन) : (क) और (ख). १९६२ में, १४ भारत में रजिस्टर्ड शक्तिचालित विमान, दो ग्लाइडर और एक विदेश में रजिस्टर्ड विमान, भारत में, दुर्घटना के शिकार हुए, जिसके परिणाम स्वरूप ११२ व्यक्ति मारे गये ।

(ग) १९६० और १९६१ के आकड़ों की तुलना में १९६२ में विमान दुर्घटनाओं की संख्या में कमी आयी है ।

विदेशी पर्यटक

४८. श्री हुबम चन्द कछवाय : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) १९६२-६३ में अब तक कितने विदेशी पर्यटक भारत आए ;

(ख) पिछले वर्ष की तुलना में यह संख्या कम है या अधिक ; और

(ग) इन पर्यटकों के भारत आने से कितनी विदेशी मुद्रा की आय हुई ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) १९६२ के कैलेण्डर वर्ष में १३४,३६० विदेशी पर्यटक भारत में आये ।

(ख) १९६१ के कैलेण्डर वर्ष में १३९,८०४ पर्यटक आये जबकि इसके मुकाबले में १९६२ में ५,४४४ कम पर्यटक आये अर्थात् ३.९ प्रतिशत की कमी रही ।

(ग) प्रत्येक वर्ष की समाप्ति पर रिजर्व बैंक आफ इण्डिया विदेशी मुद्रा

आय को निर्धारित करता है, और उसकी सूचना अगले वर्ष के मध्य तक उपलब्ध हो जाती है। १९६२ के आंकड़े अभी तक प्राप्त नहीं हुए हैं। १९६१ में पर्यटकों से १८.४९ करोड़ रुपये की विदेशी मुद्रा की आय हुई थी।

Ticketless Travelling in Trains

49. Shri G. Mahanty: Will the Minister of Railways be pleased to state:

(a) whether Government are aware of wide-spread ticketless travel in Mayurbhanj Light Railways (S.E.R.); and

(b) if so, what steps they are taking to check this corruption?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Checks do not show that there is particularly wide-spread ticketless travel over this section.

(b) Normal ticket checking arrangements continue to be in force.

Man-Handling of Railway Employees

50. Shri Marandi: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some ticket collectors and railway guards were man-handled and beaten by gangsters in Eastern and Northern Railways during 1st September, 1962 to 31st January, 1963; and

(b) if so, the steps taken to protect the railway employees?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Yes Sir.

(b) The maintenance of law and order and prevention of crime in trains and railway premises is the responsibility of the State Governments.

State Governments concerned have been moved from time to time to ensure effective action against such law-breakers.

12 hrs.

RE: INCIDENT DURING PRESIDENT'S ADDRESS

Mr. Speaker: In deference to the wishes of the House yesterday, I had sent a letter to the President, expressing regret over the incident that took place during his Address. I have received the following reply:—

"Thank you for your letter of date. I appreciate the feeling of the House on the unfortunate incident this morning."

12.03 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE.

ACCIDENT IN JAMUNA COLLIERY

श्री राम सेवक यादव (वाराणसी) : अध्यक्ष महोदय, मैं खान और ईंधन मंत्री का ध्यान निम्न अविलम्बनीय लोक महत्व के विषय की ओर आकृष्ट करता हूँ और चाहता हूँ कि वह इस संबंध में अपना वक्तव्य दें :—

"मध्य प्रदेश की जमुना कोयला खान में १५ फरवरी, १९६३ को हुई दुर्घटना"
..... (Interruptions.)

अगर आप की मातृ भाषा अंग्रेजी हो तो मैं आप के साथ अंग्रेजी में बोल सकता हूँ...

अध्यक्ष महोदय : सभी जानते हैं कि आप अंग्रेजी भी बहुत अच्छी तरह से बोल सकते हैं। आपने सवाल तो कर लिया है, अब और क्या चाहते हैं ?

The Minister of Mines and Fuel (Shri K. D. Malaviya): I regret to inform the House that on the morning of Friday the 15th February, there was a serious accident in one of the new collieries of the National Coal

[Shri K. D. Malaviya]

Development Corporation in Madhya Pradesh, namely, Jamuna Colliery. The accident occurred during the driving of the incline in the said mine and it is reported to have been due to side fall on account of hidden cracks in the side. Six persons died in the accident including the Mine Manager, Mining Sirdar, the Contractor and three other workers who were working at this incline. Further details about the accident are yet to be received. A message of condolence has been sent to the bereaved families and the N.C.D.C. has been directed to pay ad hoc compensation to the families immediately, pending the finalisation of the usual compensation.

श्री बागड़ी (हिसार) : अध्यक्ष महोदय, हिन्दुस्तानी में भी इसका तजुमा कर दें ताकि इस पर प्रश्न किया जा सके ।

श्री के० दे० मालवीय : इस सदन को सूचित करते हुए मुझे अत्यन्त खेद होता है कि १५ फरवरी को एक बहुत ही दुखदायी घटना मध्य प्रदेश में जमुना कोल्यरी में हो गई थी। यह दुर्घटना इग खान में ऊपर की सतह से मिट्टी हटते हुए हुई। यह खबर मिली है कि दोनों तरफ दीवार में बड़ी दरारें पड़ गई थीं और उसके कारण यह दुर्घटना हो गई। फलस्वरूप छः काम करने वालों की मृत्यु हो गई जिस में माइन के मैनेजर हैं, माइनिंग सिरदार हैं और कांट्रैक्टर तथा तीन अन्य काम करने वाले हैं। इस प्रकार से छः मृत्यु हो गईं। इस सम्बन्ध में और अधिक सूचना अभी प्राप्त नहीं हुई है। हमें आशा है कि शीघ्र ही और सूचना प्राप्त हो जाएगी। समवेदना संदेश उन खानदानों में भेज दिये गये हैं; जिन के यहां मृत्यु हुई है और एन० सी० डी० सी० को यह आदेश दिया गया है कि वह तुरन्त कुछ मुआवजा संबंधियों को दे दे तावक्ते कि अंतिम रूप में कम्पेंसेशन का निर्णय न हो जाए। जब यह तय हो जाएगा कि कितना मुआवजा देना है, तब बाकी की रकम अदा कर दी जाएगी।

श्री राम सेवक यादव : माननीय मंत्री जी ने कहा है कि दरारें थीं। मैं जानना चाहता हूँ कि जब दरारें थीं तो मजदूरों को काम करने के लिये क्यों भेजा गया था ?

श्री के० दे० मालवीय : मुझे मालूम नहीं है। जब सब सूचना प्राप्त हो जाएगी तब दूसरा बयान दूंगा।

श्री बागड़ी : यह बताया गया है कि छः व्यक्ति उसकी अन्दर मारे गये हैं। मैं जानना चाहता हूँ कि कुल कितने व्यक्ति काम कर रहे थे और कितने उखनी हुए हैं ? क्या सारे के नारे लोग जाँ काम कर रहे थे, मारे गये हैं ? यह कहा गया है कि मुआवजा आरजी तौर पर दिया जा रहा है। क्या आपने कोई मिकदार तय की है कि एक रुपया दे दिया जाए या दो रुपये दे दिये जायें, पांच हजार या दो हजार दे दिये जायें ? अतः कोई मिकदार तय की है, तो कितनी की है ?

श्री के० दे० मालवीय : अभी तक सूचना प्राप्त नहीं हुई है कि कितने आदमी काम कर रहे थे। जैसा अभी मैंने निवेदन किया है खबर मांगी है और जब आ जाएगी, हाउस में रख दूंगा। एन० सी० डी० सी० एक आटोनामस कारोरेसन है और उसको पूरा अधिकार है कि जो मुआवजा चाहे दे और उसको तय करे। हमने तो उसको आदेश ही दिया है कि एड हाक कम्पेंसेशन तुरन्त ही वह दे दे जब तक कि यह तय न हो जाए कि कितनी कम्पेंसेशन दी जानी है।

श्री बड़े (खारगोन) : मैं जानना चाहता हूँ कि फ्रेक्स माइन में पड़े थे, क्या यह बात सही है ? और क्या यह भी सही है कि वे बहुत दिनों से थे और जो माइज इंस्पेक्टर रहता है ...

अध्यक्ष महोदय : सूचना अभी नहीं आई है...

श्री बड़े : अध्यक्ष महोदय, कैंस पड़े हुए थे और बहुत दिनों से पड़े हुए थे, और माइज़ इंस्पेक्टर ने रिपोर्ट में कहा था कि इस में काम नहीं करना चाहिये ?

अध्यक्ष महोदय : जब सूचना आ जाएगी तब सवाल हो जाएगा ।

श्री बंरवा कोटा (कोटा) : यह पहली ही दुर्घटना नहीं है । और भी ऐसी कई दुर्घटनाएँ होती रहती हैं । इसको रोकने के लिए क्या सरकार ने कुछ सोचा है ?

Mr. Speaker: It is too general a question.

12.06 hrs.

RE: MOTION FOR ADJOURNMENT

श्री राम सेवक यादव (वाराणसी) : अध्यक्ष महोदय, मैंने एक काम रोक प्रस्ताव दिया था, मुझे कोई सूचना नहीं मिली है ।

अध्यक्ष महोदय : अभी मिल जाएगी । आपको इतला दे दी जाएगी ।

श्री बागड़ी (हिसार) : एक व्यवस्था का का प्रश्न मैं उठाना चाहता हूँ . . .

अध्यक्ष महोदय : इस वक्त कोई चीज हाउस के सामने नहीं है । व्यवस्था का प्रश्न नहीं उठ सकता है ।

12.07 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORTS OF TRAVANCORE MINERALS LIMITED AND INDIAN RARE EARTHS LIMITED.

The Parliamentary Secretary to the Minister of External Affairs (Shri

S. C. Jamir): Sir, on behalf of Shri Jawaharlal Nehru, I beg to lay on the Table a copy each of the following Reports under sub-section (1) of section 619A of the Companies Act, 1956:—

- (i) Annual Report of the Travancore Minerals Limited, Quilon, for the year 1961-62 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-786/53.]
- (ii) Annual Report of the Indian Rare Earths Limited, Bombay, for the year 1961-62 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-787/63.]

NOTIFICATIONS UNDER MOTOR VEHICLES ACT AND MERCHANT SHIPPING ACT, ETC.

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg—

- (i) to re-lay on the Table a copy of Notification No. F. 12/46/60-Transport published in Delhi Gazette dated the 27th September, 1962, making certain further amendment to the Delhi Motor Vehicles Rules, 1940, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939. [Placed in Library. See No. LT-751/63.]

(ii) to lay on the Table—

- (a) a copy each of the following Notifications under sub-section (3) of section

[Shri Raj Bahadur]

458 of the Merchant Shipping Act, 1958:—

- (1) The Sailing Vessels (Inspection) Rules, 1962 published in Notification No. G.S.R. 1491 dated the 10th November, 1962.
 - (2) Notification No. G.S.R. 31, dated the 5th January, 1963 containing Corrigendum to the Merchant Shipping (Prevention of Collision at Sea) Regulations, 1962. [Placed in Library. See No. LT-788/63.]
- (b) a copy of the Agreement entered into between the President of India and the Governor of Rajasthan regarding development or maintenance of road links within large towns or cities served by National Highways under section 10 of the National Highways Act, 1956. [Placed in Library. See No. LT-789/63.]

NOTIFICATIONS UNDER CUSTOMS ACT

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): Sir, on behalf of Shri B. R. Bhagat, I beg to lay on the Table a copy each of the following Notifications under section 159 of the Customs Act, 1962:—

- (i) The Customs Valuation Rules, 1963 published in Notification No. G.S.R. 156 dated the 23rd January, 1963.
- (ii) The Accessories (Conditions) Rules, 1963 published in Notification No. G.S.R. 157 dated the 23rd January, 1963.
- (iii) The Baggage (Conditions of Exemption) Rules, 1963 published in Notification No. G.S.R. 158 dated the 23rd January, 1963.
- (iv) G.S.R. No. 200 dated the 2nd February, 1963.
- (v) G.S.R. No. 201 dated the 2nd February, 1963.
- (vi) G.S.R. No. 202 dated the 2nd February, 1963.
- (vii) G.S.R. No. 203 dated the 2nd February, 1963.
- (viii) G.S.R. No. 204 dated the 2nd February, 1963.
- (ix) G.S.R. No. 205 dated the 2nd February, 1963.
- (x) G.S.R. No. 206 dated the 2nd February, 1963.
- (xi) G.S.R. No. 207 dated the 2nd February, 1963.
- (xii) G.S.R. No. 208 dated the 2nd February, 1963.
- (xiii) G.S.R. No. 209 dated the 2nd February, 1963.
- (xiv) G.S.R. No. 210 dated the 2nd February, 1963.
- (xv) G.S.R. No. 217 dated the 1st February, 1963.
- (xvi) G.S.R. No. 218 dated the 1st February, 1963.
- (xvii) G.S.R. No. 219 dated the 1st February, 1963.
- (xviii) G.S.R. No. 220 dated the 1st February, 1963.
- (xix) G.S.R. No. 221 dated the 1st February, 1963.
- (xx) G.S.R. No. 222 dated the 1st February, 1963.
- (xxi) G.S.R. No. 223 dated the 1st February, 1963.

- (xxii) G.S.R. No. 224 dated the 1st February, 1963.
- (xxiii) G.S.R. No. 225 dated the 1st February, 1963.
- (xxiv) G.S.R. No. 226 dated the 1st February, 1963.
- (xxv) G.S.R. No. 227 dated the 1st February, 1963.
- (xxvi) G.S.R. No. 228 dated the 1st February, 1963.
- (xxvii) The Notice of Short-Export Rules, 1963 published in Notification No. G.S.R. No. 232 dated the 1st February, 1963.
- (xxviii) G.S.R. No. 248 dated the 9th February, 1963.

Rules, 1963, published in Notification No. GSR. 93 dated the 11th January, 1963, as corrected by Notification No. GSR. 245 dated the 9th February, 1963;

- (ii) Notification No. GSR. 173 dated the 2nd February, 1963 containing Corrigenda to the Defence of India (Second Amendment) Rules, 1963, published in Notification No. GSR. 91 dated the 10th January, 1963.
- (iii) The Defence of India (Third Amendment) Rules, 1963 published in Notification No. GSR. 240 dated the 1st February, 1963.

[Placed in Library, See No. LT-790/63].

[Placed in Library, See No. LT-792/63].

INDIAN MAIZE (TEMPORARY USE IN STARCH MANUFACTURE) ORDER

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): Sir, I beg to lay on the Table a copy of the Indian Maize (Temporary Use in Starch Manufacture) Order, 1963 published in Notification No. G.S.R. 273 dated the 7th February, 1963, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library, See No. LT-791/63].

GOVERNMENT RESOLUTION ON GRANT OF INTERIM WAGE INCREASE TO WORKMEN IN COAL MINING INDUSTRY

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): I beg to lay on the Table a copy of Government Resolution No. WB-16 (30)/62 dated the 16th February, 1963 accepting the recommendations of the Central Wage Board for Coal Mining Industry for grant of interim wage increase to workmen. [Placed in Library, See No. LT-793/63.]

NOTIFICATIONS UNDER DEFENCE OF INDIA ACT

12.11 hrs.

DEMANDS* FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1962-63

The Minister of Railways (Shri Swaran Singh): I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1962-63.

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): I beg to lay on the Table a copy each of the following Notifications under section 41 of the Defence of India Act, 1962:—

- (i) The Defence of India (Employment of Technical Personnel in National Service)

*Presented with the recommendation of the President.

12.11 hrs.

**DEMANDS* FOR EXCESS GRANTS
(RAILWAYS) 1960-61**

Shri Swaran Singh: I beg to present a Statement showing the Demands for Excess Grants in respect of the Budget (Railways) for 1960-61.

12.11½ hrs.

**BUSINESS ADVISORY COMMITTEE
TWELFTH REPORT**

Shri Krishnamoorthy Rao (Shimoga): I beg to present the Twelfth Report of the Business Advisory Committee.

12.11¾ hrs.

**ESTIMATES COMMITTEE
TWENTY-SECOND AND TWENTY-THIRD
REPORTS**

Shri Dasappa (Bangalore): I beg to present the following Reports of the Estimates Committee:—

- (i) Twenty-second Report on Action taken by Government on the recommendations contained in the Fifteenth Report of the Estimates Committee (Second Lok Sabha) on the erstwhile Ministry of Education and Scientific Research—Technical Education—Part II;
- (ii) Twenty-third Report on Action taken by Government on the recommendations contained in the Hundred and thirty-third Report of the Estimates Committee (Second Lok Sabha) on the erstwhile Ministry of Community Development and Co-operation (Department of Cooperation) National Co-operative Development and Warehousing Board.

12.12½ hrs.

CENTRAL SALES TAX (AMENDMENT) BILL**

The Minister of Finance (Shri Morarji Desai): I beg to move for leave to introduce a Bill further to amend the Central Sales Tax Act, 1956.

Mr. Speaker: The question is:

“That leave be granted to introduce a Bill further to amend the Central Sales Tax Act, 1956.”.

The motion was adopted.

Shri Morarji Desai: I introduce† the Bill.

12.13 hrs.

RAILWAY BUDGET, 1963-64

Mr. Speaker: Now, the Railway Budget. Shri Swaran Singh.

The Minister of Railways (Shri Swaran Singh): Mr. Speaker, Sir, I rise to present the Budget for Indian Government Railways for the financial year 1963-64. In doing so, I would also invite the attention of Honourable Members to certain broad results of the Railways' administration and performance.

ACCOUNTS OF 1961-62

2. As usual, I shall first report the financial results of the Indian Railways for the last completed year. The Gross Traffic Receipts for 1961-62 amounted to Rs. 500.50 crores—approximating closely to the Revised Estimate of Rs. 501.24 crores. The total Ordinary Working Expenses were Rs. 325.33 crores, effecting a saving of Rs. 5.06 crores from the Revised Estimate of Rs. 330.39 crores. The other items featuring in the financial picture are, as usual, the annual appropriation, from Revenue, to Depreciation Reserve Fund, net miscellaneous expenditure, and payments to

*Presented with the recommendation of the President.

**Published in the Gazette of India Extraordinary Part II—Section 2, dated 19th February, 1963.

†Introduced with the recommendation of the President.

General Revenues. The first and the last of the aforesaid three items were at the enhanced annual amounts determined for the Third Plan period, on the recommendations of the Railway Convention Committee, 1960. In the result, the net railway surplus, for credit to the Development Fund, came to Rs. 24.40 crores, against the Revised Estimate figure of Rs. 16.48 crores.

It should be remembered that the Development Fund, which is fed from the annual railway surpluses, has to finance works chargeable to the Fund, to the extent of Rs. 23 crores annually, on the average, over the Third Plan period. This is on present reckoning, though the indication is that the average annual expenditure may ultimately exceed this amount. In relation to this requirement, the surplus of Rs. 24.40 crores achieved in 1961-62—the first year of the Third Plan—is just adequate. If this relationship between the annual surplus and the requirement of the Development Fund is not maintained, the Railways would be obliged to take temporary loans from General Revenues, for financing the Railway Development Fund, as was done in certain years of the Second Plan period; this certainly would not be desirable. The satisfactory feature to be mentioned, however, is that the surplus of Rs. 24.40 crores was achieved notwithstanding the largely increased commitments of the Railways in 1961-62, as compared to 1960-61; these include commitments arising out of the current 'Railway Convention', which governs the financial arrangements of the Railways in the quinquennial period 1961-66.

REVISED ESTIMATES FOR 1962-63

3. Turning now to the current year, the Revised Estimate of Gross Traffic Receipts has been placed at Rs. 549.62 crores, or Rs. 4.26 crores more than the budget. The increase is mainly under 'Other Coaching Earnings' and

'Sundries', and to a smaller extent under 'Passengers'. The budget anticipation of goods earnings is expected to be fully realised. Under net Ordinary Working Expenses, the Revised Estimate shows an increase, over the budget, of Rs. 6.34 crores. This increase includes inescapable additional operational and other expenses developing on the Railways, including those resulting from the Emergency. This apart, there has also been the effect of post-budgetary increases in the price of coal, as well as the financial effect of post-budget decisions in regard to certain subsidiary recommendations of the econd Pay Commission. Payment of night-duty allowance, weekly paid rest to casual labour, and crediting of Government contribution to the provident fund accounts of certain temporary employees which corresponds to the benefit of counting temporary service, followed by confirmation, in full for pension, are amongst the more significant post-budget decisions. After making the contribution to Depreciation Reserve Fund of Rs. 67 crores—in accordance with the yearwise depreciation provision in the Third Plan, as recommended by the Railway Convention Committee, 1960 (against Rs. 65 crores in 1961-62)—and allowing for savings under Miscellaneous Expenditure and payments to General Revenues, a surplus—creditable to Development Fund—of Rs. 23.20 crores, is now envisaged.

It is gratifying that a net surplus approximating to what was originally budgeted (Rs. 23.22 crores), is expected to be maintained, in spite of certain unavoidable additional expenditure as already mentioned. To secure funds to meet these additional revenue working expenses, Supplementary Demands have been framed, further to those presented to, and voted by, Parliament, in November, 1962. As for the railway surplus, it has to be not only sufficient to maintain the solvency of the Development Fund, but has to increase from year to year

[Shri Swaran Singh]

with the increasing investments. This is obviously necessary if the Railways are to maintain a reasonably satisfactory return on the large total investments and also meet likely future increases in expenditure chargeable to Development Fund. The average Capital-at-charge of the Railways in the Third Plan period will be of the order of Rs. 2,000 crores, against an average Capital-at-charge of about Rs. 900 crores in the First Plan period. The average annual expenditure chargeable to the Development Fund, which is built up solely from the annual railway surplus, has also more than doubled. In view of this, against an annual railway surplus of Rs. 15 crores which might have been sufficient in the First Plan, the Railways have to earn an average annual surplus of at least Rs. 30 crores in the Third Plan period.

4. The Revised Estimate of net expenditure for the current year, on Works, Plant and Machinery, and Rolling Stock, has been placed at Rs. 307.74 crores. This revised 'Capital Budget' involves an increase of Rs. 12.74 crores over the Budget provision of Rs. 295 crores which itself, as I mentioned when presenting the Railway Budget in April, 1962, was the highest until then. The additional provision, which is covered by Supplementary Demands, is to meet the requirements, according to present anticipations, in regard to somewhat better deliveries of materials and improved progress of Plan works.

DEVELOPMENT OF RAIL CAPACITY—THIRD PLAN TARGET

5. It was envisaged in the White Paper on the Railway Budget for 1962-63 that the revised rail transport targets would materially exceed the original estimate of 245 million originating tons which had been included in the Third Plan as formulated in 1961. The cost of the Railway Development Programme had been fixed at Rs. 1,325 crores in relation to the aforesaid estimate. Since

then, a more detailed picture in regard to the fieldwise production and directionwise movement of coal has emerged. Allowing for the increase of about five million tons in the short-lead movements of raw coal to washeries and the revised pattern of coal traffic necessitating increased movement over certain routes and allowing also for certain preparatory work to be undertaken for a larger movement of general goods, an additional outlay of Rs. 145 crores has been approved by the Planning Commission for the Railway expansion and development programme. The approved outlay of the Railways thus stands at the increased figure of Rs. 1,470 crores; the additional approved outlay of Rs. 145 crores has a foreign exchange content of Rs. 19 crores.

6. The additional provision is made up of Rs. 120 crores for increased coal movement and Rs. 25 crores towards the most urgent part of the requirements formulated by the Railways for increased general goods traffic in the Third Plan, as well as for the time-consuming preparatory measures to be initiated now for ensuring adequate capacity for coal traffic, in particular, in the early period of the Fourth Plan. The increased general goods traffic in the Third Plan envisaged by the Railways provides for an increase in originating traffic of miscellaneous goods (i.e. other than raw materials for, and finished products from, steel plants, coal, cement, and iron ore for export) of about 10 million tons, over the earlier provision of 98 million tons of such traffic included in the initial target of 245 million tons. Provision has been made for carrying out line capacity works required for this increased traffic; the provision of funds for the additional rolling stock required on this account, namely wagons and locomotives, will be considered later, though the Railways have been asked to tentatively proceed with the programming for the wagons. The advance action for Fourth Plan works, to be initiated in the Third

Plan, covers a programme of 525 miles of doubling of track on trunk and other important routes, over which coal from the Bengal-Bihar and outlying fields will move to Western and Southern India; advance action is essential, as these facilities will take three to four years to construct before they are ready for commission in the early years of the Fourth Plan. Government have accepted this, and provision for commencement of these works has been made in the 1963-64 budget. I may recall that Supplementary Demands were presented to, and voted by, Parliament in August, 1962, to enable the Railways to make an immediate start on surveys for the aforesaid works, by way of preliminary measures for the needs of increased coal transport. In the aggregate, and including acquisition of rolling stock for Rs. 65 crores funds for which it is hoped, will be allocated later, as already mentioned, the Railways are programming a Plan outlay of the order of Rs. 1,535 crores; this is to create capacity by the end of the current plan period for an originating traffic of 260 million tons per annum and to initiate advance action for the additional capacity for part of the increased coal movements during the early years of the Fourth Plan. The Railways' slightly increased Capital Budget, according to the Revised Estimates for the current year already referred to and the still larger Capital Budget for 1963-64, to which I shall refer presently, are in keeping with the increase in the Third Plan programme of the Railways.

TRANSPORT PERFORMANCE

7. Having given the financial results of the Railways in 1961-62—the first year of the Third Plan—and the forecast of the results for the current year (1962-63), I shall broadly review the transport performance of the Railways in these two years. Shri Jagjivan Ram, when presenting the interim Railway Budget for 1962-63, in March 1962, referred to the short-2667(A) LSD—4.

fall in traffic from anticipations, in 1961-62, due to a variety of reasons. Later, in April 1962, when I reported the results of the year which had just ended, I explained to the House how the overall transport position was nevertheless better in 1961-62 than in the previous year. The daily average coal loading in 1961-62 was 5,999 wagons, as against 5,668 wagons in 1960-61. The daily average coal loading in Bengal and Bihar coalfields went up from 4,481 in 1960-61 to 4,799 in 1961-62, or by 318 wagons per day, representing an increase of about 7 per cent. Steel Plants and Washeries received their full requirements of coal, and the Railways also moved in full all the coal offered from the outlying coalfields. For consumers other than the Steel Plants and Washeries, the Railways moved, from the Bengal and Bihar coalfields, an average of 182 additional wagons per day in 1961-62 over 1960-61.

8. There has been further significant improvement in the current year in the rail transport position generally and in coal movements particularly. During the ten-month period from April, 1962 to January 1963, goods loading has registered an increase of about 13.2 million tons (or 13.42 million metric tons), over the loading during the same period of the previous year, and movement continues to be at a high rate. In the circumstances, there is every expectation of achieving an increase of 15 million tons of freight traffic by the end of the current year, over the previous year, which fully conforms to the anticipations when the Budget was framed. There would have been even a large increase, if the rail transport requirements of the Steel Plants had come up fully to anticipation and the loadings on Sundays from all the coalfields had not been appreciably less than on the week days.

The aggregate loading on broad gauge in the first ten months of the current year has been a daily average

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of 20,296 wagons, as against 18,443 in the same period of 1961-62,—an increase of 10 per cent. On the metre gauge, 10,323 wagons have been loaded daily on the average, against 10,146 wagons in this period of the previous year; the tonnage loaded per metre gauge wagon has been higher by approximately five per cent.

