

Saturday, March 2, 1963/
Phalguna 11, 1884(Saka)

L O K S A B H A
D E B A T E S

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

CONTENTS

[THIRD SERIES, Vol. XIII]

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

No. 1.—Monday, February 18, 1963/Magha 29, 1884 (Saka)

	COLUMNS
Obituary reference	1-2
Re : Interruptions and Walk-out during President's Address	2-10
President's Address laid on the Table	10-31
President's assent to Bills	31
Papers laid on the Table	31-33
Major Port Trusts Bill and Constitution Amendment Bills—	
Extension of time for presentation of Select Committee and Joint Committee Reports respectively	34-38
Daily Digest]	39-44
<i>No. 2.—Tuesday, February 19, 1963/Magha 30, 1884 (Saka)</i>	
Oral Answers to Questions—	
*Starred Questions Nos. 1 to 6 and 9 to 12	43-82
Written Answers to Questions—	
Starred Questions Nos. 7, 8, 13 to 27 and 30	83-93
Unstarred Questions Nos. 1 to 50	93-123
Re : Incident during President's Address	124
Calling Attention to Matter of Urgent Public Importance—	
Accident in Jamuna colliery	124-127
Re : Motion for Adjournment	127
Papers laid on the Table	127-32
Demands for Supplementary Grants (Railways) 1962-63	132
Demands for Excess Grants (Railways) 1960-61	133
Business Advisory Committee—	
Twelfth Report	133
Estimates Committee—	
Twenty-second and Twenty-third Reports	133
Central Sales Tax (Amendment) Bill—Introduced	134
Railway Budget, 1963-64—presented	134-72
Committee to investigate the conduct of certain Members during President's Address	173-74, 200
Delhi Rent Control (Amendment) Bill	175-87
Motion to consider, as passed by Rajya Sabha	175-83
Clauses 2 and 1	183-87
Motion to pass, as amended	187
Agricultural Refinance Corporation Bill—	
Motion to consider	187-200, 200-228
Motion re : Maintaining prices of essential commodities at reasonable levels	228-56
Daily Digest	257-64

No. 3.—Wednesday, February 20, 1963/Phalgun 1, 1884 (Saka)

Oral Answers to Questions—

Starred Questions Nos. 31 to 42	265—303
---------------------------------	---------

Written Answers to Questions—

Starred Questions Nos. 43 to 55	303—12
---------------------------------	--------

Unstarred Questions Nos. 51 to 86, 88, 89, 91 and 92	312—35
--	--------

Calling Attention to Matter of Urgent Public Importance—

Reported unemployment among artisans and goldsmiths	336—37
---	--------

Papers laid on the Table	337
--------------------------	-----

Estimates Committee—

Fourteenth and Fifteenth Reports	337-38
----------------------------------	--------

Panel of Chairmen	338
-------------------	-----

Motion re: Twelfth Report of Business Advisory Committee	338—4
--	-------

Motion on Address by the President	340—471
------------------------------------	---------

Daily Digest	473—76
--------------	--------

No. 4.—Thursday, February 21, 1963/Phalgun 2, 1884 (Saka)

Oral Answers to Questions—

Starred Questions Nos. 56 to 70	477—517
---------------------------------	---------

Written Answers to Questions—

Starred Questions Nos. 71 to 82	517—26
---------------------------------	--------

Unstarred Questions Nos. 94 to 100 and 102 and 124	526—43
--	--------

Calling Attention to Matter of Urgent Public Importance—

Visit of Joint United States—Commonwealth Air Mission to India	544—47
--	--------

Demands for Supplementary Grants (General), 1962-63	547
---	-----

Public Accounts Committee—

Sixth Report	548
--------------	-----

Petition re: Defence of India (Amendment) Rules relating to Gold Control	548
--	-----

Government of Union Territories Bill—Introduced	548
---	-----

Motion on Address by the President	549—668
------------------------------------	---------

Daily Digest	669—72
--------------	--------

No. 5.—Friday, February 22, 1963/Phalgun 3, 1884 (Saka)

Oral Answers to Questions—

Starred Questions Nos. 83 to 94, 96 to 99 and 101 to 104	673—719
--	---------

Written Answers to Questions—

Starred Questions Nos. 95 and 100	719-20
-----------------------------------	--------

Unstarred Questions Nos. 125 to 129, 131, 133 to 148 and 150	720—35
--	--------

Calling Attention to Matter of Urgent Public Importance—

Proposed Malaysia Federation	735—37
------------------------------	--------

Papers laid on the Table	737—42
--------------------------	--------

Hindu Succession (Amendment) Bill laid on the Table—

Opinion laid on the Table	742
---------------------------	-----

Estimates Committee—

Twelfth and Seventeenth Reports	742
Business of the House	742-43
Motion on Address by the President	743-807

Bills Introduced—

1. The Hindu Marriage (Amendment) Bill (<i>Amendment of section 13</i>) by Shri D.C. Sharma	807
2. The Young Persons (Harmful Publications) Amendment Bill (<i>Amendment of section 2</i>) by Shri C. K. Bhattacharyya	807-08
3. The Working Journalists (Conditions of Service) and Miscellaneous Provisions (Amendment) Bill (<i>Insertion of new section 7A</i>) by Shri C. K. Bhattacharyya	808
Central Silk Board (Amendment) Bill (<i>Amendment of section 4 and 6</i>) by Shri Sham Lal Saraf—	
Motion to refer to Select Committee	808-43
Length of Cinematograph Films (Ceiling) Bill by Shri Rameshwar Tantia—	
Motion to consider	843-68
Child Marriage Restraint (Amendment) Bill (<i>Amendment of section 2 and 3</i>) by Shri D. C. Sharma	
Motion to circulate	869-70
Business Advisory Committee—	
Thirteenth Report	870
Daily Digest	871-76

No. 6—Monday, February 25, 1963 Phalgun 6, 1884 (Saka)

Oral Answers to Questions—	
Starred Questions Nos. 105 to 114	877—915
Written Answers to Questions—	
Starred Questions Nos. 115 to 132	916—30
Unstarred Questions No. 151 to 176 and 178 to 195	931—57
Calling Attention to Matters of Urgent Public Importance—	
1. Collapse of wall of masonry tank in Military Lines, Saugar ; and	956—59
2. Nationalisation of Banks in Burma and its effect on Indian banking	959
Papers laid on the Table	960
Business Advisory Committee—	
Thirteenth Report	961
Motion on Address by the President	961—1130
Daily Digest	1131—34

No. 7.—Wednesday, February 27, 1963/Phalgun 8, 1884 (Saka)

Oral Answers to Questions—	
Starred Questions Nos. 133, 134, 148 and 135 to 143	1135—73
Written Answers to Questions—	
Starred Questions Nos. 144 to 147 and 149 to 152	1174—78
Unstarred Questions Nos. 196 to 233	1178—99
Calling Attention to Matters of Urgent Public Importance—	
1. Intrusion of armed East Pakistan Policemen into Indian waters in the Ganges on 18th February	1199—1201
2. Statement on nationalisation of Commercial Banks in Burma	1201—05
Papers laid on the Table	1205—07
Committee on Private Members' Bills and Resolutions—	
Thirteenth Report	1207
Statement re: Freight concessions to export traffic	1208—09
Motion on Address by the President	1209—1352
Daily Digest	1353—58

No. 8.—Thursday, February, 28, 1963/Phalgun 9, 1884 (Saka)

Oral Answers to Questions—	
Starred Questions Nos. 153 to 166	1359—1400
Short Notice Question No. 1	1400—03
Written Answers to Questions—	
Starred Questions Nos. 167 to 170 and 172	1403—06
Unstarred Questions Nos. 234 to 239 and 241 to 260	1406—22
Papers laid on the Table	1422—25
Marine Insurance Bill—	
Report of Joint Committee	1425
Estimates Committee—	
Thirteenth & Twentieth Reports	1425
Demands for Supplementary Grants (Railways), 1962-63	1426—79

COLUMNS

Agricultural Refinance Corporation Bill	. 1476—1528
Motion to consider 1476—1502
Clauses 2 to 47 and 1 1502—19
Motion to pass, as amended 1519—28
General Budget, 1963-64—presented	1529—64
Bills Introduced—	
1. Finance Bill, 1963	1565
2. Super Profits Tax Bill, 1963	1565-66
3. Compulsory Deposit Scheme Bill, 1963	1566
Daily Digest	1567—72
<i>No. 9.—Friday, March 1, 1963/Phalgunna 10, 1884 (Saka)</i>	
Obituary reference—	
Demise of Dr. Rajendra Prasad	1573—84
Daily Digest	1585-86
<i>No. 10.—Saturday March, 2, 1963/Phalgunna 11, 1884 (Saka)</i>	
Oral Answers to Questions	
Starred Questions Nos. 194 to 206 and 209	. 1587—1625
Written Answers to Questions—	
Starred Questions Nos. 173 to 193, 207, 208 and 210 to 222	1525—46
Unstarred Questions Nos. 261, 262, 264, 266, 267, 269 to 370 and 372 to 390	1646—1730
Calling Attention to Matter of Urgent Public Importance—	
Reported entry of Naga hostiles into India through Manipur	1730—34
Papers laid on the Table	1735—38
Message from the President	1738
Committee to investigate the conduct of certain Members during President's address	
Extension of time for presentation of report	1738
Message from Rajya Sabha	1739
Business of the House	1739—42
Appropriation (Railways) Bill, 1963—introduced	1742—43
Railway Budget—General discussion	1743—1848
Daily Digest	1849—58

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 DEBATES

1587

LOK SABHA

*Saturday, March 2, 1963/Phalgun
11, 1884 (Saka)*

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Looting of Railway Property by Students

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}	Shri L. M. Singhvi; Shri P. C. Borooah; Shri Mohan Sarup; *194. Shri G. Mohanty; Shri Kajrolkar; Shri Krishna Deo Tripathi; Shri M. S. Murti:
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Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a group of students broke into a reserved compartment of the Jhansi Passenger at Unnao Station and looted property after beating the passengers; and

(b) if so, what action was taken by the railway authorities in the matter?

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

(b) The Police was immediately informed, who with the help of Railway Protection Force Contingent jointly arrested a number of students and brought the situation promptly under control.

Dr. L. M. Singhvi: Have the Government made a study of similar incidents in this region during the last

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two years and, if so, have they taken action to consult the university and college authorities?

Shri Shahnawaz Khan: Yes, Sir. Unfortunately incidents of this nature have been taking place in this region. We have been writing regularly to the hon. Chief Minister of the State. We have also contacted the heads of various institutions and we have been trying to seek their co-operation in this matter.

Dr. L. M. Singhvi: We are anxious to know the details of the property looted and injuries inflicted on the passengers.

Shri Shahnawaz Khan: The compartment was occupied by the military personnel—21 of them. Most of the students were travelling without tickets on the Republic Day and they tried to force entry into that compartment. The military personnel resisted. Since there was a huge crowd of students, they injured a large number of the military personnel, and property worth about Rs. 700 was stolen of which Rs. 300 was recovered on the spot. About 55 arrests were made.

Shri S. M. Banerjee: Did any meeting take place between the railway authorities and the teachers and principal of the particular college or colleges concerned and, if so, what was the result?

Shri Shahnawaz Khan: If the hon. Member refers to this particular incident, the district magistrate called a meeting of the heads of different institutions where all of them unanimously condemned the hooliganism on the part of the students and pledged to give their co-operation to restore public law and order among the student community.

Shri Hari Vishnu Kamath: Has any similar incident been reported to the Government in which, I believe, a railway guard was murdered and where police action was frustrated by someone higher—up to whom one or other of the student culprits was related?

Shri Shahnawaz Khan: No, Sir. I would like to deny this insinuation. No incident of this nature has taken place.

Shri Sinhasan Singh: Are Government going to devise any means to check this hooliganism resorted to by the students on the 15th of August and on 26th of January every year as they do it after declaring that there would be ticketless travel and everything free? Have they devised any means to check these things?

Shri Shahnawaz Khan: The means that are used are very well-known to my hon. friend. There is the usual system of checking tickets where a magistrate also travels in the train and he has a large number of ticket collectors and also a squad of police. By these means we are trying to check this situation.

Shri Tyagi: I would like to know as to how these students or the others without tickets manage to go to the platform. Is there no check on them at the gates to the platform so that people without platform tickets could not enter the platform?

Shri Shahnawaz Khan: There are a few ticket collectors at the gates but when a mob of students numbering some hundreds or thousands comes, and forces entry they are rather helpless.

Shri G. Mohanty: May I know if the compartment was reserved from 9 P.M. to 6 A.M. or for the whole day and also the time of the occurrence?

Shri Shahnawaz Khan: The compartment is generally reserved for the night. This incident took place at about 11:20 P.M.

Agricultural Production

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*195. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri M. L. Dwivedi:
Dr. L. M. Singhvi:
Shri P. R. Chakraverti:
Shrimati Jamuna Devi:

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

(a) whether Government have collected the statistics of crop production of all the areas covered by the package programme in the last crop year;

(b) if so, which areas have been able to reach the target of production and the increase in production, district-wise; and

(c) if not, the reasons for not reaching the target?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-887/63].

Shri Subodh Hansda: In the statement, figures for 1960-61 and 1961-62 only have been given. The latest figures have not been given. However, the statement says that the production has increased. May I know whether the Government have any knowledge of the cost of production of this increase per acre and, if so, how far it has gone up in comparison to the cost of production incurred by the cultivators?

Dr. Ram Subhag Singh: Actually, so far, no acreage study of the cost of production has been made.

Shri Subodh Hansda: May I know whether it is a fact that in the current year the fertilisers as well as water for irrigation have not been supplied during the time of transplantation and that is why the production this year has gone down?

Dr. Ram Subhag Singh: There is no question of production going down be-

cause, as will be obvious from the statement, the production has increased in all the seven districts; there are seven districts. The consumption of fertiliser has also increased from 54,000 tons in terms of nitrogen in 1960-61 to 90,000 tons in terms of nitrogen in 1961-62. It is likely to go up to 1,65,000 tons this year, that means in 1962-63.

Shri S. C. Samanta: May I know whether the hon. Minister is of opinion that the increase in production in 1961-62, would have been more, if the district agricultural officers were given

Mr. Speaker: Why ask for opinion? Why not facts?

Shri S. C. Samanta: Whether he is of opinion.

Mr. Speaker: Shri M. L. Dwivedi.

श्री म० ला० द्विवेदी : उपज में जो वृद्धि हुई है वह हर स्तर पर एक सी क्यों नहीं हुई है जब कि हर जगह विकास खंड के अधिकारी नई खाद तथा दूसरी सुविधायें एक सी पहुंचाते हैं ?

डा० राम सुभग सिंह : उपज में वृद्धि करने के लिए अनेक तत्व काम में लाये जाते हैं और खाद एक तत्व है । अगर खाद नहीं दी जाए तो ठीक मात्रा में तो उसी के अनुकूल पानी या दूसरी चीजें न मिलें तो एक सी उपज में वृद्धि नहीं हो सकेगी । लेकिन बढ़ि हुई है कहीं २५ प्रतिशत से भी अधिक और कहीं २१ प्रतिशत के करीब ।

Dr. L. M. Singhvi: What is the total quantitative increase in the production of these three crops mentioned in the statement in these package districts, and what is the total cost of the package programmes in these districts? What is the proportion *inter se*?

Dr. Ram Subhag Singh: In different districts the proportion is different.

Dr. L. M. Singhvi: The overall proportion, and the expenditure.

Dr. Ram Subhag Singh: The overall proportion is about 15 per cent. increase in all the districts. The expendi-

ture is about Rs. 1 crore in each district in a period of five years.

Super Tanker

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 { Shri Bishanchander Seth:
 Shrimati Savitri Nigam:
 Shri M. L. Dwivedi:
 *196. { Shri Heda:
 Shri Rameshwar Tantia:
 Shri Subodh Hansda:
 Shri S. C. Samanta:

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

(a) whether it is a fact that the Shipping Corporation of India has signed an agreement with the Hitachi Ship-building and Engineering Company of Japan for construction of a Super Tanker;

(b) if so, the details of the agreement;

(c) when the tanker is scheduled to be delivered; and

(d) what will be the total foreign exchange involvement?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

The Shipping Corporation of India Ltd., signed an agreement with M/s Hitachi Ship-building and Engineering Co. Ltd., Tokyo, Japan on 30th January, 1963 for the construction of an ocean-going super tanker of 32,640 DWT at a price of U.S. \$4,710,000. Ten per cent. of this price is payable on delivery and the balance in seven equal yearly instalments with interest at the rate of 5.5 per cent. per annum. The tanker is to be delivered within sixteen months from the effective date of contract but not earlier than the 31st March, 1964.

The contract is to be effective *inter alia* on the Corporation signing a satisfactory agreement with M/s. Caltex

(India) Ltd. for a long-term charter of the tanker. The Corporation have since signed an agreement with Caltex. In view of this agreement, the specifications of the tanker in regard to deadweight, speed etc. and consequently its price will require modification. These are at present under negotiation and the final contract is expected to be signed soon.

श्री बिशन चन्द्र सेठ : इस तरह का टैंकर जो आपने वहां से बनवाया है, उससे या हमारे देश की रिक्वायरमेंट्स पूरी हो जायेंगी या और आगे बनवाने की आवश्यकता होगी ?

श्री राज बहादुर : हमें कई और टैंकर चाहिये तब जो हमारा कूड बाहर से आता है वह अपने टैंकरों में आ सकेगा ।

Shrimati Savitri Nigam: May I know how long it will take to complete this tanker and whether the Indian Government will have to pay this money in rupee or in any other form?

Shri Raj Bahadur: The tanker will take 16 months from the date when the contract becomes effective. The payment will of course be made: it is 10 per cent. on delivery and the balance in seven instalments.

Shrimati Savitri Nigam: My question is whether it will be paid in rupees or in foreign exchange.

Shri Raj Bahadur: These payments are to be made in foreign exchange, because it is a Japanese firm.

श्री म० ला० त्रिवेदी : यह जो बयान दिया गया है उसमें लिखा है :

"The Corporation have since signed an agreement with Caltex. In view of this agreement, the specifications of the tanker in regard to deadweight, speed, etc. and consequently its price will require modification."

में जानना चाहता हूँ कि क्या मॉडिफिकेशन होगा और किस हद तक होगा ।

श्री राज बहादुर : इस समय जो टैंकर लिया जा रहा है उस की प्राइस २.२४ करोड़ ६० है और उसकी स्पीड १६ नाट्स रखी गई है । कोशिश की जा रही है कि उसकी स्पीड कम हो जाय । तभी कीमत कम हो सकती है, और उसके लिये स्पेसिफिकेशन्स में भी कुछ चेंजज करने होंगे ।

Shri Rameshwar Tantia: May I know how the requirements of foreign exchange will be met and whether the cost of the tankers will be debited to the shipping development fund?

Shri Raj Bahadur: The first 10 per cent. will, of course, have to be provided for on the basis of some, foreign exchange loan or from free foreign exchange resources. The balance will be provided for by the earnings of the tanker itself.

Shri Subodh Hansda: From the statement, I find that the Corporation has entered into an agreement with Messrs Caltex (India) Limited for a long-term charter of the tanker. May I know why this arrangement has been made and why it is not sold outright to them?

Shri Raj Bahadur: Caltex, Burmah-Shell and Esso are the main importers of crude oil and naturally we would like that instead of using foreign tankers, they should use our tankers. It is to our advantage that we have come to some sort of arrangement with them to charter this tanker for a period of 10 years at a given agreed rate of 17 shillings per metric ton per month.

Shri Heda: What would be the savings in the foreign exchange by using this tanker, in view of the savings in the freight rates?

Shri Raj Bahadur: As I said, it has been chartered at the rate of 17 shillings per ton per month, which would work out to about £27,000 or £28,000 approximately.

**Master Plan for Development of
Tourism**

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*197. { Shri Surendra Pal Singh:
Shri P. R. Chakraverti:

Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that some months back the Union Government set up a Study Group to prepare a Master Plan for the integrated development of selected areas of tourist interest in the country; and

(b) if so, how far the work of making this Master Plan has progressed so far?

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

(b) The Working Group started its work about the end of October, 1962 and has already visited one tourist area e.g., Aurangabad-Ajanta-Ellora with a view to prepare a plan for its integrated development. A similar survey of the coast-line between Quilon and Kovalam for development as a sea-side resort is being made shortly.

Shri Surendra Pal Singh: While working out this Master Plan for the integrated development, would the study group make any efforts to elicit the opinions of foreign experts on the subject, because foreign experts alone can say what are the exact requirements of the foreign tourists?

Shri Raj Bahadur: I would not subscribe to the idea that foreign experts alone can tell us about this. If possible, we shall try to get the advice of foreign experts also. The idea is that we want to have an integrated development of the tourist centres, rather than providing one tourist bungalow one canteen, etc. without the necessary facilities for water, sanitary arrangements, roads, etc.

Shri Surendra Pal Singh: Apart from the lack of other small amenities in

tourist centres, one main thing the tourists always complain about is the sub-standard quality of food served in the smaller rest houses and hotels in the tourist centres. May I know whether any arrangements are now being made to improve the catering arrangements in these places?

Shri Raj Bahadur: That is also one of the matters to be gone into by this study team.

Shri P. R. Chakraverti: May I know what would be the financial involvements of this scheme and to what extent the State Governments will be asked to share in them?

Shri Raj Bahadur: That will depend upon the shape and extent of the proposals made by the study group.

डा० गोविन्द दास : यह जो योजना बनाई जा रही है क्या उसमें भारतवर्ष के सभी स्थानों का निरीक्षण किया जायेगा, जैसे उत्तराखंड इत्यादि का, या कोई विशेष स्थान है जिनका निरीक्षण किया जायेगा ?

श्री राज बहादुर : जी नहीं, कुछ चुने हुए स्थानों का निरीक्षण किया जायेगा ।

श्री यशपाल सिंह : क्या यह सच नहीं है कि आज के इमर्जेंसी टाइम को देखते हुए टूरिज्म जैसी चीजें बिल्कुल सेकेन्डरी हैं, और क्या सरकार को यह पता है कि अगर यह रुपया बचा कर डिफेंस में लगाया जाय तो देश की ज्यादा सविस हो सकती है ?

श्री राज बहादुर : टूरिज्म से हमें काफी फारेन एक्सचेन्ज प्राप्त होता है अर्थात् लगभग २० करोड़ के । अगर फारेन टूरिस्ट्स नहीं आयेंगे तो हमें यह फारेन एक्सचेन्ज नहीं मिलेगा । लिहाजा यह कहना गलत होगा कि टूरिज्म की कोई इम्पार्टेंस नहीं है । बल्कि वह बहुत ज्यादा इम्पार्टेंट है ।

Shri P. R. Patel: Mudhera temple in Gujarat, a very old temple of thousand years is visited by many foreigners every year. May I know

why that place is not included in this master plan?

Shri Raj Bahadur: We are just concentrating on a few selected spots—a sea-side resort, a hill station, some out of the way place like Khajuraho or a place famous for painting or sculpture like Ajanta or Ellora—and not each and every place of tourism.

Shri Sham Lal Saraf: May I know whether in this master plan it is envisaged to keep the country open for foreign tourists all the year round?

Shri Raj Bahadur: I do not think we place any restrictions on tourists coming all the year round.

Foreign Participation in Indian Shipping companies

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 Shri A. K. Gopalan;
 Shri P. C. Borooah;
 Shri D. C. Sharma;
 Shri Dinen Bhattacharya;
 Shri P. R. Chakraverti;
 Shri Hem Barua;
 Smt. Renu Chakravarty;
 Shri Morarka;
 Shri Heda;
 Shri Raghunath Singh;
 Shri Bhagwat Jha Azad;
 Shri Bhakt Darshan;
 Shri Mohammad Elias;
 Shri Indrajit Gupta;
 Shri Basappa;
 Dr. L. M. Singhvi;
 Shri Sidheshwar Prasad;

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

(a) whether the National Shipping Board has decided to increase the permissible share of foreign capital participation in Indian Shipping Companies from 25 per cent. to 40 per cent.; and

(b) if so, the reasons therefor?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir. The National Shipping Board has made a recommendation to this effect.

(b) The following reasons have been given by the Board for increasing the quantum of foreign participation in Indian shipping:—

- (i) acute shortage of foreign exchange which has been standing in the way of expansion of our fleet;
- (ii) present national emergency which requires speedy development of our merchant fleet.

Shri A. K. Gopalan: May I know whether the National Shipowners' Association has opposed the increased foreign participation; and, if so, what are the reasons for the same?

Shri Raj Bahadur: Some sections of national shipowners had really not favoured this proposal of increasing the foreign participation in our shipping ventures. But I think, by and large, the opinion has been in favour of it and the matter is at present under consideration.

Shri A. K. Gopalan: May I know what will be the effect of this on the shipping industry?

Shri Raj Bahadur: We have got certain proposals already under our consideration, which are based upon increased quantum of foreign participation. In case that higher percentage is allowed, it will be possible to undertake them and we shall be in a position to add to our shipping tonnage at a more accelerated rate.

Shri Hem Barua: In view of the recommendations of the Shipping Board for increased foreign participation, may I know whether Government have visualised any safeguards against foreign shipping controlling our shipping and safeguards in the interest of security also?

Shri Raj Bahadur: There is absolutely no danger of foreign shipping interests controlling our shipping, because Section 21 of the Merchant Shipping Act provides that the Chairman, the Managing Director and as many as 75 per cent. of the director shall

be Indians, whatever be the quantum of participation. We, therefore, do not think that Indian shipping interests will be affected in any way.

Mr. Speaker: Dr. Singhvi—

Shri Hem Barua: Sir, the second part of my question about security has not been answered.

Mr. Speaker: He has already answered that there is no danger to security.

Shri Hem Barua: No, Sir; he has not said anything about security.

Mr. Speaker: He has.

Shri Raj Bahadur: About what?

Shri Hem Barua: About danger to the security of the country.

Shri Raj Bahadur: I do not think there is any danger to the security of the country, Sir, because the ships are registered under the Indian flag and they are under our control.

Dr. L. M. Singhvi: May I know by what time this increase in foreign participation would be brought into effect?

Shri Raj Bahadur: The matter is at present under consideration of the Government in consultation with the Planning Commission. The Shipping Board has made these recommendations hedged in with certain conditions. Those conditions are that this quantum of increased participation should be allowed only in tramp and bulk cargo carriers. They are at present under examination—whether it is possible to do that—because that would perhaps necessitate an amendment of the section which is not contemplated.

Shri Heda: May I know how many Indian shipping companies are there with foreign participation in capital and whether they had made any representation in this regard?

Shri Raj Bahadur: Ever since this provision was enacted in 1958, only one shipping company has been able to secure foreign participation.

Shri Bhagwat Jha Azad: Is it a fact that even before the recommendation was made by this committee there were offers from foreign interests for participation and that was one of the important reasons which influenced the decision of this committee?

Shri Raj Bahadur: The reply is in the affirmative.

Shri P. R. Chakraverti: Is it a fact that other facilities are made available like deferred payments, in terms of which a major portion of the price of the ship is paid from foreign exchange earnings?

Shri Raj Bahadur: We have been banking on that particular device for increasing shipping tonnage. We have allowed quite a number of schemes on deferred payment basis.

Shri Basappa: To what extent do they expect to increase it if foreign participation is allowed up to 25 per cent. and to what extent do they expect to increase it if it is allowed up to 40 per cent.?

Shri Raj Bahadur: There is already one shipping company which has come into being with foreign participation to the extent of 25 per cent. We have at present three proposals under consideration where a request has been made for increase in the quantum of foreign participation.

Shri Ramanathan Chettiar: May I know whether the foreign participants in Indian shipping will be allowed to repatriate their dividends? Is it one of the conditions?

Shri Raj Bahadur: Yes, to the extent they are due to the foreign partners and also their initial investment. That is governed by the Reserve Bank rules.

Economy in Civil Aviation

*199. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) the economy being effected in Civil Aviation in the context of the present emergency; and

(b) what stands in the way of the two Corporations being amalgamated particularly in the light of new developments?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) The need for effecting utmost economy in the context of the present emergency has been emphasised to the two Air Corporations, who have taken appropriate steps in this regard.

(b) The Estimates Committee in their 41st Report on Air-India had also recommended that Government should review the question of a common Corporation. The Government had then examined the position and came to the conclusion that the review proposed by the Committee cannot be undertaken till the end of 1965 in view of the loans secured by Air-India from the U.S. Commercial Banks for financing their Boeing project. The position remains unchanged.

Shri Harish Chandra Mathur: May I know if it is not a fact that on the one hand the Indian Airlines cannot cater to the needs of the tourist traffic on the trunk routes and are thinking of purchasing new planes while, on the other hand, Air India has its Boeing waiting the whole day before it leaves on international flights in the evening? How do we justify this colossal waste?

Shri Mohiuddin: The hon. Member knows that Air India is running a service between Bombay and Delhi. The capacity which the hon. Member just referred to is being utilized to the extent possible.

Shri Harish Chandra Mathur: Is it the contention of the hon. Minister that Air India's spare capacity is being fully utilized and there is no further scope for utilisation between Bombay-Calcutta and other trunk routes? Is it also not a fact that there is colossal waste, again, on publicity to the tune of about Rs. 1 crore by Air India itself, about which a leading article appeared in *The Hindustan Times*?

Shri Mohiuddin: As far as utilising the spare capacity of Air India is con-

cerned, that question is always under consideration. Taking into account the requirements of Indian Airlines on the one hand, and the capacity which can be spared by Air India on the other, the capacity will be utilized fully. As far as advertisement is concerned, we have informed them of the need for economy in expenditure. But I may inform the hon. Member that advertisement is also necessary for attracting traffic and a large amount is spent by foreign airlines on advertisement.

Shri Tyagi: To the extent of Rs. 1 crore?

Shri Kashi Ram Gupta: May I know whether the introduction of Fokker Friendship type of planes has resulted in economy in fuel and in other aspects?

Shri Mohiuddin: I think that is true. The problem of economising in fuel is constantly under consideration.

Shrimati Renuka Ray: The hon. Minister has stated that economies are being effected. What are the items in which economies have been effected?

Shri Mohiuddin: It is rather difficult to give the various items on which economy is effected. They have been asked to effect economy all round.

Shri Harish Chandra Mathur: What is the overall effect of this economy?

Mr. Speaker: Order, order. Shri Tyagi.

Shri Tyagi: The hon. Minister could not yet admit before the House whether more than Rs. 1 crore is being spent on advertisement as we hear. Is that the figure for advertisement?

Shri Mohiuddin: I have not read the article to which the hon. Member has referred. Neither have I the figures about advertisement. All I can say is, as I have said, advertisement is necessary and quite a substantial amount is spent on advertisement by competing foreign airlines.

Shri Tyagi: Advertisement to the tune of Rs. 1 crore?

Shri Hem Barua: Rs. 1.32 crores.

Mr. Speaker: Order, order. Shri Malhotra.

Shrimati Renuka Ray: Sir, my question has not been answered.

Mr. Speaker: What does she want to know further?

Shrimati Renuka Ray: Could he tell us what economies are being effected? He can mention at least one or two items.

Shri Mohiuddin: We have not yet got the report as to what items specially are under the subject of economy. I hope, they are economising all-round.

Shri Inder J. Malhotra: I can understand the need for publicity regarding Air-India in foreign countries but I would like to know why Air-India's publicity campaigns are so necessary even within the country.

Shri Mohiuddin: I may remind the hon. Member that ever in India there are tourists and other visitors coming from Europe, Japan and all other places who are free to travel by any airline they like. The advertisement is necessary for them.

Mr. Speaker: The hon. Minister must have realised by now how exercised hon. Members feel on this matter. Therefore he will kindly look into it.

Shri Harish Chandra Mathur: Sir, my submission is that this question is regarding economy and the hon. Minister has not been able to give us any idea as to what economies are being effected. After all, they are supposed to come prepared. I pointed out to one particular item. A sum of Rs. 1,32,00,000 is being spent on publicity alone and the hon. Minister does not even seem to know whether this much amount is being spent or not.

Mr. Speaker: The economy that was primarily intended, so far as this question is concerned, was by amalgamating the two Corporations.

Shri Harish Chandra Mathur: That is part (b) of the question. Part (a) of the question is about economy in the light of the present emergency and the particular development that even big international airlines, three or four times bigger than Air-India, are amalgamating.

Mr. Speaker: We cannot go into that matter of policy. He says that Government have come to the conclusion and have taken a decision that for the present there is no need for amalgamating them or that they will review it some time afterwards. But I will again ask the hon. Minister to look into the matter. It is a question on which hon. Members feel excited.

Shri Tyagi: May I add, Sir, that we are answerable to the people's criticism and if there is so much of wastage on advertisement.....

Mr. Speaker: Order, order. I am asking the hon. Minister to look into it and explain to hon. Members or put all these facts before the House some time.

Shri Priya Gupta: May I seek a clarification?

Shri Inder J. Malhotra: He may make a statement regarding this.

Mr. Speaker: I have asked him to do that.

प्राप्त स्वयं सेवक दल

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{ श्री प्र० रं० चक्रवर्ती :
 श्री दी० चं० शर्मा :
 श्री भक्त दर्शन :
 श्री भागवत झा झाजाव :
 श्री बासप्पा :
 श्री म० सा० द्विवेदी :
 श्री स० चं० सामन्त :
 श्री सुबोध हंसदा :
 *२००. { श्री मोहन स्वरूप :
 श्री हेम राज :
 श्री राम रतन गुप्त :
 श्री द्वारका दास मंत्री :

श्री यशपाल सिंह :
 श्री वे० शि० पाटिल :
 श्री महेन्द्र नायक :
 श्री बभ्रुमतारी :

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

(क) भारत के प्रत्येक गांव में ग्राम स्वयंसेवक दल द्वारा ग्रामीण जनता को सक्रिय करने का कार्य किस सीमा तक आरम्भ कर दिया गया है ;

(ख) क्या समर्थीय वयस्कों से प्रति महीने एक दिन निःशुल्क श्रम कराने के आधार पर प्रतिरक्षा श्रम बैंक चालू कर दिया गया है ;

(ग) यदि हां, तो इसके क्या परिणाम निकले हैं ; और

(घ) क्या निःशुल्क श्रम के बदले में धन के रूप में दिये गये अंशदान को सम्बन्धित व्यक्ति की प्रति दिन की आय के सिहाब से धांका जाता है ?

सामुदायिक विकास तथा सहकारिता मंत्रालय में उपमंत्री (श्री श्यामधर मिश्र) :

(क) से (ग). राज्यों से प्राप्त सूचनाओं से पता चलता है कि अधिकतर पंचायतों में विलेज वालन्टियर फोर्स और रक्षा श्रम बैंक योजनाओं का उद्घाटन २६ जनवरी को कर दिया गया है। इस योजना के प्रति लोगों की प्रतिक्रिया अच्छी रही, भले ही हर क्षेत्र और हर गांव में इसका रूप अलग-अलग रहा। आन्ध्र प्रदेश, केरल, मध्य प्रदेश और मद्रास से सूचनायें मिली हैं कि लोगों ने रक्षा श्रम बैंकों में खुले दिल से दान दिया। इस दान से पहले कृषि योजनाओं का काम शुरू किया गया है।

(घ) जी नहीं। इस योजना के अनुसार श्रम को चालू स्थानीय मजदूरी की दर के हिसाब से धांका जाता है।

[(a) to (c). Reports from the States indicate that the Village Volunteer Force and Defence Labour Bank Schemes have been inaugurated in most of the Panchayats on the 26th January. The response to the scheme has been generally good, though it differed from area to area and village to village. Liberal donations to the Defence Labour Banks have been reported from Andhra Pradesh, Kerala, Madhya Pradesh and Madras. With these donations, work has been started primarily on agricultural schemes.

(d) No Sir. According to the Scheme, labour is commuted at the prevailing local wage rate.]

Shri P. R. Chakraverti: By what methods the activities of the Youth Clubs and Mahila Mandals have been integrated in this new concept?

Shri Shyam Dhar Misra: The scheme of Village Volunteer Force which includes the scheme of Defence Labour Banks will be on the support of Mahila Mandals and Yuvak Dals. As a matter of fact, there is to be a small wing for women also. So, all the sections will be mobilised and their association will be necessary.

Shri P. R. Chakraverti: To what extent the option to make cash contribution in Lieu of labour has been exercised?

Shri Shyam Dhar Misra: The option is in regard to all those persons who cannot contribute labour or who are not physically able to contribute labour. They can donate in terms of money at the wage rate prevailing in the village.

Shri Bhagwat Jha Azad: May I know what the Government proposes to do to remove one of the chief hurdles in raising the village volunteer force, that is the paucity of trained personnel for raising such force in the villages?

Shri Shyam Dhar Misra: The success of the scheme will actually depend on good training. That is a

part of the scheme itself. At all levels there is programme for training. There is the Dalapathi who will be trained at the block level. There will be the village volunteer force which will be trained by the Dalapathi. The training of the Dalapathi may be for two to 3 weeks and for the village volunteer force, it may go from 3 to 5 days.

श्री म० ला० द्विवेदी : मैं यह जानना चाहता हूँ कि प्रतिरक्षा श्रम बैंक का काम कितने देहातों में प्रारम्भ हो गया है और उसको पूरी तरह से लागू होने में कितना समय लगेगा। सरकार इस पर कितना व्यय करने का अनुमान कर रही है ?

श्री श्यामधर मिश्र : श्रीमन्, जो सूचनाएँ अभी तक आई हैं, उनसे पता चलता है कि यह काम बहुत से गांवों में शुरू हो गया है। पांच राज्यों से जो सूचनाएँ आई हैं, उनके अनुसार करीब तीस हजार पंचायतों में यह काम शुरू हो गया है। मैं यह विलेज वालन्टीयर फोर्स की बात कर रहा हूँ। जहाँ तक डिफेंस लेबर बैंक की बात है, हम ने राज्यों से आंकड़े मांगे हैं और वे आंकड़े देने के लिए १० मार्च तक की अवधि दी गई है। दो तीन राज्यों से आंकड़े आए हैं। उनमें करीब एक हजार पंचायतों में डिफेंस लेबर बैंक काम कर रहे हैं।

श्री यशपाल सिंह : इस योजना के मातहत डिफेंस की ट्रेनिंग और श्रमदान का महकमा अलग अलग रहेंगे या सब धान सताईस सेर रहेंगे ?

श्री श्यामधर मिश्र : विलेज वालन्टीयर फोर्स एक फोर्स होगी, जिसमें उत्पादन का कार्यक्रम, श्रम का कार्यक्रम और डिफेंस का काम ये तीनों काम साथ साथ रहेंगे।

Shri Ranga: May I know whether the Government of India proposes to impose this thing on all the States or

whether they want to give freedom to the States to decide whether they would insist upon this on men or women or make any special qualifications or what you call special opportunities for the old people and sick people to get themselves opted out of it?