There has also been a consistent improvement in the coal loadings from the Bengal-Bihar as well as from the outlying coalfields. The daily coal loading in the ten-month period of the current year has averaged 6,552 wagons, as against 5,976 wagons in the corresponding period of 1961-62—an increase of 9.6 per cent. The daily average loading in the Bengal and Bihar coalfields in this period has been of the order of 5,199 wagons, as again 4,781 wagons in the corresponding period of the previous year, representing an increase of 8.7 per cent. The requirements of coal for the Steel Plants and the Washeries continue to be met in full—averaging daily 1,222 wagons and 252 wagons respectively in the first ten months of this year, the average daily requirements for the Steel Plants and Washeries in the corresponding period of the previous year being 1,092 wagons and 109 wagons respectively. The Railways have also continued to move, in full, all the coal offered from the outlying coalfields. Movement to 'other consumers' from the Bengal and Bihar coalfields in this period of 1962-63 has been of the order of 3,725 wagons per day, as against a daily average of 3,580 wagons in the corresponding period of the preceding year. As more and more development works are executed and the rolling stock holdings are increased, the rate of increase will be stepped up progressively in the remaining years of the Third Plan.

9. There has been steady, all-round improvement in the current year in operating efficiency, substantially in excess of the performance in 1961-62. The various operating results have been brought out in the latest "Review

of the performance of the Indian Government Railways", which is being circulated with the Budget papers and which incorporates certain additional information not given in the Reviews of the three earlier years.

10. Movement of coal to destinations west of Moghalsarai has shown a further increase during the current year. On the average, 1,986 wagons loaded with coal have been moved daily via Moghalsarai, during the period from April, 1962 to January, 1963, as compared to 1,891 coal wagons in the corresponding period of the previous year. The total make-over of wagons—coal as well as other freight traffic—by the Eastern Railway to Northern Railway at Moghalsarai, during this period, reached a daily average of 2,628 wagons, as against 2,448 wagons during the corresponding period of the last year.

11. It is significant that all this achievement in the transport of goods is additional to the emergency movements of men and materials, mostly in "Coaching Specials", for defence requirements which the Railways have been called upon to undertake, at very short notice, in the recent months. On the Northeast Frontier Railway, the additional transport performance, including that resulting from the Emergency, has been of the order of 65 per cent. over the normal transport. For obvious reasons, the Railways have not publicised the details of this large-scale effort, which was undertaken by the Railways with practically no interruptions to, or curtailment of, the normal passenger train services and the movements of civil supplies. I would take this opportunity of requesting the House to join me in congratulating railwaymen of all ranks, whose sustained efforts have resulted in this splendid performance. It is heartening that the rail transport position in general has eased considerably in the current year and that the Railways are able to meet practically all the requirements of the growing industrial complex as well as of the general consumers.

INCREASED RAIL TRANSPORT FACILITIES FOR ASSAM

12. The need for increased rail capacity for Assam has been receiving attention over the last few years. It may be recalled in this connection that, even before the present Emergency arose, a broad gauge line from Calcutta to Siliguri had been planned and constructed via Tildanga-Farakka-Khejuriaghat, with a ferry across the river Ganga, and onwards via Malda, involving construction of 191 kilometres (119.5 miles) of new broad gauge line and conversion of 80 kilometres (50 miles) of metre gauge line to broad gauge. Another line which had been planned was the extension of the Rangiya-Rangapara North metre gauge line to Murkong Selek. The Rangapara North-Lakhimpur portion of this new line, about 173 kilometres (107 miles) in length, was opened to traffic in June, 1962, after an initial short length had been opened in March, 1962. The further construction from Lakhimpur to Murkong Selek—161 kilometres (or about 100 miles), which involves construction in even more difficult terrain than the first portion, is in hand. A number of line capacity works had been planned, and carried out, on the main line between Katihar and Pandu and between Pandu and Tinsukia. Arrangements had also been made for procuring diesel electric locomotives for operation on the Katihar-Gauhati Section, with a view to further increasing the capacity. All these measures, including the putting into service of the metre gauge diesel locomotives procured in 1961-62 and during the current year, proved extremely useful, particularly in the present Emergency, in effecting large scale movements.

The rail-cum-road bridge over the Brahmaputra river—the only major river in the country which had not been bridged previously—as the House is aware, had been taken up for construction towards the end of the Second Plan period. Special steps were taken to make the Bridge ready to take

goods traffic two months ahead of schedule; this brought about a timely improvement in rail transport between the areas in Assam lying to the north and the south of the river.

The Northeast Frontier Railway handled effectively the heavy additional transport load, including that resulting from the large scale Emergency movements for defence purposes. The advantages expected when this Railway was set up as a separate Railway Administration, early in 1958, with its headquarters in Assam, have been fully realised. It is significant that, while handling the large scale Emergency movements, the civilian goods movements in and out of Assam were also kept up. In fact, the Railway had to handle increased traffic of tea and jute, due to a prolonged suspension of booking by the transport services of the Joint Steamer Companies. In November and December 1962, the Railway booked about 5,000 wagons of jute and 300 wagons of tea, over and above what had been carried during the corresponding months of 1961.

Incidental also to improving the rail communications with Assam, the capacity of the wagon ferry at Farakka was augmented, to step up the rail movements from the broad gauge areas in South Bengal to the areas of North Bengal and Assam. The capacity of the ferry has been progressively increased, from 54 broad gauge wagons per day each way, prior to the Emergency, to the present figure of 162 broad gauge wagons per day each way; further increase will be effected as necessary and to the extent possible.

The terminal rail facilities at a number of points in Assam, and on the Northeast Frontier Railway generally, are being quickly increased, to deal with the increased movements. A large terminal yard recently constructed on the broad gauge near Siliguri, can now effectively handle not only the traffic carried on the broad, but also transshipment traffic to

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and from, the metre and the narrow gauges.

With a view to further increasing the line capacity, work has been taken up, for installing, on the Siliguri-Alipurduar Section, Centralised Traffic Control. This is a signalling scheme by which control and operation can be exercised from a central location over a long section, thus expediting train movements and increasing rail capacity. The extension of this scheme from Alipurduar to Amingaon is also under consideration, along with other measures for expanding rail capacity in Assam as may be required, which are receiving continuous attention.

BUDGET ESTIMATES, 1963-64

13. Turning now to the Estimates of the Budget year 1963-64, it will be appreciated that these will be materially affected by the present Emergency, the transport requirements in connection with which, of necessity must be met quickly and fully. The Railway Plan, related as it is to a basic sector, is an integral part of national defence; the Railways are therefore required not only to sustain the tempo of development, but even to accelerate it. In other words, the Railways will have to be ready to carry traffic for defence purposes, as may be required in the course of 1963-64, in addition to carrying the normal increased traffic anticipated in 1963-64 over 1962-63. In making arrangements for the increased transport effort, there will necessarily be additional expenditure under operation and maintenance; there will also be essential expenditure incidental to the Emergency, by way of keeping up adequate coal reserves with the Railways and organizing the minimum civil defence requirements, which include the raising of special battalions of the Railway Protection Force to intensify the safeguarding of railway track and railway installations in parts of Upper India. In organizing these arrangements, efforts will be directed to keep down additional expenditure

to the utmost extent possible, in relation to the additional revenue that will be earned. This will be done through maximising the use of available resources, whether in man-power or equipment or productivity capacity. Various measures to conserve resources for the defence effort have, in fact, been initiated by the Railways in step with other departments of the Government. These measures include *inter alia* reduction in administrative over-head costs, strict control over contingent and travelling expenses, postponing routine maintenance of buildings, wherever the condition of the buildings permits such postponement, and limiting the construction of buildings to the most essential requirements and reducing building costs to strict austerity standards.

14. The additional operational and other revenue expenses that will have to be incurred, in order to carry the anticipated increase in traffic in 1963-64, and the revenue expenditure incidental to the impact of the Emergency on the Railways, will be met from the increased revenue that will accrue to the Railways from the increased traffic anticipated in 1963-64—carried at the rates and fares that are in force since July 1962. The net revenue that will accrue, however, will have to be augmented, in order to provide additional resources to the General Revenues towards the defence effort; it is also necessary to ease, to the extent possible, the burden which has developed on the General Exchequer at this time, of having to find increased resources for an expanded programme of railway development in the Third Plan. It is accordingly proposed, after consultation with my colleague, the Finance Minister, that the rate of dividend payable by the Railways to General Revenues be increased from 4.25 per cent on the Railways' Capital-at-charge, as recommended by the Railway Convention Committee, 1960, to 4.50 per cent, for 1963-64 and for each of the later two years of the Third Plan. Arrangements beyond the Third Plan, in the

natural course, will come within the purview of the next Railway Convention Committee that will be set up in 1965. This increase in the rate of dividend will secure the General Exchequer just over four crores of rupees, in 1963-64. An increase in the rate of dividend is justified in itself, considering that the annual borrowing rate of the Central Government has gone up from four per cent to 4.25 per cent since the Railway Convention Committee, 1960, made their recommendations; the average rate of interest on Government loans has also gone up during this period, from 3.57 per cent. to 3.77 per cent. Quite apart from any such justification, the Railways, by far the largest and oldest undertaking, should make a direct additional contribution to the General Exchequer, at a time when there is such need to raise additional resources for the defence effort.

13 hrs.

15. In addition to raising the aforesaid additional revenue of about rupees four crores, to meet the increased contribution to the General Exchequer, I propose also to raise a further sum of fifteen crores of rupees as additional revenue in 1963-64, which—as I shall explain presently—is required to strengthen the Railway Depreciation Reserve Fund and the Railway Development Fund. Fortunately, while taking such necessary action directly in the interests of the Railways themselves, it will also be possible to assist in some measure in serving the national purpose. The increased balances in these Funds will not be needed for the Railways' own immediate requirements in 1963-64, and to that extent they will remain with the General Exchequer—the Railways' banker—and will be available towards easing the overall ways and means position of the Government.

16. I may recall the discussions in Parliament when the report of the Railway Convention Committee, 1960,

was debated in December, 1960. One section in both the Houses expressed the view that even the enhanced depreciation provision, as recommended by the Convention Committee, of an average annual amount of Rs. 70 crores in the Third Plan period (stepped up year-wise from Rs. 65 crores in 1961-62, to Rs. 75 crores in 1965-66) might prove inadequate. The Convention Committee, 1960, it may be explained, had recommended a provision just about sufficient to cover the estimated expenditure on replacements foreseen to be necessary in the Third Plan period; but, as explained in page 9 of the White Paper on the Railway Budget for 1962-63, this provision, on a long-term view, would not be adequate and would have to be augmented as railway revenues permit. There is still a good deal of leeway to be made up on overdue renewals of rolling stock and other assets acquired several decades ago; also, progressive modernization of railway equipment may necessitate some replacements before the expiry of the normally accepted lives of assets, thus requiring additional provision to cover obsolescence. The Railway Freight Structure Enquiry Committee, 1957, examined this matter specifically, and concluded that, even in the Second Plan period the year-wise depreciation provision should increase from Rs. 52 crores to Rs. 66 crores, if the Railway revenues found it possible, instead of leaving the annual provision at Rs. 45 crores. It is necessary to remember that the average annual provision of Rs. 70 crores for Depreciation in the Third Plan period cannot be viewed merely in relation to the average Capital-at-charge about Rs. 2,000 crores in this period; the Depreciation Reserve Fund has also to bear the cost of assets originally financed otherwise than from Capital, for instance, from Development Fund. The Depreciation Reserve Fund has to provide at any time for the full replacement cost, at present day high prices, of assets which are due to be replaced, in addition to having amounts calculated up-to-date

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for accrued depreciation in respect of other assets to be retired and replaced in later years. The Fund is thus in effect a combined Depreciation and Renewal Reserve Fund. Having regard to all these considerations, I propose to make an additional provision, from Revenue, of ten crores of rupees for appropriation to the Depreciation Reserve Fund in 1963-64 and in each of the subsequent two years of the Third Plan period. According to the present year-wise depreciation provision, the Depreciation Reserve Fund will have a net accretion of barely rupees twelve crores at the end of the first three years of the Third Plan period, after allowing for the outgoings, that is, after meeting the cost of replacements chargeable to this Fund. This would be too slight an addition to the already small balance of about Rs. 20 crores left in the Railway Depreciation Reserve Fund at the commencement of the Third Plan period, against a sizeable balance of Rs. 103 crores at the beginning of the Second Plan. An additional accretion of ten crores of rupees would therefore be a very desirable strengthening of the Fund. There was a similar occasion when the provision for depreciation was increased to Rs. 45 crores per year, through the Revised Budget proposals of 1955-56, as against an annual provision of Rs. 35 crores recommended by the Railway Convention Committee, 1954.

17. It is intended that the balance, out of the additional revenue of Rs. 19 crores proposed to be raised in 1963-64, after making the additional direct contribution to the General Exchequer of about rupees four crores and additional depreciation provision of ten crores of rupees, should be left as additional net surplus of rupees five crores at the credit of the Railway Development Fund. As the House is aware, this Fund, which is built up solely from the annual railway surplus, is designed to meet the cost of works for providing amenities to passengers and other railway users, the cost of staff welfare works estimated to cost individually more than

Rs. 25,000, as well as operating improvements found necessary from time to time which cannot be regarded as being directly remunerative, such as improvements in signalling and train controlling equipments and other safety measures. The balance in this Fund got so completely depleted, in the Second Plan period, that it became necessary to take temporary loans from General Revenues in the three years 1958 to 1961, aggregating to nearly Rs. 30 crores, by availing of the provision, in the 1954 Railway Convention Committee's recommendations, for taking such loans, when necessary. The effective balance left in this Fund, at the commencement of the Third Plan period, was about Rs. 6.9 crores, even after the *ad hoc* transfer of certain expenditure from Development Fund to Capital and the repayment of loans from General Revenues, on the recommendations of the Railway Convention Committee, 1960. The balance is expected to be only about Rs. 10.7 crores at the end of the current year (1962-63). It is obvious that the Fund will have to be strengthened gradually and have some accumulation as one cannot rightly proceed merely on the expectation that the railway surplus from year to year, creditable to the Fund, would somehow balance the outgoings, that is, meet the expenditure on works chargeable to the Fund in each year. During the Second Plan period the requirement to meet expenditure debitable to the Development Fund so substantially exceeded the surpluses available, that the Development Fund was reduced to a large minus balance, necessitating the loans of nearly thirty crores as already mentioned. To the extent possible, the Railways have to guard and provide against such a contingency.

18. To sum up, the additional revenue which the Railways have to raise in 1963-64 will have to be of the order of Rs. 19 crores. After making additional contribution to General Revenues of a little more than rupees four crores by way of increase in the rate of dividend, there will be a

balance of about Rs. 15 crores left as 'savings' in the Railways' two Funds, namely, ten crores of rupees in the Depreciation Reserve Fund and about five crores in the Development Fund. Besides serving the long-term purpose of strengthening the Railways' Funds, which is so essential, the savings will provide immediately additional resources for the General Finance.

The proposals for increasing the contribution to General Revenues, by increasing the rate of dividend, and for increasing the depreciation provision, are covered by two separate Demands for Grants for 1963-64.

19. I shall confine my proposals for raising additional revenue, in 1963-64, to the requirements of additional finance which I have explained, namely, about Rs. 19 crores. There will be no change in the passenger fares in any category. In respect of goods freight rates, I propose to increase the present surcharge by five per cent which will mean, in cases where a five per cent. surcharge already operates since the 1st April, 1960, an effective increase of 4.75 per cent in freight rates; in other cases, which are exempt from the present surcharge, the increase will be five per cent. The Defence and the Posts & Telegraphs traffic are governed by separate tariffs for rail transport, which are revised periodically, and so this levy will not apply to them. Nor is it considered necessary to apply the surcharge to the Railways' own traffic, as this would merely involve mutually cancelling adjustments in the Railways' accounts.

I may recall at this stage that the Railway Freight Structure Enquiry Committee, 1957, after considering all relevant aspects, including the scope for increased efficiency and economy on the Railways, made proposals for increased freight rates representing increased revenue yield averaging about 13 per cent. of the goods earnings at the then existing rates. But the Government did not go as far as this recommendation; the increase in

goods freight rates initially, adopted from the 1st October, 1958, was limited to an overall average of about four per cent. Subsequent adjustments in freight rates have also been limited to actual requirements for additional funds from time to time. Even with the last increase in freight rates effected from the 1st July, 1962, we have just about reached the limit of the total average increase in goods freight rates of 13 per cent. recommended by the Railway Freight Structure Enquiry Committee as far back as April, 1957. At that time, the heavy additional commitments which would devolve on the Railways in the next five or six years, could not have been foreseen. The Committee made their assessment of an overall average increase in freight rates by about 13 per cent., largely with reference to the figures for 1955-56, except that they took note of the substantial increase in the price of coal in 1956-57. Even since 1956-57, the per capita cost of staff has increased by over 30 per cent., while the pit-head price of coal has increased in the same period by about 27 per cent. Staff costs constitute a little more than 60 per cent. of the Ordinary Revenue Working Expenses of the Railways, and fuel constitutes the second largest item being nearly 15 per cent. of the aforesaid Working Expenses. The prices of other materials consumed by the Railways, in the course of their working, have also increased, in the period referred to, by more than 20 per cent. Because of the increasing volume of traffic and because of the Railways' sustained measures for control of expenditure, however, it has been possible, so far, to limit the increases in fares and freights to a very much lower level than what would otherwise have been necessary.

In regard to parcel traffic, I propose to levy a surcharge of ten naye paise per rupee, but exempting vegetables, milk and newspapers. I may explain that there has been no change in parcel freight rates since the general revision was made on the 1st October,

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1958—which affected both parcel and goods rates—following the recommendations of the Railway Freight Structure Enquiry Committee, 1957. It is only equitable, particularly at this stage, when additional resources have to be raised, that parcel traffic should also make a contribution. This is justified even otherwise, considering that the earnings from parcel traffic—which constitute the major item under the head “other coaching earnings”—have not been covering even the cost of service in the last few years. In the present Emergency, the brightest aspect of which has been the enthusiastic understanding and willingness to share the necessary burden, the railway user will thus have an opportunity, while strengthening the Railways’ financial position also to make a contribution to the General Exchequer and to assist in the ways and means position of the General Finance through the small adjustments proposed in goods and parcel freight rates.

The additional levy proposed will not impose any great burden. In respect of goods traffic, for instance, for a distance of 600 kilometres (375 miles approximately), which is about the average lead of general merchandise, the levy will amount to about five naye paise per maund on salt, which is hardly one-eighth naya paise per kilogramme, about nine naye paise per maund on sugar, which is less than one fourth naya paise per kilogramme, and about four naye paise per maund on foodgrains, which is one tenth naya paise per kilogramme. For commodities charged at lower classifications, the increase will be correspondingly less. The effect of the additional levy on parcel traffic for the same distance of 600 kilometres, will work out to less than two naye paise per kilogramme—practically the same amount per seer—in respect of parcels moving at full parcel rates; the increase will be less on various commodities moving at less than full parcel rates, for instance, perishables in general.

20. The proposed increases, applied from the 1st April, 1963, are estimated

to yield, in 1963-64, additional revenue of about Rs. 19 crores made up of Rs. 17 crores under ‘goods’ and Rs. 2 crores under ‘parcels’. The estimate of passenger earnings in 1963-64 has been placed Rs. 5.25 crores higher than in 1962-63, on the basis of an increase of about one per cent. in passenger traffic and allowing for the fact that the current fares, which were introduced on the 1st July, 1962 and therefore applied only for nine months of 1962-63, will be effective during the whole of 1963-64. This estimate of passenger earnings, framed on a study of the latest trends, assumes that in the budget year there will not be quite as substantial an increase in passenger traffic as in the first two years of the Third Plan. In the aggregate, the ‘Gross Traffic Receipts’, in 1963-64, including the effect of the proposed levies, is expected to be Rs. 599.69 crores. On present reckoning, it is estimated that the railway transport capacity will have to be increased to the extent necessary to handle additional goods traffic aggregating 17 million tons in 1963-64, in excess of the originating tonnage in 1962-63. The increase, it is assessed at this stage, will consist of about four million tons from traffic for the Steel Plants (inclusive of coal and other raw materials as well as finished products), three million tons of coal from the outlying fields, 4.8 million tons of coal from Bengal and Bihar comprising 2.8 million tons of coal for washeries and two million tons for “other consumers”, one million tons from export ore, and the balance of 4.2 million tons from general goods.

21. The Budget Estimate of Ordinary Working Expenses for 1963-64, makes a net provision of Rs. 379.18 crores, which is Rs. 15.90 crores more than the Revised Estimate of Rs. 363.28 crores for 1962-63. The additional revenue from the increased traffic in 1963-64, over 1962-63, would be about Rs. 31 crores, if the effect of the levies now proposed (namely, Rs. 19 crores) is excluded; in relation to the aforesaid additional earnings expenses of about Rs. 16 crores, which include

also essential expenditure incidental to the present Emergency, can be regarded as being reasonable. The contribution to Depreciation Reserve Fund is shown at Rs. 80 crores, including the proposed additional contribution of Rs. 10 crores. After allowing for net miscellaneous expenditure and making payment to General Revenues of the fixed amount of Rs. 12.5 crores, for transfer to the States, in lieu of the passenger fares tax merged in fares from 1st April, 1961, as well as the increased amount of dividend at 4.45 per cent on the Railways' Capital-at-charge, the budgeted surplus in 1963-64 is estimated at Rs. 31 crores. This will be credited to the Development Fund. The estimated expenditure, to be met from this Fund in 1963-64, being Rs. 26 crores, there will be a net accretion to the Fund of Rs. 5 crores at the end of the year.

22. The Budget Estimate for Works, Machinery and Plant and Rolling Stock, including Open Line Works (Revenue), for 1963-64, is placed at Rs. 325 crores. This provides, as usual for about Rs. 3 crores for railway users' amenities. The stepping up of the annual Capital Budget is essential, in order to ensure full implementation of the Railways' enlarged development programme in the Third Plan. I may mention, in passing, that some changes in the structure of the Demands relating to the Works Grants have been made, with a view to simplification, in consultation with the Comptroller and Auditor General and the Ministry of Finance. These changes are explained in some detail in the Explanatory Memorandum on the Railway Budget for 1963-64.

EXTERNAL ASSISTANCE

23. In the White Paper on the Railway Budget for 1962-63, mention was made of a loan of 50 million dollars (Rs. 2381 crores) and of another loan of 43 million dollars (Rs. 20.43 crores), which were obtained from the World Bank and from the Agency for Inter-

national Development of the United States (AID) respectively. The World Bank loan was fully utilised by the end of December, 1962, as scheduled. Orders have also been placed for 133 Broad Gauge and 25 Metre Gauge diesel locomotives against AID Loan. Fresh loans to meet the foreign exchange requirements of the Railways, during the Third year of the Plan, are now under negotiation with the World Bank, the Agency for International Development and the Export-Import Bank of the United States.

I gratefully acknowledge all this external assistance received by the Indian Railways, which has enabled them to proceed satisfactorily with their development programmes in successive Plans.

PROGRESS IN THE EXPANSION OF RAIL TRANSPORT FACILITIES

24. Further to 528 route kilometres (328 miles) of electrification completed in 1961-62—the first year of the Third Plan—, another 329 kilometres (204 miles) have been commissioned during the current year as programmed. This covers the sections Gaya to Moghalsarai and Tatanagar to Nimpura, and brings the total length of track electrified on Indian Railways to about 1218 route kilometres (143 on D.C. and 1075 on 25 KV AC)—or 758 miles. Electrification work is in full swing in some sections of the Sealdah Division, which are expected to be electrified in the course of 1963. Work is also in varying stages of progress on other sections, such as Nimpura-Khargpur, Tambaram-Villupuram, Moghalsarai-Allahabad-Kanpur and Durgapur-Calcutta Docks.

In addition to the electrification of the Durgapur-Calcutta Docks section, some branch line sections in and around Adra and Anara on the South-eastern Railway (about 67 route kilometres—42 miles) are being electrified. This will facilitate the increased movement of coal by about two

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million tons to Calcutta Port, for shipment to Southern and Western India. The Howrah-Burdwan main line, which had been electrified at an earlier stage on the D.C. system, is being converted to 25 KV AC system, to have a unified system of traction in this area.

In step with the progress of electrification the Chittaranjan Locomotive Works are processing, as an additional item of their production, the manufacture of electric locomotives. Ten 3600 HP broad gauge electric locomotives (D.C.) have already been turned out and placed in service on the Central Railway. Eleven more such D.C. locomotives are in various stages of manufacture and will be turned out within the next few months. Thereafter, these Works will undertake the manufacture of prototypes of 25 KV AC locomotives; the capacity for manufacture will be progressively increased to 60—70 such AC electric locomotives per year. Collaboration arrangements have been made with a consortium of reputed manufacturers of electrical and other equipment for locomotives in Belgium, Germany, France and Switzerland, to provide the Indian Railways the necessary technical assistance in the manufacture of electric locomotives. The indigenous manufacture of electric equipment will be progressively done in Heavy Electricals, Bhopal.

The Integral Coach Factory, Maunras, has turned out, so far, 16 A.C. broad gauge electric multiple unit trailer coaches required for electric suburban services, and expects to turn out 179 trailer and 4 prototype motor coaches in 1963-64. The private sector, where capacity has been developed for the manufacture of six to seven electric multiple unit coaches a month, has commenced delivery against the first order for supply of 100 D.C. electric multiple unit coaches and has taken on a further order for 106 EMU coaches.

25. Keeping in view the need for electrification or dieselisation, according to the varying requirements in different areas, progress has also been made in the dieselisation of a number of sections. As the House is aware, the Railways have had to resort to the use of a certain number of diesel locomotives, in order to improve rail transport capacity as required over some sections. It may be of interest to mention in this connection that one diesel locomotive, by utilising one gallon of high speed diesel oil will give nearly 400 net ton-miles of performance against about 60 net ton-miles that a road truck will give for the same consumption of diesel oil. In other words, against one million tons of goods that may be carried over say 60 miles by road in a diesel truck, a diesel locomotive will carry the same tonnage of goods over 400 miles consuming about the same quantity of diesel oil.

Fortyone metre gauge diesel locomotives were placed in service in 1961-62, and nineteen more in the current year. As already mentioned, these have been utilised to great advantage over the sections where heavy emergency movements had to be undertaken at short notice. A further lot of twentyfive metre gauge diesel locomotives—which may be increased to fifty—will be placed in service in 1963-64. On the Broad Gauge, the fleet of main line diesel locomotives has been augmented in the current year by 112 diesel locomotives, and 121 more such locomotives will be added in 1963-64. The assembling of the first lot of twelve Broad Gauge diesel locomotives in the Diesel Locomotive Works at Varanasi, with imported components, will soon be taken in hand. On present anticipations, the production target of 150 Broad Gauge diesel locomotives a year, from these Works, with 90 per cent indigenous content, will be reached in about four years from now. The manufacture of diesel shunting locomotives for industrial purposes, embodying indigenous materials and components, will

also be taken up by the Varanasi Factory. Action has further been taken to develop capacity in the country for the manufacture of various spare parts for diesel and electric locomotives.

Seven diesel locomotives procured from West Germany and fitted with "Suri Transmission" have now given trouble-free service on the Northern Railway for over 18 months; a number of them have been used with success for over a year on passenger shuttles around Delhi. These locomotives have demonstrated good performance, including the anticipated economy in fuel consumption of 10 to 12 per cent, which is a combined result of the improved transmission system and of some special features in the diesel engine, controls and the radiator system.

26. The Third Plan envisages the construction of about 1,920 kilometres (1,200 miles) of new lines required for operational reasons and for mineral development and for opening up of new areas; these include certain new lines thrown forward from the Second Plan. The new lines which were under construction at the end of the Second Plan and which were completed in the first year of the Third Plan—including part of the Bauridand-Karonji line and a short branch line therefrom to serve the Central India coalfields—were referred to in page 17 of the White Paper on the Railway Budget for 1962-63. Of these lines, the Nalanda-Rajgir portion of the Bakhtiarpur-Rajgir line in Bihar and the residual portion of the Bauridand-Karonji line were opened to traffic in the early part of the current year. The other lines opened to traffic in the current year are Bondamunda-Nowagaon on the South-eastern Railway, Dhalaibil-Lakhimpur portion of the Rangapara North-Lakhimpur-Murkong Selek line on the Northeast Frontier Railway, and the Vijayawada-Masulipatam Section converted from metre gauge to broad gauge on the

Southern Railway. Robertsganj-Nagar Untari portion of the Robertsganj-Garhwa Road Project and Champa-Korba extension across the Hasdeo river, are in an advanced stage of completion and are expected to be opened to traffic in 1963-64. The particulars of the various Third Plan new lines and surveys, which are in different stages of progress, are given in the Budget documents.

Against the Third Plan provision for new railway lines for the development of coal industry, the construction of the Singrauli-Obra—58 kilometres (36 miles) and Singrauli-Katni—256 kilometres (156 miles) have been taken up. Proposals for extension of Amla-Parasia to Sirgora—18 kilometres (11 miles) and a new line between Butibori and Umarer—37 kilometres (23 miles) have been included in the 1963-64 Budget.

I would like to make special mention of the three railway lines under construction for the export of iron ore to Japan from Vishakhapatnam port. These lines traverse a difficult terrain, and the Engineers on the project are doing a difficult task extremely well. They have been able to achieve substantial reduction in cost through changes in alignment and regrading and revision in the design of bridges. The first of these is the 181 kilometres (113 miles) long Sambalpur-Titlagarh line, which is nearing completion; in fact, a major portion of this has already been opened for goods traffic, and the remaining portion is expected to be opened shortly. This line has involved considerable bridging, entailing about 8,000 tons of steel for the girders. Apart from handling iron ore traffic, the line would also provide a shorter route from the Bengal and Bihar mineral belt to the South. The second is the Bimlagarh-Kiriburu line, across a particularly difficult hilly terrain; this line is expected to be opened for traffic by April this year. The third line from Bailadilla to Kottavalasa is the longest and most difficult of the three links, being

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 about 435 kilometres (270 miles) long. Though primarily conceived of as a line for export of iron ore, it will also open up, for general development, a large part of the country which did not have any rail communications so far. I recently had an opportunity of visiting the project site. It was heartening to see that work was in full swing in this remote, difficult and inaccessible area with a tight time schedule which requires completion of the line by January, 1966.

Various measures for increasing the line capacity of the Railway system continue to be taken. Further to the doubling of 1,448 kilometres (900 miles) of track, which will be completed in the first two years of the Third Plan, the doubling of another 1,413 kilometres (878 miles) will be taken in hand in 1963-64. Colour light signalling is to be installed progressively on the electrified routes, and automatic signalling has also been planned on some of the congested sections, as part of the measures for increasing line capacity.

27. Rolling stock holdings are being steadily increased, to keep pace with the increased transport requirements. In addition to diesel and electric locomotives already referred to, the production of broad gauge steam locomotives from Chittaranjan Locomotives Works, at the rate of about 168 locomotives a year, is being kept up, maintaining the cost of production at a little above Rs. 4 lakhs per locomotive which is well below the landed cost and even the ex-factory cost of similar locomotives if procured from abroad. Telco are maintaining an annual supply of about 70 metre gauge steam locomotives, in terms of the new five-year agreement covering the period from 1st June, 1961 to 31st March, 1966, under which the price per locomotive is lower than what was fixed by the Arbitrator for locomotives supplied by Telco for the period 1958-60.

The second shift working in the integral Coach Factory, which was

introduced from April, 1959, has been progressively intensified. This, together with the increased production resulting from the incentive scheme of payment by results, has now stepped up the out-turn of coach shells from this factory to nearly 650 per year. The permanent furnishing unit set up at this factory is already furnishing and equipping about 30 coaches per month; in the course of the next two years, it will be able to furnish all the coach shells turned out by the factory, thus relieving the pressure on other Railway workshops which are now partly furnishing the coach shells turned out by the Integral Coach Factory. The average cost of manufacture and furnishing of a coach has also steadily come down. The production in this factory, has now been diversified, to include not only broad gauge electric multiple unit coaches, as already mentioned, but also III Luggage and Brake-vans, III Class Three-tier Sleeper Coaches, and Upper Class Composite Coaches. Production of metre gauge coaches, including metre gauge EMU Coaches, is also contemplated. Besides the out-turn of passenger coaches from the Integral Coach Factory, the HAL, Bangalore, and the private sector, turned out 550 passenger coaches in 1961-62, and expect to produce 587 such coaches in the current year and 600 in 1963-64.

There was a total production of about 1,600 coaches of all types in 1961-62, including over 1,100 passenger-carrying coaches and the balance motor-vans and parcel vans. This included the out-turn from the Integral Coach Factory as well as from HAL, Bangalore, and the private sector.

The manufacture of wagons has also been further stepped up. As against 19,100 wagons—in terms of four-wheelers—manufactured in 1961-62, the number of wagons expected to be turned out in the current year, is estimated at 22,300. This figure is further expected to increase to 30,000 wagons in 1963-64.

28. The incentive scheme of payment by results, which is being progressively introduced in the production sections of all major Railway workshops, has resulted in increased production. This has facilitated the taking on of the extra repair load on workshops, resulting from the steady increase in rolling stock holdings, and has also enabled, at the same time, the undertaking of new lines of production, such as cranes and wagons, in selected workshops.

INDIGENOUS MANUFACTURE AND SELF-SUFFICIENCY—RESEARCH

29. The Development Cell of the Railway Board has continued to function in close co-ordination and liaison with the Development Wing—now under the Ministry of Economic and Defence Co-ordination—, the Ministry of Steel and Heavy Industries, the Director General of Supplies and Disposals, and other Government departments concerned, as well as representatives of trade and industry. Capacity for the manufacture of a number of items, further to those indicated in pages 20-21 of the White Paper on the Railway Budget for 1962-63, has been developed. These include items such as ticket printing and counting machines equipment for producing blank cards for tickets, motor trollies, rail-mounted cranes, and shock absorbers. Action has been initiated for increasing the indigenous capacity for some of the rolling stock components, which are in short supply, like metre gauge couplers, roller bearing axleboxes, and draw-bar hooks. The production of prototypes of lubricating pads of improved designs, to replace the existing method of packing of rolling stock axleboxes by waste, has been progressed, with a view to reducing the incidence of "hot boxes". The development of further capacity for the manufacture of speedometers and speed recorders, and for asbestos mattresses required for the insulation of boilers, is also being pursued. Indigenous manufacture has

been fully developed for practically all items of mechanical signalling equipment; it is expected that self sufficiency in regard to the indigenous manufacture of electrical signalling items also will be reached by the end of the Third Plan period. Action has been taken for increasing the indigenous capacity in the country for components and ancillary items for rolling stock, like steel castings, forgings, vacuum brake equipment, and electric overhead fittings.

Promotion of exports of indigenously manufactured railway equipment has yielded some results so far. The exports have been primarily of some rolling stock components, train lighting equipment and railway carriage fans. The possibility of stepping up the exports of such materials is receiving attention, and constant touch is being maintained for this purpose with the Indian Missions abroad.

30. In the task of indigenous development—which has progressively increased the percentage of indigenous stores and equipment to the total purchase—the Research, Designs and Standards Organisation of the Railways (RDSO), of which the Railway Research Centre is a unit, has continued to be a most useful adjunct. The "Central Board of Railway Research" has been reconstituted, in order to maintain a close liaison with other research and technical bodies and institutes in the country as well as representatives of big and small industries manufacturing railway equipment. The D.C. electric locomotives turned out from Chittaranjan Locomotive Works, to which reference was made earlier were designed entirely by the RDSO, and are now giving fully satisfactory service. The diesel industrial shunting locomotive which is to be manufactured in the Diesel Locomotive Works, Varanasi has also been designed by the RDSO.

FUEL CONSUMPTION

31. The fuel bill of the Railways constitutes the second largest item of

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working expenses—next only to the cost of staff. With the steady increase in the demand for superior grade coal for steel plants and for metallurgical and other important industries, the Railways are receiving an increasing proportion of lower grade coal and are facing the problem of formulating and maintaining measures to counteract the effect of this. So far, the establishment of one non-coking coal washery, to augment the supplies of superior grade coal to the Railways, has been taken up in the Karanpura area; this is likely to be commissioned in the last year of the Third Plan. Meanwhile, the Railways have also taken certain steps, on their own, such as procurement of coal by the Railways under direct contract with the collieries, with effect from 1st February, 1962, with arrangements for inspection at the loading points. Various fuel economy measures, such as exercising close watch on performance, trip rationing on the basis of trials, and training of staff in the economic use of coal, are also receiving sustained attention.

IMPROVEMENT IN THE SERVICE RENDERED BY THE RAILWAYS

32. I am aware of the general concern at this time that, more than anything else, the Railways should equip themselves for rendering a more secure and safe service to the nation as recommended in the interim Report of the Railway Accidents Committee, 1962. A statement has already been submitted to Parliament, indicating the acceptance by the Ministry of Railways of practically all the recommendations of the Committee. I may assure the House that these recommendations will be actively and speedily implemented.

33. The Railways have been steadily pursuing the policy of providing basic amenities in all Railway stations and in all trains particularly for the Third

Class passengers, besides improving the standard of amenities already provided, wherever necessary, for railway users generally.

The programme of electrifying Railway stations, wherever electric supply is available readily, is being progressively implemented. 216 railway stations were electrified in 1961-62, and 145 more are expected to be electrified before the end of the current year.

Besides fitting fans in all new Third Class coaches, fans are being fitted progressively in the old coaches as these coaches come into the workshops for periodical repair and overhaul. About 5,300 fans were fitted in 546 Third Class coaches of the older type during 1961-62, and 5,000 fans are expected to be fitted in 590 coaches in the current year. This will bring the number of Third Class passenger coaches fitted with fans—both coaches of the older type and the new coaches—to about 84 per cent. of the total coaches in Service.

The Railways are doing whatever they can, within the available resources, to ease overcrowding in trains. The Third Plan provides for an annual increase in passenger traffic of about three per cent. In 1961-62, the Railways provided 3.6 per cent. more, by way of passenger carrying vehicles; the actual increase in passenger traffic—taking both suburban and non-suburban—, however, exceeded the Plan provision, being of the order of six per cent. The overall increase in passenger services, in 1961-62, was about 2.25 per cent. while the increase in the electric suburban services in Bombay, Madras and Calcutta was about 6.7 per cent. During the current year, 45 new trains have been introduced up to the end of October, 1962, involving additional train kilometres of nearly 6,200 daily. Similarly, 52 existing trains have been extended in this period involving addition to the daily train kilometres of nearly 2,000. In suburban services, 108 new trains were introduced (98

on broad gauge and 10 on metre gauge), involving additional train kilometres of nearly 3,000 per day. Seven suburban trains were extended in their run, involving an addition to the daily train kilometres of 97.

The House is already aware of the increasing facilities being provided to Third Class passengers in the matter of reserving sleeping accommodation. More and more coaches, providing equal number of seats and sleeping berths, without payment of any extra charge, are being provided on long distance trains, for the facility of Third Class passengers travelling beyond 800 kilometres (500 miles). Attendants have been provided in the corridor-type First Class coaches on important trains.

34. The Railway Users' Consultative Committees, both at the Zonal Railway level and at the Divisional level, the Time-Table Committees, Passenger Amenities' Committees, Catering Supervisory Committees, Bookstall Advisory Committees, and Station Consultative Committees, have continued to function usefully. Members of Parliament, through the Informal Consultative Committees, have continued to evince keen interest, and make useful and constructive suggestions, in the matter of improving the service rendered by the individual railways.

OPERATIONAL, ORGANISATIONAL AND ADMINISTRATIVE IMPROVEMENTS

35. Progressive improvement in organisational and operational measures is receiving continuous attention, in relation to the increase in the workload of the Railways as assessed from time to time. The strain of workload has been eased through various operational measures such as modernization of signalling, improved traction and introduction of longer trains. The mobilisation of the physical resources of the Railways, through intensive use of the principal assets, namely track, locomotives and

wagons, has yielded significant results. These results indicate how the assets are being used far more efficiently now, as compared to some years ago. This has been brought out in the Review which is being circulated with the Budget papers. Organisational and administrative improvements have also been effected, through the setting up of separate project and construction organisations, wherever necessary, strengthening the cadres at supervisory levels in the different departments of the Railways, introduction of the full divisional organisation on all the larger railways, and increasing delegation of authority to lower levels. Particularly, in the present context, when it is necessary to maximise utilisation of all available resources, including man-power, all the aforesaid measures have served to keep down increases of staff strictly in relation to the requirements of additional traffic. I have already referred to the increased productivity in Railway workshops, without increasing the staff strength, by introduction of the incentive scheme, which gives, at the same time a larger average remuneration to the worker.

The recent setting up of the divisional organisation on the South-eastern Railway—which had been deferred earlier during the period of initial constructional activity on that railway—and the bifurcation of the Asansol Division into two full-fledged divisions, with headquarters at Asansol and Dhanbad, are other measures of improvement which have been adopted. These measures have been undertaken, keeping in view the substantial increase in workload during the Third Plan which will devolve on the Eastern and the Southeastern Railways with the increased raising of coal expansion of public sector steel plants and development of new areas for export of iron ore.

LABOUR RELATIONS—STAFF WELFARE—STAFF TRAINING

36. I am glad to say that the relations with the Railwaymen have con-

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tinued to be cordial. The Permanent Negotiating Machinery has continued to function well at all levels. The House may be aware that an ad hoc Tribunal had been set up some years ago to consider certain matters on which agreement could not be reached with the Workers' Federation. The consideration of the recommendations of this Tribunal had necessarily to be deferred until the Pay Commission's main recommendations had been implemented. Thereafter the Tribunal's recommendations were considered, and most of them have been accepted and implemented.

37. Joint Committees of officers and staff have continued to function satisfactorily at various levels on the Railways, for enlisting the co-operation of the staff in the achieving of efficiency and economy. The number of such committees increased from 350 in 1960-61, to more than 400 in 1961-62.

38. In pursuance of the general policy of Government for introducing a scheme of "workers' education", a start has been made in affording facilities to railwaymen, for education in the principles and technique of trade union organisation, intelligent participation in Union affairs, and better performance of their duties.

39. The Railway Administrations have been maintaining the necessary tempo of improvement in various measures for the welfare of staff. It is proposed to add about 12,000 residential quarters every year—more or less corresponding to what is being done from the commencement of the Second Plan—in order to improve housing facilities for staff.

The Railways continue to maintain twelve subsidized hostels in different language areas, to mitigate the difficulties of staff who have to send their children away from their head-quarters for the purpose of education. Even though education is primarily the responsibility of State Governments, the Railways are assisting in

the matter of education of children of railway employees located in places where non-Railway schools are not readily accessible. The Railways are themselves running 36 Higher Secondary and High Schools, 24 Middle Schools and 641 Primary Schools. The scheme of monetary educational assistance, as admissible to non-gazetted Railway employees who have to send their children away for the purpose of education, in the absence of requisite schooling facilities at their head-quarters station, has been extended to temporary employees who have put in three years' service.

The scheme of awarding 1,000 scholarships every year from the Staff Benefit Fund to assist in the technical education of Railway employees' children, has now been in force for seven years. In 1961-62, the total number of scholarships, including those continuing from the previous years, was 2,537, entailing an expenditure of nearly rupees nine lakhs. In view of the large expenditure involved on the scheme, the normal annual contribution of about Rs. 50 lakhs to the Staff Benefit Fund from railway revenues, which is at the rate of Rs. 4:50 p.p. per employee on the Railways, is being augmented to the extent of half the annual expenditure on the scholarships.

In regard to medical facilities for Railway employees and their families, the number of beds in Railway hospitals and health units was increased by 352 during 1961-62. At the commencement of the current year, there were 78 Railway hospitals and 516 health units, with a total of 6,296 beds including 449 tuberculosis beds, in addition to 1214 tuberculosis beds reserved in outside Sanatoria on railway account. The medical attendance and treatment rules have been liberalised in several details, and medical equipment and treatment have also been enlarged in the larger railway hospitals.

The development of Employees' Co-operative Societies and Stores has

been accepted by the Government as one of the measures for stabilising prices. On the Railways and in a few other Central Government departments Co-operative Societies have already been functioning for several years. An inter-departmental Study Group is examining what measures are necessary in these departments, to facilitate further development of the Co-operative Organisations. The total working capital of 26 Co-operative Credit Societies functioning on the Railways, amounted to nearly Rs. 32 crores at the end of 1961-62. The total membership of these Societies was nearly 6,69,000. There were, in addition, 174 Railwaymen's Consumer Co-operative Societies—against 167 such Societies in the previous year—whose turn-over in 1961-62 was Rs. 1.71 crores. In the current year, four more Consumer Co-operative Societies have been opened on different railways.

40. The Railways have been alive to the increasing need for expanding and improving the training facilities for all levels of railway staff, keeping in view the large increase in workload in the Third Plan period and the need for regular courses of initial training as well as intensive refresher courses, particularly for staff concerned with train operation and safety. Most of the recommendations of the Railway Technical Training Schools Committee, 1961, have been accepted, and orders for their implementation have issued. Advantage has also been taken, of the offers of the training facilities extended, under the various technical aid plans and programmes by foreign Governments and Agencies. Under these, gazetted and non-gazetted staff have been deputed abroad in connection with training in the design and working of diesel locomotives and electric locomotives, steel foundry, productivity methods, and specialised post-graduate medical courses.

41. Before concluding, I would like to make special mention of the res-2667 (Ai) LSD—5.

ponse which Railway workers have so spontaneously made to the defence effort. This response involves not only cheerful acceptance of the increased burden of work during the Emergency, but also voluntary contributions from their wages to the National Defence Fund and subscriptions to various Defence Savings Schemes instituted to strengthen the ways and means position of Government. In addition, organisations of women members of families of railway employees have been collecting and sending substantial quantities of gifts in kind to the jawans.

The implementation of the Railways' programme in the Third Five Year Plan is a stupendous task. The progress so far in the implementation of the programme holds out reasonable hopes of fulfilment by the Railways of the Plan targets. The Emergency has thrown additional burden on the Railways, as the national economy, with which rail transport is closely associated, has to be geared to the defence effort. Railwaymen have risen to the occasion, and have indeed done a splendid job in connection with the Emergency. I have every confidence that they will sustain their awareness of their increased obligations to the country at this juncture, and will do even better than they have done hitherto.

Permit me, Sir, to thank you and the House for the patient hearing given to me.

Mr. Speaker: Copies of the Budget papers would be available to hon Members in the Lobbies, and as they go out they can have them.

13.35 hrs.

COMMITTEE TO INVESTIGATE
THE CONDUCT OF CERTAIN
MEMBERS DURING PRESI-
DENT'S ADDRESS.

Mr. Speaker: Before we take up further business, I have to make an announcement, namely:—

That in pursuance of the decision taken by Lok Sabha on the 18th February, 1963, I hereby nominate a Parliamentary Committee consisting of:

1. Shri S. V. Krishnamoorthy Rao,
2. **Shrimati Renu Chakravartty,
3. Shri Sachindra Chaudhuri,
4. Shri G. N. Dixit,
5. Shri Surendranath Dwivedy,
6. Dr. Govind Das,
7. Shri Jaipal Singh,
8. Pandit Jwala Prasad Jyotishi,
9. Sardar Kapur Singh,
10. Shri Harish Chandra Mathur,
11. Shri Maheshwar Naik,
12. Shri Shivram Rango Rane,
13. Shri Asoke K. Sen,
14. Shri Satya Narayan Sinha, and
15. Shri U. M. Trivedi.

to investigate the conduct of Sarvas-hri Ram Sewak Yadav, Mani Ram Bagri, B. Singh Utiya and B. N. Mandal and Swami Rameshwaranand in connection with the disorder created by them at the time of the President's Address to both Houses of Parliament assembled together under article 87 of the Constitution on the 18th February, 1963, and to consider and report whether such conduct of the said Members was contrary to the usage or derogatory to the dignity of the occasion or inconsistent with the standards which Parliament is entitled to expect from its members

and to make such recommendations as the Committee may deem fit:

that Shri S. V. Krishnamoorthy Rao shall be the Chairman of the Committee;

that the Committee shall make a report to the House by the 2nd March, 1963; and

that in other respects the Rules of Procedure of the House relating to Parliamentary Committees shall apply with such variations and modifications as the Speaker may make.

Now, we shall take up further consideration of the Delhi Rent Control (Amendment) Bill. Shri Naval Prabhakar may now continue his speech.

श्री राम सेवक यादव (बाराबंकी) : अध्यक्ष महोदय, आपने अभी जो घोषणा की है, उसके संबंध में मेरा निवेदन यह है कि मैंने राष्ट्रपति महोदय से केवल यह निवेदन किया था कि वह अपना भाषण अंग्रेजी में न पढ़ कर मातृ-भाषा या राष्ट्र भाषा में पढ़ें। चूंकि मेरा निवेदन नहीं सुना गया, इस लिये हम लोग मजबूर होकर सदन से बाहर चले गये। हमारे दिमाग में उनके प्रति डिसरेस्पेक्ट या अपमान का कोई ह्याल नहीं था। यह सारी घटना सब माननीय सदस्यों के सामने घटी है। इसलिये यह कमेटी इस बारे में क्या इन्वेस्टीगेट करेगी? मैं समझता हूँ कि इसकी कोई आवश्यकता नहीं है।

अध्यक्ष महोदय : इस हाउस ने इसकी आवश्यकता समझी और इसलिये यह फैसला किया।

** The hon. Member subsequently resigned and the speaker nominated Shri H. N. Mukerjee in her place, see col.

13-37 hrs.

DELHI RENT CONTROL (AMENDMENT) BILL—contd.

Mr. Speaker: We shall now take up further consideration of the following motion moved by Shrimati Chandrasekhar on the 25th January, 1963, namely:—

“That the Bill to amend the Delhi Rent Control Act, 1958, as passed by Rajya Sabha, be taken into consideration”.

श्री नवल प्रभाकर (दिल्ली-करोल बाग):
माननीय अध्यक्ष महोदय, जहाँ तक इस दिल्ली किराया नियंत्रण (संशोधन) बिल का संबंध है, इसकी शब्दावली में मुझे कुछ खामी नजर आती है। मूल अधिनियम के सेक्शन ३ में जो संशोधन किया जा रहा है, उसमें सेक्शन ३ के सब सेक्शन (ए) का कोई उल्लेख नहीं किया गया है।

13.38 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

अगर उसका उल्लेख कर दिया जाता, तो अच्छा होता। इस विषय को स्पष्ट करने के लिये मैंने एक संशोधन भी प्रस्तुत किया था। पहले यह सोच कर यह शब्दावली रखी गई थी कि जो गवर्नमेंट के प्रिमिसिज हैं, वे इस विधेयक से प्रभाव-शून्य रहेंगे। गवर्नमेंट प्रिमिसिज तो प्रभाव शून्य रहे, किन्तु दूसरे मकान और सम्पत्तियाँ भी इसमें ले लिये गये। मुझे ऐसा लगता है कि वर्तमान शब्दावली के कारण कहीं उन बातों की पुनरावृत्ति न हो जाये और बजाये इसके कि कुछ लाभ हो, सरकार को फिर कोई संशोधन न लाना पड़े।

इन शब्दों के साथ मैं चाहता हूँ कि इस शब्दावली को पुनः देख लिया जाये और उसके अनुसार ही इस विधेयक में आवश्यक संशोधन किया जाये।

Shri Narendra Singh Mahida (Anand): It is rather strange that whenever there are restrictions placed by rent control tribunals, such Bills come before the House. There should have been some overall improvement brought about in the Delhi Rent Control (Amendment) Bill whereby those owners who have built houses of their own should get an opportunity to occupy those houses if they have no other residential accommodation. It is surprising that the example of Bombay or Madras States have not been followed by the Delhi Union Territory.

I had spoken previously and brought to the notice of the Home Ministry and, the Defence Ministry also, the fact that there are certain military officials, who have, by their hard-earned moneys built houses in Delhi. As they were stationed outside Delhi during service, they had rented their premises. Now on their retirement they could not occupy their own premises and had to make other arrangements. I would request the Home Minister to bring in a suitable amendment to cover this requirement. At least in the case of defence personnel, if not in case of others. Those army officials who have built premises for their own use with their own pensions or savings from salaries should be provided occupation of their houses. The tenants should be asked to vacate such premises. I fail to understand why the Home Minister has not followed the example of Bombay Rent Control Act* or Madras Rent Act. I consider the denial of this right of occupancy as rather a tyranny. Such people as have built houses for their own use, and who have no other premises to reside in, must have this benefit of occupying their own residence. I regret, in this amending Bill this has not been taken note of.

The Home Minister* had previously stated that owing to paucity of accommodation, when so many government officials and servants were in

[Shri Narendra Singh Mahida]
need of accommodation, this could not be done. I earnestly request that, in this emergency the requirements of army officials should be considered. The Home Minister should consider suitable amendment of the Bill in the light of the Bombay Rent Control Act or the Madras Rent Act.

श्री बैरवा कोटा (कोटा) : यह जो एमेंडमेंट लाया गया है, इसका मैं स्वागत करता हूँ। अकसर देखा गया है कि लीज पर या टैनेसी पर जो मकान बनाये जाते हैं, उन से बनाने वाले लोग बहुत नाजायज फायदा उठाते हैं। सरकार ने जो कानून जमीनों को अपने हाथ में लेने का बनाया है और जो यह कहा है कि उन पर बनने वाले सभी मकान गवर्नमेंट के हो जायेंगे, वह सही कदम है।

लेकिन इसके साथ ही साथ यह बात भी सही है कि दिल्ली में और दिल्ली के बाहर भी जो मकान मालिक हैं, उनमें सब से बड़ी मालिक सरकार है और वह मकान और दूकानों दोनों ही किराये पर देती है। सरकार को इस विधेयक की जद में नहीं रखा गया है, इसके अन्तर्गत नहीं बांधा गया है। मैं चाहता हूँ कि सरकार को सब से पहले एक आदर्श मालिक बनना चाहिये और उसके अनुरूप व्यवहार करके दूसरों के सामने एक मिसाल रखनी चाहिये। लेकिन ऐसा वह नहीं कर पाई है। सरकार खुद नफा कमा रही है। सरकार जमीन को चार त्राने गज में लेकर के तीन तीन और चार चार सौ रुपये गज के भाव से बेचती है। यह नितांत अनुचित है। ऐसा भी देखा गया है कि मकान मालिकों से सरकार ने जो मकान ले रखे हैं, उनका उनको तो दस ग्यारह रुपये ही दिया जाता है जबकि उन्हीं मकानों का सौ सौ और डेढ़ डेढ़ सौ रुपये वमूल किया जाता है। यह भी अनुचित है। आप समाजवादी समाज की स्थापना के आदर्श का दम भरते हैं। तब फिर क्या वह चीज उचित कही जा सकती है ?