Shri Shyam Dhar Misra: There is no imposition by the Government of India. It is only through the willing co-operation of the States that this scheme has been formulated. There is no compulsion at all in this scheme. As a matter of fact, it is a voluntary scheme. It does not include old people. The scheme itself says that it will be for able-bodied persons. Therefore, there is no compulsion regarding persons who are old and infirm and children.

श्री बड़े : क्या यह बात सच है कि होम गार्ड्स और विलेज वालन्टीयर फोर्स में को-आर्डिनेशन न होने से होम गार्ड्स के वालन्टीयर कभी विलेज वालन्टीयर फोर्स में जाते हैं और विलेज वालन्टीयर फोर्स के वालन्टीयर होम गार्ड्स में चले जाते हैं और फिर उसमें छंटनी होती है ? यदि हाँ, तो इसमें को-आर्डिनेशन करने का आदेश स्टेट्स को दिया गया है ?

Shri Shyam Dhar Misra: That was a fact. But, steps have been taken to co-ordinate this scheme with the Home guards scheme in the Home Ministry.

Shri P. K. Deo: May I know, as the provision for providing labour for one day per month per adult is mandatory, is it not going against the very Charter of the United Nations which prohibits forced labour? It reminds us of the feudal days of *begar*?

Shri Shyam Dhar Misra: I do not know why the hon. Member is reminded of those feudal days. The wording itself is, it is a village voluntary force. It is voluntary. Nothing is mandatory.

Shri Ranga: Why should they be made to pay?

Mr. Speaker: Mr. Basappa.

Shri Basappa: May I know whether all the States have been given necessary instructions to take up the programme under this Village volunteer force and if some of the States are not given instructions, what are those States?

Shri Shyam Dhar Misra: All the States have been given instructions. Instructions were given before the 26th of January when the Prime Minister inaugurated the scheme.

Shri A. K. Gopalan: May I know whether there are any restrictions for enrolment in this Volunteer force?

Shri Vasudevan Nair: Political restrictions.

Shri Shyam Dhar Misra: There are no restrictions. There are qualifications that only the able-bodied will join the village volunteer force.

Dr. P. S. Deshmukh: Is it a fact that some States preferred their Home Guards Training Scheme to the scheme that has been suggested by the Central Government? Are there any States which have indicated their preference for the Home Guards Training Scheme alone and have stated that it would be complicating matters if this Village Volunteer Force scheme is also taken up?

Shri Shyam Dhar Mishra: Yes, it was a fact that certain States preferred their Home Guards Scheme, but since then we have discussed the matter with the State Governments, and now there is full co-ordination between this scheme and the Home Guards Scheme.

Sugar Factories

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*201. { **Shri Rameshwar Tantia:**
Shri Sivamurthi Swamy:

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

(a) whether Government have taken any decision not to grant any further licences for opening sugar factories in certain States;

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

(c) whether any representation has been received against such a decision?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) No, Sir.

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

Shri Rameshwar Tantia: Considering the shortage of sugar last year and the increased quantity required for export of sugar, will Government consider the question of giving licences to those places where the sugarcane is more, as, for instance, in Western UP?

Shri Shinde: Actually, the sugar licensing policy is being reviewed by Government in the light of the present situation. But the licensed capacity actually stands at 33.5 lakhs tons though the installed capacity is much less. Government are trying to see that the licensed capacity is installed as early as possible. The situation is always being reviewed by Government, and Government are very vigilant.

Shri Rameshwar Tantia: May I know whether it is a fact that some licences which had been given have not been implemented, and if so, how many such licences remain to be implemented still, and whether Government will give the licences in respect of those cases to other parties?

Shri Shinde: Actually it happened only in the case of one State, namely Mysore, where two licences were issued but they were not actually implemented. But, again in respect of that State, the revoked licences were granted to the same State, and Government are watching very carefully the actual implementation of the licences which have been granted.

Shri Inder J. Malhotra: May I know whether at the time of giving a new licence, Government give special preference to co-operative societies for running these sugar factories?

Shri Shinde: Government examine the cases on merit. Though preferences are generally granted to co-

operative organisations, still, if any private enterprise also comes forward, and there is a favourable situation and their case stands on merits, then Government consider the case but Government do not feel that simply because an application is preferred by private enterprise, it should not be taken into consideration.

श्री क० ना० तिवारी : क्या यह सही है कि १९६१-६२ में पांच लाख टन का प्रोवर-प्राडक्शन हुआ और इसलिए सेंट्रल गवर्नमेंट ने प्राडक्शन में दस परसेंट का कट कर दिया ? यदि हां, तो फिर नई फैक्ट्रीज के लिए लाइसेंस देने की क्या जरूरत है ?

Shri Shinde: The sugar production stood at the level of 30 lakhs tons and not at 50 lakhs tons as has been stated by the hon. Member. The actual shortfall in the production of sugar was not mainly due to the 10 per cent cut but due to some other factors also.

Shri S. M. Banerjee: In view of the fact that there is something wrong with some of the sugar factories, may I know whether because of this emergency, Government are likely to take over sugar factories and nationalise them?

Mr. Speaker: That is a different thing altogether.

Shri Basappa: In the case of Mysore where the licences were revoked, may I know the reasons for the revocation, and whether the revoked capacity has been given to the co-operative sector where there is a great demand?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): With regard to that, I may state that one co-operative sugar factory at Gauribidanur in Mysore State has been given a licence, and another sugar factory in Kampli has been given licence for expansion, and there is also a joint-stock company which has been allowed to start another sugar factory.

Shri Bishwanath Roy: May I know whether Government propose to take any step for getting a factory set up in Terai area in Naini Tal District of UP, for which a licence was issued several years ago but the erection of which had not started yet?

Shri A. M. Thomas: If the licensee does not take any effective steps, when the time comes, the licence will be revoked.

Underground Rail System for Delhi

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*202. { Shrimati Savitri Nigam:
Shri Bibhuti Mishra:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Councillors of the Delhi Municipal Corporation have made a demand for underground rail system in Delhi;

(b) whether Government have received any request from the Corporation; and

(c) if so, what action Government are taking thereon?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The Ministry of Railways are not aware of such a demand.

(b) No specific request has been received from the Corporation but a suggestion was received from Delhi Transport Undertaking regarding an integrated Railway for Delhi—partly underground and partly overhead. They were informed through the Ministry of Transport that such a Railway within the Municipal limits will have to be catered for by the Municipal Corporation and not by the Ministry of Railways.

(c) Does not arise.

Shrimati Savitri Nigam: What was the reaction of the Corporation when the DTU was told that it is within the limits of the Corporation and so the Corporation should be responsible for it?

Shri S. V. Ramaswamy: I just stated that we have not received any direct communication from the Corporation. A communication was received from the Ministry of Transport and we replied to the Ministry of Transport.

Shrimati Savitri Nigam: If the Corporation also makes such a suggestion, what help is the Railway Ministry going to render to it?

Mr. Speaker: It is a hypothetical proposition.

Shri M. L. Dwivedi: There was a proposal with the Ministry of Railways to construct a railway round Delhi town. Has that scheme been shelved? If not, why is it not handed over to the Corporation?

Shri S. V. Ramaswamy: That is a ring railway. That has nothing to do with the underground system.

Dr. K. L. Rao: It is found from the experience of other countries that it is very difficult to fix the underground railway stations once the areas are built up. Are Government going to undertake a study to localise and finalise these sites so that they may be acquired, in view of the fact that Delhi is fast growing as a capital city?

Shri S. V. Ramaswamy: Any railway within the Corporation limits will be a matter concerning the Corporation, not the Ministry of Railways.

Shri Hari Vishnu Kamath: When the overground railways are not yet up to the mark in efficiency, what useful purpose will be served by Government going underground?

Mr. Speaker: Next question.

Shri Tyagi: That is for the Communists.

Naroj Bridge Accident

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*203. { **Shri G. Mohanty:**
Shri Vidya Charan Shukla:
Shri Subodh Hansda:
Shri S. C. Samanta:

Will the Minister of Railways be pleased to refer to his statement made in Lok Sabha on the 21st January, 1963 and state:

(a) whether the High Level Committee to enquire into the causes of the accident which took place on the 15th January, 1963 during the construction of the Railway bridge near Naroj (Cuttack) has been set up;

(b) whether any report has been submitted by the Committee in this regard; and

(c) if so, the details thereof?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Yes, Sir, the State Government of Orissa have appointed a Commission of Enquiry on 13-2-1963, to enquire into the causes of the accident and to report within a period of one month from the date it commences its enquiry.

(b) No, Sir.

(c) Does not arise.

Shri G. Mohanty: What are the terms of reference of the High Level Committee. Are they to fix the compensation for the distressed families?

Shri Shahnawaz Khan: The terms of reference are to inquire into the cause of the accident, to report on the cause and suggest safeguards against similar accidents in future. The question of compensation will come later.

Shri Vidya Charan Shukla: Is it not a fact that the Government Inspector of Explosives visited the site of the accident two weeks before it occurred? If so, did he submit any report to Government about the work of the contractors at the bridge site? If the

answer is in the affirmative, what action was taken on that report?

Shri Shah Nawaz Khan: I am not aware of any such visit by the Government Inspector of Explosives.

Shri Maheswar Naik: The hon. Deputy Minister said that an Enquiry Commission was set up on the 13th February. What are the reasons why the setting up of the Commission was delayed by as long as one month? Also, why has the Ministry of Railways itself not set up a Committee of its own to go into the matter?

Shri Shah Nawaz Khan: The House is aware that this work is being done by a private firm known as the Hindustan Construction Company Ltd. They did not come directly under the Railways and it was the State Government of Orissa which decided to set up a Commission of Enquiry.

Shri S. C. Samanta: May I know whether any interim steps have been taken by Government pending the report of the Commission of Enquiry, that is to say, whether any steps have been taken in the meantime before the Commission submits its report?

Shri Shah Nawaz Khan: The work is progressing; work on the construction of the bridge and sinking of the open wells is going on.

Shri P. K. Deo: As this accident took place due to an explosion and there were many casualties, may I know why the Government of India abdicated their right of conducting an inquiry by themselves and have entrusted it to the State Government?

Shri Shah Nawaz Khan: There is no question of abdicating any right. The cause and all that will be known when the report of the committee is received.

Shri P. K. Deo: Usually explosions are enquired into by the Government of India.

Mr. Speaker: Next question.

Ticketless Travelling

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*204. { Shri Yashpal Singh:
Shri Buta Singh:
Shri Raghunath Singh:
Shri Daljit Singh:
Shri Krishna Deo Tripathi:

Will the Minister of Railways be pleased to state:

(a) the number of ticketless travellers on Indian Railways in 1962-63 (Zone-wise);

(b) total amount recovered from such persons by the Railway authorities during the same period;

(c) whether in recent past ticketless travelling has been on the decline?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). A statement giving the requisite information is laid on the Table of the Sabha.

STATEMENT

Railway	No. of ticketless travellers detected during 1962-63 (upto 31-12-62)	Amount realised	Rs. marks
1	2	3	
1. Central	704,277	20,68,779	
2. Eastern	1,309,653	33,23,254	
3. Northern	1,594,415	41,57,812	
4. North Eastern	829,186	15,80,026	
5. Northeast Frontier	289,714	8,37,323	
6. Southern	1,013,822	26,96,286	
7. South Eastern	355,027	9,25,098	
8. Western	1,353,196	38,40,243	
TOTAL	7,449,290	1,94,28,824	

(c) There is no indication of a decline in ticketless travel.

श्री यशपाल सिंह : स्टटमेंट को पढ़ने से पता नहीं चलता है कि सरकार ने इस टिकटलेस ट्रेवल को रोकने के लिए क्या किया है और यह क्या घट रहा है या बढ़ रहा है ?

Shri S. V. Ramaswamy: We have taken a series of steps. They are about twelve in number, such as checking squads, increase in the number of travelling ticket examiners etc.

Mr. Speaker: It does not give any indication whether it is on the decline.

Shri Tyagi: He says it is not on the decline.

Shri S. V. Ramaswamy: We have got statistics which I can give. In 1961-62, up to 31-12-1961....

Mr. Speaker: Is it not given in the statement?

Shri S. V. Ramaswamy: That question refers to a particular thing. If further information is required, I can give.

Mr. Speaker: He only wants to know whether it is on the decline or not.

Shri S. V. Ramaswamy: It is not on the decline.

श्री यशपाल सिंह : क्या यह सही है कि नार्दन रेलवे में सब से ज्यादा टिकटलेस ट्रेवल इसलिए हुआ है कि यहां बड़े बड़े मिनिस्टर रहते हैं ?

अध्यक्ष महोदय : आर्डर, आर्डर । यहां बड़ बड़ मेम्बर भी रहते हैं ।

श्री कृष्णराव : रेलवे में जो फ्री ट्रेवल करते हैं, उनमें रेलवे कर्मचारियों के परिवारों के लोग अधिक करते हैं क्या और ज्यादा पकड़े गये हैं क्या ? उनमें से अधिकांश किस रेलवे में हैं ।

Shri S. V. Ramaswamy: If the employee's relatives travel.....

श्री कृष्णराव : अध्यक्ष महोदय, हिन्दी में जवाब दिलाया जाए ।

Mr. Speaker: He cannot answer in Hindi. मैं बता दूंगा उसको ।

Shri S. V. Ramaswamy: The employees are strictly forbidden to travel without tickets

Mr. Speaker: It is for everybody, employee or non-employee.

Shri S. V. Ramaswamy: Yes, everybody is prevented. If the employees are caught, they are suitably punished.

Mr. Speaker: Has there been a large number of employees doing it?

Shri S. V. Ramaswamy: I cannot give the figures, I would require notice.

Shri Ranga: Government themselves claim they have employed a large number of new people, squads etc. How is it that in spite of this, ticketless travel is on the increase? Is it because of the additional staff they have appointed or what?

Shri S. V. Ramaswamy: There are two reasons. First of all, the travelling public itself has increased. Secondly, ticket checking has been more rigorous. That is why we have been able to get the higher figures. The increase in ticketless travelling is out of all proportion to the increase in traffic. That is why we say ticketless travel is not on the decline.

श्री नुजसोदास जावव : गोदावरी वैली रेलवे में जो टिकटलेस ट्रेवल करते हैं, उनमें रेलवे आफिसर्स भी शामिल हैं, क्या इसकी खबर गवर्नमेंट को है ?

Shri S. V. Ramaswamy: If the hon. Member would pass on the information, we shall see.

Shri Basappa: May I know whether Members of Parliament who are serving on the National Railway Users Consultative Committee and such other committees are given passes to check the ticketless travellers also; if so, how many of them have exercised this right or privilege?

Shri S. V. Ramaswamy: Members of the National Railway Users Consultative Committee are given passes to go round, and they are authorised to check, but as regards the exact number who have exercised this right, I would require notice.

Shri Tyagi: Can we get an idea of the percentage of ticketless travellers compared with the rest of the traffic, and the approximate amount of annual loss that the Government had to suffer on that account?

Shri S. V. Ramaswamy: The Central Ticket Checking Organisation have taken a census. Roughly it is about 3 to 4 per cent of the travelling public, and the loss is of the order of Rs. 5 crores per annum.

श्री दत्तजीत सिंह : चैकिंग करने वाले लोगों के साथ कोई पुलिस गार्ड भी होती है क्या ? और उनके साथ बिना टिकट सफर करने वाले कितने पकड़े गये हैं और उनके खिलाफ क्या एक्शन लिया गया है ?

Shri S. V. Ramaswamy: The police squads also accompany the checking staff. With regard to the exact number, I am not in a position to say.

Shri D. N. Tiwary: May I know whether the cause of less detection of ticketless travelling is that when surprise checks are made, information is sent in advance by the railway staff working in the section?

Shri S. V. Ramaswamy: Maybe, Sir. Because they know that some people are coming, they may pass on the information on telephone; they can send information.

Shrimati Renuka Ray: Is it mostly on the suburban trains that the ticketless travel takes place in larger proportion? It is in these very trains that the railway staff are not given adequate help?

Shri S. V. Ramaswamy: I am afraid ticketless travel is a little more on the suburban trains, particularly in the branch lines it is very common. As regards the protection given to them, not every employee can be protected; it depends largely on public co-operation.

Export of Sugar to U.S.A.

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*205. { **Shri Heda:**
Shri Bibhuti Mishra:
Shri Raghunath Singh:

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

(a) whether Government have completed any deals of sugar export to U.S.A.;

(b) the quota received by us for 1962-63 and 1963-64; and

(c) whether any special quota has been obtained by India of the excess U.S. requirements?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) The Indian Sugar Mills Association has sold sugar to U.S.A.

(b) 1962-63: 0.50 lakh metric tons
 1963-64: 0.17 lakh metric tons.

(c) The following global quota allocations have been obtained:—

1962-63 0.35 lakh metric tons.
 1963-64 0.46 lakh metric tons.

Shri Heda: Apart from this global quota may I know whether the USA has been allotting to various friendly countries special quotas and if so have we received any such quota this year?

Shri Shinde: Yes, Sir. Under the USA Sugar Act we have received

some quota. That is to the extent of 71 per cent. of the quota allowed to various countries.

Shri Heda: What was the quota that we had asked for and what proportion of that has been allotted?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): There is no question of asking for any particular quota. Statutory allocations have been made and under the global sugar quota, we have obtained other quotas.

Dr. Ranen Sen: May I know the amount of loss suffered by the Government of India for this export and the amount of subsidy given to the sugar mill-owners?

Shri A. M. Thomas: The amount of loss that we will have to incur is coming down because of the increase in the international price of sugar. The loss in 1960 was Rs. 80.80 lakhs; in 1961, Rs. 1327.46 lakhs on an export of 2,67,869 tons. In 1962 the loss has been to the extent of Rs. 1444.41 lakhs and the export has been 3.73 lakh tons.

Dr. P. S. Deshmukh: What is the surplus likely to be available this year for exports?

Shri A. M. Thomas: We have already entered into agreements by which we have to export in 1963 upto about 4.5 lakh metric tonnes.

Shri Ramanathan Chettiar: May I know whether about 100,000 dollars was paid to a firm or its representatives in the United States to get the import quota for the USA and if so whether this expenditure could have been avoided inasmuch as we have got our own trade and consular representative in the United States?

Shri A. M. Thomas: In the first place Government of India have not paid any amount at all. Under the laws prevailing in the United States only a U.S. national can plead before the United States Committees so that

the Indian Sugar Mills Association appears to have engaged a particular firm to appear before a committee. We have no information as to the amount paid and other details.

Mr. Speaker: Next question.

Shri Yashpal Singh: This is an important question.

Shri Hem Barua: May I seek a clarification, Sir? It is an important question and—

Mr. Speaker: It is important, but he may raise it in other forms—discussion, etc.

Shri Hem Barua: There are allegations against India made by some U.S. senators—Senator Pulbright—

Shri Ramanathan Chettiar: On a point of order. I referred to this matter because I read in the newspapers that this was referred to in the House Committee of the United States Senate. That is why, based on that information, I have advisedly put the question, and the hon. Deputy Minister says no money was paid. (*Interruption*).

Shri Hem Barua: On a point of information.

Mr. Speaker: Order, order. There is no point of order or a point of information. If he wants any further information, he can ask for a discussion.

Shri Hem Barua: This is a very important thing.

Mr. Speaker: I know that. But we have covered only ten questions during these 60 minutes.

Shri Hem Barua: There have been allegations.

Mr. Speaker: No allegations.

Shri Hem Barua: I can quote the allegations made by certain senators.

Mr. Speaker: Not at this moment. Next question.

Vikings and Heron Aircrafts

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*206 { Shrimati Savitri Nigam:
Shri Vidya Charan Shukla:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 158 on the 13th November, 1962 and state the number of Viking and Heron aircrafts actually sold so far?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): All the 7 Herons and 12 Vikings together with their related spares, have since been sold by the Indian Airlines.

Shrimati Savitri Nigam: May I know what was the price at which these have been sold?

Shri Mohiuddin: They have been sold at different times and to different parties. The price for Herons, for example, would be nearly Rs. 20 lakhs and the Vikings were sold as scrap for nearly about Rs. 3 lakhs.

Shrimati Savitri Nigam: How much loss has been incurred on both these types of planes and what was the cost at which these were purchased?

Shri Mohiuddin: The Vikings were not purchased; they were taken over from the—

Mr. Speaker: What is the loss?

Shri Mohiuddin: The loss as regards the Herons could be worked out only against the depreciated value of the Herons which was Rs. 34,76,000 on 1st April, 1962. The amount realised from the Herons comes to about Rs. 19,75,000.

Shri Vidya Charan Shukla: May I know whether this depreciated value of the aircraft was calculated on the date they were grounded or the depreciated value was taken on the date they were sold and, if so, whether the responsibility for this loss has been

fixed on somebody in the Indian Airlines and whether any action has been taken against that gentleman?

Shri Mohiuddin: The depreciated value, as I have said, is taken as on 1st April, 1962. About the responsibility, there is no question of responsibility for this loss. This question of purchase of Herons has been considered in the House so many times and we have already replied that it was a mistake and the responsibility rests on various parties.

Alarm Chains

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*209 { Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:

Will the Minister of Railways be please to state:

(a) whether Railways have decided to blank off the alarm chains of certain passenger trains serving in U.P.; and

(b) if so, how the Railways envisage to protect the women's compartments and the Railway Mail Service Vans?

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

(a) There is no proposal at present to add to the number of trains on which alarm chains have already been blanked off in U.P.

(b) Does not arise as alarm chains are not blanked off in Women's and Railway Mail Service Vans.

Shri Bhagwat Jha Azad: Is it a fact that the blanking off of chains in the particular sector in Uttar Pradesh is much larger than in other parts, and am I to understand that the alternative methods for checking ticketless travelling have already been tried and only then they have reached this conclusion?

Shri S. V. Ramaswamy: It is only as a last resort that we go in for blanking off. It does not depend upon the particular State. It depends upon the

particular place or train where blanking has got to be done.

Shri Bhagwat Jha Azad: In regard to the answer to part (b) of the question, may I know what provisions have been made where the chains are blanked off? How do they ward off the danger to the mail compartments and the ladies' compartments?

Mr. Speaker: About ladies' compartments, he has answered. For mail vans?

Shri S. V. Ramaswamy: The chains in the mail service vans are not blanked off.

WRITTEN ANSWERS TO QUESTIONS

Report on Dalmia-Jain Concerns

- *173. {
 Shri Harish Chandra Mathur:
 Dr. L. M. Singhvi:
 Shri Tridib Kumar Chaudhuri:
 Shri A. K. Gopalan:
 Shri Bibhuti Mishra:
 Shri Hari Vishnu Kamath:
 Shri Vidya Charan Shukla:
 Shri P. R. Chakraverti:
 Shrimati Renu Chakravartty:
 Shri S. M. Banerjee:
 Shri Daji:
 Shri Sidheshwar Prasad:
 Shri Bhagwat Jha Azad:
 Shri Bhakt Darshan:
 Shri Indrajit Gupta:
 Shri Yajnik:
 Shri Balkrishna Wasnik:
 Shri Koya:
 Shri Bishwanath Roy:
 Shri Ranen Sen:
 Shri Dinen Bhattacharya:
 Dr. Saradish Roy:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have examined the report on Dalmia-Jain concerns; and

(b) the action Government is taking in the matter?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). After a study of the Report, Government are having a detailed examination of the evidence relating to the specific transactions mentioned in the report and thereafter such appropriate legal action would be taken as may be advised by Shri C. K. Daphtary, the Attorney General.

Government are also considering the recommendations of the Commission on the amendment of the Companies Act in order to prevent the recurrence of such mal-practices in future.

Further Shri C. K. Daphtary, the Attorney General and Shri A. V. Vishwanath Sastri, a retired Judge of the Madras High Court, have been requested to consider the report rapidly not only from the legal point of view but also from the larger point of view of public interest and advise as to what legal and administrative steps should be taken to deal with the persons who have been found by the Commission to have committed various dishonest practices, gross-irregularities, mal-practices, illegalities and frauds.

Machine Tool Industry

- *147. {
 Shri R. G. Dubey:
 Dr. L. M. Singhvi:
 Shri P. Venkatasubbiah:
 Shri Bibhuti Mishra:
 Shri Vishram Prasad:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the President of the Czech Foreign Trade Co-operation has made any proposal offering his help in the matter of expanding the Machine Tool Industry in the country; and

(b) if so, the nature of the proposals?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). Government are not aware of any such proposal. However the Heavy Machine Tool Plant at Ranchi is being set up in collaboration with Czechoslovakia. Assistance is also being received from them for the establishment of the Central Machine Tool Institute at Bangalore.

Credit Facilities for Exporters

*175: **Shri Bishanchander Seth:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 340 on the 23rd November, 1962 and state:

(a) whether the scheme for increasing credit facilities for exporters has been examined by the Mathrani Committee; and

(b) if so, whether the report has been submitted to Government?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):

(a) and (b). The matter is still under examination by the Mathrani Committee and its report is expected at an early date.

Czech Trade Team's visit to India

*176. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri P. C. Borooah:
Shri Bishanchander Seth:
Shri Yashpal Singh:
Shri D. C. Sharma:
Shri P. R. Chakraverti:
Shri Brij Raj Singh:
Shri Marandi:
Shrimati Savitri Nigam:
Shrimati Maimoona Sultan:
Shri A. K. Gopalan:
Shri P. Kunhan:
Shri R. S. Pandey:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a Czech Trade Team visited India at the end of January, 1963; and

(b) if so, the outcome of their visit?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). A Czechoslovak Purchase Mission comprising senior officials of leading purchasing organisations of Czechoslovakia and led by a senior officer of the Czechoslovak Ministry of Foreign Trade arrived in India in the last week of January, 1963. The object of this Mission is to explore the possibilities of stepping up exports of manufactured goods from India. They went round the country and had discussions with the manufacturers and exporters as well as export promotion councils and other concerned departments of Government of India. Their visit will open up prospects for larger trade between the two countries.

Idle Installed Capacity of Industry

*177. { **Dr. L. M. Singhvi:**
Shri Harish Chandra Mathur:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have made any study of the extent and nature of idle installed capacity in private and public sectors of Indian industry; and

(b) if so, the basic conclusions thereof and measures taken to secure fuller utilization of installed capacity?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). The question of unutilized industrial capacity is under constant review of Government. It is not a fact that there is any large unutilized capacity in Indian Industry. The impression that any large industrial capacity is lying idle has gained ground only on an unrealistic appreciation of various factors involved in the utilisation of the capacity.

Expansion of Rourkela Steel Plant

- *178. { Shri Rameshwar Tantia:
Shri D. C. Sharma:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the talks with Germany over the expansion of the Rourkela Steel Plant have been concluded; and

(b) if so, the result thereof?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). No, Sir. The talks with the West German Government is likely to be resumed by the middle of this month.

Cloth and Yarn Prices

- *179. { Shri Tridib Kumar
Chaudhuri:
Shri Kajrolkar:
Shri Berwa Kotah:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have received any representation from the Indian Cotton Mills Federation and other Textile Manufacturers Associations seeking permission to raise the price of cloth and yarn so as to enable them to realise from the consumers the additional amount that has to be paid by the Mills for war risk insurance premia; and

(b) the decisions, if any, taken by Government on these representations?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). No representation has been received from the Indian Cotton Mills Federation. A representation was, however, received in the Ministry of Finance from the Saurashtra Mill-owners' Association for permitting the Mills to pass on the War Risk Insurance premia paid by them to the consumers. This was not acceded to.

Steel Production

- *180. { Shri Yashpal Singh:
Shri Morarka:
Shri Buta Singh:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether in the recent Jamshedpur International Symposium on the Iron and Steel making, certain foreign visitors remarked that India should go slow in steel production because she lacked the skilled manpower and the managerial resources; and

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

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) No, Sir.

(b) Does not arise.

Nepa Mills

*181. **Shrimati Maimoona Sultan:** Will the Minister of Commerce and Industry be pleased to state:

(a) the production of the Nepa Mills in respect of newsprint during April to December, 1962 and the corresponding production figures of the mills in the preceding two years;

(b) whether the mills have attained capacity production; and

(c) if not, the reasons therefor?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Nityanand Kanungo): (a) The production figures are as follows:

	Tonnes
April, 1962 to Dec. 1962	18,949
April, 1961 to Dec. 1961	19,311
April, 1960 to Dec. 1960	17,019

(b) Yes, Sir; from December, 1962

(c) Does not arise.

Tea Export to Japan

*182. **Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) the available figures of total imports of tea into Japan in 1961 and 1962 and India's share therein;

(b) whether Tea Board have of late had under consideration special measures for increasing export of Indian tea to that country; and

(c) if so, what decisions have been taken in this regard?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). Total exports of tea from the various countries to Japan in 1961 were of the order of 5.5 million lbs. Similar figure for 1962 is not yet available. India's share of the exports to Japan is nominal.

Japan herself is a producer and exporter of tea. While import of green tea is prohibited, some black tea is allowed to be imported under the Foreign Exchange Allocation system. In view of this restriction, promotional efforts by the Board have necessarily to be on a limited scale. Japan imports some tea from Ceylon.

Shortage of Pig Iron in Punjab

*183. **Shri A. N. Vidyalandkar:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether manufacturers in Punjab have complained about serious shortage of pig iron which is retarding the production;

(b) whether the Punjab Government have also drawn the attention of his Ministry about this shortage; and

(c) if so, the reasons for the shortage and the steps proposed to be taken to remove it?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Yes, Sir.

(c) The main reason for shortage of pig iron all over the country is that the demand has gone up due to the foundry capacity in the country having developed rapidly, while the availability of foundry iron has not increased, due to several schemes licenced for production of pig iron to meet the increased demand having not come up as originally anticipated. Government are, therefore, considering interim remedial measures such as import of pig iron, short term schemes for increased production etc., to increase the availability as quickly as practicable.

कपास के मूल्य

१८४. श्री दे० शि० पाटिल : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) अक्टूबर, १९६२ के अन्त में देश में कपास के क्या मूल्य थे और वर्तमान मूल्य क्या हैं ; और

(ख) कपास के मूल्यों को गिरने से रोकने के सम्बन्ध में सरकार ने क्या कदम उठाये हैं ?

वाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) : (क) और (ख) अक्टूबर, १९६२ के अन्त में सभी किस्मों के भारतीय कपास के मूल्य अधिकतम के आस पास थे। वर्तमान मूल्यों का विवरण, अधिकतम मूल्यों के निकट है, सभा पटल पर रखा गया है। [पुस्तकालय में रखा गया, देखिये संख्या एल० टी० ८८६।६३।]

उत्तर प्रदेश में तेल मिलें

१८५. श्री प्रकाशवीर शास्त्री : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश की कई सौ तेल मिलें, तेल का स्टॉक अधिक

जमा होने के कारण, उत्पादन नहीं कर रही हैं ;

(ख) क्या यह भी सच है कि इसी कारण मिलें तिलहन का स्टॉक भी नहीं खरीद सकेंगे ; और

(ग) क्या इन मिलों द्वारा काम बन्द किये जाने के कारण बहुत से मजदूर भी बेकार हो गये हैं ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : (क) से (ग) उत्तर प्रदेश के तेल मिल वालों के एक स्थानीय एसोसियेशन से हाल ही में इस प्रकार का एक अभिवेदन सरकार को प्राप्त हुआ था कि उन्हें माल-डिब्बे मिलने में कठिनाई हो रही है और उनके पास माल इकट्ठा हो जाने के कारण उनकी मिलें बन्द हो जाने का डर है। उत्तर प्रदेश में तेल मिलों द्वारा बड़े पैमाने पर तेल का उत्पादन रोक देने के बारे में सरकार के पास अन्य कोई जानकारी नहीं है। राज्य सरकार से आवश्यक पूछ-ताछ की जा रही है।

Bhadravathi Iron and Steel Works

*186. **Shri Basappa:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) when the experts from Germany and Austria would arrive in India in order to look into the expansion and conversion programme of the Bhadravathi Iron and Steel Works; and

(b) what is the total cost of this programme?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) The steel expansion scheme was approved in 1960 and is being implemented. Apart from this, a proposal for the conversion of the Works for the production of alloy and tool steels is also under consideration of Government. For the steel expansion scheme, one civil engineer from West Germany is in India since April, 1962 and 16

more West Germany experts are expected by the end of 1963. For the alloy steel conversion scheme one expert each from Austria and West Germany visited the Works recently. More will be engaged if and when the scheme is approved by Government.

(b) About Rs. 700 lakhs for the Steel Expansion Scheme; Estimated total cost of Conversion to Tool and Alloy steels production: Rs. 850 lakhs.

Heavy Earth-hauling and Mining Equipment

*187. **Shri Bishanchander Seth:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that Government are considering a proposal to manufacture heavy earth-hauling and mining equipment in India; and

(b) if so, when its production is likely to start?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). A proposal from one of the industrial undertakings under the Ministry of Defence for manufacture of earth-moving equipment, such as wheeled tractors, motorised scrapers, rear dumpers, etc. has been approved in principle.

The details of the production programme etc. are, at present, being worked out by the Ministry of Defence.

Pulp Imports for Rayon Industry

*188. **Dr. L. M. Singhvi:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total quantum and value of our pulp imports for rayon industry;

(b) whether adequate efforts have been made to produce rayon-grade pulp from pulp and other cellulosic material available in India; and

(c) if so, the progress made in that direction?

The Minister of Commerce and Industry (Shri Kanungo): (a) The total imports during the current year 1962-63 are expected to be of the order of 70,000 tons valued at Rs. 699 lakhs.

(b) and (c). Yes, Sir. Out of seven units licensed with a total capacity of 276,600 tons/year, one unit with a capacity of 54,000 tons in Kerala has recently started trial production. Clearances in principle for import of plant and machinery have been given in two cases with a total capacity of 57,000 tons per annum and an import licence has been issued in one case (capacity 30,000 tons per annum).

Sale of Iron and Steel

*189. { **Shrimati Maimoona Sultan:**
Shri Prakash Vir Shastri:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether complaints have been received from the iron and steel traders of Delhi, Punjab and Madhya Pradesh against the enforcement of the Iron and Steel Controller's Notification of 20th October, 1962;

(b) if so, what difficulties/discrepancies in the enforcement of the Order have been pointed out by them; and

(c) Government's reaction thereto?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):
(a) Yes, Sir.

(b) Stoppage of their trade in iron and steel, resulting in hardship to them and un-employment of their employees.

(c) The matter is under consideration.

Co-operative Tea Factories

*190. **Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Tea Board have a scheme for establishing cooperative tea factories in the tea growing areas of the country; and

(b) if so, the number of such factories proposed to be set up in different regions during the Third Five Year Plan period?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). Under the Tea Act, 1953, it is one of the functions of the Tea Board to promote co-operative efforts among growers and manufacturers of tea. Accordingly the Board is actively participating in the programmes of the State Governments of the tea producing States for the establishment of Co-operative Tea Factories wherever there are reasonable prospects of success. The Board have so far given financial assistance for the formation of two—co-operative tea factories, one in the Nilgiris region of the Madras State and the other in the Kangra region of Punjab.

Raw Material and Manufactured Goods

*191. **Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state:

(a) the freeze orders in respect of raw materials and manufactured goods issued in the context of emergency;

(b) whether it is a fact that these materials are neither being purchased nor being permitted to be sold;

(c) to what extent production has been hampered as a result of these measures; and

(d) whether any representations have been received?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (d). The requisite information is being collected and will be placed on the Table of the House in due course.

Tea Industry in Kangra Valley

- *192. { Shri P. C. Borooah:
 Shri Bhakt Darshan:
 Shri Bhagwat Jha Azad:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Tea Industry in Kangra Valley was facing a crisis during January this year on account of large scale accumulation of green Tea of Kangra forcing a large number of workers to go out of job; and

(b) what steps have since been taken to clear the accumulation and what is the present position?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) No, Sir.

(b) Does not arise.

Target of Steel Production

- *193. { Shrimati Maimoona Sultan:
 Shri Krishnadeo Tripathi:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government have decided upon the targets of steel production to be attained in the public sector in the ensuing financial year;

(b) if so, Government's decision in the matter; and

(c) how far production at each steel plant in the public sector is to be increased with a view to achieving the target?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) Yes Sir.

(b) and (c). In Bhilai, the production of steel ingots has exceeded the rated capacity. Durgapur has achieved 100 per cent. production and Rourkela about 90 per cent of its rated capacity.

For 1963-64, the target is 100 per cent. of the rated capacity for all the three steel works and if possible even better for Bhilai.

Railway Bridges

*207. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether Railway Board have entered into a contract with a U.K. firm for the supply of unit parts for the construction of three railway bridges; and

(b) if so, the details thereof?

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

(a) and (b). A contract has been placed on a British Firm for supply of three steel girder spans, 2—250 feet spans and 1—150 feet span. It will not be in public interest to disclose any further details in the matter.

Export of Raw Sugar to Japan

*208. Shri Morarka: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Japan has completed a deal for the purchase of our raw sugar; and

(b) if so, the price and the quantity agreed to be purchased?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes, Sir. 87,800 metric tons of Indian raw sugar have been sold to Japan at a price linked with the London Daily Price.

Mechanisation of Railway Yards

*210. Shri Kajrolkar: Will the Minister of Railways be pleased to state:

(a) whether there is a scheme to introduce mechanisation in major in each Railway to avoid accidents and congestion in the yards?

(b) whether the Foreign Exchange component is a major obstacle; and

(c) if so, whether indigenous production is proposed?

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

(a) Yes Sir; Mechanisation of some of the major yards is being introduced progressively to reduce the incidence of accidents and to avoid congestion.

(b) Yes Sir; foreign exchange is the controlling factor, determining the pace of mechanisation of the yards.

(c) Yes Sir, indigenous production is in the process of development.

Visit by Team of U.S. Farm-leaders

***211. Shrimati Maimoona Sultan:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a team of 10 U.S. farm-leaders arrived in the Capital on the 10th February, 1963 on a seven-week tour of the country; and

(b) if so the purpose of their visit?

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

(b) A statement is laid on the Table of the Sabha.

STATEMENT

The purpose of the visit of the U.S. Farm-leaders is two-fold:

(i) To study farming, farming methods, farming problems and how they are solved, aspirations of farmers and the way of living, extension methods, credit facilities, marketing and processing of the agricultural produce, 4-H Club organisation, cooperatives, working of farmers organisations, etc., in the two countries; and

(ii) to help build social contacts, friendship and mutual understanding and cooperation between the farmers and people in general of the two countries.

Looting of Goods Train

***212. Shri Buta Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a goods train was looted between Alawalpur and Bhogpur Sirwal stations on the Jullundur-Pathankot Railway line, in the first week of February, 1963;

(b) if so, the value of the material looted from the train; and

(c) the action taken, if any, by Government to detect the culprits?

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

(a) There was no case of looting but a case of theft occurred between Alawalpur and Bhogpur Sirwal stations on the Jullundur-Pathankot section of Northern Railway.