जो कानून मकान मालिकों पर लागू किया जाता है, वह सरकार पर भी लागू किया जाना चाहिये। मैसूर में हाउसिंग मिनिस्टर्स कांफ्रेंस हुई थी। उसमें जमीनों के बारे में यह तय किया गया था कि उनको फ्रीज कर देना चाहिये। मैं चाहता हूँ कि जहाँ गरीब आदिमियों के लिये क्वार्टर बनाये जाने हैं, उनको फ्रीज किया जाये और जहाँ पर दो दो और तीन तीन मंजिला मकान बनाये जाने हैं, उनको फ्रीज किया जाय। जहाँ पर गरीब मजदूर रह सकते हैं। गरीब कर्मचारी रह सकते हैं, फ्रीज उनको करना चाहिये। अगर ऐसा नहीं किया जाता है तो जिनकी बंधी बंधाई तनख्वाह है, वे किस तरह से रह सकते हैं। दो दो और तीन तीन मंजिले मकानों का किराया दो सौ या डेढ़ सौ रुपये होता है और जो गरीब मजदूर हैं, जो गरीब कर्मचारी हैं, वह उनमें नहीं रह सकता है। इस वास्ते गरीब मजदूरों के लिये जहाँ मकान बनने हैं, उन जगहों के लिये छूट रहनी चाहिये। सरकार चाहे तो म्यूनिसिपैलिटी और कारपोरेशन को कुछ मदद दे कर अच्छे मकान बनवा सकती है। इसके साथ ही साथ यह भी देखा गया है कि रेंट कंट्रोल एक्ट में जो जो टैक्स अदा करने की व्यवस्था रहती है, और जिनको कारपोरेशन या म्यूनिसिपैलिटी को अदा करना होता है, वह सरकार उनको नहीं देती है और इस कारण से वहाँ पर सफाई की, रोशनी की तथा नलों आदि की व्यवस्था नहीं होती है। इस वास्ते यह जो कानून है, यह उन पर भी लागू किया जाना चाहिये। सरकार जब कोई कानून दूसरों के लिये बनाती है तो खुद पर भी उसे इसको लागू करना चाहिये। सरकार जब तक कानून का स्वयं पालन नहीं करेगी तब तक मकान मालिकों और किरायेदारों में संघर्ष होता रहेगा। आज मकान मालिकों का अंत शंत किराया लेने का छूट है। सरकार उन पर कोई पाबन्दी नहीं लगाती है। मकान मालिक किरायेदारों से किराया तो ले लेते हैं लेकिन उनको रूईद नहीं देने हैं। अगर केम कांट्रोल में जाता है तो

वहाँ पर रवींद्र के अभाव में वह खारिज कर दिया जाता है। सरकार को चाहिये कि जितने भी मकान खाली हों, उनको अपने अंडर ले ले। अभी उत्तर प्रदेश में एक कानून बना हुआ है। जितने भी मकान खाली होते हैं, उनकी रिपोर्ट तहसीलदार को करनी होती है तहसीलदार उस मकान की व्यवस्था करता है और एस्टीमेट के अनुसार उसका किराया तय करता है। उन मकानों का वह नम्बर के अनुसार वितरण करता है। जहाँ तक कानूनी व्यवस्था का संबंध है वह तो यह है। लेकिन ऐसा किया नहीं जाता है। मकान मालिक और किरायेदार आपस में ही पगड़ें ले दे कर उस मकान को किराया दूसरे को दे देते हैं। ऐसा भी देखा गया है कि मकान मालिक एडिशन और आल्टरेशन के नाम पर मकान को खाली करवा लेता है। वह म्युनिसिपैलिटी या काँग्रेस को दरखास्त देकर कहता है कि मुझे मकान बनवाना है और इसका मंजूरी जाये। वह किरायेदार का नल, बिजली आदि कटवा कर तथा उसको कई अन्य तरीकों में तंग करके निकाल देता है। दरवाजे को फोड़ कर मकान मालिक कहता है कि एडिशन और आल्टरेशन कराने हैं, इस वास्ते मकान खाली करो। वह दरवाजे को टाँक करवा देता है, ब्लाइट वाशिंग करा देता है और किरायेदार को निकाल देता है और मैजिस्ट्रेट को लिख देता है कि नया मकान बना है, न्यू कंस्ट्रक्शन है। जब तक कागजों पर बजन नहीं पड़ता है तब तक मामला आगे नहीं सरकता है। मेरा निवेदन यह है कि इस तरह के मामलों को कारपोरेशन या मैजिस्ट्रेट को भीके पर जाकर जांच करना चाहिये, साइट पर जाकर कंस्ट्रक्शन को देखना चाहिये, मकान नया बना है या नहीं बना है, कुछ एडिशन एंड आल्टरेशन हुई है या नहीं, इसका वहाँ जाकर फैसला करना चाहिये। इस प्रकार की व्यवस्था कानून में अवश्य होनी चाहिये। भीके पर जाकर किरायेदारों की मुर्मावतों को हल किया जाना चाहिये और

बिना देखे मकान को खाली नहीं करवाया जाना चाहिये।

जितने भी कानून बने हैं, जितने भी बिल शाये हैं, उन सभी में किरायेदारों के हक में एक भी बलाज नहीं रखी जाती है, सारी की सारी व्यवस्थाएँ किरायेदारों के हितों के विपरीत होती है। जितनी भी फॉर्सिजिड दी जाती है, वे मकान मालिकों को ही दी जाती हैं। किरायेदारों के बारे में कुछ नहीं किया गया है। गवर्नमेंट को किरायेदारों का भी अवश्य ख्याल रखना चाहिये।

दिल्ली में आजकल जितनी समस्या चल रही है, मकानों की जो समस्या चल रही है उसको देखें तो पता चलता है कि हजारों की तादाद में झोपड़ियाँ गर्द; बस्तियों में बर्सा हुई हैं। हजारों झोपड़ियाँ अशोक होटल के पास बनी हुई हैं। मकान मालिकों की बदफेरी के कारण ही उन बेचारों को इन झोपड़ियों में रहने पर मजबूर होना पड़ता है। सरकार को चाहिये कि वह खुद इनका इंतजाम करे। यहाँ नहीं बल्कि सरकार; कर्मचारियों का भी उसको ध्यान रखना चाहिये। कोटा-राजस्थान में तथा अन्य जगहों पर देखने में आया है कि रेलवे के कर्मचार; अथवा इतकम टैक्स डिपार्टमेंट के कर्मचार; तथा दूसरे डिपार्टमेंट्स के कर्मचार; जब तवादले पर जाते हैं तो उनको तीन तीन महीनों तक मकान नहीं मिलता है और उन्हें चार चार और छः छः दिन के लिये एक एक धर्मशाला में रहकर अपना समय पास करना पड़ता है। गवर्नमेंट इसका कोई सुनवाई नहीं करती कि उनको मकान मिलना चाहिये या नहीं। वह लोग भी देते हैं तो ऐसे आदमियों को देता है जिनके कई एक मकान खड़े होते हैं। अपने अपने मकान होते हुये भी वे गवर्नमेंट से कर्जा लेते हैं और उससे खूब फायदा उठाते हैं। गवर्नमेंट को सोचना चाहिये कि लोग ऐसे आदमियों

[श्री बैरवा कोटा]

को दिया जाये जिनके पास रहने के लिये मकान न हों, उन गरोबों को देना चाहिये जो कि वास्तव में गरीब हों। अगर गवर्नमेंट स तरह से करे तो मकानों की अच्छी तरह व्यवस्था हो सकती है और लोगों को सुभीता हो सकता है, लेकिन गवर्नमेंट करना नहीं चाहती है। गवर्नमेंट तो इस तरह से करती है कि कोई भी आदमी गया और दो, पांच या दस रुपया देकर उससे लोन का फार्म मंजूर करा लाया और उस लोन से दो, तीन, तीन मंजिलें बनवा लीं। इस तरह से गरीब लोगों को फायदा नहीं मिल पाता है।

उपाध्यक्ष महोदय : यह बिल दिल्ली रेंट कंट्रोल ऐक्ट के संबंध में आया है, राजस्थान के बारे में नहीं।

श्री बैरवा : यही सुभीता यहां भी हो सकता है और गवर्नमेंट बड़े बड़े लोगों को छोड़ कर छोटे छोटे लोगों को लोन दे। अगर वह इस तरह से करे तो मकानों की समस्या भी हल हो सकती है और रेंट कंट्रोल का सारा सघर्ष भी समाप्त हो सकता है।

✓ **The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar):** From the amending Bill the House can see that it is a very simple one, and there are only two possibilities. If the premises belong to the Government, this amendment will protect the tenants who are living in the premises which are built on Government lands by the lessees. If they are not Government premises, then the Delhi Rent Control Act, 1958 applies to them, and they are safe. So, I do not understand why quite a number of points were raised which were not really relevant to the amending Bill that is before the House.

In the course of the discussion it was mentioned that this Act was passed in a hurry. That is not a fair statement because before this Act

was passed, detailed discussions were held with the landlords and the tenants and their opinions were heard. After that, it was considered in detail by the Joint Committee of Parliament. Later on, it came before the two Houses and then also there was detailed discussion. So, to say that this was hurriedly passed is a very unfair criticism.

Besides, I would like to say that if there are any specific individual cases that Members come across, they can bring them to us and we will look into them.

It was mentioned that there was still the *pugree* system existing. For that, there is section 5 which makes it unlawful to charge *pugree*. About receipt for rent, there is section 26 which makes it obligatory to give a receipt for the rent.

About landlords wanting the premises for their own use, if the landlord can prove that his need is *bona fide* and makes an application to the Rent Controller, he will surely get his premises for his own use.

There is nothing more I can add. I think this amending Bill should be passed.

Shri Narendra Singh Mahida: May I seek a clarification? I have already presented a letter to the Home Minister, some time back pointing it out that defence officials, who had built their houses here, were not able to occupy them when they retired and came back to Delhi.

Shrimati Chandrasekhar: All these points are covered in our present Act.

Shri Narendra Singh Mahida: Nothing has been done.

Mr. Deputy-Speaker: The question is:

"That the Bill to amend the Delhi Rent Control Act, 1958, as

passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

Clause 2— (Amendment of section 3)

Shri Ranjit Singh (Sangrur): I beg to move:

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after line 12, add—

"Provided further that in cases where the terms and conditions of the Government lease deed have been violated by the tenant by erecting an unauthorised construction or by making additions or alterations in the premises or the tenant has damaged the building or premises in any manner, this Act shall not apply to such premises.

Provided further that where residential or business premises are required by the owner for his own residential or business use, this Act shall not apply to such premises." (2)

All the land in New Delhi belongs to the Government, and these lands have been leased on certain conditions for different uses.

In the Delhi Rent Control Act of 1952 it was provided that if the tenant violated the terms of the perpetual lease deed between the Government and the lessee, the tenant could be ejected. But in 1958 the Act was amended, and even if the lease deed was violated, the tenant was not liable to be evicted from the premises. The result is that the tenants these days violate the terms of the lease deed deliberately and flagrantly. The matter goes to the Land & Development Officer. He issues a notice to the landlord that the unauthorised construction or the breaches should be removed within 15 days; if not, the property would be forfeited by the L. & D. O. But on account of the Rent Control Act, the landlords are not in a position to do anything. They

can only file a suit in a court, whether it is a small case or a big case. They go to the court, but the courts are overcrowded and very busy, they take several years to decide these cases. The landlords are dragged to the court for no fault of theirs. They have to bear all the court expenses.

The trouble is, that after some days the L. & D.O. just writes another letter saying that the landlord has been penalised, that he has to pay the Government so many thousand rupees every year to save the property. He has to pay damages to the Government every year. The court case is not decided for several years, and meantime every year the landlord has to pay this penalty to Government. In most of the cases the damages are not paid by the tenants.

Even if the case is decided in favour of the landlord, the tenant makes an appeal and it takes several years, sometimes eight or ten years, and the penalty and damages are paid by the landlord.

I can satisfy and convince the Government on this point, that in respect of the buildings put up before 1939, unauthorised constructions have been made after the passing of this Act by the tenants, and those cases have not been decided as yet. The income which the landlord derived after paying all the taxes and the ground rent, has, during the last 25 years, all been spent in paying the damages to Government or in fighting the litigation to get the unauthorised construction removed through the court.

People constructed these buildings before the war in 1939 to get an ordinary return of three to four per cent. Now they find a great difficulty. They are dragged to court, they have to spend money in the court for no fault of theirs. I cannot understand why such tenant who break the clauses of the lease deed should be protected by the Act. Such tenants should not be protected and this Act should not apply to them.

[Shri Ranjit Singh]

14-00 hrs.

My second point is that those who constructed their houses before 1939 get very low rents. I know such a house, with three bed rooms, one sitting room, one dining room, with seven or eight servant quarters and two garages and that house fetches a rent of Rs. 230 per month. The yearly rent comes to Rs. 2600 or 2700. But imagine what the landlord has to pay on this—ground rent of Rs. 500 a year, charges for repairs, which at present rates come to about Rs. 1200, income-tax, super-tax and wealth tax and other municipal taxes. In addition, there is depreciation on the building. Practically, it is the tenants who are kept at the cost of the landlords. If all these things are taken into consideration, it will be seen that the landlord incurs an expenditure of Rs. 5,000 or so per year for a house which fetches a rent of Rs. 2700 a year. It is a source of constant botheration and harassment to the landlord. I can convince the Government on these points with facts and figures that what I say is entirely correct. Some justice should be done to such people. A man works the whole of his life and he constructs a house. He is put to such hardships. The tenants are making lakhs of rupees a year. I will give you an example of a shop-keeper.

Mr. Deputy Speaker: He should not repeat. He should conclude now.

Shri Ranjit Singh: A shopkeeper who pays a monthly rent of Rs. 105, makes a profit of Rs. 2-40 lakhs a year and the shopowner is hardly left with 100 or Rs. 200 a year after deducting from the rent all the municipal and other taxes. Look at the difference between the landlord and tenant. By giving this name landlord, they have been practically ruined. The Government should do justice and equity. For the same area, a house constructed now-a-days and let out now, fetches a rent of Rs. 3,000 or Rs. 3500 a month while the old house in the same locality and with the same number of rooms, etc. is rented out to Rs. 2700

or Rs. 2,600 per year. The Government must consider this matter seriously.

Shri Narendra Singh Mahida (Anand): Do the Government propose to bring a comprehensive Bill in connection with this Act?

Mr. Deputy-Speaker: He must conclude now.

Shri Ranjit Singh: The old buildings are depreciating and if, with proper repairs, they could last forty years, they will not last even twenty years without costly repairs. The cost of repairs has gone up tremendously and they should consider this matter also.

✓ **Shrimati Chandrasekhar:** Sir, the Bill is a comprehensive one. The points raised by the hon. Member have been covered by proviso (k) to section 14(1) and proviso (l), whereby the landowners are given a free hand to evict tenants if they commit any breach of the contract. The tenants are given protection only in certain cases. Further section 14(10) and 14(11) gives protection to the tenants if the cause of action is removed. We have done everything possible and there is no room for any adjustment to be made. The hon. Member said that there was a lot of hardship to the landlords.

Mr. Deputy Speaker: He wants protection to be given to the landlord.

Shrimati Chandrasekhar: There may be one or two cases like that for which there is a rent controller and they can apply to him. We have now appointed an additional rent controller and there need be no worry at all. Therefore, there is no need for this amendment and we are not accepting it.

Mr. Deputy-Speaker: Shall I put the amendments to the vote?

Shri Ranjit Singh: I have expressed my views. I am a member of the Congress Party . . . (Interruptions.) I do not press it.

Mr. Deputy-Speaker: Has the hon. Member leave of the House to withdraw his amendment?

The amendment was, by leave, withdrawn.

Mr. Deputy-Speaker: The question is:

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1 was added to the Bill.

(Amendment made)

Page 1, line 1,—

for "Thirteenth" substitute "Fourteenth" (1)..

(Shrimati Chandrasekhar)

Mr. Deputy-Speaker: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

Shrimati Chandrasekhar: Sir, I beg to move:

"That the Bill, as amended, be passed."

Mr. Deputy-Speaker: The question is: —

"That the Bill, as amended, be passed."

The motion was adopted.

14.10 hrs.

AGRICULTURAL REFINANCE CORPORATION BILL—Contd.

Mr. Deputy-Speaker: The House will now take up further consideration of the following motion moved by Shrimati Tarkeshwari Sinha on the 21st January, 1963, namely:—

"That the Bill to provide for the establishment of a Corpora-

tion for granting medium and long term credit by way of refinance or otherwise, for the development of agriculture and for other matters connected therewith or incidental thereto, be taken into consideration."

Shri Venkatasubbaiah was on his legs.

Shri P. Venkatasubbaiah (Adoni): Mr. Deputy-Speaker, the Agricultural Refinance Corporation has been introduced by the Government to provide credit facilities to the various apex banks, the central banks and the land mortgage banks that are functioning in this country. The main features of the corporation, it has been stated, are that the corporation will have an authorised capital of Rs. 25 crores, of which Rs. 5 crores will be issued on its establishment. 50 per cent of the issued capital will be allotted to the Reserve Bank, and 30 per cent will be subscribed by the State co-operative and land mortgage banks. The remaining 20 per cent will be allotted to the scheduled banks, the Life Insurance Corporation, etc. These are the main features of the corporation. In my last speech also, I advanced the argument or the contention and pleaded with the Government that the scope of the Bill should be enlarged. As a matter of fact, I pointed out was that several rural credit surveys have been undertaken in this country. The latest report clearly shows that in spite of all the assistance that was being given from the Government from time to time, the rural indebtedness has not diminished. As far as the Reserve Bank report of 1937 is concerned, it estimated the rural indebtedness to be to the tune of Rs. 1,800 crores. That survey was done in 1937. Also, the rural credit follow-up survey of 1956-57 by the Reserve Bank of India concludes in its general review report that the data shows that the indebtedness remains and that there was an increasing volume of debt

[Shri P. Venkatasubbaiah]

during the year covered by the investigation. So, that shows that even in 1956-57 the rural indebtedness was on the increase in spite of the best efforts that were made by the Government from time to time to provide credit to the farmers.

Other reports were also subsequently made. For example, there was the report entitled *Some Aspects of the Indian Economic Development* by Shri S. K. Bose. In that review, the author says that indebtedness is on the increase. What he remarks in that report is that it might be possible to hazard the opinion that the total indebtedness in terms of money stood in 1944 at a lower level than in 1949. But at a later date, forces were already in operation leading to an increase in the total amount of indebtedness. So, even the latest surveys conducted by various economists, and the various rural credit survey reports indicate that indebtedness is on the increase in the country.

We have been noting that in these two or three five year plans that have been undertaken by the Government in this country every effort has been made to give the agriculturists and the farmers sufficient help to step up food production, and every financial assistance is sought to be made by the Government, but in spite of that, we could see the sad spectacle of the indebtedness growing in the country. I wanted to impress on the House how far this Refinance Corporation is going to satisfy the aspirations and the needs of lakhs and lakhs of agriculturists in the country. So, I wanted that the scope of the Agricultural Refinance Corporation Bill should be enlarged so that the corporation may give satisfactory and substantial aid to the agriculturists.

In spite of the efforts that are being made by the Government to come to the aid of the agriculturists, we find that indebtedness is growing and increasing. It may be for the following

reasons: the credit that is being given by the Government is not properly channelled in the sense that credit is being given to the farmers through various sources. The Ministry of Community Development and Panchayat Raj is there, the various credit societies and land mortgage banks have come up in the country. So, in most cases I feel that there is a duplication of work. People who are influential, who can afford to pull wires, who can exert pressure, are able to get credit from all the available sources with the result that the people who actually deserve credit, who do not have any other means to get credit, are completely deprived of it. The ultimate result is that in spite of spending large amounts, the credit is not being properly distributed. I want to impress on the Government that taking advantage of this corporation, they must come out with a plan for tackling all credit resources and facilities and see that credit is channelled through only one source, whatever that source might be, so that there will be an equitable distribution of credit facilities in the country. Unless that is done, any amount of effort is not going to bear fruit.

We have been seeing that large projects have been undertaken in the country—major, minor and medium irrigation. But, still, we find that more than a million acres of land, though there is an irrigation potential created, is not being brought under irrigation. So much of land is not yet being brought under reclamation. That is the position. Nearly one million acres of national wealth and national energy are going unutilised. Unless we make a serious and proper effort, unless the farmer is enthused and is given encouragement by way of proper assistance in time, the position will not improve. It will be a stupendous task for the Government to tackle this major problem. We are faced with the problem of food production in the country. Only this morning, the same question was raised,

namely, that the Third Plan envisages an increase of six per cent per annum of agricultural production. But we are not able to achieve that target, and many discussions are being held at the Planning Commission level and at State level. They are now trying to fix the responsibility or fix the blame or pinpoint where the blame lies. In spite of 13 to 14 years of our efforts, when we are not able to achieve this objective, I want to stress that the entire credit facilities should be channelled only through one source, whatever that source may be, and that source should be able to distribute the credit equitably to those who actually deserve it.

Now, the entire country is geared up for defence purposes. Every effort is being made for that, and great emphasis is being laid on agricultural production and industrial development. In that respect, such institutions as are striving and giving aid to the farmers in the great effort of agricultural production must be strengthened. In this connection, I may point out the central land mortgage banks and the primary banks that are doing useful work; especially in Andhra Pradesh, are in the doldrums; they are facing a great financial crisis. They are prevented from going into the market and floating debentures and thus give aid to the farmers. That is the position as it stands. In the Central land mortgage bank in Andhra Pradesh, applications for disbursement of amounts to the tune of Rs. 4 crores are pending. The banks are faced with a financial crisis and so every effort has to be made to strengthen the hands of such land mortgage banks.

With these remarks, I would request the hon. Minister to see that in course of time, by framing rules or by asking for assistance of other institutions, the scope of the Bill is enlarged and that every possible assistance and credit, from whichever source it might be, is channelled through this corporation and the

credit that is sought to be given by the Government or by the other agencies is given to the farmers, to the actual tillers of the soil who are in need of credit and who have taken up this stupendous task of increase in our agricultural production in the country.

श्री वे० शि० पाटिल (यवतमाल) :

उपाध्यक्ष महोदय कृषि पुनर्वित्त निगम विधेयक का उद्देश्य कृषि के विकास और इस से सम्बन्धित अन्य मामलों के लिये पुनर्वित्त के द्वारा, या अन्य प्रकार से, मध्यम तथा दीर्घ-कालीन ऋण देने के लिये एक निगम की स्थापना करना है। इसलिये मैं इस बिल का दिल से समर्थन करता हूँ।

कृषि को अब तक एक उद्योग नहीं माना गया है और इसी लिये कृषि को जो ऋण मिलना चाहिये, वह अभी तक नहीं मिला है। योजना आयोग ने कृषि और खाद्य पदार्थों को प्राथमिकता दी है और देश में कृषि-उत्पादन बढ़ाने की कोशिश की जा रही है। लेकिन कृषि-उत्पादन को बढ़ाने के लिये जितने ऋणों की आवश्यकता है, वे उपलब्ध नहीं हैं। रूरल क्रेडिट सर्वे से पता चलता है कि जहाँ तक कृषि के लिये ऋणों का प्रश्न है, केवल तीस प्रतिशत उपलब्ध हैं और सत्तर प्रतिशत की पूर्ति अभी नहीं हुई है। इस बात को ध्यान में रखते हुये ही लांग टर्म और मीडियम टर्म लोन देने के लिये इस निगम की स्थापना की जा रही है।

कल राष्ट्रपति जी ने अपने भाषण में कहा कि राष्ट्र की सुरक्षा के लिये यह बहुत जरूरी है कि खेती-बाड़ी का आधार मजबूत हो। देश की रक्षा के लिये खेती-बाड़ी को बढ़ाना है और कृषि-उपज में वृद्धि के लिये कृषि को औद्योगिक आधार देना बहुत जरूरी है। इससे पता चलता है कि कृषि के विकास के लिये बहुत जोर से

[श्री दे० शि० पाटिल]

कदम उठाए जा रहे हैं। कृषि के विकास में धन का एक प्रमुख भाग है, लेकिन आज धन बहुत कम मिल रहा है। आज स्थिति यह है कि जो जमीन जोतता है, जिस को टिलर आफ़ दि लैंड कहते हैं, उस को आज भी किसी तरीके से ऋण नहीं मिलता है। उदाहरण के लिये आप टेनन्ट्स और गवर्नमेंट के टेनन्ट्स को लीजिये, जिन की अपनी कोई जमीन नहीं है, जो किसी जमीन के मालिक नहीं हैं, जिन के पास कोई क्रेडिट नहीं है। उन को आज भी ऋण नहीं दिया जाता है। मैं निवेदन करना चाहता हूँ कि इस देश में कृषि-उपज को बढ़ाने के लिये जो मेहनत करते हैं और कष्ट उठाते हैं, वे छोटे काश्तकार हैं, लेकिन उन के पास जमीन की अनररिफ़िष न होने से आज उन को ऋण नहीं मिलता है। जिन के पास जमीन है, जो कि जमीन के मालिक हैं, उन को भी क्रेडिट के सम्बन्ध में बहुत दिक्कतों का सामना करना पड़ता है और जमीन को मार्गेंज करने के बाद भी उन को काफी तादाद में ऋण नहीं मिलता है।

कम्यूनिटी डेवेलपमेंट और पंचायती राज के अन्तर्गत देश में कृषि-उत्पादन को बढ़ाने के लिये एक कार्यक्रम तैयार किया जा रहा है। उस के अधीन गांव गांव में कृषकों से यह पूछा जा रहा है कि उन को कितने कुंआं की आवश्यकता है। नये अपनी कांस्टीट्यूएन्सी में देखा है कि हर एक गांव में हर एक किसान अपने खेत में कुंआ खादने के लिये तैयार है। मैं अपनी कांस्टीट्यूएन्सी में इस विषय में एक लिस्ट बना कर पंचायत, जिला परिषद् और कम्यूनिटी डेवेलपमेंट डि-पार्टमेंट के अफ़सरों के पास गया। उन्होंने बताया कि सब डिस्ट्रिक्ट्स के लिये केवल ६८० कुंआं के लिये ऋण देने की व्यवस्था है, जब कि काश्तकारों की डिमांड ३,६१८ कुंआं की है। इस से प्रकट होता है कि

कितनी कम व्यवस्था की गई है। यह निगम से यह मांग पूरी पूरी होनी चाहिये।

आज कृषक काम करने के लिये तैयार हैं उत्पादन बढ़ाने के लिये तैयार है, खेती के आधुनिक तरीके प्रयोग में ला कर, ज्यादा काश्तकारी करने के लिये तैयार है, लेकिन आज उसको कोई सहायता नहीं मिलती है। मैं चाहूंगा कि इस निगम के द्वारा इस देश के किसानों को इस सम्बन्ध में कुछ सुविधा दी जाये। इस विधेयक में यह भी व्यवस्था की गई है कि एग्निमल हस्वैड़ी, पोन्ट्री फ़ार्मिंग और स्टॉक-ब्रीडिंग आदि के लिये भी पैसा दिया जायगा। मैं प्रार्थना करूंगा कि आज काश्तकार के लिये जो पैस की कमी है, उस की पूर्ति करने के लिये इस कार्पोरेशन का प्रथम उपयोग किया जाये।

मेरा दूसरा सुझाव यह है कि कृषि-उत्पादन को बढ़ाने के लिये जो पैसा दिया जाता है, उस को देने के सम्बन्ध में बेसिक एप्रोच को बदलना चाहिये। इस विधेयक का उद्देश्य एग्निमल हस्वैड़ी डेवेलपमेंट है, लेकिन इस विधेयक में जो नाम दिये गए हैं, उन से एक भिन्न प्रकार का प्रभाव पड़ता है। उदाहरण के लिये इस में लैंड मार्गेंज बैंक का उल्लेख किया गया है। मैं कहना चाहता हूँ कि इस नाम से एक साहूकार की एप्रोच प्रकट होती है। काश्तकार की जमीन मार्गेंज करना यह बाहुबल की प्रवृत्ति का द्योतक है अगर इस बिल का उद्देश्य एग्निमल हस्वैड़ी डेवेलपमेंट है, तो इस में उस के अनुसार ही शब्द प्रयुक्त किये जाने चाहिये। इसलिये "लैंड मार्गेंज बैंक" के स्थान पर "लैंड डेवेलपमेंट बैंक" का नाम रखा जाए। इस सुझाव को मानने से इस निगम और इन बैंकों के पूरे बकिंग में सुधार होगा।

मैं ने देखा कि दिल्ली के आस-पास एक स्कीम बनाई गयी, जिस के अन्तर्गत

छोटे काश्तकारों को पैसा देने का इन्तजाम किया गया था। श्रीमती कमलादेवी चट्टोपाध्याय के नेतृत्व में यह स्कीम बनाई गई थी और उस के अनुसार छोट छोट काश्तकारों को उनकी हैमियत के बजाए उनकी गर्रं देख कर ऋण दिये गये थे। उस के परिणामस्वरूप उत्पादन काफ़ी बढ़ा। जहाँ तक रोकवरी का सम्बन्ध है, रोकवरी का परसेंटज ६८ था। आम तौर पर यह माना जाता है कि जिस के पास क्रेडिट है, अगर उस को पैसा दिया जाये, तो वह वापस आता है, लेकिन इस उदाहरण से प्रकट है कि जिन लोगों के पास क्रेडिट नहीं है, जो छोटे छोटे काश्तकार हैं, जिन के पास अपनी जमीन नहीं है, अगर उन को भी पैसा दिया जाये, तो वह पैसा भी वापस आ सकता है। ये छोटे छोटे काश्तकार ही देश में अन्न का उत्पादन बढ़ा सकते हैं। इसलिये गवर्नमेंट को उन लोगों को पर्याप्त ऋण देने की व्यवस्था करनी चाहिये।

लैंड मार्गेज बैंक्स में काफ़ी सुधार करने की जरूरत है। आज भी काश्तकारों को नौ टका सैकड़ा इन्ट्रेस्ट देना पड़ता है। मैं सरकार से प्रार्थना करूँगा कि काश्तकारों को कम से कम इन्ट्रेस्ट पर ऋण देने की व्यवस्था की जाए।

इन मुझावों के साथ मैं इस विधेयक का समर्थन करता हूँ।

Shri V. B. Gandhi (Bombay Central South): Mr. Deputy-Speaker, Sir, I am really surprised and even a little disappointed to see that there should be a general tone of criticism of this Bill. This is a Bill which in my view deserves whole-hearted acceptance from all those who have the agricultural progress of this country at heart.