(b) Rs. 1,260-53 nP.

(c) The matter was reported to the Government Railway Police who arrested 3 culprits in this connection and almost the entire stolen property was recovered.

Floor Price of Rabi Crop

***213. Shri Vidya (Charan Shukla:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether a representation dated 31st January, 1963 has been received from the Chairman of M.P. State Co-operative Bank Ltd, Jabalpur requesting the Government to announce the floor price for the rabi crop due in market shortly; and

(b) if so, whether any decision or action has been taken by Government in this connection.

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

(b) The Government have already announced price support measures for rice and wheat for the 1962-63 season.

Gandhigram Railway Station

*214. { Shri Yajnik:
Shri P. R. Patel:

Will the Minister of Railways be pleased to state:

(a) the terms and conditions of the agreement that has been reached by Government with the Ahmedabad Municipal Corporation regarding the transfer of the present Gandhigram station to a site outside the limits of the Corporation;

(b) whether any amount has actually been paid by the Corporation to Government in terms of the contract; and

(c) whether Government have taken any concrete measure to secure land and to lay the new rail-road in pursuance of the contract?

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

(a) Agreement has been reached with the Ahmedabad Municipal Corporation that the Western Railway Administration will carry out the work of shifting the Railway line between Sabarmati-Gandhigram-Sarkhej outside the Ahmedabad Municipal limits and the entire cost estimated at Rs. 65.49 lakhs, including capitalised loss of revenue to the Railway due to the shifting of the alignment, will be borne by the Ahmedabad Municipal Corporation. The land to be vacated by the Railway will be handed over to the Ahmedabad Municipal Corporation in exchange of the land to be acquired by the Corporation for the Railway line in the new position.

(b) No.

(c) The Municipal Corporation has initiated land acquisition proceedings, for the land to be handed over to the Railway for the diversion.

Trust for developing Paradip Port

{ Shri P. K. Deo:
Shri P. K. Ghosh:
Shrimati Maimoona Sultan:
*215. Shri D. C. Sharma:

{ Shri D. D. Mantri:
Shri Surendra Pal Singh:
Shri Heda:
Shri Ram Harkh Yadav:

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

(a) whether there is any proposal to create a trust for the purpose of developing the Paradip Port; and

(b) if so, the nature of the trust and how capital is being subscribed for the trust?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The State Government has decided to set up a Trust under the Orissa Port Trust Act for the purpose of developing and administering Paradip Port. The Act will be applied to Paradip from the 1st April, 1963.

(b) The State Government have stated that the first Board of Trustees will consist of seven Government officials, its term will be five years and funds will be raised through a loan from the State Government as well as public floatation.

सहकारी आन्दोलन

*२१६. डा० मा० श्री० अग्ने : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार एक उच्च-स्तरीय समिति बनाने का विचार कर रही है जो विभिन्न सहकारी क्षेत्रों के कार्यबहन पर विचार कर रहे हैं छ: दलों के प्रतिवेदनों के आधर पर सहकारी आन्दोलनों के विकास के लिये उपायों का सुझाव देगी ;

(ख) क्या उपरोक्त छ: दलों के प्रतिवेदन सरकार को मिल गये हैं ;

(ग) यदि नहीं, तो उनके कब तक मिल जाने की आशा है ; और

(घ) क्या उनको सभा पटल पर रखा जायेगा ?

सामुदायिक विकास तथा सहकार मंत्रालय में उपमंत्री (श्री श्यामधर मिश्र) :

(क) इस मंत्रालय का अस्थायी तौर पर यह विचार है कि या तो योजना आयोग या उच्चाधिकार समिति प्रस्तावद छः कार्यकारी दलों की सिफारिशों की जांच करे ।

(ख) जी नहीं ।

(ग) अज्ञात है कि ये कार्यकारी दल अपने प्रतिवेदन अग्रेल, १९६३ के अन्त तक पेश कर देंगे ।

(घ) प्रतिवेदनों के प्राप्त होने पर इस सम्बन्ध में निर्णय किया जाएगा ।

Train Accident at Ludhiana

*217. { Shri P. C. Borooah:
Shri Berwa Kotah:

Will the Minister of Railways be pleased to state:

(a) whether a diesel car ran into a train at Ludhiana on the 27th January, 1963;

(b) if so, the loss of life and property involved in the accident; and

(c) the cause of the accident?

The Deputy Minister in the Ministry of Railway (Shri S. V. Ramaswamy): (a) Yes Sir. The accident occurred on 26th January, 1963 and not on 27th January, 1963.

(b) There was no loss of life. Approximate cost of damage to Railway property was Rupees Two hundred and twenty four only.

(c) Failure of Railway Staff.

National Animal and Bird

*218. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Bishanchander Sethi:
Shri Yashpal Singh:

Shri Hem Barua:
Shri Hari Vishnu Kamath:
Shri Bhakt Darshan:
Shri Bhagwat Jha Azad:

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

(a) whether any decision has been arrived at for declaration of animals and birds to be designated as national animals and birds;

(b) if so, which are the animals and birds designated; and

(c) since when this will be given effect to?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). Yes, the Peacock has been declared as the national bird of India. No other animal has been so declared as yet.

(c) The decision of the Government regarding the National Bird was declared on 31st January, 1963.

Marketing Boards

*219. { Shri Bishanchander Sethi:
Shri M. S. Murti:

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

(a) whether it is a fact that the Central Government's proposal for appointment of marketing boards, one for sugar and another for wheat and rice is not being welcomed by many States;

(b) if so, the reasons for not accepting the proposal; and

(c) the action proposed to be taken in the matter?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). As has already been stated in reply to a supplementary question on Starred Question No. 405 answered on the 22nd January, 1963, skeleton schemes of an Agricultural Commodities Board and a Sugar Marketing Board were dis-

cussed generally between the Minister of Food and Agriculture and the Chief Ministers of various States. No definite proposal has yet been referred to the State Governments and the question of their accepting the proposal or not does not, therefore, arise.

Indian Airlines

*220. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Indian Airlines is fully equipped to meet the traffic particularly on Trunk routes;

(b) whether any offer of assistance by Air India to take on residue traffic has been availed of; and

(c) what use is being made of Vikings and Herons?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) The Indian Airlines, with their present fleet, are not able to meet the entire demand on their Trunk routes.

(b) Indian Airlines have already availed of the Boeing capacity which Air India is able to offer on a daily basis between Bombay and Delhi.

(c) All the 12 Vikings and 7 Herons have since been sold alongwith their related spares.

Colouring of Vanaspati

*221. { **Shri Raghunath Singh:**
 { **Shri Sidheshwar Prasad:**
 { **Shri Gauri Shankar Kakkar**

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

(a) whether the extract of Ratanjot has proved to be a successful experiment for the colouring of Vanaspati; and

(b) if so, whether Government are considering any proposal to colour Vanaspati with the said extract?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The suitability of Ratanjot root dye for colouring Vanaspati is still under examination by the Committee of Experts.

(b) Does not arise.

Enquiry into Railway Accident

*222. { **Shri P. C. Borooh:**
 { **Shri S. M. Banerjee:**
 { **Shri Prakash Vir Shastri:**
 { **Shri D. C. Sharma:**
 { **Shri G. Mohanty:**
 { **Shri Hari Vishnu Kamath:**

Will the Minister of Railways be pleased to state:

(a) whether the inquiry instituted into the cause of the collision that took place on the 4th January, 1963 between the Oudh-Tirhut mail and a passenger train at Umeshnagar on the Katihar-Barauni Section of the North Eastern Railway has since been completed; and

(b) if so, with what results?

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

(b) According to the provisional findings of the Commissioner of Railway Safety, the accident was caused by the failure of Railway staff.

Oil Gasification Plant

261. { **Shri A. K. Gopalan:**
 { **Shri Maniyanganadan:**

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government's attention has been drawn to the fact that the Oil Gasification Plant of the Fertilizers and Chemicals Limited Factory in Kerala has been put out of action due to fire;

(b) if so, the reason therefor; and

(c) what action is being taken by Government to put this Gasification Plant again into operation?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) The oil gasification plant has not been put of action by the fire. It had to be shut down because of the fire accident which occurred in the control room where some instruments were damaged.

(b) Some of the instruments are run by compressed Nitrogen gas obtained from the Ammonia Plant. It is suspected that some hydrogen gas might have got into the nitrogen line and caused the explosion and fire. The actual cause of the accident is being investigated by an Enquiry Committee.

(c) The damaged instruments have since been repaired and the plant was put back in operation on the 18th February, 1963.

Synthetic Drug Factory at Hyderabad

262. { **Shri Yallamanda Reddy:**
Shri Kolla Venkaiah:

Will the Minister of Commerce and Industry be pleased to state at what stage is the construction of the Russian-aided Synthetic Drug Factory at Hyderabad in Andhra Pradesh?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): The construction work on the Administration Block, Rest House, Field Hostel for Soviet Experts, Storage Shed in the Plant areas and 264 residential quarters is in progress, like the work on railway siding, vertical levelling of the Plant site, storm water drains and roads and is expected to be completed according to schedule. The work on the factory production blocks would start in the next few months.

Bye-Elections

264. Shri Krishna Deo Tripathi:
Will the Minister of Law be pleased to state:

(a) the number of bye-elections to various State Assemblies and Lok Sabha held since the Third General Elections; and

(b) the votes secured and declared invalid in each contest by candidates together with their party-affiliations?

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Misra):

(a) Three bye-elections to the Lok Sabha and thirteen bye-elections to the Legislative Assemblies of States (other than Jammu and Kashmir) have been held since the Third General Elections, 1962.

(b) A statement is laid on the Table of the House. [Placed in Library, See No. LT-888/63].

बाइसिकिल

२६६. { श्री कृष्ण देव त्रिपाठी :
श्री दलजीत सिंह :

क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रथम, द्वितीय तथा तृतीय पंच-वर्षीय योजनाओं के आरम्भ होने के समय तथा ३१ दिसम्बर, १९६२ को भारत में प्रयोग में लाये जाने वाली बाइसिकलों की संख्या क्रमशः कितनी थी ; और

(ख) तृतीय पंचवर्षीय योजना को पूरा होने पर यह संख्या कितनी होने का अनुमान है ?

बाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : (क) ठीक संख्या उपलब्ध नहीं है। बाइसिकिल उद्योग को विकास परिषद और टैरिफ आयोग द्वारा

लगाये गये आफ्लन क आघार पर, अनु-
मानित संख्या इस प्रकार है :—

	लाख
(१) प्रथम पंचवर्षीय योजना के आरम्भ के समय (१९५१-५२)	२०
(२) द्वितीय पंचवर्षीय योजना के आरम्भ के समय (१९५६-५७)	४०
(३) तृतीय पंचवर्षीय योजना के आरम्भ के समय (१९६१-६२)	५०
(४) ३१-१२-१९६२ को	६०

(ख) १ करोड़ २० लाख ।

Collection of Surcharge on Steel Sales

267. { Shri Himatsinkga:
Shri Vidya Charan Shukla:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government have under consideration a proposal to change the procedure for collecting surcharge on steel sales; and

(b) if so the details thereof?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). Government have considered from time to time certain improvement in procedures for collection of surcharge on steel sales and further suggestions in that connection are under examination. It is premature to disclose the details of these suggestions till they have been studied further.

Soda Ash Plant in Madras

269. Shri Himatsingka: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal to set up a Soda Ash Plant in Madras; and

(b) whether a team of Japanese experts has arrived or is likely to arrive in India to prepare a project report?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Yes, Sir. The application submitted by a party in Madras for an industrial licence to manufacture Soda Ash is under consideration.

(b) The Government have no information regarding this.

Suicide by Liaison Officer

270. { Shri R. G. Dubey:
Shri Vishram Prasad:
Shri Sidheshwar Prasad:
Shri Ramshekhar Prasad
Singh:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the causes that led to the ghastly suicide committed by the Liaison Officer of Heavy Electricals, Bhopal with his whole family in Bombay;

(b) whether any enquiry has been made in the matter; and

(c) if so, the result thereof?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) to (c). The Liaison Officer in Bombay of Heavy Electricals (India) Ltd., committed suicide with his family, apparently, because he could not account for a large sum of money, advanced to him by the Company, for making certain urgent purchases and for effecting other payments. A Departmental Enquiry Committee has been set up by the Company to investigate the matter and its findings are awaited. The Bombay Police are separately investigating.

उत्तर प्रदेश में औद्योगिक बस्तियां

२७१. { श्री म० ला० विवेदी :
श्रीमती सावित्री निगम :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में किन-किन जिलों में तृतीय पंचवर्षीय योजना में प्रस्तावित उद्योग बस्तियां स्थापित हो गयी हैं और इनकी स्थापना में कितना समय लगा ; और

(ख) जिन जिलों में उद्योग बस्तियां अभी तक स्थापित नहीं हो पाई हैं उनकी संख्या और नाम क्या हैं ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : (क) और (ख). अपेक्षित जानकारी इकट्ठी की जा रही है और सदन की मेज पर रख दी जायगी ।

Manufacture of alloy Steel

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

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government propose to manufacture Ferro-titanium for use in the manufacture of Alloy Steel in the Special Steel Plants;

(b) if not, from where this will be obtained; and

(c) the total quantity required for this use?

The Minister for Steel and Heavy Industries (Shri C. Subramaniam):
(a) No, Sir.

(b) and (c). No accurate estimates of the requirements of Ferro-titanium for the manufacture of alloy steels during the Third Plan period have been made, but these are likely to be very small. These will be met by

imports for the present. As and when demand for ferro-titanium increases the question of licensing a plant for its production will be considered.

Fertilizer Factory, Durgapur

273. Shri Subodh Hansda: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that a U.S.A. team came to India to establish a fertilizer at Durgapur;

(b) whether it is a fact that the team has discussed with the representatives of the Government of West Bengal for setting up the project; and

(c) if so, what was discussed and whether any conclusion has been arrived at?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) Yes.

(b) Yes.

(c) there was general discussion about collaboration terms and fees to be paid for the various services by the American party. The discussions were of an exploratory nature and no conclusions were reached.

Manufacture of Detonators

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

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Gomia explosive factory is manufacturing detonators for coal mining industry;

(b) what kind of detonators are manufactured there; and

(c) whether the production of Gomia factory is sufficient to meet the present demand of detonators by the coal mining industry?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (c). No, Sir; Detonators are not at present manufactured in India and the entire requirements of the country are met by imports.

Heavy Engineering Plant, Durgapur

275. Shri S. C. Samanta: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that the Heavy Engineering Plant at Durgapur is much behind schedule; and

(b) if so, the reason therefor?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) No, Sir; work at the Coal mining machinery plant at Durgapur is proceeding according to schedule.

(b) Does not arise.

Spinning Mills in Madras

276. Dr. L. M. Singhvi: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that licences have been granted recently for setting up seven spinning mills in Madras State with 12000 spindles;

(b) if so, the names of licences and the location of spinning mills; and

(c) whether any of these are co-operative ventures and if so, the particulars of investing co-operators?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) A statement is laid on the Table of the House.

STATEMENT

S. No.	Name of the Licensees	Location
1.	Shri R. Jeevarathnam Vellore	Vellore
2.	Shri V. Algappan, Madurai	Madurai Distt.
3.	Smt. Paravathi Arjunan, Dharapuram	Dharapuram
4.	Shri T. M. Nallasamy Gounder, Thottakurichi	Tiruchirapalli Distt.
5.	Shri G. Karuppai Moopamar, Sunderaperu- mal Koil	Mayuram
6.	Shri S. K. Sambandam, Kurinipadi	South Arcot Distt.
7.	M/s. Shri Sabari Mills, (P) Ltd., Tiruchirapalli	Tiruchirapalli

(c) The units 1 to 6 mentioned in answer to part (b) are cooperative spinning mills. The Government of Madras have reported that subscription to the share capital of these mills is open to the following:—

- (i) primary weavers co-operative societies and the Madras State Handloom Weavers Co-operative Society;
- (ii) any other registered co-operative societies;
- (iii) individuals, preferably cotton growers and handloom weavers;
- (iv) Government; and
- (v) firms, institutions etc. not covered by Clause (i) (ii) and (iv) above.

Tariff Commission's Report on Cloth and Yarn

277. { Shri D. C. Sharma:
Dr. Mahadeva Prasad:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the report of the Tariff Commission on cloth and yarn has been considered by Government; and

(b) if so, the decisions arrived at in this regard?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) The report of the Tariff Commission will be considered only after April, 1963.

(b) Does not arise.

Production of Cement

278. Shri D. C. Sharma: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is proposed to give incentive to cement producers and a scheme has been evolved in this regard; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) and (b). Yes, Sir. An incentive scheme has been evolved for stepping up cement production during the year 1963. According to it, all factories whose ex-works price is less than Rs. 75 per tonne will get an additional price equal to the difference between their ex-works price and Rs. 75 for every tonne of cement produced and sold during 1963 in excess of their highest production during any of the three years ending with 1962. Details of the scheme as published in the Gazette of India, Extraordinary, dated the 19th January, 1963, are laid on the Table of the House. [*Placed in Library, See No. LT-889/63*].

Decline in Export to South-East Asian Regions

279. { **Shri D. C. Sharma:**
Shri Surendra Pal Singh:
Shrimati Savitri Nigam:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether there has been a considerable decline in exports particularly to the South-East Asian region during 1962;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken in the matter?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) There has been a small decline in total exports to countries in South-East Asian Region in 1962 as compared to 1961.

(b) The main reason is the ban on imports of several consumer products which these countries have placed due to their own foreign exchange and balance of payment position. There is also another factor i.e. foreign aid, which makes it obligatory sometimes on the part of the aid receiving countries to buy goods from those countries who give loans. Some countries, like Japan and China who grant such long term credits have been able to sell larger volume of goods against such credits.

(c) A statement is laid on the Table of the House. [*Placed in Library, See No. LT-890/63*].

Quota of cement for Delhi

280. Shri D. C. Sharma:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that the quota of cement for Delhi for 1963 is far too short and requires to be increased considerably; and

(b) if so, the steps taken or proposed to be taken in the matter?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) and (b). There is an overall shortage of cement in the country and the allocation made to States and Union Territories is less than their reported demand. Against

the demand of 1,13,500 tonnes of cement during the quarter January-March, 1963, a quantity of 24,525 tonnes was allotted to the Delhi Administration. A further quantity of 7,500 tonnes has also since been released to the Administration as a special case. Efforts are being made to maximise the production of cement in the country and also to commission additional capacity in the industry.

Fertilizer Factories

281. { Shri Dinen Bhattacharya:
Dr. Mahadeva Prasad:
Shri J. N. Hazarika:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the progress so far made in the setting up of new fertilizer factories at Trombay, Namrup and Gorakhpur;

(b) when these factories are expected to go into production; and

(c) the amount spent so far in this connection?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) A statement is laid on the Table of the House. [*Placed in Library, See No. LT-891/63*].

(b) The three factories are expected to go into production on the following dates:

(i) Trombay Project August 1964.

(ii) Namrup Project December, 1965.

(ii) Gorakhpur Project December, 1966.

(c) Expenditure incurred on the projects as on 31st December, 1962 is as follows:

(i) Trombay Rs. 1,376.72 lakhs.

(ii) Namrup Rs. 185.59 lakhs.

(iii) Gorakhpur Rs. 2.98 lakhs.

Capacity of Alloys and Special Steel

282. Shri Rameshwar Tantia: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the present capacity of alloys and special steel in the country; and

(b) the capacity sanctioned under the Third Five Year Plan so far?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). At present the indigenous production of special steels is limited to about 24,000 tonnes of spring steel and 24,000 tonnes of spring steel and (dynamo grade). In addition a small unit permitted under the Iron & Steel (Control) Order for a capacity of 9,600 tonnes of spring steel is likely to go into production shortly. The total capacity licensed, including the existing units for various types of alloys and special steels (including stainless steel and electrical sheets) is 488,600 tonnes.

Stamp Duty under Advocates Act

283. Shri Hem Raj: Will the Minister of Law be pleased to refer to the reply given to Unstarred Question No. 2839 on the 8th June, 1962 and state:

(a) which of the States have exempted the Advocates from stamp duty;

(b) which of the States have reduced the stamp duty and by how much; and

(c) which of the States have refused to exempt or lower it?

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Misra):

(a) None of the States has exempted the Advocates from stamp duty so far. The States of West Bengal and Orissa are, however, of the view that with effect from 1st December, 1961, when Chapter III of the Advocates Act was

brought into force, the provisions of the Stamp Act relating to enrolment of a person as an Advocate have become inoperative and no stamp duty is therefore payable for such enrolment after that date.

(b) The State of Andhra Pradesh have not yet reduced the stamp duty as recommended at the Law Ministers' Conference held at Srinagar in 1960 although they have agreed to do so. The matter is still under the examination of that Government.

(c) The State Governments of Uttar Pradesh, Punjab, Madhya Pradesh and Maharashtra are not agreeable to reduce the existing rates of stamp duty in their respective States. The matter is, however, still under the consideration of State Governments of Gujarat, Rajasthan, Kerala, Bihar Mysore and Assam, who have been requested to intimate their decision.

Hindu Succession Act

284. **Shri Hem Raj:** Will the Minister of Law be pleased to state:

(a) whether the Punjab Government have sent their proposals for the amendment of Hindu Succession Act for agricultural land; and

(b) if so, the nature of the proposals and the decision taken by Government thereon?

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Misra):

(a) The Punjab Government have not yet sent any proposal for the amendment of the Hindu Succession Act. The matter is still under their consideration.

(b) Does not arise.

Central Marketing Organisation at Tripura

285. **Shri G. Mohanty:** Will the Minister of Commerce and Industry be pleased to state:

(a) the working capital of the Central Marketing Organisation at Tripura;

(b) the finished goods purchased outright from different industrial units; and

(c) the raw materials supplied by this organisation to production units?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) The working capital of the Central Marketing Organisation at Tripura is Rs. 4,62,000 (Rupees four lakhs & sixty two thousand only).

(b) Finished goods from local industrial units purchased on outright basis are as follows:—

Furniture and fixture, handloom, fabrics, Handmade Paper, Board etc., finished Leather, Leather products, Blacksmithy products, Cane and Bamboo Products, Tailoring Products, Fruit Products and Honey etc.

(c) The raw materials supplied by the Central Marketing Organisation are Yarns, Dye stuffs, Chemicals, Timber, Cloth, Finished leather and other shoe materials, Camphor etc.

Radio Industry

286. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:
Shri Daljit Singh:

Will the Minister of Commerce and Industry be pleased to state:

(a) how the Radio Industry has flourished in the country in recent years;

(b) the quantum of production of low-priced category sets;

(c) whether assemblage of transistorised set is going on; and

(d) which of the Radio components are being manufactured in the country?

The Minister of Industry in the Ministry of Commerce and Industry

(Shri Kanungo): (a) The Radio Industry made substantial progress during the Second Plan period. The production, which was of the order of 150,596 sets during 1956, was stepped up to about 268,000 Nos. during 1960. The present production (1962) is of the order of 346,000 Sets.

(b) A beginning was made in the production of low priced sets in the later part of 1960 (low-priced sets costing Rs. 125 without sales tax etc.) and the total production achieved during that year was 3000 sets. The production of low priced sets during 1962 was of the order of 45,000 sets. It may, however, be mentioned that the total production of radio receivers for which the sale price does not exceed Rs. 200 to the customers has also increased very substantially during the last few years. The total production of such sets in 1960 was of the order of 70,000 sets, which increased to 125,000 sets in 1962 (These figures are inclusive of the low priced sets upto Rs. 125).

(c) Assembly of transistor sets commenced in 1960. Production achieved in that year was of the order of 6,000 sets. Production achieved in 1962 is of the order of 48,000 sets.

(Note: The figures given above at (a) to (c) are exclusive of radios manufactured in small scale units).

(d) Among the important radio components, which are now being produced in the country are:—

1. Valves
2. Loudspeakers
3. Gang Condensers
4. Potentiometers
5. Band Change Switches
6. Resistors
7. Paper Capacitors
8. Ceramic Capacitors
9. Mica Capacitors
10. Transformers all types

11. Trimmers
12. Valve Bases
13. Other parts and components such as cabinets, dies, knobs, dials, chassis and all hardware parts.

New components introduced during 1962 are:

14. Transistors and Diodes
15. Polyester Capacitors
16. Electrolytic Capacitors (some small scale units).

Export of Green Tea to Afghanistan

287. **Shri Hem Raj:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of green tea that has been exported to Afghanistan till the 15th of February, 1963;

(b) the quantity of green tea that lies in stock in the Tea Gardens of the Kangra Valley and Himachal Pradesh; and

(c) the quantity of green tea that lies unsold in the Amritsar market?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Figures upto the 15th of February, 1963 are not yet available. During the period April-December, 1962, 1.4 million kg. of green tea were exported from India to Afghanistan.

(b) and (c). Precise figures are not available.

Import of Copper from Southern Rhodesia

288. { Shri Yashpal Singh:
Shri Buta Singh:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that we have imported copper from Southern Rhodesia during 1962-63 so far;

(b) if so, the quantity thereof;

(c) how it has been or it is proposed to be allocated to different States;

(d) whether Government have given any instructions to State Governments for its distribution to industrial units; and

(e) if so, the details thereof?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b) Yes, Sir; only a small quantity. A statement is laid on the Table of the House. [Placed in Library, see No. LT-892/63].

(c) Distribution of Copper to scheduled units imported from free sources including Rhodesia is made by the Department of Technical Development, and that to the non-scheduled units including Small Scale Industries in different States on the recommendations of the Director of Industries of the State concerned. Bulk allocations of the item are made to States by Development Commissioner, Small Scale Industries.

(d) and (e) Yes, Sir; State Directors of Industries have been instructed to give more favourable consideration to the units engaged in the manufacture of industrial goods.

कच्चे रबड़ का आयात

२८६. श्री बड़े : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि ।

(क) क्या टायर और ट्यूब्स उद्योग के लिये कच्चा रबड़ बाहर के देशों से मंगाया जाता है ;

(ख) यदि हाँ, तो श्रीलंका से तथा अन्य देशों से गत साल में कितना कच्चा रबड़ किस भाव से खरीदा गया ;

(ग) क्या कच्चे माल की कमी की वजह से भारत में टायर और ट्यूब के कारखानों की कठिनाई हो रही है ; और

(घ) यदि हाँ, तो इस सम्बन्ध में सरकार ने क्या कदम उठाये हैं ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : (क) जी, हाँ ।

(ख) श्री लंका और अन्य देशों से, दिसम्बर, १९६२ को समाप्त होने वाले ६ महीनों में रबड़ का आयात इस प्रकार हुआ :—
देश का नाम परिमाण मूल्य

	कि० ग्रा०	रु०
श्रीलंका	२१,५६,७६६	६१,८४,२०१
अन्य देश	३,००,१६,६७६	७,५८,०६,७८४

(ग) जी, नहीं ।

(घ) प्रश्न ही नहीं उठता ।

Replanting of Rubber in Kerala

290. { Shri A. V. Raghavan:
Shri Pottekkatt:

Will the Minister of Commerce and Industry be pleased to state:

(a) the progress achieved in the matter of replanting of Rubber in Kerala; and

(b) the steps Government propose to take to achieve the target?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) An area of 19,258 acres had been replanted during the period from 1957 to 1961 and permits for replanting 6,411 acres during 1962 have been issued to the growers by the Rubber Board under the Rubber Replanting Scheme.

(b) Under the Replanting Scheme, a subsidy at the rate of Rs. 1,000 per acre is granted to the growers by the Board for replanting, with high yielding planting material, old and/or low-yielding areas planted before 1956. In order to achieve the targets, the Board is considering the feasibility of

fixing targets or replantation for individual estates and holdings.

Cottage and Small-Scale Industries in Punjab

291. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the amount of grants sanctioned for the Cottage and Small Scale Industries in Punjab under the Third Five Year Plan; and

(b) the names of these industries and the amount sanctioned for each?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). The total Third Plan Outlay for the sector Village and Small Industries is of the order of Rs. 1108 lakhs.

2. Central assistance to Village & Small Industries by way of loans & grants is sanctioned from year to year towards the close of each financial year on the basis of the expenditure reported by State Governments and in accordance with the prescribed patterns for centrally aided and sponsored schemes. Thus for 1961-62 the grants given to Punjab Government for various village and small industries were as follows:—

Industry	Grants
Handloom	1.87
Handicrafts	2.14
Small Scale Industry	26.86
Sericulture	0.79
Industrial Estate	—
TOTAL	31.66

3. For 1962-63, Rs. 42.00 lakhs as grant from Central Government have been allocated for the above indus-

tries. The allocations for subsequent years will be fixed in due course.

Industrial Estate at Nangal Dam

292. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the industries that are proposed to be set up in various industrial estates in Punjab; and

(b) at what stage is the question of establishing an industrial estate at Nangal Dam, which was under consideration?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). Yes, required information is being collected and will be laid on the Table of the House.

Trade with Pakistan

**293. { Shri Daljit Singh:
Shri D. C. Sharma:**

Will the Minister of Commerce and Industry be pleased to state:

(a) the balance of our trade with Pakistan during the period 1st January, 1962 to 31st December, 1962; and

(b) the steps taken to improve the balance of our trade with Pakistan?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) According to figures available our exports to and imports from Pakistan during the period upto November, 1963 were to the extent of Rs. 8.79 crores and Rs. 13.02 crores respectively.

(b) Efforts have been made to set up our exports to Pakistan, as to other countries. In order to expand the volume of trade between the two countries, a Trade Agreement was concluded and is still valid. Its Protocol I provides for balanced trade in specified commodities. The implementation of the Agreement has been periodically reviewed by the delegations of the two countries.

इस्पात और भारी उद्योग

२६४. { श्री राम शेखर प्रसाद सिंह :
श्री सिद्धेश्वर प्रसाद :

क्या इस्पात और भारी उद्योग मंत्री
बह बताने की कृपा करेंगे कि :

(क) इस्पात और भारी उद्योगों में
सरकार की कुल कितनी पूंजी लगी हुई
है ;

(ख) क्या इस बान का अध्ययन
किया गया है कि मौर-सरकारी क्षेत्र की तुलना
में सरकारी क्षेत्र की क्या स्थिति है ; और

(ग) यदि हाँ, तो निष्कर्ष क्या है?

इस्पात तथा भारी उद्योग मंत्री (श्री
(चि० सुब्रह्मण्यम) : (क) लगभग
८८० करोड़ रुपये ।

(ख) जी, नहीं ।

(ग) प्रश्न नहीं उठता ।

Forward Market for Pepper

295. **Shri Heda:** Will the Minister
of **Commerce and Industry** be pleased
to state:

(a) whether Government have been
opened a Forward Market for Pepper
at Bombay; and

(b) if so, the main objectives of
this market?

**The Minister of International Trade
in the Ministry of Commerce and In-
dustry (Shri Manubhai Shah):** (a)
Yes, Sir.

(b) To provide hedging facilities to
the pepper trade at Bombay for pur-
poses of export as well as for build-
ing stocks for distribution within the
country.

Handloom Production of Manipur

296. **Shri Rishang Keishing:** Will
the Minister of **Commerce and Indus-
try** be pleased to state:

(a) the schemes already taken up
and that will be taken up to improve
and augment the handloom production
of Manipur; and

(b) steps taken or that will be
taken to step up the sale of the hand-
loom products outside Manipur?

**The Minister of International Trade
in the Ministry of Commerce and In-
dustry (Shri Manubhai Shah):** (a)
The following schemes are being im-
plemented with a view to foster the
development of handloom industry in
the Manipur Administration. A sum
of Rs. 1.48 lakhs has been earmarked
for this purpose for the year 1963-64
as against the allocation of Rs. 1.47
lakhs for 1962-63.

- (i) Establishment of a Design
Centre (Handloom).
- (ii) Grant of rebate on sales of
handloom cloth.
- (iii) Procurement of improved
looms and appliances.
- (iv) Grant of subsidy on transport
cost of yarn.
- (v) Grant to meet organisational
expenses of sales depots run
by the Weavers' Co-operative
Societies.
- (vi) Establishment of a yarn dis-
tribution centre and mecha-
nised dyeing unit.
- (vii) Establishment of a Co-opera-
tive Spinning Mill. (State
participation in share capital).
- (viii) Provision of working capital
to primary Weavers' Co-opera-
tive Societies.
- (ix) Provision of share capital loan
to Weavers' Co-operative So-
cieties.

(b) The Handicrafts and Handloom
Export Corporation of India Ltd., and
the All India Handloom Fabrics Mar-
keting Co-operative Society Ltd., are
endeavouring to step up the exports

of all handloom fabrics including that of Manipur to foreign countries as well as to the various States in India.

Paper Mill at Manipur

297. **Shri Rishang Keishing:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a medium size paper mill will be started in Manipur during the Third Five Year Plan;

(b) the capital to be invested for the mill; and

(c) the capacity of the mill?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (c) The proposal of the Manipur Administration to set up a 5 ton/day per mill in the public sector during the Third Five Year Plan period is still under consideration.

Export of Indian Jute Goods

298. { **Shri P. K. Ghosh:**
Shri P. K. Deo:

Will the Minister of Commerce and Industry be pleased to state:

(a) the extent of demand for Indian jute goods in foreign countries; and

(b) the efforts being made to improve the quality of Indian jute goods with a view to increasing its export?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Exports of Indian jute goods in 1962 amounted to over 9 lakh tonnes. While some increase in the total world consumption of jute goods could be expected in the next few years, it would not be possible to forecast the share of India in this increase.

(b) The Indian Jute Mills Association's Research Institute is giving constant attention to this matter. A Study Group has also been set up to

make recommendations to Government on measures of quality control on exports of jute goods.

Woollen Hosiery Units

299. { **Shri P. K. Ghosh:**
Shri P. K. Deo:
Shri Himatsingka:

Will the Minister of Commerce and Industry be pleased to state:

(a) the number of woollen hosiery producing units in different parts of the country; and

(b) the total production of these units?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) 908.

(b) About 20 lakh lbs. per year.

Lac Procurement Centre at Bilaspur, M.P.

300. { **Shrimati Maimoona Sultan:**
Shri Heda:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether a lac-procurement centre and a Regional Lac-Testing Laboratory are proposed to be set up at Bilaspur in Madhya Pradesh;

(b) if so, at what cost each of them is to be set up; and

(c) the steps so far taken in that direction?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) The Lac Procurement Centre set up by the STC at Bilaspur has been functioning since the 2nd February, 1963 and the Regional Analytical Laboratory of the Indian Lac Research Institute at Bilaspur has been functioning since the 18th February, 1963.

(b) The cost of the purchasing centre is Rs. 1,000 and for the Laboratory Rs. 15,000.

(c) Does not arise.

Expansion of Steel Industry

301. Shri Hari Vishnu Kamath: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the British Iron and Steel Research Association has made any proposal or suggestion regarding the expansion of the steel industry in India; and

(b) if so, the details thereof?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) No specific proposal has been made.

(b) Does not arise.

Titanium Factory at Trivandrum

302. Shri Maniyangadan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Titanium Factory at Trivandrum is running at a loss;

(b) whether there is any proposal for expansion of production in the factory; and

(c) if so, what steps are being taken to implement the same?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) No, Sir.

(b) The company's proposal for expansion of their capacity for Titanium Dioxide from 3600 tons per annum to 6,500 tons and finally to 24,500 tons per annum has been approved by the Government.

(c) The first phase of the expansion scheme which would raise the capacity of the undertaking to 6,500 tons per annum is under way and it is expected to be completed by the middle of this year. So far as the second phase

of the expansion programme is concerned the company is still trying to find a collaborator who could supply the necessary know-how and technical assistance. The company has already filed an application for raising the necessary fresh capital required for the project.

Use of Copper, Tin, Zinc and Brass

303. Shrimati Maimoona Sultan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have had under examination the question of imposing drastic restrictions on the use of copper, tin, zinc and brass and their substitution by aluminium and its alloys; and

(b) if so, what is Government's decision in the matter?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). Yes, Sir. Government have been considering the question of imposing restrictions on the use of copper, tin, zinc and brass and their substitution by aluminium and its alloys. The success so far achieved is as follows:—

(i) All the underground cables and heavier sizes of insulated cables are being manufactured out of aluminium instead of copper from April, 1962. It is now proposed to take action to substitute copper by aluminium for all sizes of insulated cables from April, 1963. In other electrical industries, some of the manufacturers are shortly going to make aluminium bus bars instead of copper bus bars. A number of electrical motor manufacturers have switched over to die-cast aluminium rotors instead of copper.

(ii) It has been decided to make a 30 per cent cut in the supply of copper and proportional percentage of zinc which

go into the making of copper and/or brass utensils.

- (iii) In order to economise zinc, it is proposed that only the top portion of transmission towers may be galvanised and painting or aluminising restored to for the remaining portion.
- (iv) For low tension transmission poles, and Post and Telegraph poles, it has been proposed that wooden poles or other substitute material may as far as possible be used in place of galvanised poles.
- (v) No possible substitute has yet been established for Tin. However, as most of the cables are now to be made of aluminium it will not be necessary to tin such wires/cables. Similarly, aluminium utensils will not require tinning like copper-brass utensils.

Export of Bananas to E.C.M. Countries

304. Shri A. K. Gopalan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Kerala Government have requested the Central Government to explore the possibility of exporting bananas from the State to the European Common Market countries; and

(b) if so, the result thereof?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b) Kerala State has expressed the desire and possibilities of export of bananas. The State Government is making efforts in this direction and we are helping them.

Machine Tool Plants

305. Shri P. Kunhan: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that licences issued to a number of industrial concerns for setting up machine tool plants have recently been revoked by Government; and

(b) if so, the reasons therefor?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) Yes, Sir.

(b) The licencees had failed to implement the licences granted to them within the time specified for this purpose.

Cement Factories in Madras

306. Shri Nambiar: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the cement factories in Madras State have gone into full production;

(b) if not, reasons therefor; and

(c) what is the rated capacity and what is the present production unit-wise in the State?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) Yes Sir. The production is very near or more than the rated capacities.

(b) Does not arise.

(c) The rated capacity and production are given below unit-wise:—

Unit located at	Annual rated capacity	Production in 1962
	(tonnes)	(tonnes)
Madukkarai	284,440	262,810
Dalmiapuram	419,050	495,426
Talaiyuthu	462,630	451,870
Tulukappatti	67,050	61,298

कोटा नाइलोन फॅक्टरी

३०७. श्री बेरवा कोटा : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सरकार ने कोटा नाइलोन फॅक्टरी को ऋण दिये हैं ;

(ख) यदि हां, तो उनकी राशि और शर्तें क्या हैं ;

(ग) क्या कोटा नाइलोन फॅक्टरी ने उत्पादन आरम्भ कर दिया है और अब तक कितनी मात्रा में नाइलोन तैयार हुआ है ; और

(घ) क्या उसमें तैयार होने वाले नाइलोन के वितरण पर सरकार का कोई नियंत्रण है ?

वाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) नाइलोन संयंत्र में अप्रैल १९६२ में उत्पादन आरम्भ हुआ । दिसम्बर, १९६२ तक १२८ मी० टन का उत्पादन हुआ ।

(घ) जी, नहीं ।

Baby-Food Manufacturing Factory

308. Shrimati Vimla Devi: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there was any proposal under consideration by the Central Government to start a factory for manufacturing baby-food in the South; and

(b) if so, whether the factory has been started?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) No, Sir.

(b) Does not arise.

Magnet Manufacturing Plant

309. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) whether a plant for the manufacture of permanent magnets needed for industry has been opened at Borivli near Bombay;

(b) if so, the cost of the plant and what will be its annual production capacity with the types of magnets to be produced; and

(c) how far it will contribute to the defence needs?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Yes, Sir. A plant for the manufacture of permanent magnets has been opened at Borivli near Bombay by M/s Permanent Magnets Ltd., Bombay.

(b) The cost of the plant alone is about Rs. 15 lakhs. The annual production capacity would be of the order of 180,000 kg. These will be cast magnets of the type generally known by trade names such as ALNI, LINCO, COALNI, COERSIMAX & COALNI-MAX.

(c) These types of magnets are required for loudspeakers electrical and electronic measuring instruments, telephone equipment, house service meters, cycle dynamo lamps etc. Such magnets are being imported at present.

Though this scheme was not specifically approved for defence purpose, a large number of items are useful, in meeting defence needs.

Iron and Steel Dealers

310. Shri Basappa: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the number of registered iron and steel dealers in the country at present in each State; and

(b) whether unregistered dealers are also carrying on trade in iron and steel?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) As on 20th February, 1963, the number of Registered stockholders of iron and steel are as follows:—

1. Assam	51
2. Manipur	3
3. Tripura	6
4. Pondicherry	8
5. West Bengal	430
6. Bihar	79
7. Orissa	68
8. U.P.	348
9. H. Pradesh	11
10. Andaman	1
11. Delhi	40
12. Punjab	204
13. Rajasthan	56
14. Maharashtra	193
15. Gujarat	81
16. Kerala	37
17. Madras	127
18. A. Pradesh	119
19. Mysore	197
20. M. P.	87
21. Nagaland	2

2,148

(b) Yes Sir, unauthorisedly.

Quality Control for Fish Export

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

(a) whether Government have decided to institute quality control in respect of fish for export; and

(b) if so, what action has been taken so far by Government in this matter?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A.

M. Thomas): (a) and (b). Yes. In respect of some of the varieties of fish and fisheries products on which quality control is proposed to be exercised before export, specifications have been notified by the Indian Standards Institution. The work of drawing up specifications for the remaining items is in progress. Steps are being taken to set up a suitable machinery to enforce these specifications and as soon as this is done a notification under Section 19 of the Sea Customs Act would be issued to ensure that no fish or fisheries products not conforming to I.S.I. standards are exported from India.

टीकमगढ़ में रेलवे आउट एजेंसी

३१२. श्री माते : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि टीकमगढ़ स्टेशन पर माल ढोने की रेलवे आउट एजेंसी है ;

(ख) क्या यह भी सच है कि अभी तक पार्सल गाड़ी व सवारी गाड़ी द्वारा लाया हुआ सामान का आदान-प्रदान इस एजेंसी के द्वारा नहीं होता ; और

(ग) क्या सरकार जनता की कठिनाइयों को देखते हुए इस एजेंसी के द्वारा पार्सल गाड़ी व सवारी गाड़ी के द्वारा आये हुए माल का आदान प्रदान करने की मुविधा प्रदान करेगी ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० वें० रामरवामी) : (क) जी हां ।

(ख) यह एजेंसी अभी पार्सल यातायात के लिए नहीं खोली गई है ।

(ग) जी हां । इस आउट एजेंसी को जल्द पार्सल यातायात के लिये भी खोल देने का विचार है ।

बिजावर में सार्वजनिक टेलीफोन कार्यालय

३१३. श्री माते : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिजावर में सार्वजनिक टेलीफोन कार्यालय खोलने और उसे छतरपुर एक्सचेंज से मिलाने की कोई योजना सरकार के विचाराधीन है ; और

(ख) यदि हाँ, तो बिजावर में कब तक खुल जाने की आशा है ?

परिवहन तथा सहकार मंत्रालय में उप-मंत्री (श्री भगवती) : (क) जी हाँ, उक्त योजना को मंजूर किया जा चुका है ।

(ख) ज्योंही सामान उपलब्ध किया जा सकेगा, सार्वजनिक टेलीफोनघर खोल दिया जायेगा ।

Agricultural University in Rajasthan.

314. **Shri Karni Singhji:** Will the Minister of Food and Agriculture be pleased to lay on the Table a list of terms of reference made to the Committee appointed to suggest the location of the Agricultural University at Udaipur, Rajasthan?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): No specific Committee was appointed by the Government of India to suggest the location of the Agricultural University in Rajasthan. A Committee was appointed by the Government of India, in May, 1960, to assist the State Governments in the formulation of legislation relating to the Establishment of Agricultural Universities. The terms of reference of this Committee were as under:—

(1) to scrutinise the draft bills and proposals for future agricultural universities from the points of view of the pre-requisites in respect of the integration of teaching, research and extension and the evolution of a work-

able relationship between the existing institutions and departments; and (2) to plan the Curricula of the various Agricultural Universities.

गहरे पानी में मछली पकड़ना

३१५. श्री सिद्धेश्वर प्रसाद : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मद्रास सरकार ने गहरे समुद्र में मछली पकड़ने की कोई योजना पेश की है ;

(ख) क्या केन्द्रीय सरकार ने यह योजना स्वीकार कर ली है और यदि हाँ, तो उसे कब से लागू किया जायेगा ;

(ग) क्या ऐसी और कोई योजना सरकार के विचाराधीन है ; और

(घ) यदि हाँ, तो उनका ब्यौरा क्या है ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री भ्र० म० धामस) : (क) से (घ) हाँ। मद्रास में, विशेष रूप से ट्यूना, के लिए, गहरे समुद्र में मछली पकड़ने की योजना शुरू करने के लिए तकनीकी व्यवहार्यता की जांच की जा रही है और किसी भी ऐसी योजना के लागू करने का प्रश्न केवल तब उठ सकता है जब वह अन्तिम रूप से स्वीकृत हो जाती है ।

Air Accidents

316. **Shri Krishna Deo Tripathi:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of accidents involving planes of Indian Airlines Corporation and Air India separately during the last three years;

(b) the loss of human life in these accidents; and

(c) the losses (financial) incurred by Government on account of these accidents?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). Eight accidents involving Indian Airlines Corporation aircraft occurred during the years 1960, 61 and 62, resulting in the loss of ten human lives. No aircraft belonging to Air India was involved in any notifiable accident during this period.

(c) The financial losses incurred by Indian Airlines Corporation on account of these accidents have not been assessed, as yet.

Post Office Accounts of Displaced Persons

317. { **Shrimati Savitri Nigam:**
Shri M. L. Dwivedi:
Shri Bishanchander Seth:
Shri P. R. Chakraverti:

Will the Minister of Transport and Communications be pleased to state whether Government have decided to make provisional payments to displaced persons who have got savings certificates and savings banks accounts in the Post Offices of Pakistan?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): Payments were allowed in 1957 to those who had registered their claims by certain dates. We have not allowed payments to those who registered their claims during the extended period 15-5-58 to 14-11-58.

Committee on Sugar Industry

318. { **Shri Bishanchander Seth:**
Shri P. R. Chakraverti:
Shri Ram Sewak Yadav:
Shri Bagri:
Shrimati Maimoona Sultan:

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

(a) whether it is a fact that Bihar Government have requested the Union Government to appoint a Committee to go into the problems of sugar industry on an all-India basis; and

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

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

(b) Does not arise.

Consumers' Cooperatives

319. { **Shrimati Savitri Nigam:**
Shri M. L. Dwivedi:

Will the Minister of Community Development and Cooperation be pleased to state the number of new Consumers' Co-operatives registered in January, 1963?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): 21 new Co-operative Wholesale Central Stores and 188 Primary Stores were registered in January 1963 in Andhra Pradesh, Bihar, Gujrat, Madhya Pradesh, Maharashtra, Mysore, Orissa, Punjab, Rajasthan, and Delhi.

Agricultural Demonstration Farm

320. **Shri P. C. Borooah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether an agricultural demonstration farm is proposed to be set up at Mangalore in Collaboration with Japan; and

(b) if so, at what cost, and how the costs will be shared?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The question of establishing a few more agricultural demonstration farms in collaboration with the Japanese Government is under consideration. One of the sites

under consideration is the Government Paddy Breeding Station at Kankanadi near Mangalore.

(b) The question of costs and other details will have to be negotiated with the Japanese Government after the sites have been surveyed by a team of Japanese Technicians.

Dairy Farm

321. Shri Bishanchander Seth: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 341 on the 13th November, 1962 and state:

(a) whether investigations started by the Swiss expert team for establishing a dairy farm have been completed;

(b) if so, the findings thereof; and

(c) if not, when the findings are likely to be available?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). The Swiss expert team has visited Kerala to investigate and collect material for their report on the project. Government of India have not yet received their report.

Inland Water Transport

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

(a) whether there has been any move or proposal to join the major rivers in the country to provide a trunk system of waterways;

(b) if so, the details thereof;

(c) whether the proposal is under consideration or has been shelved or abandoned; and

(d) if shelved or abandoned, the reasons therefor?

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

2818 (Ai) LSD—4.

(a) No. The Central Water and Power Commission have however, undertaken a very broad examination of the possibilities of development of inland navigation in the country and linking of important West-flowing rivers with East-flowing rivers. These studies are based only on the Survey of India topo-sheets.

(b) The following studies have been undertaken:—

1. Linking the Narmada with the Ganga river system via the Sone.

2. Linking the Narmada with the Godavari.

3. Linking the Narmada with the Yamuna.

4. Linking the Tapti with the Godavari.

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

Credit Facilities to Vehicle Operators

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

(a) whether Government are considering to extend increased and institutionalized credit facilities at reasonable rates of interest to operators of motor vehicles in the country as a whole or in the border States;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(a) to (c). The State Financial Corporations Act, 1951, was amended, with effect from April, 1962, so as to make the road transport industry eligible for financial assistance and guarantee facilities from the State Financial Corporations. The limit of accommodation provided is Rs. 20 lakhs in the case of a co-operative society or a company and Rs. 10 lakhs in any other case.

The rates of interest charged by the State Financial Corporations generally vary from 6 per cent to 7 per cent. The question of laying down uniform terms and conditions for the grant of loans to road transport operators was considered at the Ninth Conference of representatives of the State Financial Corporations on the 18th February, 1963, at Calcutta. A report on the discussions at the Conference is awaited.

There is no other proposal under the consideration of the Central Government for providing credit facilities to road transport operators.

Employees Dismissed in 1960 Strike

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

(a) whether cases of some of employees who were dismissed or reverted as a result of taking part in 1960 strike are still under consideration;

(b) if so, the number of such cases; and

(c) action taken by Government in the matter?

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

(b) (i) Dismissal	1
(ii) Removal	12
TOTAL	13

(c) (i) referred to the Railway Rates Tribunal for advice in relaxation of the time limit laid down in the Rules 7

(ii) Pending finalisation of review by Railways (including holding of fresh enquiries) 4

(iii) Pending receipt of replies from the employees concerned 2

TOTAL **13**

Special Car Parks for Tourists

325. 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 a decision was taken by Government to construct special Car Parks in the Capital with such additional facilities as attached kitchens and toilets etc. for the use of those tourists who decide to spend the night in their own cars; and

(b) if so, the main details of the scheme and how soon it will be implemented?

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

(a) No, Sir.

(b) Does not arise.

'गोशाला विकास योजनायें'

३२६. { श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :
श्री स० च०सामन्त :

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

(क) गोशाला विकास योजनाओं को किन-किन राज्यों ने शुरू कर दिया है ;

(ख) इस योजना के खर्च के लिए केन्द्रीय सरकार की ओर से कितने प्रतिशत आर्थिक सहायता दी जाती है ; और

(ग) इस योजना के अधीन खोली जाने वाली गोशालाओं की संख्या कितनी है और उनमें से कितनी इस समय सुचारु रूप से चल रही हैं ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री अ० म० वामस) : (क) आंध्र प्रदेश, आसाम, बिहार, महाराष्ट्र, गुजरात, मध्य प्रदेश, मद्रास, मैसूर, उड़ीसा, पंजाब, राजस्थान, उत्तर प्रदेश और केन्द्रशासित देहली ।

(ख) दूसरी योजना के अन्तर्गत जहाँ तक व्यावहारिक रूप में केन्द्रीय सहायता का सम्बन्ध है, केन्द्रीय सरकार १० शुद्ध नसल की गायों और एक अमिजनक सांड की व्यवस्था, बछड़ों को पालने के लिये गोशालाओं को दिये जाने वाले उपदान और गोशालाओं और पिंजरापालों के राज्य संघ की आर्थिक सहायता को बढ़ाने के सम्बन्ध में होने वाले खर्च का ५० प्रतिशत भाग स्वयं उठाती थी। इसके अतिरिक्त वर्तमान भवनों के सुधार, भूमि के विकास, औजारों की खरीद, उत्पादक समूह की देख-भाल पर बढ़े हुए खर्च का भार उठाने के लिए वार्षिक आवर्ती अनुदान पर होने वाले खर्च का ७५ प्रतिशत और गोशाला विकास स्टाफ पर होने वाले खर्च का २५ से ७५ प्रतिशत केन्द्रीय सरकार स्वयं उठाती थी। तीसरी योजना के अन्तर्गत इस योजना को "नौन-पैटरव" योजना माना गया है जिसका खर्च तत्सम्बन्धी राज्य सरकारें एनुअल प्लान सीलिंग (Annual Plan ceilings) में से उठाती हैं।

(ग) दूसरी योजना के अन्त तक २५५ गोशालाओं का विकास शुरू कर दिया गया था। तीसरी योजना के दौरान में १६८ और गोशालाओं का विकास शुरू करने का प्रस्ताव है जिन में से अभी तक २२ का विकास शुरू भी कर दिया गया है।

Shipping Services between India and East Asian Countries

327. { Shri B. K. Das:
Shri, Subodh Hansda:

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

(a) how many Indian ships are engaged in carrying on trade between India and the South East Asian Countries; and

(b) what steps are being taken for the improvement and expansion of the shipping services in those lines?

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

(a) *India-Ceylon*: Most of the coastal ships, particularly those plying on the West Coast, call at Colombo, depending upon the availability of cargo for that port. The number of ships operating on the west coast is at present 22. In addition, some of the overseas ships also occasionally carry cargo between Ceylon and Indian ports.

India-Burma: There is no regular service but coastal vessels are diverted to Burma as required during the six month season for Burma rice imports and occasionally for movement of timber from Burma.

India-Malaya: There is a regular passenger cum cargo service maintained with one Indian ship and one foreign ship belonging to the British India Steam Navigation Co. Ltd.,

India-Indonesia: There are no Indian ships exclusively operating between India and Indonesia but the existing service maintained by the Shipping Corporation in the India|Far East|Japan trade caters to the trade of Indonesia also whenever there is sufficient inducement. The Corporation is at present operating 8 vessels in this service.

Indian—Other South East Asian Countries: There is no Indian ship plying in this trade because India's trade with these countries is limited and several foreign companies are already catering to their trade.

(b) Unless there is an expansion in the volume of cargo, any attempt to expand shipping services in this region is likely to result in serious financial losses, which will have to be made good by Government by way of subsidy to the Companies concerned if they are to be induced to enter this trade. The grant of any such subsidy cannot be contemplated during the present emergency.

Jodhpur Railway Workshop

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

(a) whether the claims of Jodhpur Railway Workshop have been taken into consideration for production of defence materials; and

(b) if so, whether the workshop is likely to be expanded for the purpose?

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

(b) No, Sir.

Agricultural Farm, Andhra Pradesh

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

(a) whether the Damle Committee Report has been examined; and

(b) whether it has been decided to start an agricultural farm in Andhra Pradesh on the lines of the Suratgarh Farm?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The final Report of the Damle Committee has not yet been received.

(b) Does not arise.

Wastage of Railway Capacity

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

(a) whether it is a fact that seasonal fluctuations in wagon supply and sporadic placement of empties account for waste of substantial transport capacity of the Railways; and

(b) if so, the extent thereof and the remedial steps taken by the Railway Administration?

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

(b) Does not arise.

Loading Time

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

(b) whether the Railway Administration have already agreed to or are considering to increase the loading time; and

(b) if so, the present or the proposed position?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). No. The free time at present generally allowed for loading of wagons is as under:—

Type of wagons	Free time Working hours
(i) BOX wagons in a group of 20 or more placed at a time for loading by one party .	10
(ii) BOX wagons in a group of less than 20 placed at a time for loading by one party .	5
(iii) BFRs wagons	9
(iv) All other types of wagons .	5

नलकूप

३३२. श्री मोहन स्वल्प : क्या साध तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) एक्सप्लोरेट्री ट्यूब वेल द्वारा कितने ट्यूब वेल उत्तर प्रदेश सरकार की मांग पर खोदे गये हैं ;

(ख) क्या यह भी सच है कि नैनीताल तराई एरिया में भी इस प्रकार के ट्यूब वेलों का परीक्षण किया गया है ;

(ग) यदि हां, तो उनकी संख्या और द्यूब वेलों के खोदे जाने का परिणाम क्या है; और

(घ) क्या उत्तर प्रदेश के भाबर क्षेत्र में भी उपरोक्त संस्था के द्वारा सरकार ड्यूबवेल खुदवाना चाहती है ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री प्र० म० धामस) : (क) भूमिगत जल-गवेषणा परियोजना के अन्तर्गत नलकूप गवेषणा संगठन ने उत्तर प्रदेश के विभिन्न क्षेत्रों में अब तक ४२ गवेषणा कुएं खोदे हैं जिनमें से ३४ कुएं सफल रहे हैं। इनके अतिरिक्त राज्य सरकार के अनुरोध पर इमने उत्तर प्रदेश में ०६ नलकूप खोदे हैं जिनमें से २ का परित्याग कर दिया गया है।

(ख) जी हां, गवेषणा कुएं।

(ग) नैनीताल जिले के तराई क्षेत्र में ४ गवेषणा कुएं खोदे गये हैं और इन चारों से जल निस्सरण ठीक तरह में हो रहा है।

(घ) उत्तर प्रदेश के भाबर क्षेत्र में १६ कुएं पहले ही खोदे जा चुके हैं; इनके अतिरिक्त ३ और स्थानों पर कार्य हो रहा है। आशा है कि शीघ्र ही ७ और कुएं खोदने का कार्य शुरू किया जायेगा।

Bridge Over Narmada

333. Shri Hari Vishnu Kamath: Will the Minister of Transport and Communications be pleased to state:

(a) whether the work on the construction of the road-bridge over the Narmada near Hoshangabad, Madhya Pradesh is proceeding according to schedule;

(b) if so, the deadline for completion of the work; and

(c) if the work is behind schedule, the reasons therefor?

The Minister of Shipping in the Ministry of Transport and Commu-

nications (Shri Raj Bahadur): (a) to (c). The information has been called for from the Government of Madhya Pradesh and will be laid on the Table of the Sabha as soon as possible.

नलकूप

३३४. श्री विभूति मिश्र : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार, उत्तर प्रदेश और पंजाब में जो नलकूप लगाये गये हैं उसमें आधा खर्च भारत सरकार ने और आधा अमरीकी सहायता से किया गया है ;

(ख) यदि हां, तो क्या यह सच है कि अब भारत सरकार उपरोक्त राज्यों की सरकारों से अमरीकी सहायता की राशि पर भी ब्याज मांग रही है ; और

(ग) यदि हां, तो इस बारे में राज्य सरकारों की क्या प्रतिक्रिया है ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री प्र० म० धामस) : (क) से (ग). बिहार, उत्तर प्रदेश तथा पंजाब में १९५२ से १९५४ की अवधि के लिये मंजूर की गई कुछ नलकूप परियोजनाओं के लिये संयुक्त राज्य अमरीका से आंशिक डालर सहायता मिलती थी। इन परियोजनाओं पर रुपये के रूप में होने वाले व्यय को भारत सरकार लम्बी अवधि के लिये स्वीकृत ऋण के रूप में देती थी। डालर के रूप में सहायता उसी व्यय के लिये मिलती थी। जिनका सम्बन्ध विदेशी मुद्रा से होता था। व्यय होने वाली डालर सहायता के बराबर की रुपया-मुद्रा को भी भारत सरकार से राज्य सरकार को लम्बी अवधि के लिये दिया गया ऋण समझा गया। राज्य सरकारें अनुरोध करती रही हैं कि मूल पूंजी के डालर अंश का ब्याज

छोड़ दिया जाये परन्तु निम्न कारणों से इस प्रायता को मंजूर नहीं किया जा सका :--

(१) केन्द्रीय सरकार को जिस आधार पर सहायता मिलती है उसमें परिवर्तन होता रहता है और यह परिवर्तन सहायता देने वाले देश पर निर्भर करता है परन्तु केन्द्रीय सरकार द्वारा राज्य सरकारों को जिस आधार पर सहायता दी जाती है वह एक डंग की समस्त परियोजनाओं के लिये एक जैसा ही होता है।

(२) नलकूपों के निर्माण के लिये सहायता के स्वीकृत आधार का अभिप्राय केवल ऋण है और मूल पूँजी के किसी अंश के व्यय को छोड़ देना गुप्त उपदान के समान माना जायेगा।

Unemployed Civilian Pilots

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

(a) whether all the civilians unemployed pilots have been provided employment; and

(b) if so, how many have been employed under the Ministry of Defence?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). 13 Commercial pilots with current licenses are believed to be unemployed. In addition 16 other Indian pilots who have obtained their licences very recently are also looking for jobs. The position at present is very fluid and a number of these pilots may be absorbed by the Indian Air Force or the Flying Clubs.

सतना से सिंगरेनी कोयला खान तक
रेलवे लाइन

३३६. श्री हरि विष्णु कामत : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि सतना को रेलवे द्वारा सिंगरेनी कोयला खान से मिलाने की योजना का व्यौरा क्या है ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० वें० रामस्वामी) : सतना को रेलवे द्वारा सिंगरोली कोयला खान से मिलाने के सम्बन्ध में किसी प्रस्ताव पर विचार नहीं किया गया है। लेकिन सिंगरोली कोयला खान के विकास के लिए सिंगरोली-कटनी लाइन बनाने की मंजूरी दी गई है और काम शुरू किया जा रहा है। सतना और कटनी के बीच पहले से रेलवे लाइन मौजूद है।

Dairy Farm With Danish Collaboration

337. { Shri Yashpal Singh:
Shri Bishanchander Seth:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 420 on the 22nd January, 1963 and state;

(a) whether the offer of Danish Government for collaboration in setting up a dairy farm in India has been investigated;

(b) if so, with what results, and

(c) whether the decision has been taken by Government?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The report of the Danish experts team which visited India in October, 1962 is still awaited.

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

Reclamation of Land

338. { Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:
Shri Bishanchander Seth:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 946 on the 22nd January, 1963 and state:

(a) whether the revised scheme for the reclamation and settlement in respect of Usar Lands has been submitted by the U.P. Government;

(b) if so, what will be the total cost of the revised scheme;

(c) whether the scheme for reclamation of the jungle and shrub infested land of which a suggestion was made to the Government of U.P. has been considered by that Government;

(d) if so, the outline thereof; and

(e) the steps taken to implement this scheme?

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

(b) Does not arise.

(c) The reaction of the State Government is awaited.

(d) and (e). Do not arise.

Road Accidents

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

(a) whether it is a fact that the number of fatal road accidents is on the increase in the country; and

(b) if so the steps taken or proposed to be taken for better traffic planning on a nation-wide scale in view of the fast change-over to speedier vehicles?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The information required is being collected from the State Governments and the Administrations of the Union Territories and will be laid on the table of the Sabha as soon as it becomes available.

Theft of Coal from Julu Railway Yard

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

(a) whether it is a fact that some coal lifters were arrested while removing coal from a wagon in Julu Railway Yard, Kanpur on the 19th January, 1963;

(b) if so, the details of the incident and the value of coal which was being removed; and

(c) the action taken in the matter?

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

(b) A surprise raid was organised by the Central Crime Bureau, Railway Board, with the assistance of Civil Police on 19-1-63 and 18 persons were arrested while unloading coal from the wagon staked near the boundary wall in Juhi transshipment yard, Kanpur and not Julu. There was about 2 tons of hard coke in a motor truck and 3 tons of hard coke lying on the ground. The value of the stolen coke is approximately Rs. 500.

(c) The case was reported to Government Railway Police, Kanpur who have registered the case and are investigating into it.

Shipping Development Fund

341. { Shri Rameshwar Tantia:
Shri B. K. Das:
Shri Subodh Hansda:
Shri M. L. Dwivedi:

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

(a) the total allocation to the Shipping Development Fund during the Third Five Year Plan period;

(b) the targets to be achieved; and

(c) whether any hinderance is likely to be caused due to the emergency?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The monetary allocation available exclusively for the development of shipping in the Third Five Year Plan is Rs. 51 crores. A part of this

amount is to be utilised for investment in the equity capital of the public sector shipping companies. The balance will be given to the Shipping Development Fund for the purpose of advancing loans to Indian shipping companies, in the private as well as public sectors. No decision has been taken as to the quantum of investment to be made in the public sector units during the Third Plan period. In the circumstances, the total amount that will be contributed to the Shipping Development Fund cannot be given at this stage.

(b) The revised physical target for shipping in the Third Plan is a gross addition of about 550,000 G.R.T. so as to raise the Indian tonnage to about 12.50 lakhs G.R.T. by the end of the Plan period.

(c) The emergency has no doubt resulted in paucity of foreign exchange funds, required for acquisition of tonnage. But efforts are being made to overcome these difficulties and it is hoped that the revised physical target will be achieved.

Amendment of the Indian Forest Act, 1927

342. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to refer to the reply given to unstarred Question No. 605 on 20th November, 1962 and state:

(a) whether the opinions of the different State Governments and Union Territory Administrations have been invited for the amendment of the Indian Forest Act, 1927 in the light of recent developments;

(b) if so, what are the reactions?

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

(b) So far, replies have been received only from 3 state Governments and two Union Territories. After further

replies are received, the matter will be examined.

Repairs to Bridge in Himachal Pradesh

343. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state:

(a) whether any repairs to the Bridge at Bran (Barro) in Himachal Pradesh were under contemplation;

(b) whether any proposal to widen the approach path into a road from Rampur side to the bridge was under contemplation;

(c) if the replies be in the affirmative, whether the same have been completed; and

(d) if not, when Government propose to complete them?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). There is an existing suspension bridge at Brow near Rampur for taking pedestrian and mule traffic. Necessary repairs to the bridge, which were under contemplation, have since been carried out. The approach road to the bridge from Rampur side is also fit for pedestrian and mule traffic. There is no proposal at present to widen this approach road.

Extension of Age of Retirement of Railway Employees

344. Shri Priya Gupta: Will the Minister of Railways be pleased to state whether in view of the extension of age of retirement, the Railway Employees will be given option to review their earlier option in respect of pensionary scheme?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): This matter affects also some other Central Government departments, in which the Contributory Fund Scheme of retirement benefits has been substituted by pension. The question is under consideration.

Land Acquisition Act

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

(a) the present position in regard to framing of rules under the Land Acquisition Act;

(b) whether it is a fact that the Central Land Acquisition Act does not apply to certain States and if so what action is being taken to bring about uniform application of Central Act to all States;

(c) whether it is a fact that some State Governments have expressed their disapproval of the proposed rules and if so the reasons therefor?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (c). The comments of State Governments have been received to the proposed Rules under the Land Acquisition Act and these are under examination. Some of the State Governments, in their comments, have raised certain points in regard to the Draft Rules and these are being looked into in consultation with the Ministry of Law.

(b) Yes, Sir. The question of bringing uniformity in the application of the Act to all States is under consideration.

*Stem Borer Disease

346. **Shri Venkatasubbalah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a Research Station is proposed to be established to study and evolve remedial measures regarding stem borer disease affecting the paddy crops in Andhra Pradesh; and

(b) if so, the details of the scheme and what steps have already been taken to control this plant disease in the meanwhile?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes. The proposal to establish a new station at Tenali in Guntur District is under consideration of the Government of Andhra Pradesh. This will be in addition to the two existing stations at Maruteru and Warangal where work on the control of stem borer pest is already being carried out.

(b) The details of the station to be established at Tenali are still being worked out by the State Government.

The control of the stem borer pest is being achieved by extensive spraying of the rice crop with Endrin. About 2 lakh acres are being treated by this method annually in Andhra Pradesh.

Settlement Operations in Manipur

347. **Shri G. Mohanty:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether settlement operations in Manipur have been completed and whether change of rate of Land Revenue proposed in the Manipur Land Revenue and Land Reforms Act is being implemented; and

(b) if not, what are the difficulties?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). Necessary information is being collected and will be placed on the Table of the Sabha as soon as available.

Budget of I.C.A.R.

348. { **Shri Yashpal Singh:**
Shri Buta Singh:

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

(a) the total annual Budget of the Indian Council of Agricultural Research; and

(b) the percentage of the total Budget for the research work and administration?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Budget for 1962-63...Rs. 150.76 lakhs.

(b) Research work 84.64 per cent.

Administration 15.36 per cent.

Ships

349. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state how many ships are being built at present in foreign shipyards for various Indian shipping companies?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): There are seven vessels of 32,250 D.W.T. each now under construction or the Jayanti Shipping Company Private Ltd., in a Japanese Shipyard. No other Shipping Company is having any ship under construction at present in foreign yards.

Foreigners in Indian Shipping Companies

350. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state how many foreign officers and ratings are employed by the Indian Shipping Companies at present?

The Minister of Shipping in the Ministry of Transport and Communication (Shri Raj Bahadur):	
Officers	90
Ratings	136

Fatehpur-Churu Railway Line

351. Shri Morarka: Will the Minister of Railways be pleased to refer to the reply given to S.Q. 283 on the 20th November, 1962 and state:

(a) whether the railway fare on the Fatehpur-Churu line was reviewed in January, 1963; and

(b) if so, what are the findings?

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

(b) The financial results of working of the line for the year 1961-62 have revealed that even with 100 per cent inflation in the chargeable distance the return on the capital outlay is about 1.83 per cent only. It has, therefore, been decided that the inflation should continue.

Community Development Blocks

352. Shri Sivamurthi Swamy: Will the Minister of Community Development and Co-operation be pleased to state:

(a) the total amount (i) allotted and (ii) spent on Community Development Blocks during 1960-61 and 1961-62. State-wise; and

(b) the number of paid workers or Government Officials from the Development Commissioner to the Gram Sewak working at present in these blocks, State-wise; and

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) A statement indicating the amount allotted and spent State-wise on Community Development Blocks during 1960-61 and 1961-62 is laid on the Table of the House. [Placed in Library. See No. LT-893/63.]

(b) A statement indicating the essential categories of staff working in the blocks as on 1-9-1962 is placed on the Table of the House. [Placed in Library. See No. LT-893/63]. The statement does not include details about ministerial staff and class IV employees in the blocks and also staff at the District and State levels, as complete information in this regard is not available.

Hospet and Salarjung Sugar Factories

353. Shri Sivamurthi Swamy: Will the Minister of Food and Agriculture be pleased to state:

(a) since how many years the Indian Sugar Refinery, Hospet and

Salarjung factory have not paid the additional price to the cane growers as per Additional Sugar Price Control Amendment Order;

(b) whether any representations have been received to settle the same with the management of these factories;

(c) whether any complaint has been received in this behalf; and

(d) if so, the action the Government of India have taken or propose to take against such violation of rule?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The Indian Sugars and Refineries Limited, Hospet, has already paid to cane growers the additional price for sugarcane according to Sisma formula upto 1961-62 season and the Salarjung Sugar Mills Limited, Munirabad upto 1959-60.

(b) and (c). No.

(d) Question does not arise.

Village Level Worker

354. Shri A. N. Vidyalkar: Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether it is a fact that Government had sent out instructions that the village level worker should give all his time to agricultural development;

(b) how far the instructions had been carried out in the States;

(c) whether the village level workers are fully qualified to guide and direct agricultural operations in the field, and what are their educational and technical qualifications for successfully discharging this job; and

(d) at what administrative level any agricultural experts are associated with the Community Development Programme, and what kind of links exist for coordinating the work of

agricultural development between his Ministry and the Ministry of Food and Agriculture?

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

(b) Information is being collected from the State Governments. All States which have replied have indicated that necessary instructions have been issued.

(c) Minimum educational qualification for Village Level Workers is matriculation. They are given 2 years integrated training in agriculture and allied subjects and extension techniques and methods. This training equips him adequately for carrying knowledge of improved agriculture to the farmer.

(d) The first level of association is at the Block through its Extension Officers, agriculture, animal husbandry, fisheries etc. Technical guidance and supervision is provided by District Agriculture Officer at District level and by the Director of Agriculture at the State level. As the Centre there are Co-ordination Committees both at the Officers and Ministers level of the Ministries of Food & Agriculture and Community Development.

Construction of Badagara Pier in Kerala

355. Shri A. V. Baghavan: Will the Minister of Transport and Communications be pleased to state:

(a) whether any progress has been made in the construction of the Badagara Pier in Kerala;

(b) whether any amount has been sanctioned for this project and the amount spent so far; and

(c) when the construction is expected to start and the reasons for the delay?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c) This is an item included by the Kerala Government in the State Sector of the Third Five Year Plan. According to information available regarding the position of this project, the State Government were reported to be finalising the designs. Further details have been called for from the State Government and will be laid on the Table of the Sabha as soon as they are received.

Telephones in Kozhikode District

356. Shri A. V. Raghavan: Will the Minister of Transport and Communications be pleased to state:

(a) the number of applications pending for grant of telephone connections in main cities, towns and villages in the Kozhikode District of Kerala;

(b) the number of new telephone exchanges proposed to be installed in the above area during the Third Five Year Plan period; and

(c) the steps proposed to be taken to provide telephone connections in this region?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) A statement is laid on the table of the House. [Placed in library. See No. LT-894/63.]

(b) It is proposed to open 10 new exchanges and 24 Public Call Offices during the Third Five Year Plan. Additional capacity of 750 lines has already been provided during this year and 173 new connections also provided.

(c) The provision of telephone connections from the existing and proposed exchanges is dependent upon the availability of stores. Efforts are being made to procure the items.

School of Catering, Kerala

**357. { Shri A. V. Raghavan:
Shri Pottekkatt:**

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

(a) whether there is any proposal for opening a school of catering in the State of Kerala;

(b) if so, the details thereof;

(c) what assistance Government have agreed to give to the Government of Kerala for this purpose; and

(d) when and where this school is likely to be started?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The Annual Development Plan for 1963-64 for Kerala indicates that the State Government has made provision during 1963-64 for establishment of a Food Polytechnic under the Technical Education Department.

(b) Details are being worked out by the State Government.

(c) In accordance with the pattern of financial assistance laid down by the Planning Commission, the State Plan Scheme, when approved, will qualify for Central assistance by way of grant to the extent of 50 per cent of the recurring and non-recurring (non-loan) expenditure.

(d) According to present indications, the Food Polytechnic is likely to function from the next academic year in the Government Polytechnic at Kalamassary.

Passenger Amenities

358. Shri Mohammed Elias: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the passengers face tremendous difficulties in the New Mal Station due to

non availability of enough drinking water, electricity, non-completion of passenger-shed and platform; and

(b) if so, the reasons for the delay to provide these passenger amenities in this station?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). No, Sir. Adequate drinking water facilities for the passengers exist at the station. There is a high level platform and the provision of passenger shed will be taken up shortly. The station could not, however, be electrified due to non-availability of power from the State Electricity Board.

Indian Council of Agricultural Research

359. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of meetings of the Indian Council of Agricultural Research held during 1962; and

(b) the principal decisions taken in these meetings?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Forty-one meetings were held during 1962. These include meetings of the Society, its Governing Body, Standing Finance Committee, Advisory Board, Board of Research and various Scientific Committees.

(b) The following principal decisions were taken by the Governing Body, which is the executive body of the Indian Council of Agricultural Research, at its meeting held in August, 1962:—

- (i) 99 new Research Schemes were sanctioned.
- (ii) 112 current Research Schemes were extended.
- (iii) Pattern of Financial Assistance for Council's schemes at

Central Research Institutes was modified.

- (iv) Rules and Procedure for the award of 'Udyan Pandit' in Fruit Growing were revised.
- (v) Procedure for grant of subsidies to Scientific Journals was revised.
- (vi) The transfer of Council's schemes on Spices and Cashewnut to the newly formed Indian Central Spices and Cashewnut Committee was approved.

Electrification of Stations on Northern Railway

360. Shri Daljit Singh: Will the Minister of Railways be pleased to state the names of Stations on the Northern Railway proposed to be electrified during the Third Five Year Plan period?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): A statement is laid on the Table of the House. [Placed in Library. See No. LT-395/63.]

Export of Rice from Punjab

361. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of rice exported from Punjab during 1962; and

(b) the names of States to which rice was exported and the total quantity exported to each State?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Rice can move freely on trade account within the zone comprising the State of Punjab and the Union Territories of Himachal Pradesh and Delhi. Information about trade movement from Punjab to either Himachal Pradesh or Delhi is not available. A statement showing the quantity of rice,

including broken rice, moved from Punjab during 1962 to other States on Government account and on permits issued by Government, is laid on the Table of the House.

STATEMENT

Name of State	(Figures in tonnes) Quantity moved
Jammu & Kashmir .	28,312
Delhi	17,311
Himachal Pradesh	26
Uttar Pradesh.	54,462
Maharashtra .	9,528
West Bengal .	10,671
Bihar	23,656
Rajasthan	1,707
Assam	9,902
Orissa	5,651
Gujarat	2,045
Madras	33
TOTAL	163,304

In addition 5,880 tonnes was moved out of Punjab for Defence Services and 28 tonnes for Tibetan refugees. The total quantity moved out was thus 169,212 tonnes.

Mukerian-Talwara Railway Line

362. Shri Daljit Singh: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 615 on the 20th November, 1962 regarding the Mukerian-Talwara Railway line and state at what stage the scheme stands?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Acceptance of the Punjab Government to the Abstract cost has since been received and the estimate

has been sanctioned. Possession of most of the land has been taken and some contracts for earthwork have already been allotted and the remaining ones are under consideration.