I will say, however, that this is a Bill which requires an understanding of some of the technical processes of re-financing. This Bill seeks to es-

tablish a corporation for granting medium and long-term credit by way of re-finance for the development of agriculture. We are aiming at establishing a statutory body, a statutory body which will undertake re-financing for the purpose of agricultural development. In the financial facilities that we can make available to agriculture in this country there definitely are a number of gaps, serious gaps, and there has got to be done something if those gaps have to be closed.

This field of agricultural development presents a number of problems, financial and in other respects. When I say that we have these problems in the sphere of agricultural development, I do not mean that we have no problems in the field of industry. I am only saying that, comparatively speaking, our position in respect of supply of credit facilities to industries is slightly easier and the situation in the industrial field in terms of finance is perhaps less desperate. We must therefore all support this proposal or, for that matter, any proposal that will seek to take urgent steps to provide for our agriculture adequate finance, and finance of the right type.

We might perhaps try to see or have a brief review of what is being done in the field of industrial finance as that will provide us with a comparison of what actually obtains in the field of finance for agriculture. In the field of industrial finance, as I said, we are, or we can afford to feel, a little easy because there have been a number of institutions of various patterns which have been doing useful work in providing finance for industry. Firstly, I would mention the Industrial Finance Corporation which since 1948 has been doing very useful work and since its inception has actually approved loans for a total of Rs. 130.3 crores of which something like Rs. 68.4 crores were disbursed. This Industrial Finance Corporation is also empowered to borrow in foreign currencies and its share in

[Shri V. B. Gandhi]

this field of borrowings in foreign currency has lately increased appreciably. The next institution in this field of industrial finance to which I would refer is the Industrial Credit and Investment Corporation. This Corporation also has sanctioned a total assistance of something like Rs. 13.8 crores in 1961, and since its inception in 1955 it has approved loans and advances to the extent of Rs. 42.7 crores of which something like Rs. 18.4 crores was actually disbursed. Then I would briefly say just a word about the National Industrial Development Corporation which does some very valuable work and gives assistance to industries in the field of rehabilitation and such other cognate fields. Finally and lastly I would refer to the Re-finance Corporation for Industry. Now, that exactly is where I would like to emphasise that since a re-finance corporation for industry has been in existence and has been functioning very usefully since 1958, it was only to be expected that a re-finance corporation for agriculture would follow. And I am very glad that it is here before this House today and I congratulate the Minister on bringing it before this House. This Corporation also, during its four years of functioning, has sanctioned loans and advances of something like Rs. 20.5 crores and has actually disbursed an amount of Rs. 10.1 crores.

What I am trying to really bring out is that something parallel to what has been possible and available for industrial finance has not been available for agricultural finance, and agriculture is still without a re-finance corporation—I mean, that is, until we have actually passed this Bill. An agricultural finance corporation is the one instrument that is going to increase the potential strength of the re-financing agency something like tenfold or even a hundredfold of what it can otherwise be without the help of re-finance operations.

When I say that not much has been done in the field of finance for agriculture I do not want to forget that quite some valuable work has been done and quite some valuable experience has been gained in the sphere of co-operative endeavour. The record of the Reserve Bank of India in this respect has just been magnificent. The Reserve Bank of India, also, in its own way, has been trying to continue its interest and effort in agricultural finance. We know that the one way in which it has been steadily increasing its usefulness to agricultural finance is by the loans it makes at concessional rates for financing seasonal operations. I think last year the loans came up to almost a little over Rs. 100 crores. Various other activities which are designed to help agricultural credit have also been undertaken and encouraged by the Reserve Bank.

But this certainly is not enough considering the magnitude of the need and the difficulty of the problem we have before us. Through this Refinance Corporation we hope to make up for the inadequacy of finance—that is one thing—and we also hope to provide the right type of finance required—that is, the long-term and flexible type of finance that is required. This flexibility to which I refer is the flexibility that will come through the mechanism and operation of refinance. Refinance, Sir, in its essence, is a finance of the residual type. The Refinance Corporation can only be a residual lender. It very rarely can be a primary lender, in very very exceptional circumstances. In the context of a refinancing facility being available what usually happens is that the borrower very rarely approaches, in the first instance, the Refinance Corporation. He begins his efforts at the co-operative level or at the land mortgage bank level, or the commercial bank or the scheduled

bank if you like it, especially if these are members of the Corporation, that is to say, if they are shareholders of the Corporation. It is at that level that the borrower begins his approach. Anyway, this refinancing facility that we are providing is a facility that can come from specialised institutions and it is the only way that has been proved to be workable in the cases where long-term credit is necessary.

Now, Sir, before I close down I will just refer to one more point, and it is that we should without any hesitation look upon this Bill as an acceptable first step. There will have to be other steps to follow, and it is not just right to say that, well, this Corporation has only an authorised capital of Rs. 5 crores and what can it do to help a tremendous and enormous problem like the problem of our agricultural development. But, it is not Rs. 5 crores, it is much more than Rs. 5 crores that is behind these Rs. 5 crores. There are powers given to this Corporation to augment its resources. These powers are not anything of the unusual kind, they are of the usual kind. For instance, this Refinance Corporation can augment its resources by strengthening the capital base in the first instance. It can always have a larger capital. It can, secondly, augment its resources by issuing bonds and debentures. It can augment its resources by accepting deposits of certain kinds. It can augment its resources by borrowing from the Reserve Bank in special cases. It is also possible for this Corporation to borrow in foreign currency, and there is a lot that can be done very usefully in the direction of using funds available under P.L. 400 as the other Refinance Corporation for industry has been doing with such great benefit. Finally, it can also borrow when necessary from the Central Government. Actually, under the provisions of this Bill, it is very clear that this Corporation, even with its capital initially of Rs. 5 crores, can do financing well up to nearly Rs. 100 crores,

and if and when the capital is finally increased, in view of the increasing needs, to Rs. 25 crores, which is the authorised limit, the possibility made available to this Refinance Corporation is that it can finance agricultural development to the tune of almost Rs. 500 crores.

I, finally, Sir, request that the House will accept this as a first step with other steps to follow, as a progressive step, in the interests of agriculture and refinance.

14-50 hrs.

RE: COMMITTEE TO INVESTIGATE INTO THE CONDUCT OF CERTAIN MEMBERS DURING PRESIDENT'S ADDRESS

Mr. Deputy-Speaker: Before I call on the next Member, I would like to inform the House that Shrimati Renu Chakravartty pleads her inability to serve on the Committee as asked by the Speaker this morning, and she has resigned. The Speaker has been pleased to nominate Shri H. N. Mukerjee in her place.

श्री कछवाय (देवास) उपाध्यक्ष महोदय,
म समझता हूँ कि इस समय कोरम परा नहीं है।

Mr. Deputy-Speaker: Are you challenging the quorum?

श्री कछवाय : जी हाँ।

Mr. Deputy-Speaker: All right, Let the bell be rung. Yes, now there is quorum. Shri B. N. Mandal.

14.52 hrs.

AGRICULTURAL REFINANCE CORPORATION BILL—contd.

श्री भू० ना० मंडल (सहरसा) : उपाध्यक्ष महोदय, आज जो बिल हाउस के सामने पेश किया गया है मैं उसके मंशा से तो सहमत हूँ। आज इस देश के ग्रन्दर

[श्री भू० ना० मण्डल]

इस बात की नितान्त आवश्यकता है कि खेती की पैदावार बढ़ायी जाए। लेकिन इस सम्बन्ध में काम करने के लिये जो कारवाई सरकार कर रही है, वह में समझता हूँ कि ठीक रास्ते पर नहीं चल रही है।

जो यह बिल लाया गया है इसके अनुसार एक नया इंस्टीट्यूशन बना कर खड़ा किया जाएगा, जिसका आफिस होगा, जिसके मेम्बर होंगे और उस पर अलग से खर्चा करना पड़ेगा। मैं समझता हूँ कि आज जो लैंड मार्गरेज बैंक्स, कोऑपरेटिव या प्राइमरी सोसाइटीज और दूसरे क्रेडिट सोसाइटीज हैं, उनके रहते हुए इस इंस्टीट्यूशन को बनाने की जरूरत नहीं थी। यह बात सही है कि इसका मकसद यही है कि जहां रुपये की ज्यादा जरूरत होगी वहां उसको यह रिफाइनन्स करेगा, लेकिन यह काम जो मौजूदा क्रेडिट इंस्टीट्यूशन्स हैं उनके द्वारा भी किया जा सकता था। इस काम के लिये अलग से एक इंस्टीट्यूशन बनाने की जरूरत नहीं थी।

आज मेट्रल गवर्नमेंट सारा काम कर रही है और जो रुपये की जरूरत होती है उसका भी वह इन्तिजाम करती है, लेकिन उस काम के लिये नया इंस्टीट्यूशन बनाने की जरूरत नहीं थी, जो मौजूदा इंस्टीट्यूशन्स हैं उनको रुपया दे कर यह काम करवाया जा सकता था ऐसा करने से जो यह अत्यावश्यक मल्टीप्लिकेशन होगा वह बच जाएगा और लोगों की जो खेती के लिये या उससे सम्बन्धित कामों को करने के लिये जो रुपये की जरूरत है वह भी पूरी हो जाएगी।

इसके अलावा इस बिल में कुछ ऐसे दोष हैं जो कि आजकल के लेजिस्लेशन में पाए जाते हैं। एक दोष की तरफ मैं आपका ध्यान खींचना चाहता हूँ। आज सरकार के जो काम करने वाले आदमी रहते हैं उनके

लिये दिनों दिन नए नए प्रिविलेज दिए जाते हैं। और इस बिल के जरिये भी ऐसा ही किया गया है। मैं आपका ध्यान इस बिल की धारा ३८, ३९ तथा ४० की ओर दिलाना चाहता हूँ। धारा ३८ में कहा गया है :

“(2) A director shall not be responsible for any other director or for any officer or other employee of the Corporation or for any loss or expenses resulting to the Corporation from the insufficiency or deficiency of value of, or title to, any property or security acquired or taken on behalf of the Corporation or the insolvency or wrongful act of any debtor or any person under obligation to the Corporation or anything done in good faith in the execution of the duties of his office in relation thereto.”

इसका मतलब यह है कि जो कोई डाइरेक्टर है अगर वह अपनी जिम्मेवारी पूरी न भी करे तो उसे कसूरवार नहीं ठहराया जा सकेगा। यह प्रिविलेज इसमें दिया गया है। मैं समझता हूँ कि यह बहुत गंमत बात है।

धारा ३९ में यह दिया गया है :

“(1) No act or proceeding of the Board or of any committee of the Corporation shall be questioned on the ground of any vacancy in, or defect in the constitution of, the Board or committee or on the ground of any director or member of any committee having acted or taken part in any proceeding in contravention of section 18.”

सेक्शन १८ में कहा गया है कि जो कोई मेम्बर हो अगर उसका कोई फाइनेन्शियल इंटरैस्ट उसमें हो तो उसको उसमें भाग नहीं लेना चाहिये और उसको यह इंडीमेंट कर देना

चाहिये। लेकिन इसमें कहा गया है कि अगर किसी मेम्बर ने इस अवस्था में पार्ट लिया है तो यह कोई डिफेक्ट नहीं माना जाएगा। यह भी इस बिल में एक गलत प्रावीजन है।

आगे धारा ३६ में कहा गया है :

"(2) No act done by any person acting in good faith as a director of the Board or as a member of a committee of the Corporation shall be deemed to be invalid merely on the ground that he was disqualified to be a director or that there was any other defect in his appointment."

इसी तरह से सेक्शन ४० में कहा गया है :

"No suit or other legal proceeding shall lie against the Corporation or any director or any officer of the Corporation or any other person authorised by the Corporation to discharge any functions under this Act for any loss or damage caused or likely to be caused by anything which is in good faith done or intended to be done in pursuance of this Act."

जो इस देश का जनरल ला है उसके मातहत इस देश में जो गवर्नमेंट का काम करने वाले आदिमी हैं या दीगर आदिमी हैं उन सब को रहना चाहिये। लेकिन इस तरह का प्रावीजन दे कर सरकारी काम करने वालों को छट दे दी जाती है। इसका नतीजा यह होता है कि वे ठीक से काम नहीं करते। इसलिये मैं समझता हूँ कि इस कानून में इस तरह के प्रावीजन नहीं रहने चाहिये।

यों तो मैं यह समझता हूँ कि यह जो बिल लाया गया है इसकी कोई जरूरत नहीं थी। जो मौजूदा क्रेडिट इंस्टीट्यूशन्स हैं उनके जरिए ही यह सारा काम हो सकता 2667 (A1) LSD—6.

था यदि उनको और रुपया दिया जाता ताकि वे बड़े बड़े कामों के लिये भी लोन एडवांस कर सकें। इस तरह का इन्तिजाम सरकार को करना चाहिये ताकि इन इंस्टीट्यूशन्स की ड्युप्लिसिटी, टूप्लिसिटी और मल्टी-प्लिसिटी न हो।

श्री श्रीनारायण दास (दरभंगा) :
उपाध्यक्ष महोदय, एग्रीकल्चुरल फ़ाइनेंस बिल का, जो अभी माननीय मंत्राणी जी ने उपस्थित किया, मैं बड़ी प्रसन्नता से समर्थन करता हूँ। प्रसन्नता का विषय यह है कि मैंने आज से लगभग छठ वर्ष पहले इस सदन में एक प्रस्ताव रखा था जिसका भाशय यह था कि खेती के लिये वित्त की व्यवस्था करने के लिये एक कारपोरेशन की स्थापना की जाए। उस समय रिजर्व बैंक द्वारा स्थापित कमेटी आफ डाइरेक्शन की रिपोर्ट आ चुकी थी और सरकार उस पर विचार कर रही थी। उस रिपोर्ट में खेती के सम्बन्ध में वित्त व्यवस्था करने के लिये और सहकारिता आन्दोलन को मजबूत करने के लिये, जिस के द्वारा खेती के लिये वित्त व्यवस्था की जा सकती थी, बहुत से सुझाव दिये गये थे। और सरकार उन सुझावों पर विचार कर रही थी। और ऐसा समझा जाता था कि इस कमेटी की मुख्य मुख्य सिफारिशों को जब सरकार स्वीकार कर लेगी और उन को कार्यान्वित करेगी तो खेती के लिये जो वित्त की सुविधा आवश्यक हैं वे उपलब्ध हो जाएंगी। उस समय के मंत्री श्री अरुण चन्द्र गुहा ने आश्वासन दिया था कि खेती के लिए जो वित्त की आवश्यकता इस देश में है उसको पूरा करने के लिए सरकार रिजर्व बैंक आफ इंडिया, स्टेट बैंक आफ इंडिया और उसके साथ साथ जितनी सहकारी समितियाँ हैं, सेंट्रल कॉऑपरेटिव बैंक्स हैं या एपैक्स बैंक्स हैं, उन के ही जरिए से सब की व्यवस्था की जायेगी। इस आश्वासन पर मैं ने अपने उस प्रस्ताव को

[श्री श्रीनारायण दास]

वापिस लिया था। मुझे इस बात को खशी है कि आज पूरे तौर पर भले ही न सही लेकिन लैंड पॉन्डिंग बैंक और स्टेट कॉम्पारेटिसव बैंक को सहायता देने के लिये यह रिफाइनंस कारपोरेशन की स्थापना की जा रही है। मैं समझता हूँ कि जहाँ तक लम्बे अर्से के लिए कर्ज देने की आवश्यकता है वह कुछ हद तक पूरी हो जायेगी। इस वास्ते मैं इस बिल को हृदय से समर्थन करता हूँ लेकिन साथ ही इस अवसर पर मैं उपाध्यक्ष महोदय, आप की आज्ञा से, कुछ बात बताने की कोशिश भी करूँगा।

1.5 hrs.

आज लगभग दस वर्ष के करीब हो गये जब सहकार आन्दोलन को मजबूत बनाने के लिये रिजर्व बैंक आफ इंडिया, स्टेट बैंक आफ इंडिया, सरकार के दूसरे दूसरे मुहकमों ने, कम्युनिटी डेवलपमेंट के मंत्रालय ने या और किसी किस मंत्रालय ने इस के लिए बहुत प्रकार से जोर दिया है। लेकिन मुझे यह कहते हुए खेद होता है और मैं दुख-पूर्वक यह बतलाना चाहता हूँ कि रिजर्व बैंक आफ इंडिया की तरफ से हर साल रूरल क्रेडिट फ़ौलो-अप-सर्वे द्वारा करता है और उस सर्वे में वह चुने हुए जिलों को लेते हैं और चुने हुए जिलों को लेकर एक परिणाम निकालते हैं कि अभी वित्त की क्या व्यवस्था देश में हो पाई है। मैं आप की आज्ञा से यह जो रूरल क्रेडिट फ़ौलो-अप-सर्वे १९५६-६० का है, और जो कि अभी १९६२ में प्रकाशित किया गया है उससे चैप्टर २३ में जो कि २०६ पेज से शुरू होता है उस में कहा गया है कि अभी ६ जिलों का जो सर्वेक्षण किया गया, उन ६ जिलों में खेती के लिये वित्त की व्यवस्था कोम्पारेटिव के जरिए की गई, वह उन ६ जिलों में से सिर्फ दो जिलों में में कुछ कारगर साबित हुई वार्क; और सब जिलों में जो वित्त की आवश्यकता हुई उस में सिर्फ एक जिले में तो ११ परसेंट और दूसरे

जिले में ५ परसेंट तक है। उस में कहा गया है :—

“Bulk of the credit requirements was met by recourse to money-lenders except in Bilaspur; the agriculturist moneylenders predominated over their professional counterparts in all the districts except Barmer.”

यह बतलाता है कि सरकार के प्रयत्न करने के बावजूद भी अभी भी खेती के लिये जो वित्त की आवश्यकता है उस की पूर्ति कोम्पारेटिव सोसाइटीज या रिजर्व बैंक आफ इंडिया द्वारा दिये गये कर्जों से नहीं हो पा रहा है।

उपाध्यक्ष महोदय, साथ ही मैं एक बात की तरफ जिक्र करना चाहूँगा। इस सर्वेक्षण से इस परिणाम पर पहुंचा गया है कि वित्त की व्यवस्था में जो सूद की दर ली गई वह औसत सूद की दर साढ़े १३ से लेकर साढ़े १४ परसेंट तक प्रतिवर्ष के हिसाब से ली गई गई। अर्थात् साढ़े १३ परसेंट से लेकर साढ़े १४ परसेंट प्रतिवर्ष सूद की दर से किसानों को, कर्ज दिये गये लेकिन उन को मालूम होना चाहिये कि विभिन्न जिलों में तो कहीं कहीं पर ४० परसेंट तक सूद अपनी खेती के लिए वित्त की व्यवस्था करने के वास्ते देना पड़ा।

अभी लम्बी अवधि के लिए कर्ज देने की व्यवस्था करने का जो इस बिल का मुख्य उद्देश्य है उस के सम्बन्ध में इस सर्वेक्षण से पता चला है। और इस में लॉन्ग टर्म क्रेडिट के ऊपर यह लिखा है :—

“With regard to long-term credit, co-operatives had not made sizeable efforts, as will be evident from the fact that 4 out of the 9 districts did not even have land mortgage banks and even in those which had them the number of families indebted to the banks did not exceed even 3 per cent. Though in some districts attempts were being

made to reorient the loan policy to make it more production-oriented, the achievements, except, perhaps, in Krishna, were negligible. Undue delay continued to be the characteristic feature of the loan procedure."

मैंने इस बात की तरफ सदन का ध्यान इसलिये खींचा है कि वित्त की व्यवस्था जो कि हमारे देश के अंदर अभी खेती के लिए है वह हर प्रकार के प्रयत्न के बावजूद भी बिलकुल नगण्य है। अभी भी एक अर्थ शास्त्री ने शायद अनुमान लगाया है कि हमारे देश में खेती के लिए जो वित्त की जरूरत है, रुपये की जरूरत है, तीनों प्रकार की सहायता को यदि जोड़ा जाय अर्थात् थोड़ी अर्वाधि के लिए, बीच वाली अर्वाधि के लिए या लम्बी अर्वाधि के लिए, तीनों को अगर जोड़ा जाय तो वह लगभग १५०० करोड़ रुपये के करीब जाकर पड़ती है। प्रथम, द्वितीय और तृतीय पंचवर्षीय योजना में जो यह बताया गया है, कि पहली योजना की अंतिम अर्वाधि तक सिर्फ १३ करोड़ रुपये की व्यवस्था की गई थी, दूसरी योजना के अंत तक २०० करोड़ रुपये तक की व्यवस्था की गई थी और तृतीय पंचवर्षीय योजना में बतलाया गया है कि आशा की जाती है कि यह रकम बढ़ कर लगभग ५५० करोड़ तक हो जायेगी। लम्बी अर्वाधि का जहाँ तक सवाल है उस में बतलाया है कि लम्बी अर्वाधि का जो ऋण है वह तृतीय योजना के अंतिम समय तक १५० करोड़ तक जायगा। न सब आंकड़ों से पता चलता है कि बावजूद इस बात के कि सरकार पूरी कोशिश कर रही है लेकिन हिन्दुस्तान में खेती की प्रधानता और खेती को उपज बढ़ाने के लिए जिस प्रकार के वित्त की व्यवस्था, आवश्यक है, मैं समझता हूँ कि अभी तक न सरकार के सहकार आंदोलन के द्वारा, न सरकार की तक्रारीय नोन के द्वारा और न रिजर्व बैंक के द्वारा दिये गये कर्जों से अभी तक कारगर हो पाये है। इसलिए मैं आज सदन का ध्यान उधर खींचते हुए मंत्रिणी महोदया से निवेदन करना चाहूँगा कि जहाँ

वे इस विधेयक को पास करा कर एक निगम की स्थापना करने जा रहे हैं, उस से इस बिल का उद्देश्य आंशिक रूप में भी पूरा हो सकता है। बावजूद इस बात के कि उसका एक आफिस बम्बई में होगा ताहम उसका सम्पर्क केवल स्टेट बैंक, कोम्पारेटिव बैंक या लैंड मांटगेज बैंक से रहेगा। किसानों तक यह पहुँचेंगे और किसानों को आसानी से और कम सूद की दर पर पैसा मिल सकेगा इस बारे में संदेह किया जा सकता है। इस बारे में अन्य माननीय सदस्यों ने भी संदेह उपस्थित किया है। लेकिन मैं समझता हूँ कि अभी इस निगम की स्थापना से बड़े बड़े प्लानेशंस, खेती के विकास का काम करने वाले जिस में कि काफ़ी रुपये की विभिन्न प्रान्तों में जरूरत है, उस रुपये की कमी की कुछ पूर्ति हो सकेगी।

इस समय में सदन का ज्यादा समय नहीं लेना चाहता। यह जो रिफाइनंस कारपोरेशन की भावना आई है यह कहां से आई, मुझे पता नहीं लगता है। तृतीय पंचवर्षीय योजना के अंदर इस बात का जिक्र किया गया है कि गवर्नमेंट रिजर्व बैंक आफ इंडिया के साथ परामर्श करके खेती के विकास के लिये निगम की स्थापना के बारे में सोच रही है। ऐसा समझा जाता था कि इस निगम का काम केवल रिफाइनंस करना नहीं होगा इस कारपोरेशन का काम यह भी होगा कि वह जहाँ जरूरत समझे सीधे कोम्पारेटिव सोसाइटी को चाहे व्यक्ति विशेष को अगर उसको कर्ज लेने का अधिकार है और उसको कर्ज चुकाने की शक्ति है तो ऐसे लोगों को भी कर्ज देने की व्यवस्था की जायेगी। न मालूम क्या बात है और इसे मंत्रिणी महोदया बतलायेंगी कि प्लानिंग कमिशन का जब यह विचार उत्पन्न हुआ था कि एक एग्रीकल्चरल डेवलपमेंट फाइनंस कारपोरेशन की स्थापना की जायगी और क्यों एक सीमित प्रोबिजिटिव के साथ इस निगम की स्थापना की जा रही है? मैं

[श्री श्रीनारायण दास]

समझता हूँ कि यह अच्छा होता यदि इसका नाम रिफाइनंस कारपोरेशन हटा कर फाइनेंस कारपोरेशन रक्खा जाता और उसका काम और व्यापक किया जाता।

मैं इसके साथ साथ यह भी कहना चाहूंगा कि इसकी ऐसी शाखायें होनी चाहियें जैसी कि इंडस्ट्रियल फाइनेंस कारपोरेशन की दो, तीन शाखायें काम करती हैं। इंडस्ट्रियल फाइनेंस कारपोरेशन की एक मुख्य ब्रांच मद्रास प्र कलकत्ता में चल रही है। मद्रास और कलकत्ते में जो शाखायें चल रही हैं वे उद्योग, धंधों में काम करने के लिये वित्त की व्यवस्था करती हैं। मैं चाहता हूँ कि इसका नाम एग्रीकल्चरल रिफाइनंस कारपोरेशन बदल कर एग्रीकल्चरल डेवलपमेंट फाइनेंस कारपोरेशन रक्खा जाय और इसका स्टैचूट में कानून के अन्दर इस बात का जिक्र आना चाहिये कि प्रमुख स्थानों में उसकी दो, तीन शाखायें रहेगीं जोकि खेती की व्यवस्था के लिये चाहे वह सहकारी समिति की सहायता से हो चाहे सेंट्रल कोऑपरेटिव बैंक की सहायता से हो और चाहे लैंड मॉर्टगेज बैंक की सहायता से हो, हर प्रकार की व्यवस्था करेगी।

मैं सदन का ज्यादा समय नहीं लेना चाहता। जैसा कि मैंने अभी कहा मुझे खुशी है कि इस तरह का विधेयक हाउस के सामने लाया गया। मैं आशा करता हूँ कि हिन्दुस्तान में खेती की उन्नति के लिये वित्त की जो आवश्यकता है और जैसा कि अन्दाजा लगाया गया है कि लगभग १५०० करोड़ रुपये प्रतिवर्ष की जरूरत है, उसकी पूर्ति करने के लिये अगर सरकार सचमुच में चाहती है कि खेती का उत्पादन बढ़े और जैसे जैसे जनसंख्या बढ़ती जाती है वैसे वैसे हमारे देश में खेती का उत्पादन बढ़ कर लोगों को पौष्टिक भोजन देने का इंतजाम किया जाय तो मैं समझता हूँ कि यह जो छोटा कदम उठाया जा रहा है इससे काम चलने वाला नहीं है। सरकार और साथ ही साथ रिजर्व बैंक

आफ इंडिया, स्टेट बैंक आफ इंडिया और जो दूसरी सहकारी संस्थायें हैं उन सब को मिल कर ऐसा प्रबन्ध करना चाहिये जिससे अगर पूरी तौर पर नहीं तो कम से कम तीन चौथाई वित्त की व्यवस्था तो हो सके। आज भी किसान महाजनों के पंजे में पड़ा हुआ है और उसको बहुत ज्यादा सूद देना पड़ता है। आज किसान को इस झंझट से मुक्त करने की बहुत आवश्यकता है, ताकि वह कृषि के लिये वित्त की व्यवस्था करते हुए देश के अभाव की पूर्ति कर सके और देश का घन बढ़ाने में उसका जो आघा हिस्सा है, उसको कायम रख सके। माननीय उपमंत्रिणी महोदया को यह सौभाग्य प्राप्त हुआ है कि वह इस विधेयक को सदन के सामने प्रस्तुत करें। मैं आशा करता हूँ कि इन सब सुझावों पर गम्भीरतापूर्वक विचार किया जायगा और आगे चल कर यदि आवश्यकता हुई, तो एक एग्रीकल्चर डेवलपमेंट फिनांस कारपोरेशन की स्थापना की जायेगी, जिस की शाखायें-प्रशाखायें हर एक प्रदेश में हों, जो सहकारी संस्थाओं को कर्ज देकर किसानों को अन्न उपजाने में मदद दे सके।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

Shri B. G. Dubey (Bijapur North):
Mr. Deputy-Speaker, this is a very welcome measure and I extend my very sincere support with pleasure to the Finance Ministry. However, I would like to make one or two suggestions.