Passenger Amenities on Northern Railway

363. Shri Daljit Singh: Will the Minister of Railways be pleased to state the passenger amenities proposed to be provided at the Railway Stations on the Sirhind-Nangal Dam line on the Northern Railway during the Third Five Year Plan period?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): There are proposals to provide passenger amenities on Nangal Dam, Anandpur Sahib and Kiratpur Sahib stations of Rupa-Nangal Dam Section during the Third Five Year Plan period but the State Government have not yet agreed to bear their share of cost in terms of the agreement with them under which the line was constructed and is being operated.

जावद रोड रेलवे स्टेशन पर मुसाफिरखाना

३६४. श्री बड़े : क्या रेलवे मंत्री यह बता कां कृपा करेंगे कि :

(क) नीमच-अजमेर सेक्शन पर जावद रोड रेलवे स्टेशन के मुसाफिरखाने की मरम्मत कराने के लिए गत तीन वर्षों में रेलवे अधिकारियों को वहां का जनता से कितने अभ्यावेदन प्राप्त हुये ;

(ख) क्या जावद क्षेत्र के विधान सभा के सदस्य ने भी गत दो वर्षों में इस मामले में रेलवे बोर्ड के अधिकारियों को कई बार लिखा है ;

(ग) क्या अनेक रेलवे स्टेशनों पर उपयुक्त मुसाफिरखाने बनवा दिये गये हैं परन्तु जावद रेलवे स्टेशन पर नहीं बनवाया गया है ; और

(घ) उस स्टेशन पर मूसाफिरों के लिये मूसाफिरखाना कब तक बन जाने की सम्भावना है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) और (ख) दो प्रतिवेदन मिले—एक कृषि उपज मंडी, जावद के अध्यक्ष से और दूसरा श्री यू० एम० त्रिवेदी, संसद सदस्य से ।

(ग) और (घ) जावद रोड स्टेशन पर एक छोटा प्रतीक्षालय मौजूद है, चूंकि यह प्रतीक्षालय यात्री यातायात की आवश्यकता के लिये पर्याप्त नहीं है, इसलिए यदि रकम उपलब्ध हुई तो १९६४-६५ में इस प्रतीक्षालय की जगह एक बड़ा प्रतीक्षालय बनाने का विचार है ।

मध्य प्रदेश में टेलीफोन कनेक्शन

३६५. श्री बड़े : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) मध्य प्रदेश के किन-किन जिलों में वर्ष १९६२ में टेलीफोन की व्यवस्था की गई ;

(ख) क्या मध्य प्रदेश के पश्चिम नेमाड़ जिले के थोकल गांव के निवासियों ने टेलीफोन कनेक्शन की मांग की है ;

(ग) क्या यह सच है कि यह काम वहां पिछले एक साल में आरम्भ नहीं किया जा सका क्योंकि वहां इसके लिये कोई इमारत नहीं है जब कि और सारा सामान इकट्ठा हो चुका है ; और

(घ) क्या मध्य प्रदेश की तहसील राजपुर में श्रीझार गांव की पंचायत ने भी टेलीफोन सुविधा की मांग की है ?

परिवहन तथा संचार मंत्रालय में उपमंत्री (श्री भगवती) : (क) जिनके नाम विवरण में दिये गये हैं जिस की एक कापी सभा पटल पर रखा गई है ।

(ख) ऐसा कोई भी अभाववेदन प्राप्त नहीं हुआ है ।

(ग) प्रश्न ही नहीं उठता ।

(घ) जी हां, टेलीफोन सुविधायें देने के प्रश्न पर, यह देखने के पश्चात् कि हाल में ही मंजूर किया गया तारघर किस प्रकार का कर रहा है, विचार किया जायेगा ।

विवरण

उन शहरों के नाम जिनमें १९६२ में मध्य प्रदेश में टेलीफोन सुविधायें प्रदान की गईं

१. हतपीपला	१०. चरमा
२. गोहाद	११. कटघोरा
३. सेवरी हरखन्व	१२. जटारा
४. पॉनगर	१३. सरायपल्ली
५. बुदनी	१४. बुदातेवाड़ा
६. कन्नौद	१५. तखतपुर
७. अमरपाटन	१६. वीर
८. अमनपुर	१७. सियोन्वा
९. देवरी	

Education of Extension Workers

366. Shrimati Savitri Nigam: Will the Minister of Food and Agriculture be pleased to state whether the subject of Improved Cropping pattern has been included in the syllabus of education of extension workers as recommended by the Board of Agriculture and Animal Husbandry in India?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): There is no such specific recommendation in the proceedings of the 13th Meeting of the Crops and Soils Wing of the Board of Agriculture and Animal Husbandry in India. However, the syllabus of Village Level Worker trainees does cover the latest developments in Crop Husbandry and the training in Extension Training Centres provides adequate theory and practicals in the improved methods of Crop Production.

Package Programmes

367. { **Shri Rishang Keisling:**
 { **Shri A. K. Gopalan:**

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

(a) the number of package programmes to be started in the country during the Third Five Year Plan;

(b) the State-wise allotment of the package programmes; and

(c) the basis on which selection or allotment of the programme is made?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). During the Third Plan, the Intensive Agricultural District Programme (popularly known as the 'Package Programme') is being implemented in one district in each of the States, except Kerala, where two districts have been selected. The districts selected are W. Godavari (A.P.) Shahabad (Bihar), Raipur (M.P.), Tanjore (Madras), Pali (Rajasthan), Ludhiana (Punjab), Aligarh (U.P.), Mandya (Mysore), Bhandara (Maharashtra), Burdwan (W. Bengal) Cachar (Assam), Palghat & Alleppey (Kerala), Surat (Gujarat), Sambalpur (Orissa) and six blocks in Jammu & Kashmir. In addition, the programme has also been introduced in the Union Territory of Delhi. Besides, a similar programme has been undertaken in Mandi district of Himachal Pradesh.

(c) The State Governments selected the districts keeping the following criteria in view:

- (i) The district should, as far as possible, have assured water supply.
- (ii) The district should have minimum of natural hazards, i.e. there should not be any problems requiring long-term attention such as susceptibility to floods, drainage problems and acute soil conservation problems.

(iii) It should, as far as possible, have well-developed village institutions like co-operative and panchayats.

(iv) It should have maximum potentialities for increasing agricultural production within a comparatively short time.

Bridge over River 'Lolea'

368. Shri N. R. Laskar: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any immediate proposal for bridging the River 'Lolea' in Shillong-Silhar Road in Assam State (National Highway);

(b) if so, the probable date by which the construction work of the bridge will be taken up; and

(c) the number of rivers still to be bridged on this Road?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The Shillong-Silchar road is a State road and not a National Highway nor is it crossed by any river called 'Lolea'. Presumably, the Hon'ble Member is referring to the proposed bridge over the river Lubha on the Passi-Badarpur section of the road, the development of which is being financed entirely by the Government of India. An estimate amounting to Rs. 11,38,500 for the proposed bridge over the Lubha river has already been sanctioned and the work recently awarded to M/s Gammons (India) Ltd. Preliminaries to start the work by the contractors are in hand. Besides the proposed Lubha bridge, three more major rivers remain to be bridged on this road. Estimates for all these three bridges have been sanctioned and work is already in progress on one. Work in respect of the second bridge has been recently awarded to the contractors, and the negotiations in respect of the third are in progress.

Train from Silcher to Lumding

369. Shri N. R. Laskar: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to start immediately a direct train from Silcher to Lumding on Northern Frontier Railway; and

(b) if so, when it will be introduced?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). It is proposed to provide a pair of direct trains between Lumding and Silchar from 1-4-1963 by extending the runs of Nos. 252Dn|253Up Lumding-Badarpur Passenger trains. The extended service between Badarpur & Silchar will be in lieu of the existing trains No. 261Up|268Dn on the Badarpur-Silchar Section.

Permanent Zonal Railway Accident Committees

370. Shri Kajrolkar: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to have a permanent Railway Accident Committee in each Zonal Railways as to make an on-the-spot study immediately after accident;

(b) whether the Government Railway Inspectorate will seek the assistance of such Railway Accident Committees to investigate the causes of accidents after the incident; and

(c) whether the Government Inspector has the assistance of Signal Engineer at the time of investigation after major accidents?

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

(a) No.

(b) Does not arise.

(c) The Government Inspector of Railways (now designated as the Additional Commissioner of Railway Safety) asks for and obtains the assistance of officers of various depart-

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ments of the Railway including Signal Engineers as and when he considers it necessary during the course of his investigations into accidents.

पूर्वी उत्तर प्रदेश में पुल

३७२. श्री सरजू पाण्डेय : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी उत्तर प्रदेश में पुलों के निर्माण के लिये कितनी विदेशी सहायता मिली है; और

(ख) क्या इस तरह की सहायता से कोई पुल बना है ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) पूर्वी उत्तर प्रदेश में पुलों के निर्माण के लिए कोई विदेशी सहायता नहीं मिली है ।

(ख) सवाल पैदा नहीं होता ।

गाजीपुर में गंगा नदी पर पुल

३७३. श्री सरजू पाण्डेय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गाजीपुर (उत्तर प्रदेश) में गंगा नदी पर रेलवे-रोड पुल बनाने की जो योजना विचाराधीन थी क्या सरकार ने उसे अन्तिम रूप से समाप्त कर दिया है; और

(ख) यदि नहीं, तो उसके सम्बन्ध में क्या हो रहा है ?

रेलवे मंत्रालय में उपमंत्री (श्री सैं वें० रामस्वामी) : (क) और (ख). रेलवे की तीसरी पंचवर्षीय आयोजना के लिए अितनी रकम नियत है, उसमें से गंगा नदी पर कोई नये पुल की व्यवस्था करना सम्भव नहीं है । इसलिए यह विचार छोड़ दिया गया है ।

कांगड़ा घाटी से सांवर के लिये बुकिंग

३७४. श्री हेम राज : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) कांगड़ा वेली (छोटो लाइन) रेलवे के लिये सांवर से सीधा रेलवे बुकिंग हप्ते में सिर्फ दो गाड़ियों तक सीमित है;

(ख) यदि हां, तो क्या यह सच है कि जिस माल के लिए हिन्दुस्तान नमकरिकम्पनी को १९६१ में कांगड़ा के व्यापारियों ने आर्डर दिये थे, वह इन प्रतिबन्धों के कारण आज तक बुक नहीं हो पाया है और यदि हां, तो इसके क्या कारण हैं; और

(ग) क्या सरकार इन प्रतिबन्धों को ढीला करना चाहती है ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० बॅ० रामस्वामी) : (क) जी नहीं ।

(ख) कांगड़ा घाटी में नमक भेजने के लिए सांवर शील पर १०-२-१९६३ को माल-डिब्बे की कोई मांग बाकी नहीं थी ।

(ग) सवाल नहीं उठता ।

Calcutta—Assam Navigation Link

375. **Shri Hem Raj:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the working of the Calcutta Assam Navigation Link is again threatened due to the obduracy of the Pakistani ratings; and

(b) if so, the steps Government propose to take to keep it running?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No such threat has been brought to our notice.

(b) Does not arise.

रेल परिवहन सुविधाय

३७६. श्री जं० ब० सि० बिष्ट : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आपातकाल को ध्यान में रखते हुए सरकार कुमाऊं-गढ़वाल क्षेत्र में रेलवे परिवहन सुविधाओं को बढ़ाने के प्रश्न पर विचार कर रही है; और

(ख) क्या उपरोक्त क्षेत्र में बड़ी लाइन बनाने की कोई योजना है ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० बॅ० रामस्वामी) : (क) और (ख) जी नहीं ।

Disbursement of Manure to Farmers

377. **Shri Gauri Shanker Kakkar:** Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) whether the compulsory disbursement of 25 percent manure along with cash credit to the individual member of co-operative society has been enforced in all the States;

(b) if so, whether Government have taken into consideration the actual acreage of unirrigated and dry area which need no manure and certain other acreage raising cash crops which need more manure; and

(c) whether the compulsory disbursement of 25 per cent manure to individual member of co-operative society is a set-back to the credit side of the Co-operative Movement?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) to (c). Necessary information is being collected and will be laid on the Table of the Sabha.

Ganganagar-Hindumalkot Railway Line

378. **Shri Karni Singhji:** Will the Minister of Railways be pleased to state:

(a) whether the estimates for the laying of Broad Gauge line between Ganganagar and Hindumalkot have been finalised and when the work is likely to be taken in hand; and

(b) whether the Rajasthan Government have agreed to implement the assurances given by them towards the above construction?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Answer to the first part of the question is in the affirmative. The correct name of the station is Sriganganagar. In regard to the second part of the question, work will be commenced when the land is acquired and made over by the State Government and also Shramdan for doing Earthwork in formation by the local people, organised by them.

(b) Yes, Sir.

P. & T. Colony, Bikaner

379. **Shri Karni Singhji:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware that the proposal for the construction of the Posts and Telegraphs Colony at Bikaner (Rajasthan) has not so far been implemented; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) and (b). Suitable plot is not available and efforts are being continued to buy some plot.

Indo-Norwegian Fisheries Project

380. { **Shri A. K. Gopalan:**
Shri P. Kunhan:

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

(a) whether it is a fact that the Indo-Norwegian Fisheries Project at Neendakara is to be handed over to Kerala Government;

(b) if so, when it is to be handed over;

(c) whether Government have any scheme under consideration to start similar projects in other parts of Kerala; and

(d) if so, the details thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes. Some of the activities of the Neendakara Project, e.g., the boat building yard, cold storage and freezing plant etc. are to be handed over to the Government of Kerala with effect from the 1st April, 1963.

(c) and (d). Yes. It is proposed to extend the activities of the Project to Cannanore, in terms of the Third Supplementary Agreement. These activities will include assistance in the construction of a fishing harbour in Cannanore and supply of certain equipment required for such schemes as the mechanisation programme under the State's Third Five Year Plan.

Visakhapatnam Port

381. **Shri Yallamanda Reddy:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the twelve man Japanese delegation visited the port of Visakhapatnam;

(b) if so, the recommendations made by the delegation for the improvement of the port; and

(c) the action taken by Government in this regard?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A eight-man Technical Mission sponsored by the Iron and Steel Federation of Japan visited the Visakhapatnam Port on the 2nd February, 1963.

(b) and (c). The Mission did not make any specific recommendations for the improvement of the Port. They had discussions with the port officers on the technical aspects of the Ore Loading Plant, an order for which has been placed on a firm in the U.S.A.

सेंट्रल स्वायल कंजरवेशन रिसर्च एण्ड ट्रेनिंग सेंटर, कोटा

३६२. श्री बेरवा कोटा : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा में जो सेंट्रल स्वायल कंजरवेशन रिसर्च एण्ड ट्रेनिंग सेंटर है, उमने अब तक क्या प्रगति की है;

(ख) इस सेंटर के सहयोग से भूमि कटाव की रोकथाम के लिये अब तक कुल कितने क्षेत्रफल में कार्य किया गया है; और

(ग) इस कार्यक्रम से कोटा क्षेत्र के कितने और किन-किन ग्रामों को लाभ हुआ है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री

(क) भूमि में बड़े कटाव करने वाले, नाले और कन्दरायं बनाने वाले कारणों का निश्चित रूप से जानने और उनको नियंत्रित करने वाले साधनों के सम्बन्ध में अनेक अध्ययन किये जा रहे हैं। भूमि-द्रव्यों पर रसायनशाला का अनुसंधान उर्वर-क्षमता, पानी धारण करने की क्षमता

विभिन्न बढ़ते हुए आवरणों के अन्तर्गत भूमि तथा जल-क्षति सम्बन्धित अनुसंधान,

भूमि संरक्षण के विभिन्न लैज्यूम्स (legumes) के प्रभाव, उपयुक्त फसल चक्राति, हरी खाद का प्रभाव, विभिन्न बीज दारों से परीक्षण, ज्वार और गेहूं का अन्तर करना, कन्दरायों में उपयुक्त प्रकार के वनरोपण, पारिस्थितिक अध्ययन, चारे की उपज और चरागाह विकास कार्य भी इन अध्ययनों में सम्मिलित हैं।

अब तक के निरीक्षणों से पता चला है कि चरागाह को घेरा डालने से और अन्य जीवन सम्बन्धी प्रभावों से गहरी कन्दरायों को फैलने से रोका जा सकता है। क्षेत्रों पर घने वृद्धिशाल आवरण हो जाते हैं और अच्छी प्रकार की घास तथा वृक्ष स्वयं उग आते हैं।

बोरखंडी गांव में एक प्रदर्शन परियोजना बनाई गई है ताकि विभिन्न उपयुक्त भूमि संरक्षण साधनों के लाभों को प्रदर्शित किया जा सके। निम्न तरीके अपनाये गये हैं :— वर्गीकृत बांध, मोड़ नालियों तथा घास वाटर वेज के निर्माण, पक्की चिनाई के ढांचे, चरागाह तथा चरागाह का विकास करना। इसके अतिरिक्त केन्द्र ने कोटा जंक्शन से शहर तक सड़क पर खड् क्षेत्र की ३० हेक्टेयर्स भूमि को पेड़ पौधों से मुदूड कर दिया है और एन० सी० सी० की सहायता से १९५५ में लगभग ५ किलोमीटर लम्बे एक डाइयेशन-कम-पेरोफिरल बांध का निर्माण किया गया है।

१६ फरवरी, १९५६ को स्नातक सहायकों के लिए भूमि-संरक्षण सम्बन्धी प्रशिक्षण ६ पाठ्यक्रम आरम्भ किये गये। प्रत्येक सत्र महीने का होता है और प्रत्येक वर्ष में दो सत्र होते हैं। अब तक ३०७ सहायकों को प्रशिक्षित किया जा चुका है। इसके अतिरिक्त ५६ व्यक्तियों को दो सप्ताह के छोटे पाठ्यक्रम में प्रशिक्षित किया गया। यह पाठ्यक्रम विस्तार अधिकारियों के लिए प्रति वर्ष नितम्बर में होता है।

(ख) और (ग). विस्तार काये इस केन्द्र के कार्यों के अन्तर्गत नहीं आता। राज्य

सरकारें यह कार्य अपने कृषि और वन विभागों द्वारा चला रही हैं। फिर भी जब कभी भी राज्य सरकार के अधिकारियों को आवश्यकता होती है, केन्द्र उन्हें हर प्रकार की सहायता और तकनीकी सलाह देता है।

केन्द्र उन भूमि संरक्षण प्रशिक्षण कैंम्पों में भाग लेता है जो पंचायत समितियों द्वारा आयोजित किये जाते हैं और जिन में ग्रामीण स्तर कार्यकर्ताओं, सरपंचों, ग्रामीण नेताओं आदि को प्रशिक्षित किया जाता है।

मिथान-गैस से इंजनों का चलाया जाना

३८३. श्री बेरवा कोटा : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) गोबर गैस प्लांट से जो मिथान-गैस तैयार होता है, तथा इसके जो परीक्षण इंजन आदि चलाने के लिये किये जा रहे हैं, वे अब किस स्थिति में हैं; और

(ख) कृषि अनुसंधानशाला के प्रयोग के आधार पर इस प्रकार के प्लांट बनाने में जिन से इंजन आदि चलाने के लिये गैस मिल सके कितनी लागत आ सकती है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) भारतीय कृषि अनुसंधान शाला में हाल ही में किये गये प्रारम्भिक अनुसन्धानों से पता चला है कि पावराइन (poverine), मिट्टी के तेल और पेट्रोल से चलने वाले इंजन गोबर-गैस जिसमें कि मिथान की ही प्रधानता होती है, से आसानी से चल सकते हैं। उत्पन्न की हुई शक्ति का पम्प द्वारा पानी निकालने, कुट्टी काटने, आटा पीसने और बिजली पैदा करने के कार्यों के लिए छोटे पैमाने पर प्रयोग हो सकता है और होता रहा है। गोबर गैस से चलने वाले दो ऐसे इंजनों का अनुसन्धान शाला में प्रदर्शन किया जा रहा है। इन में से एक ५ एच० पी० और दूसरा २२५ एच० पी० का है।

(ख) ऐसे इंजनों को चलाने के लिए लगभग १०-१२ घन फुट गैस की प्रति एच० पी० प्रति घंटा के हिसाब से आवश्यकता होती है। विद्युत्-शक्ति के दारते गैस के उत्पादन के लिए बड़े पैमाने के गैस प्लांट आवश्यकतानुसार बनाये जा सकते हैं। एक ५ एच० पी० इंजन को ८ घंटे प्रति दिन चलाने के लिए ३०० घन फुट की क्षमता वाले एक गैस प्लांट की आवश्यकता होगी जिस पर लगभग १५०० रुपये खर्च पड़ेगा।

इंटरनेशनल फार्म यूथ एक्सचेंज प्रोग्राम

३८४. श्री बेरवा कोटा : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) इंटरनेशनल फार्म यूथ एक्सचेंज प्रोग्राम तथा फार्म लीडर्स एक्सचेंज प्रोग्राम के अन्तर्गत भारतीय कृषकों को विदेशों में भेजने का क्या उद्देश्य है;

(ख) इन प्रतिनिधिमण्डलों में भेजे जाने वाले व्यक्तियों का चुनाव किस आधार पर होता है;

(ग) गत दो वर्षों में अब तक कुल कितने व्यक्ति इस योजना के अन्तर्गत बाहर जा चुके हैं, उन व्यक्तियों तथा देश को इससे कितना और क्या वास्तविक लाभ हुआ है; और

(घ) गत दो वर्षों में इस प्रकार के एक्सचेंज कार्यक्रम में शासन का कितना घन व्यय हुआ है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) भारत कृषक समाज तथा भारत युवक समाज द्वारा भारतीय किसानों को एक्सचेंज प्रोग्रामों के अन्तर्गत संयुक्त राष्ट्र अमरीका भेजा जाता है। इन सगठनों के अनुसार एक्सचेंज प्रोग्रामों का उद्देश्य निम्न है।—

इंटरनेशनल फार्म यूथ एक्सचेंज प्रोग्राम

यह प्रोग्राम संयुक्त राज्य अमरीका के ४ एच फाउंडेशन द्वारा चलाया जा रहा है ताकि कृषि विरादरी में और विशेषकर विभिन्न देशों के ग्रामीण युवकों में अन्तर्राष्ट्रीय सद्भावना और सूझबूझ को प्रोत्साहन दिया जाये। इस से हमारे ग्रामीण युवक नेताओं को अमरीका तथा विभिन्न दूसरे देशों के अधिक विकसित ग्रामीण युवक आन्दोलनों के कृत्यों और काम करने की रीतियों को समझने का अवसर प्राप्त होता है।

इस प्रोग्राम के दो प्रयोजन हैं : (१) कृषि, कृषि के तरीकों, कृषि की समस्याओं और उनके समाधान, कृषकों की आकांक्षाओं तथा उनके रहन-सहन के ढंग, विस्तार के तरीकों, ऋण सुविधाओं, कृषि उपज के विपणन तथा उसकी प्रक्रिया, ४ एच क्लब संगठनों आदि का अध्ययन करना; (२) दो देशों के किसानों तथा अन्य जनता के मध्य सामाजिक मेलजोल, मित्रता, आपसी सूझबूझ तथा सहयोग उत्पन्न करने में सहायता देना।

(ख) इंटरनेशनल फार्म यूथ एक्सचेंज प्रोग्राम

उम्मीदवार के चुनाव का आधार यह है कि उस में एक कृषक के रूप में तथा देहातों में एक नेता के रूप में इस प्रकार के आदान-प्रदान से लाभ उठाने की कितनी क्षमता है ताकि इस प्रकार के आदान-प्रदान तथा प्रोग्राम में भाग लेने से केवल वह अकेला ही नहीं बल्कि समाज को भी लाभ पहुंच सके।

फार्म लीडर्स एक्सचेंज प्रोग्राम

व्यक्तियों के चुनाव में भारत कृषक समाज के सदस्यों को प्राथमिकता दी जाती है जिन्होंने कि संगठन के निर्माण में सहायता दी है तथा इसके कामकाज में सक्रिय भाग

लिया है। इस बात का भी ध्यान रखा जाता है कि खेती-बाड़ी तथा सहकारी संस्थाओं के कार्यों में सदस्य कितनी रुचि रखते हैं।

(ग) इंटरनेशनल फार्म यूथ एक्सचेंज प्रोग्राम के अन्तर्गत १८ लड़के तथा लड़कियों को विदेश भेजा गया था और उन सब का भारत युवक समाज के क्षेत्र कार्य से घनिष्ठ सम्बन्ध है।

१९६१ तथा १९६२ के दौरान में क्रमशः १२ तथा ११ व्यक्तियों को फार्म लीडर्स एक्सचेंज प्रोग्राम के अन्तर्गत विदेश भेजा गया।

दोरे के दौरान में दोनों टोलियों के व्यक्ति किसान परिवारों के साथ उनके खेतों में ठहरे और उन्होंने काम के समय उनके साथ खेतों में कार्य भी किया। इस से इन युवकों को उनके रहन-सहन, खेती के तोर-तरीकों तथा अन्य कार्यों को निकट से देखने तथा समझने का अवसर मिला। उन्होंने अमरीकी कृषि तथा पशुधन, फार्म संगठनों की कार्यप्रणाली, विस्तार सेवाओं, सहकारी संस्थाओं, ऋण सुविधाओं आदि के बारे में काफी कुछ सीखा है। इस प्रकार के घनिष्ठ सम्बन्धों से भारतीयों तथा अमरीकनों के बीच गलत विचारों तथा एक दूसरे के बारे में गलत धारणाओं को दूर करने तथा दोनों देशों के बीच मित्रता के सम्बन्धों को सुदृढ़ करने में सहायता मिलती है।

(घ) कोई नहीं; क्योंकि एक्सचेंज प्रोग्राम सम्बन्धी ये कार्य गैर-सरकारी स्तर पर हुए हैं।

Wagons

385. **Shrimati Vimla Devi:** Will the Minister of Railways be pleased to state:

(a) the total number of wagons required annually from stations in the

West Godavary District for exporting rice to other States;

(b) whether the required number is being supplied; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Rama-Swamy): (a) to (c). Railways have no information about the total number of wagons required annually from stations in the West Godavary District for exporting rice to other States. However, during the year 1962, 6182 indents were registered by the merchants for supply of wagons for the movement of rice and paddy from that District in addition to the carry over of 2352 at the commencement of the year. During the same period 5434 wagons of rice and paddy were loaded from stations in West Godavary District and 1834 indents were subsequently cancelled by the indentors. Efforts are made to clear this traffic as expeditiously as possible within the resources available.

Sheep Breeding Farm in Kulu

386. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the progress made for the starting of a sheep breeding farm in Kulu (Punjab);

(b) whether any sheep have been imported or are proposed to be imported during this year; and

(c) what will be the expenditure on building construction and when the work will begin? .

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Land for the Sheep Breeding Farm, Kulu, which will be a sub-station of the Central Sheep Research Institute has been allotted and the Officer-in-charge has been appointed.

(b) No, there is, however, a likelihood of some sheep being gifted by the F.A.O.

(c) The expenditure on buildings is estimated to be about Rs. 3 lakhs and the construction is expected to commence during 1963.

Express Highway to Paradip Port

387. Shri P. K. Deo: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Central Government have sanctioned the construction of Express Highway connecting the Paradip Port with the iron Ore Mines at Tomka and Daitari in Orissa;

(b) the nature of the Express Highway and its estimated cost and mileage;

(c) what kind of trucks will ply on this express highway and how many,

(d) whether such trucks are manufactured in this country or are to be imported; and

(e) if to be imported, the cost of each truck and the total foreign exchange involved for the import of the fleet of such trucks?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e). The proposed Express Highway connecting the iron ore mines at Tomka and Daitari in Orissa is essentially a State Scheme and is to be financed by the State Government from within their Plan resources. The Government of India have not given any aid for this project. They have, however, tendered some technical advice in the matter. The Scheme is now being executed by the State Government. They have been requested to supply the information which will be laid on the Table of the Sabha in due course.

Milk Powder

388. **Shri Rameshwar Tantia:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether a simple technique of producing milk powder has been evolved at the National Dairy Research Institute at Karnal;

(b) if so, in what way the technique is different from the one already in use; and

(c) whether it has any corresponding change in the cost of the powder produced through the new process?

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

(b) Drying of milk on an industrial scale is instantaneously done by the roller and spray drying methods involving the use of elaborate machinery and the powder obtained is soluble in water. The technique developed at the Institute is intended for drying skim milk on a small scale in rural areas. The milk is evaporated in an open pan over a fire place till it becomes semi-solid and then removed and dried in a hot air cabinet. The powder obtained is insoluble in water.

(c) The production cost of the insoluble powder is about Rs. 1.50 per kgm. It is not directly comparable with the production cost of soluble skim milk powder manufactured by the industrial processes.

Distribution of Improved Seeds

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

(a) whether Government propose to give special subsidy to cooperatives engaged in the distribution of improved seeds; and

(b) if so, to what extent?

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

view to encourage institutional agencies like Panchayats, Cooperatives 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.

डिलक्स गाड़ी

३६०. श्री बरेवा कोटा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) डिलक्स गाड़ियों के चलने से सरकार को सन् १९६२ में कितना लाभ या नुकसान हुआ है; और

(ख) अगर नुकसान हुआ है, तो इसे बन्द न करने का क्या कारण है ?

रेलवे मंत्रालय म उपमंत्री (श्री सै० वें० रामस्वामी) : (क) और (ख). हर गाड़ी के लिए अलग-अलग हिसाब नहीं रखा जाता। अनुमान है कि १९६१-६२ में बड़ी लाइन पर एक सवारी गाड़ी को एक किलोमीटर चलाने से जो शुद्ध आमदनी हुई, वह उसके परिचालन-व्यय से ४३ नये पैसे कम रही।

12 hrs.

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

REPORTED ENTRY OF NAGA HOSTILES INTO
INDIA THROUGH MANIPUR

Shri Hem Barua (Gauhati): Sir, I call the attention of the Prime Minister to the following matter of urgent

public importance and I request that he may make a statement thereon:

"The reported entry of Naga hostiles into India through Manipur."

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Sir, early in February, reports were received that armed hostile Naga groups were moving in the Chin Hills of Burma. Precautionary measures were taken in the Manipur area by the G.O.C., Nagaland.

One armed band numbering approximately 100 crossed into south-west Manipur from Burma on 19th February. Our security forces intercepted it on 25th February and, after exchanging fire, recovered 500 rounds of rifle ammunition and some explosives. There were no casualties. This Naga party then fled and is being pursued over difficult terrain by our security forces.

A second party whose strength is estimated at a little over hundred, crossed into south-east Manipur, but, in the face of patrolling by our security forces, rapidly returned to Burmese territory. The Burmese are reported to have reinforced their security posts in the area and our own forces are on the alert against any re-entry.

The Nagas in question are believed to be the same as those who had escaped through Cachar to Pakistan in May, 1962. There is no confirmation, however, that Kaito is leading them on their return. •

Shri Hem Barua: In view of the fact that Rev. Michael Scott proposes to meet Mr. Kaito on a peace mission during his Peking march, may I know whether Government propose to encourage him to do so or to allow the law of the land to operate against Mr. Kaito and his followers for indulging in treasonable activities?

Shri Jawaharlal Nehru: The laws of the land will no doubt operate. There has been no obstruction to the laws operating against Kaito, except that he has been lately in non-Indian territory. As for Rev. Scott, I do not know if he is going to Nagaland.

Shri Hem Barua: He will go to Peking through Nagaland.

Shri Jawaharlal Nehru: I do not know. This peace march is a lengthy affair lasting altogether, I am told, about a year and a half. There is no proposal of his going to Nagaland, so far as I know.

Shri Hem Barua: There was a statement made by Rev. Michael Scott himself to the effect that he is going to meet Mr. Kaito during his march to Peking through Nagaland.

Shri Jawaharlal Nehru: That may be his intention, but I do not think that he is likely to do so.

Shri Hem Barua: If he does, do the Government propose to encourage him to do so? That was my question and that has not been answered.

Mr. Speaker: That has been answered.

Shri Hem Barua: No, Sir. If he proposes to do so, I want to know whether the Government would bless this effort of Rev. Scott?

Mr. Speaker: The answer has come, namely, that might be his intention but he is not marching through Nagaland.

Shri P. K. Deo (Kalahandi): From the Prime Minister's statement, it is obvious that there is a nest in Burma, which has been harbouring these hostile Nagas. May I know if our Ambassador in Burma has been using his good offices with the Burmese Government to comb the entire area by India and Burma jointly, through joint police efforts?

Shri Jawaharlal Nehru: I am not aware of any nest anywhere; it is a

[Shri Jawaharlal Nehru]

moving column. It is different from a nest. Ever since we have heard of it, as I have said, we informed the Burmese Government through our Ambassador and I understand they have taken some steps there.

Shri Bade (Khargone): Is it a fact that two battalions of S.A.F. from Madhya Pradesh were sent for fighting these Naga hostiles, that they were entrapped by the Naga hostiles and there were nine casualties? It is reported in the newspapers that our Home Minister had visited that place and there were nine casualties in that attack. Is it a fact?

Shri Jawaharlal Nehru: Sir, I do not quite understand the hon. Member's question.

Mr. Speaker: Nor do I. Would he kindly repeat his question?

Shri Bade: Is it a fact that two battalions were sent from Madhya Pradesh and they were entrapped by the Naga hostiles resulting in nine casualties and the Home Minister of Madhya Pradesh, Shri Govind Narayan Singh visited that place? It is reported in today's papers.

Shri Jawaharlal Nehru: I have not got all this information. I think, probably some armed police were sent there—possibly from Madhya Pradesh also—from various places. (*Interruption*).

Mr. Speaker: He wants to know whether they were entrapped and some were killed.

Shri Jawaharlal Nehru: They were sent there.

Shri Bade: The Home Minister of Madhya Pradesh went there.

Shri Jawaharlal Nehru: I know nothing about the Home Minister of Madhya Pradesh going there. He might have gone there, I do not know.

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

Suhag Singh): He had gone there and he has returned also.

Shri Jawaharlal Nehru: I do not know. I can enquire if the hon. Member wants.

श्री बेरवा कोटा (कोटा) : क्या यह सच है कि अभी हाल में नागा विद्रोह नेता क्रिजो ने कोई चिट्ठी नागालैंड के मुख्य प्रशासक डाक्टर आग्रो को लिखा था ? उस चिट्ठी का क्या व्योरा था ?

अध्यक्ष महोदय : यह तो अलहदा सवाल है उसका इस से क्या मतलब है ?

Shri P. R. Chakraverti (Dhanbad): In view of the assuring statement of Michael Scott, host of Phizo in London, may we presume that the changed attitude of Phizo is followed by the return of hostile Nagas to the land where they rightly belong?

Shri Jawaharlal Nehru: I do not quite know what conclusion he draws from Mr. Scott's statements here about the changed attitude of Mr. Phizo. If Mr. Phizo changes his attitude, it is good.

Shri Hem Barua: He has written to you. Has he not written to you?

Shri Jawaharlal Nehru: Yes, he has sent a letter through Mr. Michael Scott.

Shri S. M. Banerjee (Kanpur): Sir, I have one submission to make. In today's newspapers there is a news item saying that after the announcement of the Budget proposals the prices of all essential commodities have gone up. We were assured in this House by the Finance Minister...

Mr. Speaker: Order, order. That cannot be taken up just now. Let us proceed.

12.08 hrs.

PAPERS LAID ON THE TABLE

INDIAN WIRELESS TELEGRAPHY (POSSESSION) AMENDMENT RULES 1962 AND LICENSING OF WIRELESS RECEIVING APPARATUS (AMENDMENT) RULES, 1962

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): Sir, on behalf of Shri Jagjivan Ram, I beg to lay on the Table a copy each of the following Rules:—

- (i) The Indian Wireless Telegraph (Possession) Amendment Rules, 1962 published in Notification No. S.O. 3756 dated the 15th December, 1962 as corrected by Notification No. S. O. 171 dated the 19th January, 1963, under sub-section (4) of section 10 of the Indian Wireless Telegraph Act, 1933. [Placed in Library, See No. LT-880/63.]
- (ii) The Licensing of Wireless Receiving Apparatus (Amendment) Rules 1962 published in Notification No. G. S. R. 1705, dated the 15th December, 1962 as corrected by Notification No. G.S.R. 117 dated the 19th January, 1953 under sub-section (5) of section 7 of the Indian Telegraph Act, 1885. [Placed in Library, See No. LT-881/63].

ANNUAL REPORT OF THE HINDUSTAN STEEL LIMITED, HINOO (RANCHI)

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): Sir, on behalf of Subramaniam I beg to lay on the Table a copy each of the following papers:—

- (i) Annual Report of the Hindustan Steel Limited, Hinoo (Ranchi) for the year 1961-62 along with the Audited Ac-

counts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.

- (ii) Review by the Government on the working of the above Company. [Placed in Library, See No. LT-874/63].

ANNUAL ADMINISTRATIVE REPORT OF THE TEA BOARD

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, on behalf of Shri Manubhai Shah, I beg to lay on the Table a copy of Annual Administrative Report of the Tea Board for the period from the 1st April 1961 to the 31st March 1962. [Placed in Library, See No. LT-857/63]

NOTIFICATIONS UNDER THE MOTOR VEHICLES ACT, 1933, SHIPPING DEVELOPMENT (LOANS) AMENDMENT RULES, 1962 AND AMENDMENTS TO THE ANDAMAN AND NICOBAR ISLANDS MOTOR VEHICLES 1939.

Shri Raj Bahadur: Sir, I beg to

- (i) to re-lay on the Table a copy each of the following Notifications under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, making certain further amendments to the Delhi Motor Vehicles Rules, 1940:—

- (a) Notification No. F. 12/68/61-Tr. published in Delhi Gazette dated the 20th September, 1962.
- (b) Notification No. F. 12/90/62-PR(T) published in Delhi Gazette dated the 1st November, 1962. [Placed in Library, See No. LT-683/63].

[Shri Raj Bahadur]

(ii) to lay on the Table a copy each of the following Notifications:—

(a) The Shipping Development Fund (Loans) Amendment Rules, 1962 published in Notification No. G.S.R. 1566 dated the 24th November, 1962 under sub-section (3) of section 458 of the Merchant Shipping Act, 1958. [Placed in Library, See No. LT-882/63]

(b) Notification No. 255/62/F. 68-114/60-Pub. published in Andaman and Nicobar Gazette dated the 5th December, 1962, making certain further amendments to the Andaman and Nicobar Islands Motor Vehicles Rules, 1939, under sub-section (3) section 133 of the Motor Vehicles Act, 1939.

[Placed in Library. See No. LT-883/63].

NOTIFICATIONS UNDER THE ESSENTIAL COMMODITIES ACT, 1955.

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 following Notifications under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(i) S. O. No. 3078 dated the 5th October, 1962 rescinding the Order published in Notification No. S.R.O. 3443 dated the 20th November, 1954 as subsequently amended.

(ii) The Sugarcane (Control) Amendment Order, 1963 published in Notification No. G.S. R. 126 dated the 19th January, 1963. [Placed in Library, See No. LT-884/63]

NOTIFICATION RE: DELHI CEMENT CONTROL ORDER, 1963.

Shri P. C. Sethi: I beg to lay on the Table a copy of Notification No. F. 2 (12)/61-F & CS, published in Delhi

Gazette dated the 19th February, 1963 containing the Delhi Cement Control Order, 1963, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library, See No. LT-885/63]

12.11 hrs.

MESSAGE FROM THE PRESIDENT

Mr. Speaker: I have to inform the House that I have received the following message dated the 28th February, 1963, from the President:—

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address I delivered to both the Houses of Parliament assembled together on the 18th February, 1963."

COMMITTEE TO INVESTIGATE THE CONDUCT OF CERTAIN MEMBERS DURING PRESIDENT'S

EXTENSION OF TIME FOR PRESENTATION OF REPORT

Mr. Speaker: I have to inform the House that the Committee to investigate the conduct of certain Members during President's Address, which was to report to the House today, has requested me to extend the time for the presentation of the Report upto the 12th March, 1963. I have agreed to that.

12.12 hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of rule 101 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 28th February, 1963, agreed

to the following amendment made by the Lok Sabha at its sitting held on the 19th February, 1963, in the Delhi Rent Control (Amendment) Bill, 1963:—

Enacting Formula

That at page 1, line 1, for "Thirteenth" substitute "Fourteenth.",

12.12½ hrs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 4th March, 1963, will consist of:—

- (1) Further discussion of the Railway Budget for 1963-64.
- (2) Discussion and voting of:
 Demands for Grants (Railways) For 1963-64. Supplementary Demands for Grants (General) For 1962-63.
- (3) Consideration and passing of the Central sales Tax (Amendment) Bill, 1963.
- (4) Consideration of a motion for reference of the Government of Union Territories Bill, 1963 to a Joint Committee.
- (5) General Discussion on the General Budget for 1963-64.
- (6) Discussion on the statement laid on the Table of the House by the Minister of Finance on the 20th February, 1963 regarding the gold control scheme to be raised by Shri Prakash Vir Shastri and others on Tuesday, the 5th March, 1963 at 4.00 p.m.

Shri Hari Vishn Kamath (Hoshangabad): Mr. Speaker, by your leave, I wish to raise two points. First, I re-

quest you to direct the Minister of Parliamentary Affairs to let us have the time schedule for the Demands of the various Ministries as early as possible. Secondly, there is another matter which is rather important from the point of view of parliamentary traditions, and that is the general discussion of the General Budget. It is with considerable trepidation that I would like to bring to the notice of the House the fact that both the budgets, Railway Budget as well as the General Budget, are being discussed in the Rajya Sabha first and then in this House. I do not wish to say for a moment anything derogatory to the other House. We are the two Houses of Parliament and we are supplementary and complementary to each other. But, as you know very well, and the House knows very well, the Constitution itself has assigned certain powers and functions to this House, which are not applicable in the same measure to the other House. That is to say, they are not on a par with regard to certain matters like the budget, Finance Bill, money Bills and financial matters in general. So, it would be in the fitness of things, it would be most appropriate—if it is not too late, it can be done this year itself; otherwise, if it is late, it can be done from next year onwards—if you could direct the Government, the Finance Minister and the Minister of Parliamentary Affairs, to see to it, to ensure that the budgets, both the Railway Budget as well as the General Budget are discussed first in this House. If it is necessary for that purpose, the Rajya Sabha, which always adjourns for a month after the discussion of the general budget, could discuss the President's Address, adjourn for a month and when it reassembles it could discuss the General Budget and the Appropriation Bill. I am sure, my colleagues will agree with me that this House, as the lower House, has got prior right in this matter to discuss the budget before the other House, the Rajya Sabha, discusses this matter.

Shri Tyagi (Dehra Dun): It is a good idea.

Shi Satya Narayan Sinha: Sir, as you are aware, this matter was discussed in the last meeting of the Business Advisory Committee and Government is considering this point. For the last seven or eight years we have been following this practice. So far as this year is concerned, nothing can be done at this stage because the discussion on the Railway Budget has already started there. So far as next year is concerned, as I have promised to you Government is considering the matter and whatever is possible will be done.

Shri Hari Vishnu Kamath: Other wise also, the discussion becomes somewhat stale here.

Mr. Speaker: I have already taken up this matter and drawn the attention of the Government to his point through the Minister of Parliamentary Affairs. I also feel that certain rights and privileges enjoyed by the Members of this House should not be curtailed in any manner. The convenience of Government alone cannot be a valid reason for curtailing, the privileges of this House. Government have to see that the discussion on the Budget takes place here first and then in the other House, because it is the privilege of this House to discuss that and to make any modifications or sanction the grants without any modifications. If they discuss it first and then we follow it, it would amount to reversing the process. Therefore, it would not be possible for this House to agree to that curtailment of its rights. I have already drawn the attention of Government to this matter and, I am sure, it will not happen again.

Bills to be introduced.

Shri U. M. Trivedi (Mandsaur): May I make one request in regard to this matter? It is all very well, as you have suggested, that in future the Government might not do it; but the point that still remains is—as I am told and, I think, it is correct—that concessions are....

Mr. Speaker: That would not be done.

Shri U. M. Trivedi: But that has already been done. I am most respectfully submitting that it is not merely the question of discussion but it is a question of announcement of concessions in the Upper House. That is the point to be considered.

Shri Hari Vishnu Kamath: May we also have an assurance that, as the General Budget is going to be discussed in the other House first, any concessions of similar nature will not be announced, indicated or hinted at there by the hon. Finance Minister?

Shri Satya Narayan Sinha: I have spoken to the hon. Finance Minister and he has given an assurance that no kind of concession, if there is any, will be announced in the other House.

12.18 hrs.

APPROPRIATION (RAILWAYS)
BILL*, 1963

Mr. Speaker: Bills to be introduced.
Shri Swaran Singh.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Sir, with the permission of Shri Swaran Singh, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways.

Mr. Speaker: It would be a novel procedure if the hon. Minister is present here and it is stated by his deputy that he is going to move it with his permission.

The Minister of Railways (Shri Swaran Singh): It should have been with your permission, Sir.

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 2.3.1963.

Mr. Speaker: If the hon. Minister is not present then, of course, some of his deputies can do that. But when he himself is present, he ought to move it.

Shri Hari Vishnu Kamath (Hoshangabad): I submit with all respect that you have warned the hon. Ministers in the past about this matter but they are still persisting in this behaviour; I do not know why.

Shri U. M. Trivedi (Mandsaur): I think, Shri Swaran Singh is not all right.

Mr. Speaker: We will deem it to have been moved by the hon. Minister himself.

Shri Ranga (Chittoor): Is there any request from the hon. Minister?

Mr. Speaker: If I am directing that, it is all right.

Shri Hari Vishnu Kamath: It is anticipating your permission.

Mr. Speaker: There cannot be any permission by the hon. Minister, who is present, to his deputy.

The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways."

The motion was adopted.

Shri Swaran Singh: Sir, I introduce the Bill.

12.20 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Speaker: The House will now take up General Discussion on the Budget (Railways) for 1963-64.

Dr. Ranen Sen (Calcutta East): Sir, I rise to oppose the Railway Budget presented by the hon. Railway Minister.

Shri U. M. Trivedi (Mandsaur): Oppose the Railway Budget?

Dr. Ranen Sen: My opposition to the Railway Budget is due to the fact that certain indirect taxation proposals have been introduced in the Budget.

Mr. Speaker: He is opposed to the proposals.

Dr. Ranen Sen: I am explaining, Sir. My contention about this year's Budget, as far as I understand, is that the hon. Railway Minister wants a sum of Rs. 19 crores to be allotted under different heads for his Ministry. Already, within a few hours of the presentation of the General Budget by Shri Morarji Desai, there has been a sharp rise in prices all round throughout the country. The Railway Budget presented by Shri Swaran Singh is the first step taken towards this price rise in the country. I am rather astonished to find that in presenting the Budget the hon. Minister has not expressed any concern either for the public or for the railway employees who, in fact, have built up such a big organisation as the Indian Railways that we find today.

It is well known that the present Indian Railways is a very big enterprise. It started almost from a scratch after the British left India. I would request the hon. Minister just to recollect as to how many times railway freight and passenger fares have been increased during the last 15 years.

I also ask him to recollect that always in this Parliament, hon. Members of this House have criticised the Railway Ministry for certain omissions and commissions of the Ministry.

†Introduced with the recommendation of the President.

[Shri Ranen Sen]

This year, it has been stated by the Minister that in spite of the fact that since 1957-58 there has been no increase in the complement of Railway staff, with this staff, there has been a 100 per cent increase in the haulage of goods and a 80 per cent increase in passenger traffic, all this with the efforts of the Railway employees. But, in the Budget, there is scant mention of the Railway employees.

I am now coming to the provisions of the Railway Budget. As I said before, the main thing presented today is that the Railways want to get Rs. 19 crores. How? The Railways want to raise this sum by means of indirect taxation on the people. That is why I say I am opposed to this Budget. This is the main thing contained in the Budget.

The first proposal is that Rs. 4 crores will be necessary to give to the General revenues: from 4.25 per cent of the capital at charge to 4.50 per cent. As such, already in our country, the Railways give quite an enormous amount—per centage—to the General revenues. But even then, I agree to this proposal. I am conscious of the fact today, our national Defence has to be strengthened.

An Hon. Member: Are you?

Dr. Ranen Sen: There should be enough funds to strengthen our national reconstruction. I agree to that. As I said, we are conscious of this fact. Therefore, whatever additional amount of money the Railway Minister wants in this respect, we have no objection. But, for that, is it necessary to raise the freight rates by 5 per cent and raise the parcel rates by 10 per cent?

Shrimati Renuka Ray (Malda): It is necessary.

Dr. Ranen Sen: It is not at all necessary, I maintain, because of the fact that if we go through the Audit report, we find that there are so many cases of losses, avoidable losses, mis-

use and also some corruption cases are there. The Railway, such a big organisation can raise this sum of Rs. 4 crores by resorting to a little economy, by doing away with corruption and the losses that are incurred every year by the Railways. For that, increase in indirect taxation is not at all necessary. I have gone through the Audit report carefully. I believe that any Member of this House will agree with this proposal that I make that a little economy and an effort to do away with the wastage and unnecessary losses will help the Railways to raise this sum of Rs. 4 crores or so.

Secondly comes the question of paying in the Depreciation Reserve fund a sum of Rs. 80 crores. We are opposed to it, very frankly speaking. Why does the Railway Minister want to flout the decision of the Convention Committee of 1960? Where is the necessity? Last year's report proves that Rs. 70 crores as the Depreciation fund is quite sufficient to cover all depreciation and renewal cases.

Shri Ranga (Chittoor): That is why there are so many accidents.

Dr. Ranen Sen: I shall come to the question of accidents later on. But I would say that this extra sum of Rs. 10 crores is not at all necessary; and not only that, it gives rise to so many other consequences which I want to highlight here. Already, after the announcement of the railway budget, the journals of the big business, such as the *Eastern Economist and Commerce* have praised the Railway Ministry very much. They have said that this high appropriation to the Depreciation Reserve Fund in the State sector should be followed by a high depreciation in the private sector also. We are here building a new economy in India. If the State sector sets up this example before the country, naturally, the private sector will pounce upon this opportunity and they will also follow suit. Therefore, I

say that it is quite unnecessary and harmful.

Further, the levying of enhanced freight rates and parcel rates creates another bad example inside the country. As I have said, the Federation of Indian Chambers of Commerce and Industry, as soon as the railway budget was announced, came out with a statement saying that price rise was inevitable. Who manipulates the prices in this country? The Government of India have not been able to control the prices at all for so long. And this has been proved that it is the big business which always controls the prices.

The Railway Minister has tried to show us by calculation that the price rise will be only a fraction of a naya paisa on a maund or something like that. We all know that if one naya paisa is added as taxation, the big business adds 4 naya paise to that. Therefore, as I said, the enhancement of freight rates and parcel rates is injurious to the country, and detrimental to the development of the economy of the country in the long run.

Then, there is the question of the Development Fund. We all agree that the railways should be developed and developed further so that there should be a railway line going into the interior of the country, not only in the interests of the trade and commerce but in the interests of the travelling public as well. But I would say that if the rates are sought to be raised for that purpose, then the whole thing will be baffling in the final analysis.

There is a sum of Rs. 57 crores in the General Reserve Fund. According to the report of the Railway Convention Committee, 1960 and also the report of the Railway Convention Committee, 1954, for development work, the railways can take loan from the public exchequer. In this abnormal situation, I would not advise the rail-

ways to take loan from the public exchequer. What is this sum of Rs. 57 crores meant for? It is lying idle for the last few years. We already have the Depreciation Fund, the Development Fund and the Railway Reserve Fund, which is lying unused in the coffers of the Ministry and the coffers of the public exchequer.

Therefore, in short, I maintain that the increased contribution to the General Fund to the tune of Rs. 4 crores should be given. As for the rest of the allotments, I oppose increase in allotment under heading of Depreciation Reserve Fund. I would submit that there should be no increase in freight rates and parcel rates. This is my humble submission before the Railway Minister.

I now want to deal with accidents. The small booklet that has been given to us deals with accidents. The Minister himself has admitted in that report that the number of collisions involving passenger trains as also other collisions has increased during 1961-62.

According to the figures given on page 8 of the Review, the amount of damage to rolling stock and engines is on the increase. Compared to 1959-60, in 1961-62, it has nearly doubled. This figure of railway accidents, major and minor. For these accidents, the main blame has been put on the railway staff. There I differ with the hon. Minister. I never say that the railway staff is not responsible for any of the accidents. But I say that the system prevalent on the railways, the amount of hard labour that railway employees have to put in, is mainly responsible for this. In 1948 or 1950, there was adjudication for fixing the hours of work. For the last twelve years, there has not been any reappraisal of the hours of work of the running staff. I say the higher officers are mostly ignorant about these things. So they make the railway workers, the running staff, run defective rolling stock. A number of

[Shri Ranen Sen]

cases of accidents are due to this factor. Who should be held responsible for this? The railway workers alone or the Railway Administration? Shri Ranga was saying that this was the reason why so many accidents were taking place. Everybody knows it. So we should go into this matter of the reasons for these accidents.

I would just quote a sentence from the Kunzru Committee's Interim Report, where it is stated:

"The failure of railwaymen and the accidents resulting from that are insignificant as against their achievements in the context of the vastness of the field of their operation".

I would have been very happy if the Railway Minister had come out with a statement on these lines, but in the Review of Accidents, the main blame is put at the door of the employees. Therefore, the correct picture has not been presented to us.

I will say a few words about industrial relations. It seems from his report that industrial relations are very good. He has spoken eloquently about the 'payment by results'. There is no objection to this system. But I submit that the norm has been fixed rather high. This is the complaint of all the railway Unions irrespective of their affiliations. There has been no consultation with the representatives of the railway workers at the departmental level or staff level. As a result, railway workers have come to accept it as an inevitable evil. We want the further development of railways. For that, the willing co-operation of the workers is necessary. In consultation with the railway employees' representatives, some sort of workers' councils or elected bodies at the workshop level or departmental level, norms can be devised. Railway workers will willingly share the responsibility. They have done so. If it is a fact, as the Railway Minister said, that since 1957-58, there has

been no increase in the staff, but there has been increase in wagon loads, haulage and passenger traffic, who has done it? The members of Railway Board or the lower grade railway employees? Therefore, this aspect should be considered by the Minister very sympathetically.

The financial position pertaining to the staff can be seen from the report on Indian Railways, 1961-62. It is clear that indebtedness is mounting terribly. The total amount of loans issued during the year 1961-62 by railwaymen's cooperatives was about Rs. 275 lakhs more than previous year. Nearly Rs. 3 crores have been taken more by the railway employees from the co-operatives as loan. Does it show the opulence of the railway employees or their growing distress and indebtedness? Therefore, I say everything is not going on well on the railway front. The Railway Minister should consider all these things very sympathetically, consider the human element.

Industrial relations today is one of the pivots of the State as well as the private sector. I am sorry to say here that three years after the strike that took place in 1960, there are still, according to the All-India Railwaymen's Federation's figures, 60 people out of employment—23 from the Secunderabad Division, 12 from Lucknow and the rest probably from the South eastern Railway. These things continue today. The Railway Minister, instead of looking into these cases, takes a complacent view, everything is left to the whims of certain officers: What is wrong today if those 60 persons are taken back? What does the railway lose?

In respect of casual labour, the other day Shri Shah Nawaz Khan was explaining that after six months, they get confirmation, they become permanent. Theoretically that is true, but how many people reach the stage of serving for six months continuously?

There are nearly two lakhs of railway staff working as casual labour in the gang, in the different departments, even in workshops. For instance, at Kharagpur workshop, casual labour is employed in permanent jobs. I must give credit to the Railway Board for sending their circular No. E(NG)60CL/13 requesting the authorities concerned to confirm the services of these people working as casual labour after six months and suggesting that casual labour should be paid a rate of wages comparable to that of workers working in the particular State doing the same type of job. But in both these respects, the circular has been flouted. This is a standing scandal, a standing condemnation of the railway authorities, that two lakhs of workers are still held as casual labour.

Then I come to the application of the Industrial Disputes Act. It has been agreed in the Indian Labour Conference that in the State sector and in the Railways not only the Industrial Disputes Act will be applied but also all the labour laws will be applied. Even today, however, overtime rates are seldom given in the running sheds. There are widespread complaints to that effect. I would ask the Minister to look into this. If the biggest employers, the Central Government Railways do not themselves apply the laws of the land, if there is not even the semblance of justice, why should the private employers observe this law?

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

If the hon. Member could give me any instance where overtime has not been paid, I shall look into it.

Dr. Ranen Sen: I will give him.

Now, it is stated in the report that the stores are well stocked. But it is our experience and we have several reports that in while working several implements and stores were not found—implements which were necessary—were not available. So much

so, the railway workers in some cases, especially of the loco sheds, have had to purchase certain implements from outside. In most of the places those implements from the Railway stores come from the backdoor. It is simply mismanagement. I do not blame or hold the Railway Minister or the Deputy Minister responsible for that. That is why I said earlier that with better management things could be improved.

Before I conclude I would raise two other points. The other day Shri Shahnawaz Khan said something about the recognition of the trade unions the Chittaranjan Locomotive Workers Union and the Dhakshin Railway Employees Union. I have no grudge if the other unions are given recognition provided they conform to the requirements of recognition as suggested by the Indian Labour Conference... (*Interruptions.*) I am not discussing coal fields here; I am discussing the Railways though they are run with coal. So, it is not a fact that only one union exists and is recognised by the Railways. In the Eastern Railway, as Shri Sharma knows, there is another union which is also affiliated to the so-called INTUC. These are also recognised; they feel—the more, the merrier. If the Chittaranjan Workers Union and the Dhakshin Railway employees Union satisfy the conditions about the representative character and other things set down for recognition, then recognition should be granted. But to deny recognition on account of participation in the 1960 strike will be unfair. I referred to this because the other day Shri Shahnawaz Khan said that reason for non-recognition is their participation in strike. The whole Posts and Telegraphs Department went on strike. All the unions there have been recognised now. Why should there be any discrimination in regard to the railway unions?

I wish to say a few words about the rent. Shri Bhattacharyya also referred to it and Shri Shahnawaz Khan

[Shri Ranen Sen]

replied to that. The cost of the old quarters, their capital plus interest had long ago been realised. It is admitted by the Railways. Still, those quarters are charged rent. The Railways, I agree, must have a reserve balance but not in this way.

Shri Shah Nawaz Khan: Did the Pay Commission recommend so? (*Interruptions*).

Dr. Ranen Sen: The Pay Commission recommended other good things but you did not apply them (*Interruptions*.) While speaking on behalf of the railway employees I have got to say that. Now, in the new quarters, the rent has been raised from Rs. 3.75 to Rs. 7. Is it not too high? The cost of everything goes up. If the rents also go up like this, what is to happen to the poor railway employees? Then again, previously the essential staff such as the station masters, etc. used to get free quarters. Now, the question of rent assumes some importance in the life of the railway employees.

While concluding I say that the Railways should develop. Everybody should accept that position. They should develop from a big to a bigger enterprise but not always at the cost of the public and the railway workers. There are so many things to be done in the Railways and by resorting to them there could be economy and savings. While agreeing to the allocation to the general revenues of Rs. 4 and odd crores, I oppose the other provisions such as increase in the depreciation fund and the enhancement of the railway freight rates. I had brought certain points about the condition of the railways and the railway workers to the notice of the hon. Minister with the hope that he will pay sufficient attention to them.

Shri Hanumanthiyya (Bangalore City): The hon. Member who spoke now has all the time given one point of view to this House. We have to remember that his federation is not the sole monopoly owner or the

holder of all the rights of the railways. There are the people, the public. In between the Federation or the workers unions and the people who use the railways, the Ministry has to hold the scales even. If a Member of Parliament advocates only one point of view, naturally the Government cannot run away with it. The real owner of this railway system are the people. Their interests have to be safeguarded. The fares have to be as low as possible. It is one of the essential public services which is not meant to work so that any particular set of officers or workers may enjoy at the cost of the public. No doubt there is a slogan: workers of the world, unite. Against whom? They seem to be united against the common man. Let not that policy be pursued any more. They have to be just to every section of the people before they claim to serve the people truly and sincerely.

Dr. Ranen Sen: They are part of the common man and not outside.

Shri Hanumanthiyya: Recent events have proved that it is not the case.

Some sections of the railways have not been running at a profit: I am told that they run at a loss. There is the argument very frequently advanced on the floor of this House and outside that our railways are not being run on a commercial basis. The money that has been so far invested runs to the tune of Rs. 1,500 crores or more and it is not yielding enough dividend to the Government and the people. In fact, 60 per cent of the revenues are being spent on the staff which, on the face of it, does not look like a commercial or an economic proposition individual cases. Apart from the pay and salaries of the officers and the staff with which I am not dealing today, there is a major cause which is contributing to the loss of revenues, and that is explained not by any one of us who are unconnected with the railway administration but by the *Review of the Performance of*

the Indian Railways, a publication supplied to us. In the last para of that publication it is written thus:

"The railways which generally show a higher ratio of expenses to earnings, *v.z.*, the Northeast frontier, the Northeastern and the Southern Railways, are either wholly or substantially metre gauge railways. These have inherently less economic characteristic of working as compared to broad gauge railways."

So, if the railways have not given as much income as could be expected of them, it is because of the defective system of the railways themselves.

I have been pleading that the metre gauge system which is less economical, which is less efficient, ought to be scrapped. The railway administration knows much more than anyone of us that this metre gauge system is an anomaly. It is out-of-date; it is an anachronism. If all metre gauge lines are converted into broad gauge ones, the railways will be able to do much better not only from the point of view of income but from the point of view of building up this nation with greater speed. I wonder why they do not take it up. They plead difficulties about expenditure. That difficulty will always be there; even if we go on for hundred years there will be people to plead financial difficulties that come in the way. That is why a planned economy was adopted by India advisedly so that they may think in a big way; they may plan for the future; they may see that all these anomalies and anachronisms are removed. But I find both the Planning Commission and the Railway Ministry are going on in the old routine way. They have not risen to the expectation of a planning mind. If we had eliminated this metre gauge system in the last 15 years, one by one, by this time our railway system would have given us more efficient service at a lesser cost. Why did they not do it? After all, even according to the calculation, the

difference in expenditure between the broad gauge and metre gauge systems is only about one-third. This capital expenditure of one-third will be wiped out in the course of two or three years because of the increased capacity of the system to carry more goods and passengers. I earnestly request the hon. Minister to bestow his earnest attention to this matter. If he goes in the routine manner which his predecessors did, or in the way the routine-minded people ask him to do, he will not cut any new trail. The Ministry is constituted, under the democratic system of Government not for the purpose of carrying on the administration in a routine way; ministers are not expected to merely sign on the file or read the file. That may be part of their work. But it is the thinkers, those people who have vision, that ought to be in the ministerial places. As Kennedy says, it is only a man of vision, with a new frontier outlook who, will be able to introduce new ideas, new plans and new vigour into the administration. If I say that I expect such dynamism and new way of thinking and planning by the Railway Minister who happens to be a very good friend of mine, I do not think I expect too much from him. I do not want to be critical. On the other hand, I want to see that those people who sit in the places of Ministers, their minds are sublimated to the plane of a new frontier. So far, the railway administration has not come up to that standard.

I have been in Parliament before. Every year they go on repeating the same old formula—that they had to face so many difficulties including that of partition, and that it is a great thing that they have been able to solve than all. These mantrams have been repeated for 15 to 16 times annually in this House; now, it is enough; it is time that they stopped this repetition. It has become boring, to say the least. Here, we have come to a stage which, in the language of the Planning Commission, is called the take-off stage. The take-off

[Shri Hanumanthaiya]

stage involves the calibre of take-off mind, not a mind which all the time sticks to the earth and wallows in the routine of mud and dirt.

Now, the other day I read in the papers about the Kandla port. After we attained Independence, that port was started. The metre gauge system was constructed to facilitate its working. The railway officials themselves, now say as also the port officials, that the narrow gauge is no longer sufficient for the purpose of doing all the work expected of the port.

Shri Shah Nawaz Khan: But Kandla has not been linked by narrow gauge.

Shri Hanumanthaiya: I am sorry; I meant the metre gauge as against the broad gauge.

12.59 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

It seems that the transport of food-grains and coal take up all the wagons and trains and there is no room for any other traffic. Now, there may be the question of doubling that metre gauge. If, by way of proper vision, a broad gauge system had been constructed for Kandla port, this anomaly would not have arisen. We have now to face the necessity of either dismantling the metre gauge in order to lay broad gauge or of doubling the metre gauge. If once for all broad gauge had been constructed, it would have been so much beneficial to this country and the present bottleneck would not have arisen. I urge upon the hon. Minister to take note of it, to take a lesson out of it and see that the Mangalore port and the Tuticorin port that are now being developed do not suffer the same fate, the same inconvenience, within the course of one or two years. The Mangalore port is proposed to be developed. Money has been allotted. The railway administration is thinking of constructing a metre gauge line from Hasan to Mangalore. It is a very illogical proposition.

I will bring another aspect of this into consideration. You cannot, in this age of ours, construct the railway on the basis of supplying ore to outside countries through these ports. The supply of ore through these ports and the railways is a temporary phase of our economy. The time may very soon come when we no longer will be what is called a country which is exporting ore. We will no longer be an exporting country in that sense. We will have to export our products through Mangalore port from the hinterland, the whole of South India on the west coast. After everything is said and done, the west coast ports carry more export and import trade so far as India is concerned than the eastern ports. Therefore, I plead with the Minister to see this point in proper perspective. Ultimately Kandla, Bombay, Mangalore and Cochin will have to do the bulk of our foreign trade, may be 75 per cent. So far as the east is concerned, the trade may not be ultimately as great as the other one.

13 hrs.

There is already congestion in the ports of Bombay and Kandla. So, Mangalore port has to be developed as soon as possible and it has to be connected with the hinterland not by metre gauge, but by broad gauge. There is a proposal to construct a line from Salem to Bangalore. I submit that this also should be a broad gauge line and not metre gauge. The other day, the Minister said that new-line construction of the railways is based on what is called the industrial pattern; I agree for the time being. The Government of India has already announced that there is going to be, a steel plant in Bellary district. If Bellary district ultimately comes to have a steel plant, lignite must be supplied from Neiveli. You have to take the lignite from Salem to Bangalore and from Bangalore to Hospet or wherever the steel plant is located. Therefore, it is absolutely necessary that the contemplated line from Salem to Bangalore should not

be metre gauge, but broad gauge. From Bangalore to Guntakkal, it should be a broad gauge line. From Guntakkal to Hospet, you have already sanctioned broad gauge for the purpose of carrying ore to Madras. If ore is to be sold to eastern countries, it has to be sold to western countries also. Therefore, from Guntakkal to Hospet, and from Hospet to either Goa or Karwar, broad gauge lines should be constructed. Railway system in this region has to be rationalised by making it all broad gauge not only from the point of view of ore carrying but also from the point of view of meeting the ultimate needs of export and import trade of the whole of South India.

There is another aspect I expect the Minister to ponder over. The South Indian system of railways is not giving us much income, because the main reason is that coal has to be brought all the way from Bihar and Bengal coalfields. The transportation costs are so heavy that they eat into the income of the Southern Railways. The age is coming soon when we have to make wide use of electric energy and atomic energy. One atomic plant has already been contemplated for South India. It may be in Madras or somewhere else in the south. Ultimately our railway system has to subsist on electrical energy and not so much on coal. For what I know, our coal deposits are not of such a good quality. The inferior quality of coal is not only costing much, but I am told it is one of the causes for delay in the running of trains. If we plan as real planners, we will have to make provision for the ultimate conversion of our railway system at any rate in South India from steam traction to electric traction.

The Minister of Railways (Shri Swaran Singh): What about diesel?

Shri Hanumanthaiya: No Sir, I do not want diesel engines. I will discuss it later. Electric engines could be used with advantage where

the gradient is very steep, because when the electric trains go down the steep gradient, I understand from scientists that instead of the engine consuming electricity, it generates electricity and supplies the line. Therefore, it is economical. To show that this kind of planning is being considered in earnest, I would appeal to the Railway Minister to start the construction of a broad gauge system of railways from Mangalore to Hasan and onwards to Bangalore with electric traction and not coal or diesel one. The ultimate destination should not be Hasan, because it is only a district headquarter. A broad gauge line from Mangalore to Madras to make it logical.....

Shri Swaran Singh: Already there is a broad gauge line from Mangalore to Madras.

Shri Hanumanthaiya: But it goes in a curved manner. It does not go straight. It costs more. I am sorry the Planning Minister is not here. I want the Planning Minister to be here, because the Planning Commission overawes the Railway Ministry. It has power with out responsibility. Some of the Railway Ministry's proposals are cut out by the Planning Commission. I very much wish that when the Railway budget is being discussed, the Planning Minister made it convenient to attend the House. Otherwise, I would be quite justified in saying that the Planning Commission enjoys power even without caring to listen to the views of members of this House on such important matters. My complaint is that the Planning Commission has to develop a spirit of better vision and large-heartedness, a spirit of new frontier, much more than it has so far done. May be the system of ministerial working is such that many Ministers do no care to attend the meetings of Parliament when important subjects like the railway budget are being discussed. I hope a lesson would be learnt and the concerned Ministers,

[Shri Hanumanthaiya]

who are very intimately connected, would be present on such occasions.

As I said, for the whole of South India, electric traction is the ultimate objective. I have placed before the Government that the railway system in South India has to be rationalised so as to see that every capital in the south is connected with Delhi. The real Grand Trunk Express from the south has to start from Trivandrum and go through Bangalore, Hyderabad and Nagpur. From Nagpur onwards, it is all right.

Shri Swaran Singh: Then Madras should be cut cut?

Shri Hanumanthaiya: Madras will have its Grand Trunk Express. I am not quarrelling with Madras. But the real Grand Trunk line is the line that I proposed—it should start from Trivandrum, touch Bangalore and Hyderabad and then pass through Nagpur and Bhopal to Delhi. This also should be electric traction.

On page 60 of the Review, I find that during the course of 10 years from 1950-51 to 1960-61, there has been an increase of 28.8 per cent in the personnel of all the Indian Railways. But the accounts department, during this period of ten years, increased by 60 per cent. I want the accounts department. It is a kind of healthy check, I concede. But you won't appreciate if the brake is bigger than the wheel. In the case of the Railway Ministry, during the last ten years, the accounts department personnel has increased by more than 60 per cent as against 28.8 per cent in the case of other personnel. It is, after all, the other personnel that matter. It is they who are responsible for the running of the Railways. Please, therefore, do not allow this checking agency to become bigger than the working agency. As I said, the brake must not be bigger than the wheel.

Sardar Swaran Singh: It should be strong enough to stop the vehicle.

Shri Hanumanthaiya: I am very highly thankful to the Railway Minister for his candour and courage for he has admitted that the trains run late. If the trains run late it must be admitted and rectified. Very few Ministers are capable of such candour and courage. I congratulate him on this stand. Last year, Sir, when this question came up, we passed a resolution directing the Ministry to extend the time schedule, if necessary, so as to make the trains arrive on time. We said: "if necessary". I am sorry to say that the yhave taken advantage of this latter clause "if necessary". Even though they have extended the time schedule the trains do not arrive on time at all.

An Hon. Member: That is a habit.

Shri Hanumanthaiya: Sir, there is a proverb in my language—Kannada "Modale thergadi survava nige hasige kottanthe". It means: "It is like one who is already feeling dasy, being supplied with a bed"; how will it work. He will go to sleep. Like that the Railway Ministry which was already.....

Sardar Swaran Singh: He will lie down and sleep.

Shri Hanumanthaiya: The Railway Ministry was already practising a kind of dosing by running their trains late. When with all good intentions we said in our party meeting that "if necessary" they could extend the time-schedule, they have taken advantage of that clause. They have used it as the bed, they have completely stretched themselves on the bed, by extending the time-schedule and still running the trains late.

Sardar Swaran Singh: I can assure the hon. Member that we will review the position at the time of the next time-table. Certain timings were extended where works were going on. As the works are completed we will have a second look at it.

Shri Hanumanthaiya: Here I have to make an appeal to you; not only to you but also to those people on my right, the Communists, who, I am told, have a great say in the matter of managing the labour unions. It is much more their responsibility than the responsibility of the officers of the Ministry, if it is a question of running trains on time. I have seen myself that labour unions have acted sometimes more as a brake to efficiency, more as a brake to the earnestness of the officers of the Ministry to make the railways work methodically.

Shri Shah Nawaz Khan: That is not so.

Shri Sonavane (Pandharpur): May I know which unions the hon. Member is referring to—Communist unions or others?

An Hon. Member: INTUC.

Sardar Swaran Singh: All the Communist Members are absent, you must have noticed.

Shri Hanumanthaiya: Sir, the Communist Members are absent whenever there is a crisis in the affairs of the country.

Therefore, during your regime I want to see that the railways run on time to such an extent that, as you yourself said, our watches must be adjusted by looking to the trains arriving on time on platforms. That will be the greatest achievement to your credit, and it is that credit that all the three of you earnest men, patriotic men, must try to achieve all the time.

Shri P. K. Ghosh (Ranchi East): Sir, I am glad that you are giving me an opportunity to speak on the Railway Budget. While studying the Railway Budget proposals for the year 1963-64, the most important thing which draws our attention is the fact that the railway freights on goods and parcels have increased without any justifiable reason. The Railway Budget proposals envisage an increase

of 5 per cent in the existing surcharge on goods, which will mean that in cases where a 5 per cent surcharge already operates there will be an effective increase of 4.75 per cent, and in other cases, which are exempt, the increase will be 5 per cent. A new levy of 10 nays paise per rupee has been imposed on parcel traffic except in the case of vegetables, milk and newspapers. The additional revenue which is expected to come from this increase is Rs. 19 crores—Rs. 17 crores under goods and Rs. 2 crores under parcels. The levy will, however, not apply to railways' own traffic because this will mean an adjustment of figures. It will not also apply to the defence department and also the Posts and Telegraphs Department, because the tariffs of these departments are reviewed periodically and adjustments are made.

The Railway Minister has stated that this increase of Rs. 19 crores is required for the following purposes:

"A little more than Rs. 4 crores will be required for additional contribution to be made to the General Revenues by way of increase in the rate of dividend from $4\frac{1}{2}$ per cent to $4\frac{1}{2}$ per cent; and, secondly, Rs. 10 crores for increasing the Depreciation Reserve Fund from Rs. 70 crores to Rs. 80 crores, and, thirdly, Rs. 5 crores for adding to the Development Fund."

Let us now examine whether this revenue of Rs. 19 crores which is required under different heads by our Railway Minister is at all necessary or not. The Railway Convention Committee of 1960 suggested an increase in the Depreciation Reserve Fund from Rs. 45 crores, prevalent during the period 1955-56 to 1960-61, to Rs. 70 crores during the period 1961-62 to 1965-66. Depreciation charge is directly connected with or proportionate to the valuation of the rolling stock. The Railway Convention Committee, while allowing a sum of Rs. 70 crores to be charged as depreciation during the period 1961-62 to 1965-66

[Shri P. K. Ghosh]

has made due consideration of the increase in the value of the rolling stock of the railways during this period.

Shri Swaran Singh: The hon. Member should remember that the renewal of track is financed from this.

Shri P. K. Ghosh: That can be financed from some other fund. Why should it be done from the depreciation fund? Depreciation fund is meant for the wear and tear of the rolling stock.

Shri Swaran Singh: Wear and tear of the track is also covered by that.

Shri P. K. Ghosh: In the previous year also the information given was that it includes funds for renewal of track. Now, the same provision is there. There is no change.

I think the Railway Convention Committee had in mind also the new track that will be laid during this period. Depreciation is not something which can be increased or decreased at the whim or wish of somebody. It is directly dependent upon and has some bearing on the valuation of the rolling stock and, if the Minister wants, the valuation of the track. Previously, in the year 1949-50 it was Rs. 30 crores. Then it was raised to Rs. 70 crores. Still, the Railway Ministry is not satisfied and it wants to raise it to Rs. 80 crores, Rs. 10 crores more than what the Railway Convention Committee has recommended after thorough investigation and due regard to various aspects.

Let us now examine the additional contribution proposed to be made by the railways to the general revenues. The Railway Convention Committee, after considering various aspects like the average rate of interest charged by the Government, recommended in 1960 that the amount of dividend payable by the railways during the period 1961-62 to 1965-66 should be

4½ per cent. I fail to understand why the Railway Minister wants to pay 4 per cent more dividend to the Government three years after this recommendation was made by this Committee. Since railway is a public utility undertaking, Government should give more and more concessions and facilities to the travelling public. Instead of doing that, it is increasing the dividend payable to the general revenues by ½ per cent.

The expenditure to be met from the development fund is being increased considerably from Rs. 12.14 crores in the year 1956 to about Rs. 24 crores in 1962-63. Although the figure has been doubled in five years, still the Railway Minister is not satisfied and he wants to impose another Rs. 2 crores. Even after getting Rs. 26 crores for expenditure from this fund, he wants to have another Rs. 5 crores for enhancing the reserve of this fund, which is not at all required, because it is not so essential. Considering all this, what I feel is that our Railway Minister wants to take advantage of the sentiments of the people to help the Government at the time of the emergency.

Let us now consider the justifiability of the increase in freights from the commercial point of view. As the railways is a monopolistic business of the Government and as there is no similar undertaking in the country, it is very difficult to make a comparison of the fares charged by the railways. We cannot compare it with the railways of other countries because the conditions in those countries are quite different from that prevalent in our country. Therefore, all I can do is to give the House a comparison between the fares and freights charged by the railways and by the road transport, although the operating costs in the case of road transport is much higher than the cost of operating a railway locomotive, as the Railway Minister pointed out while making his speech on the railway budget, when he said:

"... by utilising one gallon of high speed diesel oil one diesel locomotive 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".