I see in the Note on clause 2 that the purpose of this measure is to re-finance the State Land Mortgage Banks, Scheduled Banks and other institutions so that the development of agriculture could be helped. I would like to suggest that among other things, reclamation of land should be specified as one of the objectives. I need not dwell at length on this aspect, because, to my mind, the development of agriculture mostly depends upon

the development of land which means, in other words, reclamation of land. There are large tracts in the country where either the soil suffers from salinity or the growth of weeds. To my mind, the Corporation which we visualise at this level, need not consider about dairy farming and other things. The State Governments could very well look after these things. The principal problem which the Centre has to consider seriously and provide adequate funds is land reclamation and soil conservation. I would actually suggest that land reclamation might be one of the special objectives, special purposes for which funds might be advanced.

Then, I take up direct assistance to co-operative institutions in the State. I have received representation from Mysore Land Mortgage Banks and Apex Co-operative Societies that that principle would not be very desirable. I do not know why we should take the responsibility of advancing loans to co-operative societies in this vast country. That does not seem to be very logical to me. I have an impression that somehow we are proceeding in these matters in a rather piecemeal way. Sometimes, the Community Development Ministry comes with some measure; then the Planning Ministry and then the Finance Ministry. What I feel is that there should be a proper approach towards what we may call a socialist pattern of society. Agricultural development and production is one aspect. Then, there is marketing. Transport is another aspect. I think the time has come when we should have a connected or integrated approach. We should have such a Corporation as a Central organisation whereby all these functions could be brought under one direction. There are so many corporations. I wonder how many of us know whether all these corporations are functioning. I request the Finance Ministry to consider whether they could take an integrated view and introduce a proper measure.

With these words, I support this measure.

श्री फ० गो० सेब (पूर्निया) : उपाध्यक्ष महोदय, जहाँ तक एग्रीकल्चर का सवाल है, इस बिल में उसके साथ कई बातें जोड़ दी गई हैं। इसमें कहा गया है कि "एग्रीकल्चर इन्क्लूड्ड डेरी फार्मिंग, पिसीकल्चर, पोल्ट्री फार्मिंग एंड स्टाक-बीडिंग"। मुझे लगता है कि जब भी खेती के बारे में कोई भी विधेयक इस सदन के सामने लाया जाता है, तो माननीय सदस्य उस को बहुत सन्देहात्मक दृष्टि से देखते हैं। उसकी वजह यह है कि अभी तक जो भी काम खेती की उपज को बढ़ाने के लिये या किसान की मदद के लिये किया गया है, वह नाकाफी साबित हुआ है। माननीय सदस्य, श्री श्रीनारायण दास, ने भी यह बात कही और उन्होंने रूरल क्रेडिट सर्वे की रिपोर्ट का जिक्र किया। यह देखा गया है कि खेती के मामले में सरकार को जितनी मदद देनी चाहिये, वह अभी तक नहीं दी जा सकी है।

जहाँ तक इस एग्रीकल्चर रीफाइनेंस कारपोरेशन बिल का सम्बन्ध है, माननीय सदस्य श्री सिंहासन सिंह ने इस पर गौर फरमाया था। इसमें फिलहाल ५ करोड़ रुपये देने का सवाल है। इस का एक बड़ा आफिस बनेगा, इस की ब्रांचिज होंगी, स्टेट डिपार्टमेंट्स होंगे और कोऑपरेटिक्स होंगे। इस सारे के सारे महकमे के बनने के बाद एग्रीकल्चर के पास क्या पहुँचेगा, इसमें बहुत सन्देह है। यह भी कहा गया है कि इस कारपोरेशन के द्वारा खेती के काम के लिये ज्यादा रुपया पहुँचाया जा सकेगा। मैं तो समझता हूँ कि हमारे खेतियार भाई वहाँ तक पहुँच ही नहीं पायेंगे और जो वहाँ पहुँचेंगे भी, तब तक उन के जूते की तल्ली घिस जायेंगी और वे हार मान कर बैठ जायेंगे।

इस समय स्थिति क्या है? जहाँ तक एग्रीकल्चरल को-ऑपरेटिव सोसायटी का सम्बन्ध है, अगर पेमेन्ट देना फेल हो गया, तो सारे का सारा काम ठप्प हो गया, पेमेन्ट बन्द हो गया

[श्री फ० गो० सेन]

श्रीर फिर मालूम नहीं कि खेती कैसे हो ? फिनांस मिनिस्टर साहब को देखना चाहिये कि खेती का महकमा सब से ज्यादा महत्व रखता है । सरकार को श्रीर से कहा जाता है कि कम्युनिटी डेवलपमेंट के द्वारा डीसेन्ट्रलाइजेशन आफ पावर हो । मैं यह कहना चाहता हूँ कि आज मनी इज पावर । इसलिये मनी को भी डीसेन्ट्रलाइज करना चाहिये । अगर सरकार सही मायनों में डीसेन्ट्रलाइजेशन आफ पावर करना चाहती है, तो डीसेन्ट्रलाइजेशन आफ मनी हो । तभी जा कर डीसेन्ट्रलाइजेशन आफ पावर होगा और छोटे दायरे में लीडरशिप भी कायम होगी ।

सरकार ने प्राइज बांड निकाले हैं । जब पेपर्स में बड़े बड़े अक्षरों में आता है कि फलां पियन को इतना इनाम मिला, इतने लोगों को इतने इनाम मिले, तो मुझे बड़ी खुशी होती है । अगर पांच रुपये का एक प्राइज बांड लेने पर किसी व्यक्ति को साढ़े सात हजार रुपये— और नई स्कीम के अन्तर्गत पन्द्रह हजार रुपये— मिलते हैं, तो यह बड़ी अच्छी बात है । इस से वह सम्भल जायेगा । आखिर सम्भलने का जरिया रुपया है । सरकार कृषक को रुपया दे, तो वह सम्भल जायेगा । आज रुपया देने के बारे में जितनी बन्दिशें हैं, उन के मारे वह दबा चला जा रहा है ।

हर माल सरकार एक करोड़ रुपया एग्रीकल्चर को-आपरेटिव्स में लगा दे,। घी कहां गिरा ? दाल में । जितनी भी एग्रीकल्चर को-आपरेटिव सोसायटीज हैं, उन में पांच पांच हजार रुपये के प्राइज बांड दिये जाये, ताकि दो हजार गांवों, एग्रीकल्चर को-आपरेटिव्स, का पांच पांच हजार रुपये का कैपिटल बन जाये । यह लाटरी के जरिये हो जाये, तो उन को पांच पांच हजार रुपये का कैपिटल बन जायेगा । अगर पांच हजार रुपये का कैपिटल बन जायेगा, तो वे पचास हजार रुपये का क्रेडिट भी लेने के लिये तैयार हो

जायेंगे । तब सरकार उन को क्रेडिट दे । अगर सरकार एग्रीकल्चरल सैक्टर को देने के लिये तैयार है । मान लिया कि उसने दिया भी, तो वह अप्पर सैक्टर को दिया जायेगा और लोअर सैक्टर तो अनटचड रह जायेगा । एग्रीकल्चरिस्ट्स में भी ऐसे लोग हैं जो कि धनी हैं और वे लोग कर्ज दे सकते हैं । मगर जो बेचारे, दो चार, पांच या दस एकड़ जोड़ने वाले हैं, वे लोग वैसे ही रह जाते हैं । न उन को ब्लाक से कोई मदद मिलती है और न किसी अन्य साधन से । वे बेचारे अपनी क्राप के ऊपर ही सा लेते हैं और उस को सस्ते दामों पर बेच देते हैं । इसी में वे लोग रहते हैं । नुकसान भी होता है तो कुछ कर नहीं सकते हैं । अगर वे यह न करें तो उन के सामने सवाल आता है कि खर्चें क्या । यह जो बेकारी का सवाल है यह भी भयंकर सवाल है । इस तरीके से अगर आप एक करोड़ रुपये हर साल बांध दें तो दो हजार गांवों का पांच हजार का कैपिटल हर साल बनेगा । अब सवाल पैदा होगा कि उस रुपये का बटवारा किस तरह से किया जाये । वहां पर गांव सभा बनेगी, एंटायर जो गांव का बालिग मताधिकार है, उस की एक सभा बनेगी और वह इस रुपये को बांटेगी । वह देखेगी कि किस को जरूरत है और किस को नहीं है । मेरा मुझाव यह भी है कि मान लीजिये कि पचास हजार का कैपिटल फार्मेशन हो गया तो उस में से आधा यानी २५,००० रुपया जिन लोगों के पास कुछ नहीं है, उन को दे दिया जाए, ऐसी ऐसी चीजों पर दिया जाए जैसे है उस को गाय खरीद कर दे दी जाये, बकरी दे दी जाये, भैंस खरीद कर दे दी जाये जिस से कि ईजी रिटर्न हो सके, जल्दी रुपया वापस मिल सके । अगर ऐसा किया जाता है तो वह जल्दी रुपया अदा कर सकता है ।

हम देखते हैं कि आज हमारे सामने बेगारी का, भिखमंगों का भी प्रोब्लम है । ये कौन लोग हैं । ये गांव से ही तो आते हैं ।

जिन का गांवों में गुजारा नहीं होता है, जिन को वहां देखने वाला कोई नहीं है, वही तो शहरों में जा कर भीख मांगते हैं। अब अगर गांव सभा तय करे कि इस को एक गाय दे दी जाये, तो उस को गाय मिल जायेगी और वह कुछ नहीं तो कम से कम गाय को पाल पोस कर कुछ तो आमदनी करेगा और अगर कुछ नहीं तो उस का दूध तो पिघेगा और दूध पीता रहेगा तो कम से कम मरेगा तो नहीं।

मेरी प्रार्थना है कि इस मसले को हम लोगों को एक दूसरे ही दृष्टिकोण से देखना चाहिये। अगर हम इस दृष्टिकोण से नहीं देखेंगे और पावर के डिस्ट्रीब्यूशन के माथ माथ पया नहीं देंगे तो कुछ नहीं होगा। गांव सभा नहीं बैठेगी और जब गांव सभा नहीं बैठेगी तो लीडरशिप भी कायम नहीं होगी। अगर आप रुपया देते है तो गांव सभा भी बैठेगी, अगर इन लोगों का पांच हजार का कैपिटल बन गया तो गांव सभा भी बैठेगी, संम के तौर पर बैठेगी क्योंकि उस रुपये को बांटना है और वह जानती है कि ऐसा करना उस का हक है और इस तरीके से एक लीडरशिप भी कायम हो जायेगी, जिस की आज बहुत आवश्यकता है।

यह जो विधेयक आप लाये हैं, यह ठीक है। आपका इरादा इस में डेरी फार्मिंग और पिसीकल्चर को शामिल करने का है। इस में मुझे कोई आपत्ति नहीं है। मगर एग्रीकल्चर नाम पर कितनी ही कार्य-वाहियां होती हैं लेकिन वास्तव में खेतिहरों को जो रुपया खर्च करने की योजना बनती है, वह मिलता नहीं है या अगर मिलता भी है तो बहुत कम मिलता है। बहुत सा रुपया फुड एंड एग्रीकल्चर में खर्च होता है, दफ्तरों में खर्च होता है, तमाम जगहों पर खर्च होता है मगर एकचुअली अगर देखा जाए तो खेतिहर को वह कहां पहुंच पाता है। यह बहुत शोचनीय दशा हमारे सामने है। इसलिये मैं सरकार से प्रार्थना करता हूं कि वह इस ओर कुछ ध्यान दे ताकि हमारे एग्रीकल्चरिस्ट खुद अपने पांव पर खड़े हो सकें। उस की

अगर मदद की जाती है तो वह ठीक समय पर की जानी चाहिए। आजकल होता यह है कि रुपये की आवश्यकता तो उस को उस वक्त होती है जब वह कमीनी कर रहा होता है, वीडिंग कर रहा होता है मगर रुपया उस को उस वक्त पहुंचता है जब कटनी हो रही होती है। इस तरीके से काम नहीं चलता है। इस वास्ते मेरी प्रार्थना है कि इस सारी चीज पर दूसरे ही नुक्तेनजर से गौर किया जाये।

श्री विश्वाम प्रसाद (लालगंज) : उपाध्यक्ष महोदय, इस बिल का जो ध्येय है कि किसनों को कर्ज मिले, उस का मैं समर्थन करता हूं। मगर इस के आफिस के ऊपर थोड़ा एतराज मैं करना चाहता हूं। हर चीज के दफ्तर तो दिल्ली में खुलते हैं लेकिन इस कारपोरेशन का दफ्तर बम्बई में खुल रहा है। यह शायद इसलिये है कि हमारे फाइनेंस मिनिस्टर साहब बम्बई से आते हैं या फिर शायद बम्बई में एग्रीकल्चरिस्ट्स का ज्यादा फायदा हो सकेगा।

इस का कैपिटल २५ करोड़ का है जिस में दस हजार रुपये के शेयर होंगे और पांच करोड़ रुपये के पांच हजार शेयर पहले रिलीज होंगे। अब जहां तक २५ करोड़ का सम्बन्ध है, वह बहुत ही कम है। अगर आप इस देश के कल्टिवेटिड एरिया को देखें तो वह ३३५.७ मिलियन एकड़ है। अगर २५ करोड़ को उस में बांट दिया जाय तो बारह आने एकड़ पड़ते हैं। अगर यहां के किसानों की संख्या आप लें तो वह ३५ करोड़ ६६ लाख है। इस हिसाब से केवल ११ आने फी कल्टीवेटेड पैसा मिल सकता है। अगर गांवों की संख्या को लें तो वह ५ लाख ५७ हजार ९८९ है और फी गांव पचास रुपये कर्ज की व्यवस्था हो सकती है। भारत का किसान टोटल इनकम का ४८.३ परसेंट देता है जो कि १५० मिलियन रुपये से भी अधिक है। उस के मुबार के लिये केवल २५ करोड़ रुपया दिया जाए, यह कहां तक उचित है। यह तो बहुत ही कम है। यह शून्य के बराबर है।

[श्री विश्राम प्रसाद]

किसान के नाम पर बहुत सी संस्थायें बनी हैं। बहुत सी कारपोरेशंस भी खोली गई हैं। अभी एक बेयरहाउसिंग कारपोरेशन मिनिस्ट्री आफ फूड एंड एग्रीकल्चर के अंडर बनी है। मगर किसान की हालत में क्या फर्क पड़ा है, यह तो जो किसान होगा या किसान की हालत को जिस ने देखा होगा या जो, किसानों में रहा होगा, वही बता सकता है, वही समझ सकता है। इस हाउस के मिनिस्टर्स को शायद बहुत कम इस का अहसास है। प्लानिंग के नाम पर विदेशों से बहुत सा रुपया अरबों रुपया किसानों की तरक्की के लिए लिया गया है। मगर इस के बावजूद भी किसान की हालत में कोई खास परिवर्तन नहीं हुआ है। जो १९५० में गरीबी अमीरी का फर्क १:११० था जब कि आज इस राम राज्य रूपी समाजवादी समाज की रचना में वह १:३२० हो गया है। अब यह दूसरा कारपोरेशन किसानों का दर्द दूर करने के लिये बना है। परन्तु पूरा बिल आप पढ़ें, कहीं भी नहीं लिखा है कि किसानों से क्या सूद की दर ली जायेगी, किस रेट पर उस को कर्जा मिलेगा। सिर्फ इस बिल के शुरू में एक लाइन और अन्त में यहाँ लिखा है।

“A Bill to provide for the establishment of a Corporation for granting medium and long term credit by way of refinance or otherwise, for the development of agriculture and for other matters connected therewith or incidental thereto.”

ऐसा मालूम होता है, कि पांच करोड़ तो रिजर्व बैंक का शेर्य होगा और बीस करोड़ इस में बम्बई के सेठों का होगा। जिन के पास रुपया इफरात से पड़ा हुआ है वे इस में उस को जमा कर देंगे, एक दर उन को सूद की बराबर मिलती रहेगी। मुझे महसूस होता है कि बम्बई में इस का दपतर इसलिये खोला जा रहा है क्योंकि दस हजार रुपये का शेर्य कोई भी किसान नहीं ले सकता है और उस को बम्बई के सेठ ही लेंगे।

अब आप बोर्ड आफ डायरेक्टर्स की बात को देखें। किसानों का एक भी रिप्रेजेंटेटिव इस में नहीं है। भारत सरकार ने भारत कृषक समाज भी बनाया है जो बहुत बड़े पैमाने पर देश में काम करे। लेकिन उस का भी रिप्रेजेंटेटिव, किसान का दर्द भरने वाला कारपोरेशन में नहीं रखा गया।

आडिट की बात भी आप देखें। कम्पनीज एक्ट, १९५६ के सक्शन २२६ के अनुसार आडिटर को भी बोर्ड ही एप्वाइंट करेगा। पेज १४ पर तीसवां जो सक्शन है वह इस प्रकार है :—

“The affairs of the Corporation shall be audited by any auditor duly qualified to act as auditor under sub-section (1) of section 226 of the Companies Act, 1956, who shall be appointed by the Board with the previous approval of the Reserve Bank and shall receive such remuneration from the Corporation as the Board may, with the approval of the Reserve Bank, fix:—

डा० मा० श्री अग्ने (नागपुर) : इसमें कौन सी बुरी बात है ?

श्री विश्राम प्रसाद : इस का मतलब यह है कि जिस आडिटर को बोर्ड एप्वाइंट करेगा वह उस के असर के अन्दर होगा। अगर सारी गवर्नमेंट के लिये जो आडिटर जनरल ए-वाईटिड है वह आडिट करवाये तो गलतियों को पकड़ सकता है लेकिन जो प्रोविजन रखा गया है उस का मकसद यह है कि अपना आडिटर अपनी भलाई या बुराई को छिपा सकता है।

इस में यह भी कह, गया है कि कोई भी मुकदमा इस कारपोरेशन या डायरेक्टर्स क खिलाफ नहीं चलेगा। चाहे नुकसान कितना भी हो जाए, वह गुड फेथ में होगा। इसको

भी बरा आप सुन लीजिये : यह पेज १७ पर है :—

No suit or other legal proceeding shall lie against the Corporation or any director or any officer of the Corporation or any other person authorised by the Corporation to discharge any functions under this Act for any loss or damage caused or likely to be caused by anything which is in good faith done or intended to be done in pursuance of this Act."

इस का मतलब तो यह है कि अगर उस में नुकसान भी हो जाय तो वह नुकसान भी गड फेय में होगा। यह समझने की बात है शेअर होल्डर्स को जो डिबिडन्ट मिलेया उस पर इनकम टैक्स नहीं लगेगा, इनकम टैक्स ऐक्ट, १९६१ के सेक्शन ८६ के अनुसार उस पर इनकम टैक्स भी नहीं लगेगा और जो रुपया बड़े बड़े ब्रादरियों के पास फंसा हुआ है, उस को भी वह बराबर बढ़ाते रहेंगे। उन के लिये सब कुछ टैक्स फ्री रहेगा। आप इस चीज को भी सुन लीजिये :

"Any sum paid by the Central Government under the guarantee given in pursuance of section 6 or, under any guarantee given in pursuance of sub-section (1) of section 20 or sub-section (2) of section 21 shall not be treated as the income, profits and gains of the Corporation, and any interest paid by the Corporation on debentures or bonds or on foreign currency borrowed under sub-section (1) of section 21 out of such sum shall not be treated for the purpose of income-tax or super-tax as expenditure incurred by it"

इसलिये उसके ऊपर इनकम टैक्स नहीं लगेगा।

इसके बाद आप इंटरैस्ट की बात को देखिये। मौजूदा रिजर्व बैंक या कारपोरेशन जो है वह दूसरे छोट छोट बैंकों को, कोआपरेटिव और मागज बैंकों को २॥ प्रतिशत सद पर कर्ज देते हैं, लेकिन वे किसानों को

६ प्रतिशत पर देते हैं। टाटा और बिड़ला को इंटरैस्ट फ्री लोन दिया जाता है लेकिन छोटे किसान को ६ प्रतिशत पर दिया जाता है, जो कि इस देश की ग्राह से ज्यादा ग्रामदनी करता है।

अब आप यह भी देख लें कि इस व्यवस्था में किसानों को कैसे कर्ज मिलेगा। इस देश के किसानों में जो लोग एक एकड़ से कम का खेत जोतते हैं उन की संख्या २६ मिलियन है, यानी ४२ परसेन्ट। चूंकि उन की प्रापर्टी ज्यादा नहीं होगी, इसलिये उन को कर्ज नहीं मिल सकता। एक से पांच एकड़ तक जोतने वालों की संख्या १८ मिलियन है, यानी २६.१ परसेन्ट, पांच से दस एकड़ तक जोतने वालों की संख्या ८.८ मिलियन है, यानी १४.२ परसेन्ट। इसी तरह से १०० एकड़ से ज्यादा की जोताई करने वालों की संख्या बहुत कम है। इस तरह के कुल २ परसेन्ट कल्टिवेटर्स हैं। जिस तरह और डिपार्टमेंट्स लोन देते हैं, जैसे कि प्लानिंग विभाग है, जो कि लोन देता है, कोआपरेटिव सोसायटीज लोन देती है, अगर उसी तरह से रिफाइनन्स कारपोरेशन के अन्दर भी किया जाता है तो उस से किसान को कौन सा अधिक फायदा होगा? अगर रुपया देना है तो उस को संस्था से सीधी क्यों नहीं दिया जाता है? अगर दरअसल देश की तरक्की करनी है, जैसा कि प्लानिंग विभाग कहता है कि एक एकड़ की सिंचाई से ६ मन गल्ला प्रति एकड़ बढ़ता है, तो इस देश की कुल ३३५.७ मिलियन एकड़ खेती योग्य भूमि में से ५७.६ मिलियन एकड़ को छोड़ कर, जिसकी सिंचाई होती है, बाकी जमीन की अच्छी सिंचाई की व्यवस्था करें, ताकि यहाँ की पैदावार बढ़े जा सके। अगर आप को दरअसल किसान की मदद करनी है तो उस के लिये आप मस्ते दाम पर खाद की व्यवस्था करें। आप उस के केटल का इम्प्रूवमेंट करें, कर्ज के सूप की दर को कम करें, और कर्ज को दिलाने में कुछ ढीलपान करें। आज तो किसान को २० दफा तहसील, कानूनगो

[श्री विश्राम प्रसाद]

और पटवारी के पीछे दौड़ना पड़ता है। इसलिए उस के कर्ज लेने में ढीलापन हो। जैसा मैं ने बतलाया, ४२ प्रतिशत किसान उन लोगों में से हैं जिन के पास एक एकड़ से कम जमीन है और २६ प्रतिशत लोग वे हैं जिन के पास एक एकड़ से ले कर पांच एकड़ तक है। अगर उन को कर्ज लेने में ढिलाई नहीं दी गई तो उन को कर्ज नहीं मिल सकेगा।

आज हर जगह पर फैंबरिज्म चलता है। प्लानिंग डिपार्टमेंट से भी बड़े बड़े लोगों को ढी कर्ज मिलता है, जो लोग दरअसल जमीन को कल्टिवेट करते हैं उन को नहीं मिलता। इसलिये मैं चाहता हूँ कि कर्ज के मामले में कुछ ढीलापन हो और दूसरे लोगों के साथ फैंबरिज्म न हो।

मैं चाहता हूँ कि इस कारपोरेशन में किसानों का रिप्रेजेंटेटिव जल्द होना चाहिये और कर्ज बिजनेस के लिये न दिया जाये।

अन्त में मैं यही कहूँगा कि किसानों के नाम पर बहुत सी संस्थाएँ बनती हैं, लेकिन किसानों के नाम की माला पहन कर उसका खून चूसने वाले बिल से किसानों की आर्थिक दशा में न सुधार हुआ है और न होगा।

Shri Sham Lal Saraf (Jammu and Kashmir): I wholeheartedly support this Bill. I am very happy that a Refinance Corporation is being set up in furtherance of the cause of agriculturists in the country.