The cost of running or the cost of fuel of diesel is seven times more in the case of road trucks. Since the management and overhead expenses are the same, we can legitimately expect that the freights charged by the railways should be half of that charged by the road transport companies. But this is far from being the case. If we study and compare the fares charged by the railways with those charged by the road transport companies, we will find that the railways are charging nearly double that of the road transport companies. For example, if somebody wants to send a wagon load of household goods from Delhi to Agra, which is a distance of about 202 kilometres, he will have to pay freight at the rate of Rs. 3.12 for every 100 kilograms plus 5 per cent surcharge. This works out to Rs. 1.23 nP. per maund. With the proposed surcharge it will come to Rs. 1.29 nP. per maund. On the other hand, if we carry a truckload of household goods over the same distance, the truck will charge about 75 nP. per maund for the same distance.

Now, let us come to passenger fares charged by road transport undertakings. The Delhi Transport Undertaking charges fare to passengers for a distance of ten miles which is about 17 kilometres approximately 35 nP. Of course, the Delhi Transport Undertaking does not ply buses for long distances but only for short distances. I have very little knowledge about the Delhi bus services, but I know of my part in Bihar. In my part of Bihar, the private buses charge only 3 naye Paise per mile. That comes approximately to 2 naye Paise per kilometre.

An Hon. Member: Which class?

Shri P. K. Ghosh: The general class. There is only one class in most of the buses now. It can be compared with the second class of the Railways. The Railways charge 40 naye Paise for third class for the same distance, that is, a distance of 10 miles or 17 kilometres, for passenger trains and 45 naye Paise for Mail and Express trains, although the bus journey is comparable to second class journey by railway. For the second class the Railways are charging for a distance of 17 kilometres 70 naye Paise for passenger trains and 75 naye Paise for Mail and Express trains.

Incidentally, I may also point out that if somebody travels with family of six in his own car, it will cost him less than the third class railway fare giving due consideration for depreciation charges etc.

Shri Swaran Singh: That is very interesting.

Shri P. K. Ghosh: It is really interesting.

Shri Swaran Singh: After depreciation on the value of the car also?

Shri P. K. Ghosh: Yes; after depreciation on the value of the car. You can work it out. If you like, I can show how it comes to that. When I have to travel with my family, generally I travel in my own car because that works out cheaper than the third class fare.

Shri U. M. Trivedi: Do not quarrel about it. Let us proceed.

Shri P. K. Ghosh: If you want, I can give you the figures and show the difference.

Shri Swaran Singh: If you start a service like that, you will take away all the traffic.

Shri P. K. Ghosh: There also Government has imposed restrictions. There is the permit system and control. I cannot bribe the Government

[Shri P. K. Ghosh]

servants and get a permit. I am the last person to do that. But those who can do that do that and get a lot of money.

Shri Narendra Singh Mahida (Anand): Give us a permit and we will run it.

Shri P. K. Ghosh: You give me a permit and I will show you how much it comes to.

The above example shows that either the Railways should have made a very high percentage of profit or it should have decreased its fares considerably. For a business undertaking there is a basic guiding principle and that is that as the volume of business increases, cost per unit decreases. But, unfortunately, this principle does not hold good in the case of our Railways. The volume of business has increased hundred per cent during the last decade but the fare is increasing every now and then since 1948.

Shri A. P. Sharma (Buxar): This year there is no increase.

Shri P. K. Ghosh: Freight has increased. Somehow or other you are affected.

Dr. Ranen Sen: It goes on increasing.

Shri Narendra Singh Mahida: Without increasing the facilities.

Shri P. K. Ghosh: From the very little information which we get from the Audit Report and other reports that are supplied to us along with the Budget papers, it is very difficult to ascertain on what minor points the Railways are losing. But I can say that generally the cause of this loss is gross mismanagement, wastage, lack of co-ordination, lethargy and dishonesty on the part of railway employees. I may give some examples of that.

The hon. Railway Minister has said:

"The Howrah-Burdwan Main Line which had been electrified at an earlier stage on the DC system is being converted to 25 KV AC system to have unified system of traction in this area."

If the Railways knew that it would not be possible to get DC lines whenever they want to extend their electrification, they should have done this on the AC system in the very beginning. This is a glaring example of lack of vigilance on the part of the Railway planners.

Shri Swaran Singh: AC traction of that voltage was a later development all over the world.

Shri Ranga: Is DC rejected everywhere else?

Shri Swaran Singh: That is a fact. Even in other parts of the world originally they had DC. They are now converting it into AC.

Shri Ranga: So, we repeat their mistakes.

Shri Swaran Singh: Not mistake; that is the development in this technology.

Dr. Ranen Sen: Howrah Section had that DC system very recently. You could have done it with AC.

Shri U. M. Trivedi: At that time their knowledge was weak.

Dr. Ranen Sen: It was done only about five years ago.

Shri P. K. Ghosh: If we turn to the Appropriation Accounts of Railways in India for 1961-62, Part II, Annexure H, issued by the Railway Board, which gives the statement of losses etc., we find that large sums of money ranging from Rs. 10,000 to lakhs have been lost in a large number of items due to negligence and dishonesty on the part of railway staff and an appreciable number of such

cases is due to lack of proper foresight. Then, the Railway has to pay large sums of money against claims made by the consignors of goods due to shortage and loss of goods. I may mention that the Railways are spending large sums of money on Railway police and on the Watch and Ward department. Even then, why should there be any loss and theft? The most interesting thing is that, whenever there is such a theft, in most of the cases enquiries are held and after due enquiry it is found out that they cannot make any railway employee responsible for this. I think this is done deliberately.

An Hon. Member: How?

Shri P. K. Ghosh: The employees, those who earn money, give some share to the persons who come for enquiry. This is going on. The lowest staff accepting bribe gives a share to the high officer when he comes for checking and the high officer gives a share to the higher officer and this goes on to top rank officer. In our country a system has come of "ब्राह्मण और खिलाफ़ी" if you take bribe, if you can give a share to the higher officer, then, you can digest that money. Otherwise, you will be caught and penalised. This Intelligence branch, incidentally I may mention, has enhanced corruption instead of checking it. I will talk about it later on some other time on some other occasion.

Ticketless travel has increased. Here, I may mention, recently, our Deputy Railway Minister issued a circular to the Members of Parliament in Bihar with the request to mobilise public opinion on this account. How by mobilising public opinion on this account can this ticketless travel be checked?

Shri Bhagwat Jha Azad (Bhagolpur): He should mobilise his officers first.

Shri P. K. Ghosh: Yes. Instead of doing this, if he had introduced more effective vigilance on the part of the

checking staff and prescribed more drastic punishment for dishonesty on the part of the Railway workers, I think this evil could have been checked. No passengers can dare to travel without ticket unless they bribe the Railway checking officers.

Shri A. P. Sharma: How many cases like this has the hon. Member come across and reported so far?

Shri Ranga: He is not a member of the vigilance staff.

Shri P. K. Ghosh: We are not given power to check. If we go to check a Railway officer, he will give us a slap. Give us power to check. Let the Minister give Members of Parliament power to check the vigilance staff and the Railway staff. We can definitely give you hundreds of cases.

Shri D. N. Tiwary (Gopalganj): So that they may have a share also?

Shri P. K. Ghosh: I think Members of Parliament are not expected to take.....

Mr. Deputy-Speaker: He must finish. He has taken half an hour.

Shri P. K. Ghosh: I have taken only 20 minutes. I can speak for half-an-hour.

Mr. Deputy-Speaker: He has taken more than 30 minutes.

Shri P. K. Ghosh: Entering into contracts at higher rates than the lowest offer with the contractors who are favoured by the Railway authorities have become very common with the Railways. Cases where such contractors have not worked according to the specifications and terms and conditions of the contract are becoming very common in the Railways. I may mention the case of the Bengal Stores and Supply Co. of Chakradharpur who took up contracts worth about a crores of rupees to construct railway bridges, quarters and yards for the Railways in Chakradharpur division. This contractor has a record of mis-

[Shri P. K. Ghosh]

appropriation in the field of foodgrains controls and he was penalised and he was impeached in the High Court. In this connection, I may quote a few lines from a representation sent by Mr. R. P. Sarangi, M.L.A. Chakradharpur. This gentleman was very philanthropic to take the trouble of finding out the defective construction in the works done by this contractor.

Shri Swaran Singh: How is that philanthropic?

Shri P. K. Ghosh: He did it in the interest of the Public.

Shri Swaran Singh: I see.

Shri P. K. Ghosh: Public money is being wasted. If proper estimation is made, it will be found out that the Railway has wasted about Rs. 40 lakhs on this contract—inferior quality of works on Railway bridges.....

Dr. M. S. Aney (Nagpur): Did he submit that to the Railway authorities?

Shri P. K. Ghosh: Here I may mention that this gentleman wrote several letters to the Vigilance department and the General Manager of the South Eastern Railway. I do not know what steps have been taken. They did not care to give a reply to this gentleman. On being written by me, they replied that the Railway authorities are not—they replied harshly; it appears they are also involved in this case—Railway authorities are not bound to give information regarding the steps taken in particular matters to the informant. He did it in the interests of the Railways, in the interests of the public. He is a public representative. They had not the courtesy.....

Shri Swaran Singh: I did not object to a particular instance being mentioned if it is mentioned in a general way. But, if the hon. Member wants to go into details, it is not normally done.

Shri Ranga: It is not a question of detail. It is a matter of one crore. You have given contract to a gentleman who has been condemned by the High Court.

Shri Swaran Singh: I would request Shri Ranga who is a senior Member to reserve his judgment unless he sees the whole case.

Shri Ranga: Therefore, he asks the Government to study. The Government do not bother.

Shri Swaran Singh: I am raising a simple point that so far as individual cases are concerned, we have followed a practice that they are referred to in a general manner and in this House individual merits or demerits of a particular contract which, according to the statement of the Member concerned, is the subject matter of a complaint and investigation, are not generally discussed. If you want to discuss, I have no objection.

Shri Ranga: The Member is not raising the subject matter here. He has made a complaint. Now he complains that you have not investigated that.

Shri Swaran Singh: He does not say so.

Shri P. K. Ghosh: I wrote to you about 3 or 4 months, 6 months ago regarding this case. I have got the papers also. You replied that investigations are being made. But, unless somebody raises a question in Parliament, the Ministry is not obliged to give a reply in the usual manner as to what steps have been taken in this matter. So many lakhs of rupees of public money are involved. As a representative of the public, I am entitled to know and get information as to what steps have been taken.

Mr. Deputy-Speaker: They have written to the hon. Member that investigation is going on.

Shri P. K. Ghosh: Still, it is going on for two years.

Shri Ranga: It will go on for years.

Shri P. K. Ghosh: He has promised to let me know.

Mr. Deputy-Speaker: I believe that there are other speakers also from the hon. Member's party, and so, he has to give them also some time.

Shri P. K. Ghosh: I should submit that if all this wastage and mismanagement is controlled, the railways will earn enormous amount of money to help the general exchequer at the time of emergency, and also to expand the railways enormously, which is sorely needed in every corner of our country.

Then, I would like to mention a few grievances relating to my constituency. One of them is that a sleeper coach should be provided on the Ranchi-Howrah Express and the Patna-Tatangar express. However, that is a small matter; I shall leave that there, and mention something more important.

I would like to point out that there is no rail link to Hazaribagh, which is an important town in Chota-Nagpur district. Incidentally, I may mention that a large number of collieries, mica mines and other precious mineral mines are situated in this district, and the railways are earning enormous amounts of money by carrying coal and other minerals from this district. But the people of this district are unfortunate enough not to have a rail link with their headquarters. I would, therefore, suggest that a new railway line should be constructed between Ranchi and Kodarma via Hazaribagh. This line will pass through important and fast-growing mining and industrial centres of Chota Nagpur, like Pathratou, Bhurkunda etc. If this suggestion is given effect to, the distance between Ranchi and Patna by rail will come down to about 200 miles as against the present dis-

tance of 262 miles. As regards Ranchi and Patna, you know that Patna, of course, is the capital of Bihar, and Ranchi is going to be one of the most industrially developed centres in India. Incidentally, I may mention that in this case, the distance by rail between Delhi and Ranchi will also be decreased considerably.

I hope the Railway Minister will give due consideration to these suggestions made by me. In conclusion, I should thank you for giving me so much time to express my views.

Shri V. B. Gandhi (Bombay Central South): The hon. Railway Minister Shri Swaran Singh has presented his railway budget. We have had from him a rather heartening picture of the all-round progress that our railways have made. We have listened to him and to the account that he gave us of the way in which railwaymen of all ranks rallied in the recent national emergency. The way they did that was almost heroic. And I may assure, therefore, on behalf of this House, Shri Swaran Singh and the rank and file of the railwaymen that this House has a very sincere appreciation of what they did.

Now, I come directly to the subject of the budget. I shall try to confine myself to dealing with one aspect of the budget, namely the proposal to raise a sum of Rs. 15 crores as additional revenue in 1963-64. This revenue is designed to be utilised to strengthen the Railway Depreciation Reserve Fund and the Railway Development Fund. We all recall that last year, in the budget, there was a proposal to secure an additional revenue of a sum of Rs. 21.26 crores, and for the purpose of that proposal, the railway freights and passenger fares were to be raised, and they were raised. In the current budget, again, we find, as I have just said, that freight rates are to be raised by means of a surcharge of 5 per cent on goods; also, a surcharge of 10 naye-

[Shri V. B. Gandhi]

paise per rupee is to be levied on parcels. We find that here there is a regular history of periodical increases in charges made by the railways.

The Railway Freight Structure Enquiry Committee of 1957 had suggested a limit of something like 13 per cent up to which the railways should go in increasing their charges. But we find today that already they have utilised this recommendation to its full limit. Now, I shall begin by saying that I do not favour this proposal of increasing the railway freight rates. I wish they could have found some other way of doing that without having to increase these freights. For one thing, these increases enhance the cost of freight to the users of railways and for another, they have serious wider repercussions which go much beyond the sphere of railway freights. I mean here in this case what usually happens is that there is an upward push all around to the entire cost structure in the economy.

14 hrs.

Reading the two paragraphs which deal with the proposed increases in railway freights, one finds that the case they have made is not a very convincing one and as I said—I repeat it—I wish that they could have avoided having to impose this new burden. I am not opposing the idea of raising additional revenues for the Government. Government should have all the revenues possible at this time of emergency that they could get. But here I am making a distinction, and that is that it is the Government that should have these additional revenues and not necessarily the railways. Why? Because getting these revenues by way of addition to railway freights through the railways has certain repercussions, as I have said, on the cost structure of the economy. We all know that already our economy has become inflation-prone and we can take chances of further inflation only at our peril. The Finance Minister in his last year's budget speech has given us his price philosophy in

respect of public undertakings owned by Government. According to this...

Shri Swaran Singh: It will be more profitable to refer to this year's speech.

Shri V. B. Gandhi: I shall, but I will try to make out my point.

With reference to public undertakings, this philosophy is that we should take out of public undertakings as much as we can. Now, I believe that to that extent it is quite legitimate for a government to want to take out of its public undertakings as much as those undertakings can yield. But there is an exception which should be made in the case of certain undertakings in which I include—and prominently include—the railways. Why I do so is because, as I have said, on whatever is done by way of changing railway freights depends to a large extent certain consequences, economic, which are to follow. We have, therefore, once for all to decide the direction in which we shall go in this matter of price policy. Do we wish to go in the direction of inflation or do we wish to go in a direction in which it will still be possible to check inflation? The price philosophy of the Finance Minister may be good in some cases, in some undertakings, but it will not be so good, also right, as I said, in the case of railways. It has to be discriminatingly applied. Let me quote the Finance Minister very briefly. He says:

"We must get an adequate return on the vast amount of capital we are investing in our railways, power plants, irrigation works, fertiliser plants, steel plants and the like".

Further, he goes on:

"A policy of charging a proper fee or price for the services and products supplied by the public sector has to be followed. Betterment levies, water rates, electri-

city charges, railway freights and the like cannot be determined on the philosophy of no profit and no loss".

And so on. I will not read any further. That, in a nutshell, gives the philosophy as laid down last year.

As I said, this is not an all-wrong policy. It is legitimate for us to so work some of our undertakings as to see that they result in a fair margin of profit, a surplus for general revenues. But the railway undertaking does not belong to that category and that for the reason that what the railways offer to their consumers and their users is a service which, in most cases, forms an element of cost in their hands.

Mr. Deputy-Speaker: He has already taken 15 minutes.

Shri V. B. Gandhi: Railway services, as is well known, are largely used by those who are producers of goods and services and railway freights and fares are an element in their cost of production.

I have very few minutes and, therefore, I will come directly to the points I wish to make. For that, I cannot do better than read a brief passage from my last year's speech in this House on the budget. I hope my hon. friends will not mind it.

Mr. Deputy-Speaker: Your own speech? It is already on record. Need not be read.

Shri V. B. Gandhi: I may be allowed because otherwise it will not make any sense to all that I have said. It is only a few minutes.

"For instance, Railway is one such industry that has a greater inflationary potential. For, the railway or railway service is something which constitutes an element in the cost of production of a whole range of services and products. Railway service constitutes an element in the cost of production that straddles the

entire spectrum of our economy. Why does it do that? Because, railway service is an element in the cost of production of so many other products. Let us take an instance. If you raise the railway freight by say 5 per cent, then the cost of coal which the Railways carry has to be increased not by 5 per cent, but perhaps a little more, proportionately a little more than 5 per cent. Then, this coal is largely used by the steel plants. The steel makers have to put up their price of steel more than proportionately. The steel makers pass it on to those who use their steel, say, the tool makers. The tool maker in his turn has to put up the price....

Mr. Deputy-Speaker: He cannot read speeches which have been made before, which are already a part of the record. It is strictly illegal.

Shri V. B. Gandhi: I thought it might be relevant.

Shri Bade: He may refer to the page.

Mr. Deputy-Speaker: He may give the page. Those who are interested may go through it.

Shri A. C. Guha (Barasat): That may also go into the proceedings.

Shri V. B. Gandhi: I am referring to Columns 3228 and 3229.

Before I conclude I shall only say that there is a very clear case for making a distinction between our policies of charging prices for services of our public undertakings in a discriminating way, and always looking to the larger economic consequences of our policies.

Thank you.

Shri U. M. Trivedi: The administration of railways has been a matter of criticism at my hands for the last so many years. I have found that they only justify an adage in Gujarati

[Shri U. M. Trivedi]

which says that even if a big Babul tree grows on the buttocks of somebody and if some people criticise it...

Shri P. R. Patel (Patan): What is there Gujarati about it?

Shri U. M. Trivedi: ... then the man whom you accuse of having a big Babu tree on his buttocks will only say that it is creating an umbrella for him. He does not feel ashamed that such a strong attack has been made upon him. The same thing is here. The railway administration has not shown any improvement whatsoever.

Unfortunately, wastage in the railway administration is growing. Studying the Railway Budget I find a good deal of wastage that could have been avoided and can even now be avoided by some imagination on the part of the Ministry. Year in and year out we see that high-salaried officers are on the increase. After applying my mind to the Directorate-General of Standardisation I find that the work can be done by 10 senior Class III officers, with the help of three juniors for each of them but the standardisation which can be judged, analysed and recommended within a fortnight all over the railways is taking away a lot of expenditure without any proper use. Even today the standards which we require are missing. They are missing in the making of coaches, in the making of a comfortable journey, even in the signals given for incoming and outgoing trains. The Western Railway has one system, the Central Railway has another, the Northern a third and the Southeastern a fourth. An Indian passenger on Indian railways, travelling in his own country, gets confused when he travels from one zone to another. What type of standardisation is being carried on I do not know.

Even in getting tokens of line clearance the systems differ, and standardisation has not been introduced. Sometimes the Railway Minister criti-

cises the Opposition saying that they criticise simply for the sake of criticism and do not offer any constructive suggestion. I would like to sit with him across the table, but I want to tell him that this type of wasteful expenditure must be avoided under all circumstances. Too much waste is taking place in the administration of our railways.

In 1938-39 when India was undivided, the total mileage of the railways was 41,000 but today we have got a total mileage of only 35,625. That is to say, there is a sort of shrinkage in mileage. Total employees then were only 6,41,000 but now the number of employees has increased to 11,76,000 and this does not include the so-called casual labour where, by the machination of employing a man for three months, discharging him and employing another man in his place, we see to it that they do not complete a period of six months and become eligible for being made permanent. Thus, we have a huge number of employees without any corresponding benefit.

We have got a huge force growing up, the Railway Protection Force. In 1952 in my maiden speech in this House I said that this Watch and Ward Department was merely a Watch and Rob Department. So, you probably got funky—I am sorry using that language—and changed the name to Railway Protection Force. What is the protection that is afforded by these people? Why not utilise the police force for this purpose? Why pay for the railway police? We always pay to the State Governments every naya Paisa that is to be spent for providing police. Now, what do they do? They are useful for crushing down the spirit of the railway employee. Every class III employee is worried by these police officers. Each sub inspector of police in charge of what we call station House GRP or the SOGRP extracts money from each of these people and threatens him. I remember twenty such cases

and I shall enumerate them if you like. If you like I will show that on the Western Railway every SOGRP molests every station master on the line and extorts money from him. What is the protection granted? Senior officers are also silent about it. They are not able to give any protection to class III employees. The net result is that for every little accident you may not like to prosecute but a threat is held over the head of the railwaymen and he is told: unless you pay Rs. 5,000 I am going to prosecute you. Now how many prosecutions have you been able to save? Of what use is the railway protection force? If you go to Ratlam you will see this day in and day out, a thing which I have pointed out to the officers concerned, there is a big hole created in the wall in the loco shed. Every day theft is taking place. Young urchins of 7-8 years age do the theft of coal. A man is sitting opposite carrying on, stealing coal for years together. No steps have been taken to stop this. This is a useless body. In the Rajasthan Railway with 189 miles, there were five chowkidars and there was not a single case of pilferage in the whole of Rajasthan railway. But what do we find with this huge army of railway protection force? I do not say that these people should be thrown out of employment. It is time that they were transferred wholesale to the Army. They are not of any use to the railway administration.

Shri Shahnawaz Khan: They are standing shoulder to shoulder with Army personnel in NEFA. Do you know that?

Shri U. M. Trivedi: I am not criticising the man as such. I am criticising the administration of the railway protection force which is of no use to the railway administration. They go and stand at the railway platform when all the goods are there. Four or five of them keep watch. On whom? So that others may not look at them and they may carry on pilfering. How many cases are there. I ask the Deputy Min-

ister and the Minister, against these people for pilfering? How many cases are there against the head constable and naiks, involved in theft?

Let me read out an illustration from page 111 of the Appropriation Accounts of the Railways for 1961-62.

"110 mild steel iron girders booked to Morvi on 3-1-1960 were loaded in a wagon which arrived at Kotah on 10-1-1960 under entry SCOB—Eastern Railway."

That is Sitarampur, a siding of Tata-nagar. They arrived at Kotah. What route was being followed? Before the train terminates the guidance is taken and the guard gives the guidance and is entered by the number-taker. He does not take care to tally it. He just makes a report and the guidance that is submitted by the guard is sent to the DOS and nobody cares to find out what happens. This wagon was marked sick.

"It was placed on sick line for repairs and made fit on 24-1-1960 but it remained there upto 28-1-1960. On 29-1-1960 it was placed on line when the label showed entry ex-SCOB to Indore. The wagon left Kotah on 2-2-1960 and arrived at Indore on 6-2-1960."

Instead of going to Morvi, the wagon went to Indore. The train had terminated there at Kotah. The wagon was noted, the guidance was noted there. What was the railway protection force doing? 110 steel girders were got delivered through the agency of these people at Indore. Many such instances are given herein. When you see them and see the position you will find that there is absolutely no protection given to the railway property. You can just stand on any station where there are the sugar mills. Thousands of maunds of sugarcane are stolen and who are the people stealing it? It is these, my friends of the railway protection force.

I shall now refer to co-ordinating the efforts of all railway employees. In

[Shri U. M. Trivedi]

this very nice book, *Indian Railways*, very nicely printed—every year it is being printed; most of it appears to be a waste and some of it is useful for persons like me. It says in figures that 5876 fans were provided and so many reading lights were provided. Come with me in the train in the Malwa section between Ajmer and Khandwa. Not one first class has got a single reading light; each one has been taken out. Everytime I go there I find it is missing. What happens? Everytime I look at the fans, when the hot season begins, I will find; that the fan is either noted as 'damaged' or removed. The fan is not available. What is this railway protection force meant for if this sort of thing is going on? We must have to look into the affairs of this administration in a very careful manner.

Now, about doubling. Doubling is going at great speed. Before it started, just to allow the progress of the mail train, and not to obstruct the progress of the goods train or restrict their speed, some stations were created, new stations which never provided for any traffic, just for the sake of having crossings. 8 or 9 stations had been built between Godhra and Ratlam. Now, doubling has been completed. But these stations are also there, with no traffic earnings whatsoever, not even a pie. Although doubling has been complete, what is the speed of the trains? You had a speed of at least 12 miles for the metre-gauge and about 11.2 miles on the broad-gauge per hour for goods trains. Have you increased the speed now? Your speed in 1960-61 came down to 8.5 miles on the metre-gauge. It is not a very great progress of which we can be proud and it has been brought to your notice over and over again. It was unfortunate that our Ministers for Railways are three only and they have got a huge army to manage. Really, I do admire their courage; they do that task as efficiently as they can but at the same time they must look up and see that they carry out their duties more efficiently.

14.26 hrs.

[SHRI SURENDRANATH DWIVEDI in the Chair]

Shri Shah Nawaz Khan: Look at the loads that are carried.

Shri U. M. Trivedi: My hon. friend Mr. Shah Nawaz Khan will bear with me. I do understand what this load means and what it does not. It is merely a jugglery. What is done is this. It reminds me of the new box wagons that were made. They were made for the purpose of bringing coal, for rapid movement of coal. Their method of coupling is that one box wagon can be attached only to another box wagon so that these box wagons are to be carried back empty all the way from the place they have reached to the coal fields. The empty haulage is there. But the mileage is calculated on all that and that mileage multiplied by the movement gives you the tonnage which is a fictitious one, which is not there really. It is like the EFT business. I was reading that General Shah Nawaz Khan, our hon. Deputy Minister, was very fond of having a gang of TTEs who are known as Shah Nawaz Gang going about. Now, what is the result? A figure of Rs. 3 crores is given as being realised from ticketless travel. My respectful submission is this: please do not calculate that every EFT represents a ticketless travel. I find this every time I travel, year in and year out that the poor fellow, the TTE has been told: "your daily return must come to Rs. 20; if it does not come to Rs. 20, you will be penalised or censured; action will be taken against you." That is why he goes to a wayside station master and tells him: if a man wishes to go to Indore, give him a ticket to the next station and I will make an EFT for the rest of the distance. That kind of thing is shown to you: here is ticketless travel which we have checked. This is a thing which we all know. We must not gloat over the picture and feel that we have been able to check ticketless travel. It is not so.

Again this reminds me further of a certain grievance which generally the railway employees have. The Government of India is trying, through this new amendment of the Constitution, to see that government servants do not get a second opportunity of giving an explanation. The railway employee will be the employee who will be the worst hit on account of this, because the railway official is not a lawyer and is not trained in that art and what he does is this. He allows an enquiry to be held by one officer. He reads the report of that enquiry, and after reading it, without even giving an opportunity to the employee concerned who is to suffer the penalty coming before him, he passes an order either of removal or reduction in rank or some such thing. You have not been able to mould the procedure properly so far as discipline and appeal rules are concerned, and today that is a sore to anybody who has got an eye on the rights of natural justice which a man must get before he is condemned in any manner. And here I will ask, through you, Sir, the Deputy Minister to look into the case 58 Calcutta 1938 A.I.R. where recently one of the judges remarked that it is an offence against natural justice that a man who passes an order, who condemns a person, has not even seen the face of that person, nor heard his evidence, and yet passes the order. I personally brought one case to the notice of my hon. friend, but I will not refer to it here, because he might be dealing with it even today. But the difficulty is that this is a general thing, and the greatest hullabaloo that is raised by the railway staff is, "for God's sake do not put us into such a situation where the senior-scale officer may pass an order without giving us any hearing and depriving us of our only means of livelihood." I have found, and it is a thing which each one of us will realise, that a railway employee is a special type of employee and he loses contact with the world. He thinks generally that he is a very wise man, but he finds in the struggle for existence after he gets out of the railway that he is nowhere and that his life is most miser-

able once he loses his job on the railways. Therefore you must take pity on him and mould the rules in such a manner that your employee does not suffer for want of a proper hearing.

One thing more and I may have done with this. I would like to draw your attention to the present position of the enquiry clerks on the Western, Central and Northern Railways. These enquiry clerks are really one of the most polite staff that obtains on the railways. They deal with the public; they deal with them in an extremely polite manner, they give proper information and proper guidance, and they are very intelligent people. But what happens? They have no channel of promotion. The people trained under them, the ticket collectors trained under them, become their bosses. There is no channel of promotion provided for these people and they get stuck up at Rs. 240. I know of about 50 clerks on the Western Railway who have put in fifteen, seventeen or eighteen years of service, and they are rotting in the same place where they were. Under the regulations the highest grade is probably that of the chief reservation inspector, to which the man can never aspire to rise. You must provide for a proper channel of promotion for these enquiry clerks, because these are better behaved men and they will be able to behave in a better manner with the passengers. You should look into the question whether provision cannot be made for their being promoted as conductor guards on mail trains and such other important positions where they may have to deal with superior people and they can behave in a proper manner.

Then, one thing which I am in duty bound to bring to your notice is this. There is a complaint, and a very reasonable complaint, on behalf of the staff of station-masters and A.S.M.'s on the Central Railway, the Northern Railway and the North-Eastern Railway, and particularly on the Central Railway where the old system still prevails even today of interpolating

[Shri U. M. Trivedi]

guards in the grades of S.M. and A.S.M. They thus deprive the poor A.S.M. who has chosen a particular line, of his proper promotion. The guard, who does not know, either the Morse telegraph code or the operating signal system is, because of his having reached a particular grade, interpolated here, and the poor A.S.M. who is a specialist is kept back. Very recently there was an order by the Railway Board, and that is why I have the grouse that the Railway Board is not able to co-ordinate everything and standardise things in a proper manner. Why this system does not prevail in the other five or six Zones and why it is allowed to prevail only on the Central, Northern and North-Eastern Railways, passes my comprehension. The Station-masters' Association of the Central Railway went to the Supreme Court, and the Supreme Court Judge—I think it was the Chief Justice Mr. S. R. Das himself—although he was not able to do full justice, observed that it is high time that such incongruity should disappear and that these railway people, that is the Station-masters and A.S.M.'s of the Central Railway, should not be made to suffer on account of this.

Next I would like to say a few words about quarters. On the last occasion also, after the vote on account, when the question arose on the Railway Budget, I drew your pertinent attention to the question that you should not charge any rent from the Station-masters and A.S.M.'s of wayside stations. It is sheer injustice, I should say, that rents should be charged from these people. They live in the villages, and they live at the risk of their lives, just to help the railway administration. Yet you want to charge them rents. Would you give them the liberty of going and living in the village where they can get a house on a rent of eight annas? The railway administration charges him at the rate of ten per cent of his pay. Why charge him at all? Formerly they were not charged. It is quite good, and you can charge, at big cities where there is

dearth of accommodation. But where there is ample accommodation, where there is no demand for your quarters, and the man has to remain perforce in your quarter at the cost of his life and sacrifice the comfort of being with his children and others, even there why is the rent being charged from him? Most emphatically I will submit that you must see that this anomaly is removed so far as these wayside Station-masters are concerned.

Then, one thing more.

Mr. Chairman: The hon. Member is taking all the time and will practically leave no time for the second speaker of his party.

Shri U. M. Trivedi: I must have exceeded the time-limit; I thought I had not. I will now conclude.

One more thing that struck me is this. We are going to increase the import of diesel engines. On the one hand we were going to charge electric traction. The AC traction has now been introduced on the French Railways. It has been found to be useful and economical. We are talking of changing from DC to AC. If we want to change from DC to AC, please consider this position properly and well. If it is economical I see no reason whatsoever for having increased traction by diesel engines. There is something which has reached my ears, and therefore I am bringing it to your notice that a high-level and full enquiry must be made before we put in our orders for diesel engines.

Shri A. P. Sharma: Mr. Chairman, Sir, unlike the previous speakers, at the very outset I would like to congratulate the Railway Minister and the Railway Ministry for presenting a budget which is surplus, maintaining the financial position of the Railways sound and also without increasing the fare of third-class passengers, which was increased last year.

I was listening very patiently and carefully to the observations made by

the various speakers regarding the working of the Railways, sometimes also passing sweeping remarks against the railway employees as a class. So far as the working of the Railways is concerned I do agree that there is scope for improving their working. As a matter of fact, at no stage it can be said in any particular department that a stage has been reached that there is no scope for improvement. Therefore, so far as the criticism of the working of the railways is concerned, I have also certain suggestions to make, to which I shall come later on. But I am very much pained to see some of the Members passing sweeping remarks against the railway workers as a class—may they be small or big workers; they are also a part or section of society, and therefore, if there is any shortcoming in the railway employees as a class, that short-coming is also found in the society as a whole. By saying this, I do not mean that I am out to support whatever, right or wrong, the railway employees or a few black-sheep among them might be doing; I am stating this only because I am associated with the railway trade union movement. Particularly, it pained me to hear the remark of my hon. friend Shri Hanumanthaiya from the Congress benches, when he said that the labour unions are working as a brake to the efficient working of the railways. In the previous year also, in this very House, I opposed this kind of remark from some hon. Members. It pained me more when such a remark comes from the hon. Member from the Congress benches, because, since I also belong to the Congress benches, it becomes a painful duty to oppose such remarks from my own friends.

So far as the railways are concerned, I have also to make a few observations regarding their working.

I would like to draw the attention of this House to the Audit Report for 1961-62, which has been published in 1963, this year. If you look into that report, you will find that the loss on the railways had just increased by double during the last few years. In

the year 1957-58, the losses were Rs. 48 lakhs; in the year 1961-62, the losses have gone up to Rs. 96 lakhs. If you see the items of losses you will find that some of these losses are due to delay in taking decisions by high officials, and delay in executing the decisions.

Then, a very strange item of loss is that a number of quarters which have been constructed for the railway employees; some of them remain unoccupied, and in some cases, they have remained unoccupied even up to 20 months. That also is an item of loss. Here, I would like to speak about the particular attitude of the railway administration in the matter of labour relations. The building of quarters for railway employees is definitely a welfare measure and therefore I am sure that if, before the construction of these quarters, before they acquire the land for building such quarters, the railway employees or their representatives are consulted, the railway employees, would not have refused to occupy these quarters. In this particular case, it is specifically stated that the railway employees have refused to occupy the quarters because of certain inconveniences.

In the Audit Report you will also find that in certain cases excess purchases have been made and the stores have remained unutilised, and so they have had to be scrapped on account of their not being utilised by the railway administration. In this way, you will find a number of things, but I do not wish to take much of your time and the time of the House, because they are fully explained in the Audit Report.

Next, I would like to draw the attention of this House and of the Railway Minister to the working of the various zones about which I also spoke in the previous year while speaking on the railway budget. The railway administration itself had accepted that they had created some more divisions in the Eastern Railway

[Shri A. P. Sharma]

and divisionalised the South-Eastern Railway. They have divisionalised these railways to improve the operational efficiency of the railways. The Railway Minister, in this very House, assured us while replying to the debate on the railway budget last year that if necessary more zones would be created. If you see the increased volume of traffic on the railways and also the expansion of the railways in this country, where the route-mileage has also increased, I do not think that there can be anybody who will disagree that there is a necessity for revision of the present zones.

In this connection, I would like to draw the attention of the House to the fact that the Northern Railway runs from Mughal Saraj to Bikaner and Jodhpur; the Western Railway runs from Kutch to Bombay and up to Delhi on this side; similarly the Central Railway and the Southern Railway cover large areas; They are unwieldy that even the railway officials are complaining that it is not possible to manage these railways efficiently. I do not, therefore, understand what is the difficulty that stands in the way of the Railway Ministry in revising these zones and making them smaller so as to attain better operational efficiency.

Sir, I would now like to draw the attention of the House to the economy, and particularly to fuel economy. The hon. Railway Minister has appreciated the introduction of Suri transmission. You will be surprised to know that this transmission was invented in the year 1956. But, although on an average 150 to 200 engines are purchased from outside, every year, in the course of the last seven years only seven engines have been fitted with Suri transmission. It has been admitted by the Railway Ministry itself, that there has been an economy in fuel consumption to the extent of 10 to 12 per cent. This patent will last only for seven years more. If this is not fully and widely utilised, it will be utilised by other interested parties. I do not understand what is the diffi-

culty in the way of the Railway Ministry in having a wider utilisation of this Suri transmission which has been so useful in saving fuel.

The Railway Minister has talked about incentive schemes about which the railway workers are also concerned. I can assure this House that not more than 25 per cent of the workshops have been covered by this incentive scheme so far. The result is that most of the railway employees are dissatisfied because, we find that most of the higher grade posts in the various workshops are not being filled, and the result is that the chances of promotion for the employees even in certain semi-skilled posts are also being curtailed. Therefore, I would request the Railway Ministry to examine the working of this incentive scheme, because the Railway Minister has said that he would like this incentive scheme to cover a greater number of workshops.

14.48 hrs.

[MR. SPEAKER *in the Chair*]

My hon. friend Dr. Ranen Sen has said something about Chittaranjan. I would like to add the Integral Coach Factory, Perambur also. It is a fact that the factories at Chittaranjan and Perambur have done very useful service so far as the self-sufficiency of the railway is concerned, but, as I stated the other day while speaking on the supplementary grants for the railways, the railway workers who made Chittaranjan a pride of this country have not been given even trade union rights. The result is that no union is recognised in Chittaranjan and Perambur, although they fulfil certain conditions.

My hon. friend Shri U. M. Trivedi has spoken about the increase in house-rent. At this stage, I would like to associate myself with acclamation of this House the appreciation accorded by the hon. Railway Minister for the efficient working of the railway

workers, particularly during the emergency, and especially on the North-Eastern and the North-east Frontier railways, in carrying goods and moving troops and materials for defending our borders without interrupting any other normal movement of traffic. I would also like to ask a question to the Railway Ministry: in view of this good performance by the railway employees, is it proper for the Railway Ministry, as a good employer, —instead of rewarding the railway workers—to increase the house-rent of the railway quarters to such an extent so as to take away whatever little benefit they have got on account of the recommendations of the second Pay Commission?