From what I have heard of the speeches made so far on this Bill, I feel that mostly those hon. Members have either not read the Bill altogether or have not had the time to understand its implications. The position is made very clear. We are already committed to the promotion of co-operatives. Today we have in the country co-operative societies at the lower level. We have co-operative banks which give credit to the co-operative societies. Very recently,

land mortgage banks also came into existence. At the moment, they are providing short-term, medium-term and in certain cases, long-term credit to people, mostly agriculturists.

With the limited finance at the disposal of these bodies, the need has been felt for a financing agency to help these financing institutions at the village, town or district level so that they are able to raise more finances in order to meet the rising demand of today. We must not forget that land-mortgage banks have functioned mostly as aids for the development of land. In this direction, a number of steps have been taken in the past. Thousands and thousands of acres of land have become fit for bringing under the plough, because of setting up of river valley projects; minor, medium and major irrigation works have been undertaken and a lot of land has come under cultivation. Thus these agencies have improved the potential for more and more production.

Today our attempt is to improve our agricultural production both by extensive as also by intensive methods. So far as extensive methods are concerned, perhaps there may not be left very much scope in the country. Today expert advice available on the subject is to the effect that by intensive methods India can produce much more than she is doing today.

Agriculture is the number one industry in the country. It is the backbone of our economy. It is also the mainstay as far as the employment factor is concerned. So it is the primary duty of the Government, whether State or Central, to help the agriculturists maintain their agricultural pursuits and also improve their production as far as possible. My feeling is that some of my hon. friends have not understood, in the right sense of the term, these institutions which have come to stay, like co-operative societies, co-operative banks

and land-mortgage banks. In order to make more finance available to these institutions, one institution is being set up which can create opportunities for financiers. The position has been made very clear as to who would finance it, who would purchase the shares. The already existing institutions will go as near the agriculturists as possible and finance their requirements. It is not possible for one institution like a Refinance Corporation to go as near the agriculturists as possible. This is almost on the same lines as the Industrial Finance Corporation. I have been dealing with that for some time and I know how such finance corporations have been helpful in providing finance to industries.

In the light of this, this Refinance Corporation is a very welcome step because it will enable the existing financing institutions providing agricultural credit like co-operative societies, co-operative banks and land-mortgage banks to raise more finance to the extent necessary.

Certain doubts have been raised by some of my hon. friends. They should know that these institutions have to function under the co-operative law. Under that law, no bank can borrow more than 20 times of its paid-up capital. The more you raise the paid-up capital the more borrowing capacity you create. Therefore, within that amount you have to meet the requirements in your respective areas. Now that the tempo of co-operation is rising in the country, in the rural areas we should expand as much as possible co-operative effort and set up co-operative banks, and then finance will be available.

Keeping in view all the methods that are being adopted to improve our agriculture, by intensive and extensive measures, I feel it is a welcome step that this Refinance Corporation is being set up. Therefore, I welcome the Bill and congratulate the Ministry on it.

Shri Malaichami (Periyakulam): When we take into consideration the manner in which agriculture is being carried on in the country, we can very easily understand the importance of this Bill.

Agriculture being a country-wide occupation, it differs from State to State. When sowing is being done in one area, we can see harvesting being done at the same time in a different area. So, to finance agriculture on a country-wide scale, it is necessary that credit institutions must exist country-wide to serve the villages then and there. So, our leaders thought it proper to organise co-operative credit societies, and naturally there must be some central institution to finance these institutions.

As a first step, we had State co-operative institutions. The Reserve Bank helped them to an extent by short and medium term loans, but that has not been enough. Long-term needs of agriculture are yet to be met by these institutions; even short and medium term facilities provided by them are not sufficient. So, a central institution is necessary to bridge this gap.

In the context of the present emergency, we have to think of developing agriculture extensively and intensively. The difficulties of the agriculturists are two-fold. On the one side there is fragmentation of holdings, on the other hand they are short of credit facilities. We have to improve agriculture on a scientific basis, and for that adequate finance is necessary.

To overcome fragmentation, we have been thinking of co-operative farming either on joint farming or a collective farming basis. In addition, we have to take up land reclamation work. These are long-term operations and therefore long-term credit is required. The irrigation potential of the country has also to be further developed. For meeting all these needs, a central institution like the

[Shri. Malaichami]

one contemplated with a large capital is necessary. Only then we can increase the productivity of the land.

Apart from crops, plantations like coffee, cardamom, rubber, tea, coconut etc., also require long-term credit as it takes from five to seven years for them to give results.

For all these reasons, I welcome the corporation contemplated and support the Bill.

Shri Basappa (Tiptur): I congratulate the Ministry on bringing forward this Bill. I am speaking on this Bill just to impress on the Government the need for the development of coffee plantations, particularly in the State from which I come.

In your constituency, Sir, large plantations of coffee exist. You and I come from the same district, Chikmagalur District. I represent only a small part of the district, called the *maidan*, in which not much coffee is grown, but in your constituency there is a lot of coffee grown. Though you represent more than your constituency occupying your seat there, you are perhaps not able to express here the needs of the area for getting help from a corporation like this. Its needs are very urgent.

The need of a refinance corporation in the rural areas, where there is great financial stringency, cannot be over-emphasized. That has to be strengthened; the financial structure of the rural economy must be put on a sound footing. Now, this product brings in a lot of foreign exchange. What are the needs of this industry? It has to be looked into. The Coffee Board gives some small loans but there are so many encumbrances for that. So, they are not able to establish these plantations on a firm footing. Even the labour housing scheme has not gone through, not to speak of the development programme for the coffee industry. When this Corporation comes into being, this in-

dustry must be assisted. The necessity and urgency of this measure has already been emphasised at a time when we need all our resources for defence purposes. A corporation of this sort would be wholesome. Long-term loans and larger loans are needed. The rural credit survey committee has estimated our requirements but we are not able to give the amount needed to improve agriculture in the country. This Corporation may start with Rs. 5 crores but it may go up to Rs. 25 crores and ultimately even Rs. 500 crores whereby a larger number of people can benefit more. Many more orchards have to be laid; field channels and irrigation facilities are needed. Conservation of soil, land reclamation, etc. require huge amounts spread over a long period which can be met by this type of corporation. There may be one or two adverse comments by people who do not know much about these matters. But if we start with Rs. 5 crores, we can extend the scope of this Corporation and ultimately go even to Rs. 500 crores. We may get about Rs. 60-70 crores from P.L. 480 funds. It is not a small sum. It is going to advance money directly to the co-operatives. It is a refinance corporation for the other agencies. It is a good thing and I welcome it.

श्री तुलशी दास जाधव (नांदेड़) :
उपाध्यक्ष महोदय, सदन के सामने जो एग्रीकल्चरल रिफाइनंस कारपोरेशन बिल है उस का मैं स्वागत करता हूँ। इस को सपोर्ट करते हुए आज एग्रीकल्चरिस्ट्रस को जो दिक्कतें पैदा होती हैं उन को मैं संक्षेप में हाउस के सामने रखना चाहता हूँ।

वे काश्तकार जिन को कि लेंड मोर्टगेज बैंक, सेंट्रल कोऑपरेटिव बैंक और दूसरी सहकारी संस्थाओं की तरफ से कर्जा मिलना होता है, अब मुश्किल उस में यह है कि उस की खेती के ऊपर सोसायटी का अग्रर थोड़ा भी कर्जा होता है तो बैंक मार्टगेज बैंक उस को कर्जा

नहीं देता है। अगर थोड़ा सा भी कर्जा उस के ऊपर हो तो दूसरा कर्जा उस को नहीं मिलता है। अब आजकल के हालात में ६६ परसेंट काश्तकारों के ऊपर कर्ज रहता है और अगर इस बिना पर दूसरे कर्जे उसे नहीं मिलें तो फिर यह कारपोरेशन कायम करने से क्या फायदा होगा, सरकार को इस बारे में सोचना चाहिये।

लंड मार्गेंज बैंक के पास पैसा पड़ा है। उन्होंने अभी थोड़े ही दिन पहले हमें खत भेजा कि हमारे पास एग्रीकल्चरस्ट्स के लिए पैसा है और उस को कोई लेता नहीं है। इस बारे में मैंने जब इन्क्वायरी की तो मालूम हुआ कि किसान तो पैसा लेना चाहते हैं, बैंक में पैसा पड़ा भी हुआ है लेकिन चूकि वह कर्जा सोसायटी से लिये हुए है इसलिये उन को बैंक से कर्जा नहीं मिल सकता है।

इस बिल के स्टेटमेंट आफ आब्जैक्ट्स एंड रीजन्स और फाइनेन्शियल मॅमोरेंडम में मैंने देखा कि एग्रीकल्चर के लिये जो पैसा निकाला था वह उस काम पर खर्च न होने से इंडस्ट्री पर खर्च किया गया। अब एग्रीकल्चर की यह हालत होती है। जिन के लिए पैसा निकाला जाता है उन तक वह पहुंचता ही नहीं है। इसलिये अगर खेती की पैदावार बढ़ाना हो, खाद्यान्न का उत्पादन बढ़ाना हो और काश्तकार जो कि कर्ज के अन्दर डूबे हुए हैं उन को सुधारना हो तो उन के पास पैसा किस रीति से चला जाय इस का उपाय सोचना होगा।

अभी देखा जाय तो जो काश्तकार हैं और उन के साथ जो खेतिहर मजदूर हैं उन की हालत तो और भी बदतर है और वे कर्ज के नीचे बुरी तरह दबे हुए हैं। एग्रीकल्चरल लेबर इन इंडिया, एंटीटैड बाई श्री वी० के० आर० वी० राव, (१९६२ के पेजेज २६-३० पर जो लिखा है उस को देखने से मालूम होता है कि १९६०-५१ में ४५ परसेंट एग्रीकल्चरल लेबरर कर्ज के नीचे दबे हुए हैं जब कि कि १९५६-५७ में ६४

परसेंट दबे हुए हैं। ४५ परसेंट से ६४ परसेंट लोग कर्ज के नीचे दबे मिलते हैं। उसके बाद The average accumulated debt per household was Rs. 47 in 1950-51 and Rs. 88 in 1956-57. After that if the indebted households themselves were taken into consideration the average debt for All India was Rs. 105 in 1950-51 and Rs. 138 in 1956-57.

The total estimated volume of indebtedness of agricultural labour households in 1956-57 was Rs. 143 crores as against Rs. 80 crores in 1950-51.

Of the total debt about 46 per cent was incurred for meeting consumption expenditure, social purposes accounted for 24 per cent, and productive debt for 19 per cent.

Mr. Deputy-Speaker: The hon. Member may continue his speech next time.

15.59 hrs.

MOTION RE: MAINTAINING PRICES OF ESSENTIAL COMMODITIES AT REASONABLE LEVELS—contd.

Mr. Deputy-Speaker: We will now take up further consideration of the following motion moved by Shri Indrajit Gupta on the 11th December, 1962 namely:—

"That this House takes note of the statement laid on the Table of the House on the 10th November, 1962, by the Minister of Planning and Labour and Employment on measures for maintaining prices of essential commodities at reasonable levels."

Shri Nanda may continue his speech.

The Minister of Planning and Labour and Employment (Shri Nanda): Mr. Deputy-Speaker, when the House

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adjourned at the end of the last session, you had permitted me to intervene in the discussion on Shri Indrajit Gupta's motion. I had just commenced my speech then and with your permission, I shall now resume my remarks.

16 hrs.

In the first place, I would place before the House some facts about the price movements and trends in order that the House may have a proper idea of the background. At the close of the second Five Year Plan, the wholesale price index stood at 127. This reflected an increase of 7.5 per cent which had occurred during the previous 12 months. During the course of the first year of the third Five Year Plan, the wholesale price index went down by 3.7 per cent, that is, it came to 123. In this decline, the industrial raw materials participated to a large extent, that is, the decline in the case of industrial raw materials was 15 per cent. By the first week of April, 1962 the prices began to creep upwards. By 4th August, they reached the peak; the index was then 131.9, that is, an increase of seven per cent. This was shared by most of the heads and categories; chiefly, foodgrains—12.2 per cent. Of them, rice accounted for 9 per cent; pulses, 22 per cent; fruits, milk, vegetables, etc. 14 to 16 per cent; edible oils 7 per cent; sugar, nine per cent; gur 54 per cent. That was the extent of the rise which occurred during the period from April to the 4th August. The industrial raw materials increased to the extent of 3.6 per cent, and the manufactured goods, 2.2 per cent.

Thereafter, a downward trend followed. By the time national emergency arose, that is, by the 20th October, when the invasion occurred, the index had come to 129.2, that is, a decline of 1.5 per cent, of which three per cent was on account of the fall in the food prices. This downward trend continued till the last week of December. The wholesale price index then had come down to

124.9, that is, a decrease in all of 3.8 per cent of which food had shared to the extent of six per cent. Thereafter again there was a slight upward trend, or for the most part, you may say, conditions of stability, but in certain respects, a slightly upward trend. On the 26th January, that is the last date for which I have the figures, the index of wholesale prices was 126.5.

Similarly, regarding the cost of living index, there has been more or less a similar kind of trend. We started with the index at 124; this is in relation to the base year 1949. From March to October, 1962 it rose from 127 to 134. In November it was 133. This is the position in regard to what has happened regarding the price movements during the period beginning with the commencement of the third Five Year Plan. What does it mean or signify. Some people might consider that this is a fairly comfortable position; there has not been a considerable rise and prices have fallen during the past several months. I believe that there is no room for complacency. I have in my mind a lurking feeling of anxiety about the future. It is true that since emergency was declared, there has been an appreciable fall as compared with the high level that preceded it. But there is also the fact that this downward trend has been wearing out and there is a hardening of the price situation now noticeable. The more important part of the situation is that there are certain elements which may create an apprehension about the future; unless they are counteracted adequately.

There is, in the first instance, the fact which stares us in the face that expenditures are going to increase. The momentum will develop in course of time so far as defence expenditure is concerned. Also, there may be another element in it, which has already been there for some time, that is, we did not have all kinds of imports which we might have had if we had a more comfortable position regarding

foreign exchange resources. Therefore, import restrictions are there. Expenditures increase and, as I said, in certain commodities, there is already a rise which persists, although there is the other fact that in some cases the decline also has persisted, as for instance raw jute and cotton. The test has not really come and therefore, I do not draw any kind of a complacent conclusion from the figures which at the moment do not show that there has been any rise. There has been, on the other hand, during the last few months, a considerable decline in prices.

Questions have been raised in the course of the discussion about the basis of our price policy. It is pertinent that there has to be some rationale in the measures that are adopted in dealing with the situation. It is necessary to explain what the approach is and to reiterate it, so that we may be clear about the conception as to what is the underlying basis of the various steps that are being taken to deal with the price situation. Everyone is affected by the price movements. All sections of the community are affected, but not all in the same way. Therefore, certain conflicting interests arise and the varying attitudes that are adopted in relation to the price movement will depend upon the angle from which the situation is being viewed.

16.09 hrs.

[MR. SPEAKER *in the Chair*]

It will depend upon whether it is viewed from the point of view of the producer—agricultural or industrial—or from the point of view of the consumer or trade and what is more important from the point of view of the economy as a whole, that is, the rate of economic growth. Another important aspect related to the balance of payments position. We have had certain assumptions on which the third Plan is based. The major assumption was that there would be price stability during the period of the third

Plan. In the Second Five Year Plan, there had been about 30 per cent. increase in the level of wholesale prices. Therefore, it became a matter of supreme importance that the prices should not rise. It was evident, and it is evident now, that any substantial rise in prices during the period would mean that either the content of the Plan should shrink or, because there is a limit to the resources being raised beyond what they are visualised, the door may be opened for more deficit financing, which will be bad because that means the inflationary spiral.

The other question to which I just referred, the question of our external resources, is even far more important than the availability of internal resources which under certain conditions we could secure. We had assumed that foreign exchange earnings which stood at Rs. 645 crores in 1960-61 would rise to Rs. 850 crores by the last year of the Third Five Year Plan—an increase of 32 per cent. Any rise in internal prices means that our competitive position, our capacity to export will be adversely affected.

In dealing with this objective of maintaining price stability there are three or four things which we have got before us or which have to be kept in the forefront of any programme that we have. The major thing is production, all else is secondary to that. The Third Plan has programmes of increase in production of agriculture and industry. It is anticipated that agricultural production will increase by 30 per cent and industrial production by 70 per cent over the five year period. Our capacity to maintain the price level depends on the fulfilment of this assumption. It is also assumed that the cost structure will not be pushed upwards too much which means efficient use of resources and a rise in the level of productivity. It has also been considered in the scheme of resources that have to be raised for the purpose of the Plan that accelerated development will mean large amounts of money being placed in the hands of the people. That means purchasing power rising

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to that extent, and if we want to balance the supply and demand we have to withdraw that purchasing power, an appropriate portion of that, by various means, loans, taxes, etc., which means that the savings in the hands of public agencies and in the hands of the people have to be adequate or commensurate with these needs. Finally,—this is also an important element in that policy—if for any reason there is insufficiency of supply of any commodity or a shortage occurring in view of the conditions and in view of the uncertainties, then Government will step in with specific measures, fiscal, monetary etc., and where the gap between supply and demand becomes considerably large physical control may become inevitable and have to be resorted to in suitable cases. This was the sketch of the policy requirements of the Plan in relation to prices.

It was also considered that in order to achieve the targets under various heads the relative prices of various commodities also have to conform to a certain pattern. We have not succeeded very well in that respect. In the case of agricultural commodities there has to be some kind of crop planning which is being considered. We have not done much in that direction, and the result is that sometimes production is too much and sometimes too little with all the other consequences flowing from that. There is also the question of rigid price structure and rigid cost structure which means that the necessary flexibility is not easily obtained. Industrial and agricultural productivity has to be raised to a very considerable extent and economies have to be effected, because there is always scope for economies. In industry these objectives can be achieved by statistical and quality control, better training etc.

There is another aspect of the price policy which is very important, to which many hon. Members made reference, both directly and indirectly,

and that is the relationship of prices to the level of income, which arises in two ways. There is the income due to the producer both in agriculture and in industry and there is the level of income of the consumer, that is, how much he can afford to spend on buying of goods and services. A postulate of our price policy has been that the price structure will be fair both to the producer and to the consumer. It may appear that they are irreconcilable because demands were made on one side which may mean that the prices will rise and, therefore, the consumers will have to pay more. How can both these things be secured? They are not really irreconcilable.

It will be appreciated that there is a way of looking at it from the point of view of ensuring a reasonable and optimum level of prices. Take the case of those who have been pressing for much higher prices for agricultural produce. We owe it to the agricultural producer to give him an adequate, fair and remunerative price. But, then, there is a limit to that. If we press it too far, what will happen? If the people cannot afford it, there will be unsold stocks and again a cycle of depression because the stocks cannot be sold. So, to keep up the prices of commodities at a level which is above the reasonable level will mean that the benefit is limited to a few people. The benefit cannot be extended to ~~so large~~ number of people. Again, if the price of an agricultural commodity, which is an industrial raw material, rises too high, it will mean that the price of the finished product will also go too high. So, the demand for it goes down. At least, the demand for the agricultural raw material will not be adequate and will not correspond to the capacity to produce. A vicious circle sets in. In the case of consumer good too, the same situation arises.

Shri Bibhuti Mishra (Motihari):
 Why not link up the price of the agricultural produce to the finished goods?

Shri Nanda: I agree that we have not been able to do it fully. We have to progress in that direction. The increase will have to be within certain limits; not all that we may desire can be done. The consumer, for instance, may feel that the price of the finished product is too high.

Shri D. S. Patil (Yeotmal): On a point of information. Has any attempt been made to find out the actual cost of agricultural production?

Shri Nanda: There have been some farm studies and more and more of them are being undertaken.

I was referring to the consumers. If the prices of a commodity this year are too low, then what happens? Next year there will be less of production, as we have experienced, and there will again be difficulties of shortage. Also, the income of the producer goes down because the prices are not adequate. Their purchasing power goes down. The demand for industrial goods diminishes and, therefore, the employment in industry is also affected. These things are inter-related, specially because agriculture is becoming more and more in the nature of industry. As long as it was just a way of life we got whatever nature gave us as its bounty in terms of rain etc. and we produced what we could. But now investments are being made. The agriculturist runs the risks apart from putting in his labour. Fertilisers are being used. Therefore the question of proper scrutiny of costs etc. becomes necessary. This matter is being viewed from that angle now. If you do not give a price which will enable a person to recoup his expenditure and in addition get something for the risks which he is running, if they are not provided against through margins, he will not invest and you will not get the increased production. Therefore now it is a different situation that has developed and the importance of looking into the costs of agriculture has increased greatly on that account.

But, again, I must, with great humility, submit that though all of us

want to help the cultivator, the way to assist him is not necessarily through high prices. This method has its own limitations.—It stops somewhere; it cannot go further. The real way to help him is through increasing his total income by increasing the productivity of agriculture. Even the small holdings can produce more. All the help that is possible should be given. That is of much greater value to him. I do not say that market prices should not be what they might be. Reasonable prices may be given, but this is the more important part of it. The large investments that are being made in the economy have a relevance to this question.

There is another way of reconciling the interests of the producer and of the consumer. The margin between the price at which the producer parts with his produce and the price that the consumer has to pay is very often excessive. When there is a small shortage it becomes abnormal. So, we have to come in with various measures. The remedy, to an extent, is co-operative organisations, stores, fair price shops etc. and some control on the trading margins, that is, the price at which the wholesaler procures it and passes it on to the retailer. It may be necessary, as it is being done in some cases, to deal with this problem in that manner. There are greater difficulties at the retail level. When the margin rises to a very large extent because of any short supply, the ordinary measures may not suffice. We have to do something about hoarding. We have to do possibly more detailed distribution. Even rationing may have to be resorted to if the situation requires; I hope that this contingency will not arise. Restraints on speculation and all these things, however, come into the picture.

One other thing which has been referred to in the case of individual commodities, for instance jute is the fluctuations in price. These fluctuations that occur, are partly pre-harvest and post-harvest differences which,

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again, are excessive. This affects adversely the interests of the producer by and large. Any narrowing down of that is going to help the farmer. It cannot be eliminated altogether, but it can be greatly reduced. Apart from these seasonal fluctuations sometimes there is a glut. Now, the farmer expects a good price and he brings a large area under cultivation, as he did in the case of jute for example, and then he finds that there is a glut. He cannot pick it up and prices go down. Next time, again, we will have a poor crop. We have to remedy that. We are trying to do that by building a buffer stock through State trading, market operations etc. Although we have done something, say, in the case of jute, I think that we have not done it with sufficient speed and complete success. I think, the experience that has been gained this year should enable us to do that better later on. I was recently in Calcutta and I went into this problem in some detail as to at what point of time what was the price. The current price for Assam bottoms might be Rs. 29 per maund. The cultivator may have parted with a good part of his produce at a much lower price. The money that has gone into the pocket of the farmer may be much less than what it would have been if the price of jute had been manipulated throughout the period. These are questions relating to minimum price and the price support, as I have mentioned.

Shri Khadilkar (Khed): May I know one thing? As regards primary products like foodgrains or oilseeds and others, have you given some thought to the markets where speculative prices would have definitely affected the general structure of prices?

Shri Nanda: Yes, Sir. This has arisen in several cases. I was recently in Lucknow. There, I was told that although rice prices are rising, in some places, rice prices were sagging.

I asked the State authorities why don't you purchase paddy as much as possible, we need all that. I will come to that. One is market intelligence. The second is readiness to operate immediately so that large differences between area and area do not remain there. I will come to that.

Therefore, I have explained the basis of the policy in order to make it clear. That is a complex question. It is not simple. Just one set of measures alone is not going to suffice. The approach has to be many-sided. Various measures suiting different conditions and different situations will have to be adopted. There are practical considerations also. It may be that theoretically all this is all right. There is the strain of heavy development expenditure on the supplies of goods. There are administrative difficulties; there are other difficulties. Therefore, our approach has to be a correct approach. There are these limitations. We have to choose the areas—we may call them priority areas. I am referring to essential commodities and vulnerable sections of the community. In that way we will have to take up the question where we are compelled to do so when we go into physical controls. One way of making the thing easier for us is to standardise the goods. For example, in cloth there are so many varieties. Wherever we have to deal with physical distribution also, standardisation helps in the matter of fixing price and enables easier handling so far as distribution is concerned.

The last thing about it is the question of intelligence, market intelligence, price intelligence, sufficient information so that we can have constant vigilance and watch on the trends and forces which influence the price level. It had not been satisfactory in the past. In my statement of the 10th of November, I promised that

some steps will be taken in that connection which will improve that system. I shall now say what action has been taken in this regard, and in some other matters.

Shri Sham Lal Saraf (Jammu and Kashmir): May I ask one question? May I know whether the social security measures that have been taken and the other amenities that the labourers and the workers get, have got anything to do with the rise in prices?

Shri Nanda: Not at all. We have made calculation about the ratio of labour charges to the total cost of production and the value added in any industry and we find that the proportion has not risen at all.

Shri Indrajit Gupta (Calcuta South-West): Thank you very much.

Shri Nanda: I shall now give some information about what steps have been taken in the matter of achieving price stability.

We have, in the first place, taken a step which may not be thought of as being very much, but I attach some importance to it. We have set up recently in the Planning Commission a Price Cell, and arrangements have been made for dealing with the price data as it comes along, for studying it and interpreting it. That is step No. 1.

Secondly, we were very weak in respect of retail prices. My hon. friend over there has been again and again referring to the retail prices. It is true that our information about retail prices was extremely inadequate. Now I can assure the hon. Member that this deficiency is being made up fairly well. This task of building up-to-date intelligence in regard to retail prices is entrusted to the Central Statistical Organisation, and this organisation has been strengthened for that purpose. The Central Statistical Organisation has been asked to bring out three bulletins; one on rural

retail prices, another on retail prices at industrial centres, and a third one on retail prices for middle-class, covering 45 centres. The first instalment of these data has already been brought out representing the retail price relatives of 35 commodities at 15 centres in North India, and average retail prices of about 15 essential commodities in rural areas in 1960-62. Similar information is now being obtained from the Labour Bureau, for about 30 commodities, covering 20 industrial centres. Further, we have made an experiment. When the idea occurred to me, I did not know what the fate of that idea would be. Our information so far was confined to trade sources, both wholesale and retail dealers. But what was the consumer paying actually? That was not known. I discussed this matter with some Members of Parliament during the last session. They also liked the idea. Therefore, I called some voluntary agencies like the YMCA, the Bharat Sewak Samaj and other agencies to help us in this matter. I said 'Why not help us in this?' And a proforma was drawn up covering about 35 commodities.

Shri Indrajit Gupta: And the Sadhu Samaj also.

Mr. Speaker: Sadhus do not have the need for consumer goods. So, why should the Sadhu Samaj be brought in?

Shri Indrajit Gupta: My remark was not meant to be overheard by you, Sir.

Shri Nanda: Is my hon. friend serious about his motion?

Shri Yashpal Singh (Kairana): The sadhus will save the nation.

Mr. Speaker: After the hon. Minister said 'Bharat Sewak Samaj', the hon. Member added 'Sadhu Samaj also'.

Shri Nanda: That was why I asked whether my hon. friend was serious about his motion.

[Shri Nanda]

The proforma was then settled, and it had been distributed in about 8 centres in Delhi, and the returns have come, and the conclusions are very good; the information which varies in regard to household supply has been sorted out and compiled, and the conclusion is that we can get reliably good information in that way and quickly too. The more important part of it is that we may not enter into the details, but we get the price trends immediately, and we know what is happening in various places for different articles. This is now going to be extended to other parts of the country, after another two or three trials in Delhi, so that we can place it on a sure ground.

The other thing was about the time-lag in the availability of information. They may be all good statistics, but the information comes in so late that its value for any operational purposes practically becomes nil. So, now, steps have been taken to improve this position. Arrangements have been made with the State Governments so that we can get information about wholesale and retail prices practically every fortnight, so that the time-lag will not exceed a fortnight or so. We have our field staff of the National Sample Survey and the Programme Evaluation Organisation who are also reporting to us on prices and the general trading practices and conditions from rural areas. This work has started.

In order that in the States and in the economic Ministries concerned, there may be adequate, quick and prompt attention to these things, we have asked, and it has been agreed to, that senior officers may be nominated to act as liaison officers for this purpose in the States and their Ministries, and this work is progressing. This is the one direction in which action was contemplated, and I believe progress has been substantial.

Then, a price stabilisation committee was to be set up. This has been set up on, I think, 20th December, 1962. This committee scrutinises the ex-factory costs, the wholesale and retail margins and other things which affect the course of prices, and it has also made proposals regarding how to enlarge the supply of things, particularly relating to defence requirements.

There were other recommendations made in the Price Policy Statement. I would like to give a brief account of what action has been taken regarding them. The most important thing in this connection is, as I have explained earlier also, the stress on increasing production. It is only to the extent we fail there that other measures have to be thought of. If we succeed there, then every thing else is of secondary importance or follows itself.

Shri Bibhuti Mishra: If we increase production, prices go down.

Shri Nanda: There is a necessity which has been accepted of an adequate, reasonable, minimum support price. It has been adopted in the case of wheat and also now in the case of rice. It obtains in the case of some other commodities. Two things have to be done. If prices go down below that or come near that level, Government should step in and purchase from any producer, whatever may be the quantity. (*An Hon. Member:* It is not done.) It is not being done fully. I am saying it should be done. That is, any quantity should be taken. Storage accommodation should be there and financial arrangements should be there. We should be up to that. Otherwise, how can we claim to be able to regulate and keep stable prices? This has to be done.

Shri Harish Chandra Mathur (Jalore): Do not say 'It should be done, say, 'It will be done'.

Shri Nanda: It will be done. It takes a certain amount of time to gear up the organisation to do it. But it will be done.

Shri Gauri Shanker Kakkar (Fatehpur): Where are the resources?

Shri Nanda: That is an imaginary difficulty. It should be possible to find the requisite resources.

I was speaking about production. Sometimes, when it is in excess, we neglect the farmer. Then when he also pays us in the same coin, we are aghast as to what we are going to do next. I am in full sympathy with this view, but with this reservation—it is not a reservation; it is a statement of a truth—that there is a limit to the price support which will be useful to the farmer. His total income must increase. That is the important part. Prices of agricultural produce should not be allowed to go down to unreasonable levels.

Regarding these matters, I will list some of the steps that have been taken. We have at the National Development Council Meeting in November, 1962 taken certain decisions. The targets for minor irrigation and soil conservation in the Third Plan were increased by 50 per cent. The target for dry farming has been raised from 22 million acres to 50 million acres. In the matter of cotton and oil-seeds, which have been giving us trouble, measures for intensification of programmes for increased production in selected areas were formulated and sent to State Governments for implementation during 1962-63 and onwards. Regarding rice, it is proposed to undertake specific programmes for intensification of production in 40 selected districts. This is apart from the package programme. Here the idea is that intensive work is to be done and concentrated attention is to be given. Application of fertilisers, seeds, credit facilities etc.—all these should be looked after.

There has been a problem about millets and pulses. That is, there

is not enough production. Therefore, prices have risen. An abnormal rise has occurred in the price of jowar etc. A scheme has been taken up for intensification of production of millets and pulses in selected areas in the particular areas which grow these crops.

The States have been requested to organise measures for increasing production of short-period crops in a systematic manner and selecting the most promising areas for this purpose.

Shri Bade (Kharagone): Don't you think that the price of millets has increased because of the competition of cash crops with food crops, and Government is encouraging cash crops like cotton and groundnut?

Shri Nanda: The problem of price parity is there is respect of various crops, but it is also true that sufficient attention has not been given to it. That may be one of the reasons, but when the price of millets rises, it means that the only way to bring it down is to help the farmer with these other things which I have mentioned. That is, the price is a good price, the price is rising very much, there is no control. Hon. Member may know it that it is not that the price is being artificially depressed by any controls. Therefore, that problem does not come into the picture.

There are some other schemes for increasing the production of subsidiary foods like vegetables and fruits. I need not go into the details.

A word about other measures that have been taken in connection with increasing the output of manufactured goods. Some steps have been taken to increase the supply of woolen goods. Recently a decision has been taken to introduce a cash bonus scheme for producers of cement. Under this scheme, the manufacturers of Cement who exceed the peak production of the previous years will be paid bonus at the rate of Rs. 2.50 to

[Shri Nanda]

Rs. 5.50 per tons of additional production.

I had this morning a meeting with the representatives of industry and workers. Some of them individually came, and I told them that something more has to be done about it, and I believe that the Emergency Production Committee which has been set up at the Centre, and which has been going round the States and the various centres, has met with very good response, and the idea now is to select a few industries immediately particularly so far as enterprises which are going to produce for defence needs are concerned, and apply all the techniques of higher productivity there, so that we may get very good results quickly in reducing costs and increasing production.

This is about production. Then there is the other side regarding distribution. I gave information to the hon. Members in last November that a programme had been accepted for starting consumers co-operative stores. I need not repeat that information as to what the programme was. By the middle of January 1963, 22 wholesale and 236 primary stores were organised in different States. Arrangements have been made for the supply of textiles to the wholesale stores at a concessional rate of the ex-mill price plus four per cent, and in some States special fair price shops for cloth have also been started.

Another scheme concerning industrial labour in the public and private sectors sponsored by the Ministry of Labour and Employment involves the setting up of co-operative store amongst industrial units having at least 250 employees, with financial assistance from the employers. Some stores have already been organised amongst industrial workers in steel plants, coal mines and a number of other public and private undertakings. The Home Ministry also has a scheme of starting such stores, wholesale and

primary to cater to the needs of Central Government employees in Delhi and other places. This is about the urban areas.

In the rural areas, arrangements are being made for distribution of essential goods through marketing and service cooperatives. The number of fair price shops in urban areas for the sale of foodgrains has been increased from 49,438 by the end of 1961 were 50,581 by the end of 1962—an increase of 1,553 shops.

Other measures that have been taken concern monetary, fiscal and other administrative steps. I need not go into those details such as credit controls in order to restrain hoarding. These measures are formulated by the Reserve Bank and carried out through the various scheduled banks. There are ceilings on the accommodation that the Reserve Bank would provide to the scheduled banks. The bank rate has been raised from 4 to 4.5 per cent. There are other restrictions which are applied in a flexible manner with a view to checking speculation activity, forward trading has been banned in respect of gur, kapas, staple fibre yarn, non-ferrous metals, shares, gold and silver. The Food and Agriculture Ministry has asked the State Governments to strengthen licensing controls. Uniformity in the definition of 'dealer' has been recommended. Draft licensing order has been provided to the States. Fortnightly returns are being obtained from the licensees. States have been asked to set up inspectors in each district so that orders can be properly enforced. Storage capacity is being increased and it is expected to achieve the target of three million tons in 1964-65. These are the general measures. There are also some measures undertaken in respect of specific commodities such as rice, wheat, sugar, gur, cotton, jute, textile drugs and medicines. I have got information about the various steps taken to stabilise the prices of these commodities but it will take more time than possibly I could

claim if I were to give all these details. Procurement prices for common quality of white rice for 1962-63 crop have been fixed. In some States incentive bonuses are given so that larger quantities of rice can be procured. The question of raising the floor price of cotton is being considered.

Shri Gauri Shanker Kakkar: About agricultural production, may I say this? The Planning Commission has enforced that the member of the primary co-operatives in various States should get 25 per cent of credit in the form of manure along with the cash, irrespective of whether the area is under irrigation or not, whether it is a dry area. Is it a fact that production is judged by the amount of actual fertilisers supplied to them?

16.49 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

When we make calculations about anticipated increase in production, we base our calculations on how much fertiliser has gone in, how much more irrigation facilities are provided and so on. But that is only at one stage. Later on these crop cutting experiments give us the estimated yield. I have myself stressed this point. I have seen the records in the villages where details about a number of things are given. But what is the production emerging from all that? That data is not there at the village level. I feel that something more has to be done about the village production programmes so that we know exactly what production arises from the application of fertilisers and other things. My question is, will they not be adversely affected? They have enforced it; there is a rule that they have to take 25 per cent fertilisers if they want to have credit for agricultural purposes. Is it proper? Will it not adversely affect the co-operative credit side?

Shri Nanda: You mean that they are being forced, against their own interests?

Shri Gauri Shanker Kakkar: Yes; I know in Uttar Pradesh. I have experience of this.

Shri Nanda: If he gives me the details, I shall give him a reply.

Shri Gauri Shanker Kakkar: The Planning Commission has enforced it.

Shri Nanda: I learn this from him,— what is the precise position? I shall look into it.

About drugs and medicines, it is a thing where there is some kind of lacuna or gap still remaining. The Commerce and Industry Ministry has already taken certain steps. There is an inspectorate. The price lists giving wholesale as well as retail prices are secured from the manufacturers and the wholesale dealers, and there is a notification that the retailers should display the prices. That is all. If there is any contravention of those prices, whether the prices are reasonable or not, I do not think anything is being done. But yesterday I was discussing this question with the Commerce and Industry Ministry's representatives and I had suggested that they have to go much beyond that. About the reasonableness of the prices also they should take steps to ascertain them and look into the costs. Secondly, if there is a contravention, if the actual price charged is different from what the price should be, then some enforcement measures, some sanctions, may be applied. I think this is also being considered.

I have taken up plenty of time, and I will only add just one or two things. In the course of the coming months, as I have indicated, there may be need for greater vigilance about the price situation, and for taking further steps which may be necessary. I have mentioned the case of drugs. In the case of sugar, particularly, there is an amount of difficulty being experienced, and we have to see to it that the releases of sugar are adequate to enable a reasonable price level to be

[Shri Nanda]

maintained. We have to see that the grower should be assured that whatever larger quantity of sugarcane he can produce will fetch a fair price. The experience of the past, when he was asked to curtail production, should not be repeated.

I thank you very much for the indulgence shown to me.

Shri Harish Chandra Mathur: Will the hon. Minister explain this? Are not the Government themselves directly responsible for the price rise? Only today we read in the papers that land in Delhi was sold—300 sq. yards for Rs. 2 lakhs. Are you not directly taking steps which lead to rise in price and higher costs? How do you reconcile this? When it comes to your turn, you allow it, and thus raise the price all round. You should explain this.

Mr. Deputy-Speaker: That is a different matter.

Shri Nanda: It may be in another sphere, which may have a justification.

Shri Harish Chandra Mathur: I did follow.

श्री विभूति मिश्र : उनाध्यक्ष महोदय, हम नहीं चाहते हैं कि जो सामान खेतिहर पैदा करता है और इंडस्ट्रियल गुड्स तैयार करता है, उसे आप बाहर न भेजें। हम चाहते हैं, किसान चाहते हैं, कि आप उन को भेजें और बाहर की मार्केट्स में आप उसे डम्प कर दें। लेकिन जो इंडस्ट्रियल गुड्स किसान तैयार करता है उस पर किसान को और जो फिनिश गूड्स होते हैं उस पर इंडस्ट्री वालों को उचित रूप से बाटा सहन कर के दाम कम करना चाहिये। मैं जानना चाहता हूँ कि उन चीजों के दामों के इंट्रेशन के लिये सरकार क्या करना चाहती है ?

Shri Malaichami (Periyakulam): One question.

Mr. Deputy-Speaker: No more questions.

Shri Harish Chandra Mathur: Let the Minister reply to my question. How does he explain the position? We ask the Minister to answer it. Otherwise, what is the sense in our asking a question?

Mr. Deputy-Speaker: He gave the answer.

Shri Harish Chandra Mathur: I have not been able to follow it.

Shri Nanda: If the hon. Member asked for justification for something, for every measure that is adopted to get money for the public exchequer which might have some effect of increasing the price somewhere, I said there will be other things also. There are indirect taxes, though there should not be a corresponding rise in prices due to imposition of such taxes or the increasing of their rates.

Mr. Deputy-Speaker: Anyway, site is not an essential commodity.

Shri Harish Chandra Mathur: House site is certainly an essential commodity. (*Interruption*).

Shri Indrajit Gupta: The motion of mine has dragged on now over three sessions. I am afraid for some reason for which perhaps nobody is to blame, it got rather a low priority on the Order Paper each time and also the general sense of urgency of this issue does not seem to have been aroused sufficiently yet.

The hon. Minister, for whom I have the greatest respect, has made two observations here with which I am in full agreement, because when I moved my motion two months ago, I had stated that the real test has not come yet. He said the same thing today. He also said, there is no room for complacency whatsoever. I welcome that statement, if it is followed up

by appropriate action, because our complaint from this side of the House is that very many good policies and principles which are time and again enunciated by him—many of which have been repeated again today—are not implemented. I would like to know what are the real factors which are preventing their implementation. I am afraid that question has been avoided and I did not get any reply.

I would bring to the notice of the Minister some facts, which he knows. Certain warning signals have already appeared on the scene, which are of a very ominous nature. We should be on our guard from now and Government should act in a spirit, which is consistent with the idea of emergency. Already, in eastern India, at a time when the new rice crop has just come in, in West Bengal and Orissa—he has just visited Calcutta and he knows—the price of rice has risen. This does not happen normally. Should it happen at a time when we are in the midst of an emergency and when the Government has armed itself with all possible powers under the sun? Just after the coming in of the new crop, the price of the coarsest rice is Rs. 24 or Rs. 25 per maund. There has been a shortfall in production also. At this time, during the cold weather season, generally there is a seasonal decline in the prices of other foodstuffs also. But I know in Calcutta no kind of fish is available for anything less than Rs. 4.50 per seer. What is happening? Why are the controls not being exercised? Why is not the State stepping in with the vast powers with which it has armed itself? It must regulate, control and organise some sort of physical control over the supplies of these commodities. But he does not tell us which are the vested interests which stand in the way. The same thing occurs in the case of raw jute. We have debated it so many times. He admits the fact that the notional minimum price, which has been announced, does not go to the cultivator. But why not? Who

is preventing it? Why cannot the Government step in with its machinery?

Shri Nanda: It is now taking effect. It had not take effect in the past.

Shri Indrajit Gupta: As far as industrial production is concerned, a very dangerous symptom has exhibited itself. Surely at a time when we are supposed to be gearing up our production for defence requirements, industrial production should not show any slackness. But I am surprised to find that even in the engineering industry—if any industry has a direct bearing on defence requirements, it is the engineering industry—the Chairman of the Engineering Association makes a public statement complaining that today 50 per cent of the capacity of that industry is lying idle. Why? There is an industrial truce. No strikes are taking place. The workers are working harder than ever. Even the Minister has admitted that the wages have not gone up in such a way so as to affect price and production adversely. Yet, due to many other factors, shortage of power, shortage of essential raw materials and due to other forms of obstruction by vested interests, industrial production has been affected. We were told this morning during the Question Hour by the Food Minister that although the production of sugarcane has gone up sharply, the price of sugar has gone up to Rs. 50 per maund. How does this happen?

I have not got the time to go into all these things, though I would like to take up some of these issues, because we are on the brink of the budget. We do not know even the outlines of the budget; it is not possible to know. I am apprehensive, because there is no doubt that Government would require a great deal of money this time to cope with the present situation. I would only appeal to the hon. Minister, as a very important member of the Government, not to

[Shri Indrajit Gupta]

add to this present crisis of prices which is developing by imposing indirect taxes in such a manner that they are immediately reflected in the prices of essential and consumer goods. If that is done, the backbone of the ordinary man in this country—I do not know whether it will be broken—will certainly suffer a very severe blow, and I do not think that is the best way to strengthen the defence potential and resources of this country.

17 hrs.

Therefore, I am very thankful to you for having permitted this discussion to have some scope over three sessions, but I would ask the Government to take firmer steps against all people who are out for profiteering or hoarding or who for their own interests sometimes want the prices to fall or sometimes want them to rise.

I find also another example, a very strange bit of news in the papers, that in one little corner of India, Goa, which became a part of us not very long ago, where some sort of price control of essential commodities or fixation of maximum price was in force even from the time of the Portuguese regime—this news has come in the papers today—due to the pressure of the Chamber of Commerce in Goa, all price control orders or orders for fixation of prices have now been held in suspense. Is this the way we are going to cope with the problem at a time of emergency? Why should this Chamber of Commerce, a powerful interest, be allowed, under the cover of emergency, to get away with whatever they want while the common man is paying, sacrificing and doing everything gladly for the sake of the country?

Therefore, I feel that this repetition of very many good ideas, principles and good intentions which, I am sure, the Minister has in all good faith treated us to again, is not worth

much unless serious steps are taken by the Government, despite the opposition by certain people, to carry them out into practice and to serve the interests of the vast majority of the country. I hope the Government will do that, otherwise we will be faced with this question again very soon and then the Parliament may not treat the Government so leniently.

Mr. Deputy-Speaker: There are four or five amendments which have been moved. There is one by Shri Ram Sewak Yadav. He is not present in the House. I shall put it to the vote of the House.

The question is:

That at the end of the motion, the following be added namely:—

“and resolves that Government should take the following steps to stabilise the prices—

- (i) the prices of foodgrains should not rise more than one anna per seer between two crop seasons;
- (ii) the prices of essential factory products such as cloth (coarse), kerosene oil, cement, iron, sugar and medicines should not be more than one and a half times of their cost;
- (iii) the prices of foodgrains and raw materials produced by the agriculturists should be sufficient for their livelihood besides recovering the cost of production and balance should be maintained between the prices of agricultural and industrial products.” (1):

The motion was negatived.

Mr. Deputy-Speaker: There are amendments No. 3 and No. 4 by Shri D. S. Patil.

Shri D. S. Patil: I want leave of the House to withdraw my amendments.

- Amendments Nos. 3 and 4 were, by leave, withdrawn.

Mr. Deputy-Speaker: Amendment No. 5 is by Shrimati Renuka Ray.

Shrimati Renuka Ray (Malda): I want to withdraw my amendment.

Amendment No. 5 was, by leave, withdrawn.

Mr. Deputy-Speaker: Amendment No. 6 stands in the name of Shri Sivamurthi Swami. I shall put it to the vote of the House as he is not present in the House.

The question is:

That at the end of the motion, the following be added, namely:—

“and resolves that—

- (i) the inflation of money should be controlled on a reasonable level to reduce the prices of essential goods;
- (ii) the production should be increased by helping the agriculturists; and

- (iii) steps should be taken for equitable distribution through Co-operative Societies of such commodities that are in short supply”. (6).

The motion was negatived.

Mr. Deputy-Speaker: What about amendment No. 7 standing in the name of Shri Bibhuti Mishra?

Shri Bibhuti Mishra: Sir, I want to withdraw.

Amendment No. 7 was, by leave, withdrawn.

Mr. Deputy-Speaker: I shall now put the original motion to the vote of the House. The question is:

“That this House takes note of the statement laid on the Table of the House on the 10th November, 1962 by the Minister of Planning and Labour and Employment on measures for maintaining prices of essential commodities at reasonable levels.”

The motion was adopted.

17.05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, February 20, 1963/Phalguna 1, 1884 (Saka).

[Tuesday, February 19, 1963/Magha 30 1884 (Saka)]

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Shri Ram Sewak Yadav called the attention of the Minister of Mines and Fuel to the accident in Jamuna Colliery, Madhya Pradesh on the 15th February, 1963.

The Minister of Mines and Fuel Shri K.D. Malaviya made a statement in regard thereto.

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(1) A copy each of the following Reports under sub-section (1) of section 619A of the Companies Act, 1956 :—

(i) Annual Report of the Travancore Minerals Limited, Quilon for the year 1961-62

along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(ii) Annual Report of the Indian Rare Earths Limited, Bombay, for the year 1961-62 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) A copy of Notification No. F.12/46/60-Transport published in Delhi Gazette dated the 27th September, 1962, making certain further amendment to the Delhi Motor Vehicles Rules 1940, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939.

(3) A copy each of the following Notifications under sub-section (3) of section 458 of the Merchant Shipping Act, 1958 :—

(i) The Sailing Vessels (Inspection) Rules, 1962 published in Notification No. G.S.R. 1491 dated the 10th November, 1962.

(ii) Notification No. G.S.R. 31 dated the 5th January, 1963 containing Corrigendum to the Merchant Shipping (Prevention of Collision at Sea) Regulations, 1962.

(4) A copy of the Agreement entered into between the President of India and the Governor of Rajasthan regarding development or maintenance of road links within large towns or cities served by National Highways under section 10 of the National Highways Act, 1956.

(5) A copy each of the following Notifications under section 159 of the Customs Act, 1962 :—

(i) The Customs Valuation Rules, 1963 published in Notification No. G.S.R. 156 dated the 23rd January, 1963.

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- (ii) The Accessories (Condition) Rules, 1963 published in Notification No. G.S.R. 157 dated the 23rd January, 1963.
- (iii) The Baggage (Conditions of Exemption) Rules, 1963 published in Notification No. G.S.R. 158 dated the 23rd January, 1963.
- (iv) G.S.R. No. 200 dated the 2nd February, 1963.
- (v) G.S.R. No. 201 dated the 2nd February, 1963.
- (vi) G.S.R. No. 20. dated the 2nd February, 1963.
- (vii) G.S.R. No. 203 dated the 2nd February, 1963.
- (viii) G.S.R. No. 204 dated the 2nd February, 1963
- (ix) G.S.R. No. 205 dated the 2nd February, 1963.
- (x) G.S.R. No. 206 dated the 2nd February, 1963.
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- (xiv) G.S.R. No. 210 dated the 2nd February, 1963.
- (xv) G.S.R. No. 217 dated the 1st February, 1963.
- (xvi) G.S.R. No. 218 dated the 1st February 1963.
- (xvii) G.S.R. No. 219 dated the 1st February, 1963.
- xviii) G.S.R. No. 220 dated the 1st February, 1963.
- (xix) G.S.R. No. 221 dated the 1st February, 1963.
- (xx) G.S.R. No. 222 dated the 1st February, 1963.
- (xxi) G.S.R. No. 223 dated the 1st February, 1963.
- (xxii) G.S.R. No. 224 dated the 1st February, 1963.
- (xxiii) G.S.R. No. 225 dated the 1st February, 1963.

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- (xxiv) G.S.R. No. 226 dated the 1st February, 1963.
- (xxv) G.S.R. No. 227 dated the 1st February, 1963.
- (xxvi) G.S.R. No. 228 dated the 1st February, 1963.
- (xxvii) The notice of Short-Export Rules, 1963 published in Notification No. G.S.R. No. 232 dated the 1st February, 1963.
- (xxvii) G.S.R. No. 248 dated the 9th February, 1963.
- (6) A copy of the Indian Maize (Temporary Use in Starch Manufacture) Order, 1963 published in Notification No. G.S.R. 273 dated the 7th February 1963. under sub-section (6) of section 3 of the Essential Commodities Act, 1955.
- (7) A copy each of the following Notifications under section 41 of the Defence of India Act, 1962:—
 - (i) The Defence of India (Employment of Technical Personnel in National Service) Rules, 1963 published in Notification No. G.S.R. 93 dated the 11th January, 1963 as corrected by Notification No. G.S.R. 245 dated the 9th February, 1963.
 - (ii) Notification No. G.S.R. 173 dated the 2nd February, 1963 containing Corrigenda to the Defence of India (Second Amendment) Rules, 1963 published in Notification No. G.S.R. 91 dated the 10th January, 1963.
 - (iii) The Defence of India (Third Amendment) Rules 1963 published in Notification No. G.S.R. 240 dated the 1st February, 1963.
- (8) A copy of Government Resolution No. WB-16(30)/62 dated the 16th February, 1963 accepting the recommendations of the Central Wage Board for Coal Mining Industry for Grant of interim wage increase to workmen.

	COLUMNS		COLUMNS
STATEMENT RE: DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1962-63	132	COMMITTEE TO INVESTIGATE THE CONDUCT OF CERTAIN MEMBERS AT THE TIME OF PRESIDENT'S ADDRESS— <i>Contd.</i>	
The Minister of Railways (Shri Swaran Singh) presented a statement showing Demands for Supplementary Grants in respect of the Budget (Railways) for 1962-63.		Members of Lok Sabha to investigate into the conduct of certain Members of the House at the time of the President's Address, which would submit its report to the House by the 2nd March, 1963.	
STATEMENT RE: DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1960-61	132	BILL PASSED	175—87
The Minister of Railways (Shri Swaran Singh) presented a statement showing the Demands for Excess Grants in respect of Budget (Railways) for 1960-61.		Further discussion on the motion to consider the Delhi Rent Control (Amendment) Bill, asspassed by Rajya Sabha, moved on 25-1-63, was resumed and concluded. The motion was adopted. After clause-by-clause consideration the Bill as amended, was passed.	
REPORT OF BUSINESS ADVISORY COMMITTEE PRESENTED	133	BILL UNDER CONSIDERATION	187—200,200—28
Twelfth Report was presented.		Further discussion on the motion to consider the Agricultural Refinance Corporation Bill, moved on 21-1-63, was resumed. The discussion was not concluded	
REPORTS OF ESTIMATES COMMITTEE PRESENTED	133	MOTION RE: MAINTAINING PRICES OF ESSENTIAL COMMODITIES AT REASONABLE LEVELS	228—56
Twenty-second and Twenty-third Reports were presented.		The Minister of Planning and Labour and Employment (Shri Nanda) concluded his speech on the motion <i>re.</i> Maintaining price of essential commodities at reasonable levels, moved on 11-12-62. Shri Indarjit Gupta replied to the debate. Two amendments to the motion were negatived and three were, by leave, withdrawn. The motion was adopted.	
BILL INTRODUCED	134	AGENDA FOR WEDNESDAY, FEBRUARY 20, 1963/PHALGUNA 1, 1884 (SAKA)—	
Central Sales Tax (Amendment) Bill		Discussion on the motion of Thanks on President's Address.	
RAILWAY BUDGET FOR 1963-64 PRESENTED	134—72		
The Minister of Railways (Shri Swaran Singh) presented a statement of the estimated receipts & expenditure of the Government of India for the year 1963-64 in respect of the Budget (Railways).			
COMMITTEE TO INVESTIGATE THE CONDUCT OF CERTAIN MEMBERS AT THE TIME OF PRESIDENT'S ADDRESS	173-74,200		
In pursuance of the decision taken by Lok Sabha on 18-2-63, the Speaker announced the appointment of a Committee consisting of 15			