Sir, the Railway Minister has very kindly appreciated the labour relations on the Indian Railways. So far as this is concerned, I find that every Railway Minister, year after year, at the time of the budget, has expressed the same opinion, namely, that the permanent negotiating machinery is working very satisfactorily on all the tiers.

I am connected with one of the Federations and as such, I can inform this House that this permanent negotiating machinery is a total failure. It has failed to work effectively both at the divisional level and General Manager level. Perhaps to some extent it works satisfactorily at the Railway Board level only. What is the fate of this negotiating machinery? The highest tier of this negotiating machinery is the Tribunal. If we fail to settle certain grievances of employees by negotiation, an *ad hoc* tribunal is to be set up for arbitration. But you will find that in the railways not a single arbitration has been conceded so far, excepting the one-man tribunal known as Justice Shankar Saran tribunal. The recommendation of that tribunal has also been accepted by the Railway Ministry with great difficulty.

Thus, you will find that in the railways there is no proper machinery to

deal with the grievances of the railway workers. The railway workers do not have the right to differ. When I say this, I mean that the last word is with the railway administration and not with the railway workers. I do not mean to say that whatever the railway workers say should be accepted. But whenever a dispute arises between two parties, it is an accepted principle by the Government that the dispute should be adjudicated by a third person. Therefore, I do not understand what is the difficulty of the railway administration in extending arbitration to railway employees. Recently on the question of house rent allowance, there has been some difference of opinion between the National Federation of Railwaymen and the Railway Board. We demanded arbitration on that question, to which the Railway Board flatly refused. Then, where is the question of getting justice for railway employees? On the top of that, there is a complaint that the railway employees do not behave properly with the administration. But if all the peaceful methods of negotiation and the method of arbitration are shut, where is the other alternative except fighting against such an administration?

The Railway Minister also stated that 400 joint committees have been set up on the various railways. So far as the labour is concerned, we do not know what are these joint committees. The Joint Committees must be existing amongst the high officials and their so-called favourites. But so far as railway labour in general is concerned, I can tell you straightaway that there is nothing like a joint committee on the railways.

Workers' education has been very much talked about—workers' education not for improving the efficiency of the working of the railways, but educating the railway workers in the matter of trade unionism, to make them good trade unionists. I remember in 1959 there was an agreement between my Federation and the Railway Board, according to which the

[Shri A. P. Sharma]

railway administration agreed to give certain facilities like travel facilities and accommodation facilities for starting trade union education centres. But I do not know whether the Railway Minister is aware—because I am not aware—whether there is any such centre functioning in the railways. It would be a very happy thing if the railway administration sets up education centres to educate the workers and make them reasonable, sober and constructive trade unionists.

It is stated in the Railway Minister's speech that there is a programme of constructing 12,000 quarters every year for the staff. The Deputy Minister accepted the other day that 45 per cent. of the railway employees have already been housed. There are 12 lakh employees on Indian railways and with this programme of constructing 12,000 quarters every year, I do not know how many years it will take to provide houses to a substantial number or a majority of the railway employees.

Regarding educational facilities for the children of railwaymen, I am very much pained to see the observation made by the Railway Minister in his speech that there are 36 higher secondary and high schools, 24 middle schools and 641 primary schools functioning on the Indian railways. There are more than 6,000 railway stations all over the country. I do not know the year 1957, 1958, 1959 or 1962, whether this figure of 641 relates to because I remember these schools were started as early as three or four years back and every year these things are being repeated. In this particular statement of the Railway Minister, it is said that education for children of railwaymen is a State subject. This is not a correct statement. The railway administration itself had accepted that if the State Governments fail to provide schools for education of children of railwaymen, it is the responsibility of railway administration to provide schools for the education of their children.

Sir, lastly, I come to trade unions. The railway administration follows a very peculiar system of dealing with the trade unions. In this very House, the trade unions have been accused by more than one hon. Member. As I said earlier, one hon. Member said that trade unions are serving as a brake to the efficient working of the Indian railways. I want to emphasise in this House that there are trade unions and trade unions, but the railway administration is treating all the trade unions—good, bad and indifferent—alike. If there is a destructive trade union, they take it to be a good trade union. If it is a bad trade union, that is also treated as a good trade union. But if there is a constructive trade union that comes last in their list. We have been advocating for the last 15 years from the very inception of the Indian National Trade Union Congress that the railway administration should fix certain norms, certain code of conduct for trade union workers. If a particular trade union does not observe that code of conduct, they must brand that trade union as bad and that trade union has no right to exist. But if a trade union is going to serve the interests of the railway workers and through them the interests of the country, that trade union must be encouraged. I am talking of a trade union which has already accepted—not because Government wants it or the Railway Ministry wants it, but because the railway workers of that union have themselves decided on their own willingness that whenever the interest of the country comes before them, they will sacrifice their own interests; they have given enough proof of it on the last so many occasions, particularly at the time of the last general strike, when 85 per cent. of the railway workers on the call of that kind of trade union have opposed that strike, because it was not in the interests of the country.

With these words, I would submit to the Railway Ministry that if they accept a new and constructive

approach towards the trade unions, they will find that the trade unions will be working the Indian Railways, instead of co-operating in the working of the Indian Railways.

Shri N. R. Ghosh (Jalpaiguri): Mr. Speaker, Sir...

श्री कदवाय (बेबास) : अध्यक्ष महोदय, मैं समझता हूँ कि इस वक्त क्वोरम पूरा नहीं है।

Mr. Speaker: The bell is being rung. Now there is quorum. The hon. Member may continue.

Shri N. R. Ghosh: The hon. Member of the Communist Party who opened the debate on the railway budget this morning wanted to scrap the whole railway budget on certain grounds. He spoke of the trade unions, industrial relations, accidents and other things. I would only say this that there are trade unions and trade unions. There are certain unions who mostly try to create disaffection amongst the workers and who do not have the interest of the country at heart. Therefore, whenever these gentlemen speak about these industrial relations, we have to be careful. We wonder what is actually behind their mind, up their sleeves.

I do not say that the railway budget is free from blemishes. Every organic thing has got its blemishes and it must have some scope for improvement. But on the whole, the railway budget this year is a good one. It has not enhanced the passenger fares and it is a surplus budget, and I think the present Railway Minister has shown enough proof of his imagination and drive. Therefore, I congratulate him on this budget. But at the same time, I must refer to a few things which strike my mind.

15 hrs.

One significant omission in the Railway Budget is that, practically, our border problem has not at all been dealt with. You know that the North-eastern frontier has been invaded by the Chinese. In the context of that

border problem, the acute transport problem of Assam and North Bengal has not at all been touched. Sir, when our country was partitioned, Assam and North Bengal were the worst sufferers. Practically the whole of Assam and North Bengal were cut off from the rest of India. There was one railway and that was taken away from us. There was one road connection, but a sizeable portion of it has gone over to Pakistan. In hot haste, with commendable speed, we got the Assam rail link. It set up a sort of railway connection, but it was more an apology than a railway. These remarks will not appeal to some people of the Railway because, I know, whenever this Assam rail link is criticised a sort of an allergy develops and any criticism against this railway is considered to be a sort of condemnation of this railway. It is nothing of the kind. With regard to the road connection, we followed an alignment which was in existence at the time of the British during the last World War. We extended that road connection, we supplied the missing link and we had the National Highway No. 31, which was soon after badly disrupted. This is the pattern of the region.

As soon as the Assam rail link was constructed, the Indian Tea Planters' Association, the West Bengal Government and the Assam Government and others pointed out that even with hundred per cent efficiency this small rail link cannot cope up with the inward and outward transport of Assam and North Bengal. You know that Assam is oil rich. It produces better kinds of tea in a big way and an enormous quantity of jute. The same is the case with North Bengal. I think many hon. Members in this House do not know that even after the Assam rail link was brought into existence more than 50 per cent. of the tea and jute produced there had to be transported through Pakistan waters. Why was this rail link brought into existence? It was meant to be an all-India route. We constructed it, but when we found that this Assam rail link besides being unstable and vul-

[Shri N. R. Ghosh]

nerable was absolutely unable to cope up with the inward and outward goods traffic we did not do anything thereafter. I remember to have asked, in this very House, the previous Railway Minister, as to how it was that we have to depend for the export of vital things like jute and tea, which actually earn foreign exchange for us, on Pakistan waters. I got a very unsympathetic reply then. Even then the clouds were gathering in the horizon.

Things have totally changed now. There is now an emergency. You also know the fact that when the Chinese invaded us, Pakistan timed it with a strike amongst the Pakistani workers in the Joint Steamer Company. Of course, we know that whenever we get kicks from them we respond with kisses, and the Pakistan Government always consider that to be a proof of our weakness—are they really wrong! Whatever it is, have we not learnt a lesson this time? How did Pakistan behave when the emergency began? Is it not disgraceful for us to depend on them, to be at the mercy of the Government of Pakistan for the export of our vital goods like jute and tea? What have we done for it?

Sir, as I was submitting, immediately after the Assam rail link came into existence we brought to the notice of the railway authorities that it was absolutely inadequate to cope with the freight traffic offered by North Bengal and Assam. It was voiced also by the Government of Assam and also by the Government of West Bengal. In spite of our incessant demands nothing much was done. Subsequently, on account of factors which could not be ignored, the broad gauge has been brought to Siliguri and the bridge over the Brahmaputra has also been constructed. Two major things have been done. One thought the logical sequence would be to extend this broad gauge line to Assam by a chord line. The chord line was advocated by all the trading associations, the Indian Tea Planters' Association, the trading associations of Assam and also by the

governments of West Bengal and Assam. Somehow or other, our prayer did not fall on sympathetic ears.

As I submitted, whenever we raise this question a sort of allergy develops in some people and they always think that it is an indirect condemnation of their pet prize-boy, the Assam rail link. As I said, compared with its task, it is more a toy than a real thing. You know, we had to adopt the old alignment of the railway which passes through a very difficult terrain crossed by turbulent hill-streams, and the rail link was at the mercy of these hill-streams. Every rainy season the railway line was disrupted. Even the only National Highway, National Highway No. 31—the road link—was washed away in 1950 by an unusually huge flood followed by another flood in 1952, and for about 12 years the road connection was disrupted. One could not take anything to Assam by this road.

An hon. Member: Is it?

Shri N. R. Ghosh: I do not know whether hon. Members of this House are completely conversant with these facts. But that is the pattern of things which prevails there. Assam, as I said, is oil rich. Industry is expanding there. Whatever foreign exchange you are getting comes mostly from Assam and North Bengal. If the integration of the country is of any value, how can you neglect Assam and North Bengal in this way. I shall read to you three or four lines from a memorandum....

Shri Shah Nawaz Khan: I would like to inform the hon. Member that this toy railway has carried almost all the traffic that was offered in Assam.

Shri N. R. Ghosh: With great respect, Sir, I have to say that it is extremely incorrect. The other day, the Deputy Minister, Shri Tripathi, gave us a talk, and he said that more than 50 per cent. of the goods traffic is carried by the steamers by Pakistan

waters. I have myself got very intimate knowledge of these things. From Jalpaiguri we have sometimes to send our tea to Dhubri to be transported from there to Calcutta by Pakistan waters.

Shri Shahnawaz Khan: Please give it to us; we will carry it.

Shri N. R. Ghosh: Mr. Tripathi was giving very great credit to the General Manager, N.F. Railway for his wonderful efficiency in this emergency. As a matter of fact, Shri T. N. Singh, in one of his talks—that was reported as a piece of news sometime ago said that the broad-gauge was going to be extended up to Gauhati. I do not understand how this matter could be neglected in this way, could be shelved. This was also the feeling of Shri Tripathi. Are we not going to have an all-India route? If you extend the broad-gauge of Siliguri up to Dhubri (to a place called Yogi Ghupa) then you can have an all-India route connecting Ganga and Brahamaputra and you can eliminate Pakistan waters. Do you think that the Pakistan Government can be relied upon? If that is not the case, is it not criminal on the part of the railway authorities and on the part of the Government to leave things as they are? When you want to become self-sufficient, should you not extend the railways up to Dhubri, even if you do not take it to the whole length of Assam? There was the memorandum sent by the Assam Government, a well-documented, well-argued memorandum, giving facts and figures and a wealth of details which says:

"The State Government have often made reference to the Ministry of Railways for consideration of the extension at least up to Gauhati of the broad-gauge line now terminating at Siliguri, but so far they have not received a favourable reply. They wish to point out in detail how the extension of the broad-gauge line is the only solution for Assam's serious transport problem."

I was submitting that as a result of the incessant demands of the two Governments and of the trading associations of North Bengal and Assam, an expert committee was appointed by the Railway Board. That expert committee made certain recommendations by which the Assam rail link could be strengthened and improved. They also stated that even with hundred per cent. efficiency the Assam rail link will never be able to cope with the inward and outward traffic of Assam and North Bengal. Therefore, the only alternative is to have a chord line, which will pass through a much better terrain, a stabler terrain, which will reduce the distance by 50 miles. Instead of doing that, some improvements only have been made in the existing line which will not touch even the fringe of our problem.

Afterwards, a survey was ordered. We made representations and the two Governments sent memoranda to the railway authorities. So, in spite of the allergy of the railway authorities, they allowed a survey to be made. That survey was for the shorter route, by the chord line from Siliguri, Belacoba across the Teesta, Monynaguri, Dhupguri, Falakata, Alipur Duar, Cooch-Bihar and then to Dhubri or Gauhati in Assam at the first stage. That survey report has been completed and the estimate and the report are in the possession of the Railway Ministry.

The two State Governments and the trading associations have all along been pressing this point. But the Ministry says: many improvements have been made and they would suffice for the present. If they are not going to extend the railway line up to Gauhati, they should extend it at least up to Dhubri for the present. Why are they not doing it? The experts committee, the memorandum of the Assam Government, they have proved, demonstrated, mathematically shown that it is impossible to cope with this problem of export by the present Assam Rail Link. Here I am not accusing the Assam rail link; it did its

[Shri N. R. Ghosh]

job, so far as it can. But you cannot change a goat into a milch cow. We require a milch cow. However much we may feed a goat, it will continue to be and remain a goat and will never become a milch cow.

As regards the metre-gauge, some hon. Members here have pointed out, and the railway authorities know it more than any other people, that it is never profitable. Now the broad-gauge is up to Siliguri. When the big bridge which costs crores and crores, at Amingaon is complete, why do you not extend the broad-gauge up to Dhubri? It will solve the Border Transport problem and will also be profitable. Why do you not do it? It is absolutely unintelligible to lay people like some of us. Perhaps, some sort of special wisdom must have dawned upon the Railway Ministry by which they avoid or delay these matters. I do not know what those reasons are? Why this allergy?

When the solution is at hand, when the solution is just the extension of the broad-gauge up to Dhubri, I do not know why it is not being done. The other day, the Deputy Minister Shri Tripathi said here that he had a talk with the General Manager and the General Manager told him that if the orders come, he could finish it within a year. He spoke of the General Manager very highly and underlined the essential necessity of this broad-gauge.

I know that the railway officers and the railway department did a very good job at the time of the emergency. I know too that everything was thrown out of gear by the timely strike of the Pakistan Government. Then we thought of running a number of trucks. Is that the solution? Can it really cope with the situation? Will that supply the answer when the only answer is that you should extend the broad-gauge up to Dhubri? Why can't you do that?

I know that the present Railway Minister has got imagination and

drive. He cannot have any allergy and he has no allergy towards this problem. I hope he will take these facts into consideration and will try if it is possible to extend the broad-gauge line up to Dhubri for the present, as quickly as possible, for the very integrity of the country and for the protection of the borders.

Shri Priya Gupta (Katihar): Mr. Speaker, I rise to submit my suggestions on the railway budget, presented by the Railway Minister, as a member of this House and as a representative of the All India Railwaymen's Federation and as a spokesman of the workers and peasants.

I hail the attitude of the Railway Minister in his bold step to increase the contribution to the general revenues at the rate of 4.5 per cent. I say so because I feel that the public sector undertakings like the undertakings in the private sector must be able to build up their own funds, generating their own funds and trying to stand on their own legs. It is only in that way we can judge how an organisation is going to be stabilised.

The railways started with a capital of Rs. 800 crores and now its capital at charge has gone up to Rs. 2,000 crores, if I am correct. Now we have to see that for development work, expansion and other work what percentage of the total expenditure expected or budgeted to be incurred this year are being taken from foreign loans and what portion of it is being borne by the Plan outlay and what percentage is being borne by the funds generated by its earnings. The percentage that the railways will be able to contribute to the general exchequer will be the criterion of their efficient functioning. Since the Railway Minister has taken this bold step, I am sure he must be satisfied that there will be proper utilisation of manpower, proper measures of economy and the administrative efficiency will be cent per cent. Unless these three factors are taken into account, what-

ever steps he may take for the improvement of the railways, it is bound to result in failures.

I do not want to make any castigating remark about anybody but what I feel is that the time has come to warn everybody, at each level of the administration, fight from the bottom, class 3 and class 4 workers up to the officers at the helm to see whether the administrative efficiency is going up or going down. It is no use giving money and then surrendering it. It is no use allotting money which is not used properly by the railways.

So far as earnings in respect of freight charges are concerned, as the hon Railway Minister has put it, it could be seen from the angle of view that the increase is a few *naye* Paise here and there. But the after-effect of this will be very bad. It will bring a cumulative oppressive impact on the budget of lowest strata of our society because salt and other food-stuffs will be sold at a higher price on this plea of increase in the freight charges although it is a very small percentage.

In respect of passenger fares I have seen it increase to the average of 14.7 for all. The third class passenger earning is quite good. First class earning is tolerable and air-conditioned class earning is also tolerable. But the second-class earning is about 11 per cent or something. Why is the percentage low in respect of second-class earnings? I think, either the Administration should give some amenities to lure or attract the people to use the second class more and more or it should abolish it altogether and give, as in the Janata, sleeping accommodation in lieu of one bogey.

As regards the Depreciation Fund and the Revenue Reserve Fund, we must keep a watchful eye on them. Our assets are many whose capital value at the time of purchase was less but whose price today is great. So, the Depreciation Fund should be ac-

cumulated to that amount. Though the increase in the contribution to the General Exchequer from 4.25 per cent to 4.50 per cent is a very good and bold step, I feel that the Railway Ministry should think whether, because of this aspect of the increasing tendency in prices, Depreciation and Revenue Reserve Funds can also not be increased in addition to the contribution to the General Exchequer at the increased rate. That must not be lost sight of.

In the Report by the Railway Board on the Indian Railways for 1960-61 they have said that there has been an intensive attempt at practising economy in the administration and in the Railway Board's structure. I appreciate it. I should not make any comment on it. It is very good. There has been some reduction here and there. But if you kindly go into the details of the things put over there, that is, total last year's expenditure and this year's expenditure on the officers' cadre (permanent) in the Railway Board and total expenditure on the Railway Board officials (Gazetted) on the temporary cadre this year and last year, it will be seen quite correctly that it is not on the decrease. But an overall decrease has been there. It may be that the increase is only due to increments and other things. There has been no reduction in the cadre. There has been some decrease for some other things, but it has not been only for the purpose of decreasing the expenditure on administration. In the Demands he has said so and I object to it. There has been a decrease, but the decrease is not due to an intensive attempt to reduce the establishment. It will be evident from the Explanatory Memorandum and Notes which the Railway Board itself has prepared.

Then I would like to say something about the industrial policy. Formerly the Railways maintained some showrooms at important places. They carried the showrooms in the trains

[Shri Priya Gupta]

with many items and things which the Railways consume for their maintenance. That gave some initiative to the local merchants, the business people and the craftsmen to go and see whether or not a particular region could manufacture such items. This was a very good thing. Now our Railway Administration does not entirely depend upon foreign or imported things. Some of the major items are also manufactured in our country. I will request the Railway Ministry to go into this again so that this initiative can be maintained in each region for developing industry because it is national industry and national industry means developing regional industries everywhere, all over the country so that the economic conditions of the people of those regions may also be developed well.

When I come to the defence efforts my lips are shut because I see high-sounding words like war efforts, emergency and defence efforts. They are very nice words. We cannot object to them. I am a national of this country and my motherland has been aggressed upon by the Chinese. People will have a bad opinion or a bad notion about me if I do that. They will feel about a Member of Parliament doing that. But I do not mean the *prima facie* value of these words. I mean the internal feeling of those who are operating our war effort measures. I know, everybody has got his lapses. It is high time they tone it up. They must do it properly. They must bend, stoop down if other people cannot come up. That is not prestige; that is not fetish. Society demands it; the country demands it. I would urge upon the Railway Ministry and the Railway Board to stoop down to that extent.

I may tell you that 106 Territorial Army personnel were sent from Gorakhpur to the North-East Frontier Area and only four Officers Commanding were sent. Do you know how they have been dealt with? These

four officers were called in the officers' Rest House Club and were given a party and a send-off. But for these 106 Territorial Army men not a single officer gave them party or came even to see them off at the station platform. Could they not feel today that they were being separated on this imaginary social structure of lower-and high-income groups? Can I not expect this change in the attitude on the part of the General Managers and the other officials? And do you know the tragedy about it? The General Secretary of our North Eastern Railway Mazdoor Union affiliated with the All-India Railwaymen's Federation gave parties and invited the officers as well as the workers. He did it. But in the send-off when the Railway officials took a snap photograph of the send-off of the bogey, unfortunately the festoons and the banners of the Mazdoor Union came. So, that picture was not allowed to be published in the papers and magazines because the Union will be given the first preference. Should this be the attitude? Are you not going to help the organisation?

On the 20th October when this war was officially declared over here, we personally addressed meetings there. We called upon the workers to contribute their one day's pay. Everybody said, "Yes, we will do that; we must do that." We were preparing to collect the amount. Then it became the prestige issue of the officials there. On the 30th of the month, 1st being the payment day, the officers printed coupons and said, "You must give it here; do not give to the Unions, otherwise we will see you." They should have called the Union people. It was an open mass meeting for meeting war emergency. There were dozens of provincial and Central CID. RPF CID people were there to watch and report to the General Manager, the Chief Personnel Officer and the Vigilance Officer as to what had been discussed there. We discussed that we will donate; that we will work for

it. We discussed and resolved that we will help to the fullest extent. We were never called. The whole tragedy is that the labour has not been taken into confidence. Why? Are we foreigners? We have seen the British officers. I am an ex-railwayman. I have worked with foreigners, with European engineers and with others also. They sat side by side with us and we got together and functioned.

Shri Shahnawaz Khan: Did you ever fly at the throat of a European officer?

An Hon. Member: Why a European officer?

Shri Priya Gupta: I can understand if it was a foreigner. I cannot understand a mother behaving like a step-mother to her son. That is the reply. The whole question at issue is that.

The entire territorial army men of 106 people were to leave and report to the Muzaffarpur camp on the 27th. Do you know what the Railway administration, the North Eastern Railway, did? On the 26th evening they intimated the 106 personnel that news. They had to do many things. They had to fill up authority for drawing payment and also give a declaration how much they want to draw at the field, how much has to be given to the families. This was never done. Still this has not been done. Do you know what else they are doing? A senior administrative officer on Rs. 1900, is taking a *kudali-phawara* and just digging a trench wasting the whole day and showing, "I am doing this war effort". These things should go away.

The Railway Administration, the N.E.F. Railway has published pamphlets and other things: "Donate blood", "Donate blood". You will find that in Gorakhpur, not a single officer has donated a single drop of blood.

An Hon. Member: They are all old.

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Shri Priya Gupta: Our men have given a lot. This is the whole tragedy of it. This is about war effort.

What else? Myself and Mr. Peter Alvares, General Secretary of the All India Railwaymen's Federation were called by the Railway Minister and asked by him to go and visit the front over there. He said, "your people are shaky, they have fled away". I said, this cannot be. We went there. We went. What did we find? We found that the Railway officers, gazetted officers were issued passes and un-official escorts in the shape of stenographers, personal assistants and clerks to go on duty—where?—to the place where their wives were going to be sent away from the danger zone. Accommodation was arranged in one day's notice in the Railway trains. For class III and IV, चौथा वर्ग कर्मचारी, what about their family? अगर उन को डेंजर होगा, तो कोई पवाह नहीं ।

Secondly, what happened? We went and visited Tezpur. Several M.P.s were also there. What did we find? On the one hand, while everybody else had fled away from there, the Railway men, station masters, A.S.M.s, drivers, security people, electrical and mechanical workers of all ranks, I.O.W.'s, P.W.I.s, gangmen, sweepers, everybody was intact over there. They said, we are not flying away from here until the last breath of our life; we will save our motherland. They were there. When they were ordered by the General Manager to vacate by special train, the Station Master or A.S.M. whoever was in charge, carried several lakhs of rupees, without getting any armed escort to protect his carriage for safety. On the other hand, the Treasury officer there burnt the Currency Notes worth over lacs value there and everybody came away.

Shri Shahnawaz Khan: The person who brought back the railway cash happens to be a Railway officer.

Shri Priya Gupta: You are absolutely incorrect. You do not know the working of the Railway. I have worked and I have first hand knowledge about it. That is why I tell you. This was the condition over there. This is how it happened. This is a gesture. I am not going to yield for these comments. I have no time. Please don't disturb Mr. Shah Nawaz Khan. This is what happened there.

Shri Shah Nawaz Khan: I was there before him in Tezpur.

Shri Priya Gupta: The All India Railwaymen's Federation offered unstinted support and called 12 lakh workers to give co-operation. This is how the Railway's Head has dealt with them. Why should you get irritated?

I would request one thing. Today, in the perspective of defence efforts, what are we doing in Katihar? Traffic has increased so—many fold, without increase of staff. The line capacity being the same there, the output is more *रफ्तार बढ़ गई है*। The total number of operations have increased. For that, they have got appreciation letters. When we returned from Tezpur and reported to the Minister and to the Chairman of the Railway Board, they said, we appreciate, and issued letters to them. On the other hand, they are getting charge-sheets—I refer to the Class III and IV people of Katihar—from the District officer who is handling the war emergency over there "so nicely". That District officer is behaving like this. That District officer was pardoned by the Railway administration when he misused a pass over there in the N.E. Railway. This is the condition. Charge-sheets are given to these people, as well as, intimidating them, I would chuck you off if you do not behave properly. Openly they are saying, we will fulfil our grudge and wrath and see that you are rooted out from the job, we will make you like slaves to work. These things—this tone should not be there.

I would say one thing, about military traffic. While the other non-Member was speaking carrying the load by the N.E.F. Railway, the Deputy Minister interrupted. I am grateful to the hon. Minister; he has appreciated the work of the frontier railwaymen there. He said that the N.F. Railway has carried it. There were difficulties, difficulties not only by working for 23 hours, 30 hours and 36 hours of continuous working—S.M.s, A.S.M.s guards, drivers, firemen, pointsmen, levermen, everybody, On the top of that curtailing certain items for general traffic. The general public were asked to be deprived for the time being because if this traffic is borne by the same Railway, the military traffic would be hampered. That is the position.

My submission is this. Even today, in the name of emergency, not only in the N.E.F. Railway, but in other Railways, there are so many increases of railway officials, class I and other gazetted officers. But, not a single Class III or IV man has been increased as if there is no work for the workmen there. It is just like a person pressing a switch and operating a wireless machine. They are sitting at the table and over the telephone getting everything done as if there is no field work required of them. I am sorry, this is the war effort. This is not a personal castigation, when there was trouble due to Chinese aggression the hon. Deputy Minister was opening a swimming pool in Gorakhpur. Unfortunately, the swimming pool is opened not only in the headquarters, but in Gonda and every district. Is this the time for that, in times of war economy to spend money for swimming pools, curtailing medical facilities of the railwaymen?

जब बीमारी बढ़ रही है ।

Shri Shah Nawaz Khan: This swimming pool is an amenity for staff also.

Shri Priya Gupta: Medical facilities have been curtailed.

Shri Shah Nawaz Khan: No, it has not been curtailed.

Shri Priya Gupta: It has been curtailed. Kindly look at the Gorakhpur C.M.O. budget. This question is over there.

I would then come to industrial relations and labour policy. Every year, as my hon. comrade over there said, the Railway Board is publishing this booklet. That is all right. The P.N.M. is there. Yes; the kalashi secretary is allowed to sit in the Railway board. It is just like this. In our society, when a rich man's daughter-in-law comes in, she does not know how to cook, she does not know to serve: just a show case girl peeping over there. Similarly, the Railway Administration is using the machinery prescribed by the International Labour Organisation. They are maintaining a show of that, we are also maintaining it. But, they do not know what the internal things are. I submit very earnestly that this thing, in its true perspective, should be translated into action. If that is not done, the labour policy will be bad. I may tell you, I am warning you, that without the labour coming up.....

Mr. Speaker: Why should the hon. Member threaten me?

Shri Priya Gupta: Through you the hon. Minister. Not threatening; it is only a submission. We are so much oppressed.

Mr. Speaker: I have to receive all this anger and all this excitement.

Shri Priya Gupta: As सर्वसहा वृ मुती "Mother", You have to take it and transmit it to the proper place.

Mr. Speaker: I have no chance to transmit it.

Shri Priya Gupta: The P.N.M. meeting: In 1951, Shri Jaya Prakash Narayan was the President of the All India Railwaymen's Federation and Ayyangar was the Railway Minister, they sat together. He said, we should

evolve a machinery, we should not go to court and go on quoting the provisions of the Industrial Disputes Act, बात-बात पर कोर्ट में जाना ठीक नहीं है। Let us sit together and evolve a machinery, that is how came P.N.M.,— that show-case daughter in law." That was never translated into action. I say so because it never functioned, though it prescribed three tiers: at the General Manager's level and the District officer's level: talk, discussion, meeting the railway representatives through the labour union, workers' union and mazdoor union; at the Railway Board level with the All India Railwaymen's Federation and the other Federation and thirdly a Tribunal wherever there are disputes that are not resolved at Board's level. If at the general manager's level we could not agree then we could go to the Railway Board level. And if at the Railway Board level we could not agree then we can go to the tribunal. But this disagreement at any level should not lead to castigation on any person or any employee. After all, the men must disagree. Even a father disagrees with his son in respect of the planning of the family affairs, but that does not carry any venom.

As regards the third tier, the tribunal has never been given until today, for nearly 11 years from 1951 up to 1962. Coming to the Code of Conduct or the Code of Discipline, at the tripartite meeting a decision was taken, which the central organisations of labour and other undertakings have accepted, and it contains some provisions to be observed by the private sector, but the Railway undertaking wants to violate those principles and promulgate something else in their place.

While I am on this war effort measure, I may tell you that the 1960 strike is always referred to in this House unfortunately. It is an unfortunate chapter. May I recall the words of Shri Jawaharlal Nehru, our Prime Minister—who is unfortunately absent here just now—uttered in

[Shri Priya Gupta]

1936 or 1937 when there was a strike in the Assam Oil Company, Digbo. He was then a trade union leader, and a member and official of the All India Trade Union Congress which was then patronised by the Congress Party. The strike had been decided to be held, but some "samjhouta" was made, and the strike was going to be dropped. But Mr. Nehru said 'We want to go on strike for strike's sake, and we must go on strike', and that strike took place at that time. But today, the position is different, and that is forgotten.

Shri Shah Nawaz Khan: There is some difference between a foreign Government and our own Government. Both should not be treated alike.

Shri Priya Gupta: The 1960 strike was for a cause, whereas the 1937 strike was not for any cause because for strike's sake. Still, should we be so shabbily treated? Anyway, the Railway Minister did kindly agree with our General Secretary, AIRF to review the cases, and I am sure that he will be doing it, but it is getting too late. About 63 to 67 people are out of employment today. Their cases should be reviewed, and the sanctity of the decisions of the Home Minister who said that if the cases were not in connection with sabotage and *maarpheet* etc. then those cases should be considered leniently, should be honoured. In none of these cases to which I have referred is there any such thing. May I not, therefore, appeal that either the Minister should withdraw his circular or sanctity should be given to the decision taken by the sister Ministry? I hope that very soon, the tactful and tolerant negotiator, Shri Swaran Singh, who is talking on behalf of the nation with the foreign countries, will be doing the needful and withdrawing the punishment imposed on the railway workers at least today when the country needs the full co-operation of all railway men. Can I not urge upon the Railway Ministry that at the time of

the Republic Day celebrations even the criminals were set free? Are we worse than criminals? I feel that we are not. Therefore, I submit that the cases of these persons should be considered at least at this juncture when the fullest co-operation of all the people is required. I hope that the Railway Minister will kindly reconsider the cases of these persons and reinstate all the people who are out of employment today due to their participation in the strike, and also withdraw the punishments awarded to them. I shall be grateful if the hon. Minister will kindly take this step.

Our Federation of railwaymen have offered their wholehearted and unstinted support for the war efforts and they will be offering, and we promise such support and co-operation physically, mentally etc., and we shall tolerate everything. I have told the workers: 'Tolerate the outraging behaviour and the misbehaviour of the officers; even if they do so do not give up the job that you are doing, because you are doing that job for your Motherland; the officers may be causing hindrance to the Motherland by displeasing you or misbehaving with you, but tolerate them, do not take any notice of those things'. That was what I told the workers.

Then, I would say a word about the service conduct rules. One gentleman by name Mr. M. T. Parekh, an accounts clerk was discharged because he wanted permission to stand for the corporation elections or for election to the municipality. He sought for the permission. The reply did not come in time. He again reminded the authorities. He was given official leave in connection with his fighting the elections, and mind you, officially he was given leave, and when he fought the case, he could not succeed. So, I appeal that this boy's case may kindly be considered as it would have been considered even otherwise.

While I am on this subject, I would request you to permit me to refer to the charter of demands put forward by the N.F. Railway Mazdoor Union in May, 1962. This charter contained the following demands. The first demand was:

"Increase of dearness allowance proportionate to rise in cost of living index and ensuring stabilisation of market fluctuations and setting up of permanent wage Board for fixing minimum pay etc."

The second demand was:

"Grant of three advance increments or Rs. 10 whichever is more to all class III and class IV staff."

This demand is to the effect that the same amenity should be given to the class III and class IV employees as that given to the class I and class III officers, that is to say, they should be put on a par with the class I and class II officers and given three advance increments. Similar three increments of the order of Rs. 75 to Rs. 150 are given to the gazetted officers who are working in the North-Eastern Frontier Railway. It is our demand that the class III and class IV staff also should be paid those advance increments or this should be withdrawn from the class I and class II officers who are getting it there at present. For, the point is that just as the other officers could be posted everywhere, all over the country, likewise they have also to go everywhere for their work. So, this is our second demand.

Their third demand is:

"Strict observance of Hours of Employment Regulations".

Even in this war emergency period, and even in the normal periods also, there have been flagrant violations of these regulations.

The fourth demand is:

"Regular and immediate payment of all arrears arising out of fixation of pay, implementation of Joint Advisory Committee's recommendations, leave salary, special pay and Assam allowances relieving, travelling and overtime allowances etc., etc., and regularisation of provident fund and other accounts."

The fifth demand is:

"Guarantee regular supply of uniforms, occupational garments with extended facilities to omitted categories."

The sixth demand is:

"Decasualisation of labour."

On casual labour, I have spoken threadbare during the last budget speech, but I would simply say that in spite of the Railway Board's clear directives, in the Fatagarh traffic district, the rate for casual labour is Rs. 1.05 to Rs. 1.50, I do not understand how this could be so when it is in the same traffic district there, when the Railway Board has said clearly that the rate should be a flat rate of Rs. 2 and so on. But I would submit that we want decasualisation of labour. Casual labour cannot function in this country, in the socialistic pattern of society to which our country is pledged.

The seventh demand is:

"No discriminatory curtailment allowances and restoration of existing local special pay and allowances already withdrawn."

This relates to the removal of the discriminatory curtailment of existing local special pay and allowances and restoration of the allowances already withdrawn from newly transferred staff at Alipur Duar junction, at Siliguri junction and other places.

[Shri Priya Gupta]

The eighth demand is:

"Creation of congenial atmosphere for proper functioning of the PNM for mitigating to the grievances—a conciliatory machinery adopted in lieu of the provisions of Industrial Dispute Act and setting up of arbitration in conformity with the agreement with the Railway Ministry and the All India Railwaymen's Federation in the year 1951."

The ninth demand is:

"Modification of the provisions of Establishment Codes and other rules including DAR in keeping with the provisions of the Constitution of India, (expunging the provisions of special power of termination and dismissal).

While I am on this subject I would just like to mention one point in regard to the proposed amendment of article 311 (2) of the Constitution. I want that the Railway Ministry should intervene with the Law Ministry and restore the original provision in regard to the second hearing in case of dismissal, discharge or removal from service and for reduction in rank which is now sought to be withdrawn. I would submit that in the case of others, even a vakil is permitted to defend them; therefore, I would submit that at least the second hearing or second opportunity must be given to those employees who are going to be dismissed.

The tenth demand is:

"Setting up of *ad hoc* committee for Marine staff as recommended by the Second Pay Commission."

And the last demand is:

"Stoppage of direct recruitment to the intermediate category and reviewing the expansion of avenues in the channels

of promotions for the categories of class III and class IV".

In respect of these various items which they have submitted, some are under deep and active consideration of the Railway Board, and we hope that something might soon come out of it.

While I am on this subject, I would urge the Railway Ministry to warn the general managers of the zonal railways and the others to have a change in their attitude to the railway officials under them and to take the railway labour into confidence.

Now, I would say a word about the catering business, and then I shall conclude.

Mr. Speaker: The hon. Member has got three minutes more from the whole allotment to his party, and, he can utilise those three minutes. No second speaker would be allowed from his party.

Shri Priya Gupta: How much time has been allotted to me?

Mr. Speaker: 36 minutes have been allotted to his party. He has already taken 33 minutes. Now, only 3 more minutes are left to him.

Shri Priya Gupta: I shall finish within that time.

While I was travelling in the Pathankot Express, I found a simple type of tea leaf. It was called the magic leaf or something like that, and it had been accepted by the Railway Administration without an open tender. As regards the quality of the tea, I would not like to say anything about it here; if only the Deputy Minister of Railways would have been present there, I would have begged of him to take it, and after one or two sips of the tea, I am sure he would not have taken it at all.

I would submit that the monopolisation of the catering business and also the book-sellers' business should be dispensed with so as to provide better avenues to others.

While on this subject, I would draw your attention to one thing. The Special Police Establishment and the Vigilance organisation was started a long time ago. The Home Ministry has now declared that 80 per cent of this cadre of S.P.E. drawn from police and other officers from States, have to be confirmed. I request that this should also be done in respect of the corresponding tenured posts or R.S.O. drawn from staff in the railways. This matter should be considered in the light of the decision of the Home Ministry. The vigilance or anti-corruption organisation cannot function only because of the fact the vigilance inspectors and others are ex-cadre and tenure posts and they feel shaky about proceeding against officers suspected of corruption. I can tell you that the punishments given to officers are nothing as compared to the lower grade staff. Here in Delhi there was a claims case. The people were caught. There have been probably some remarks by the Public Accounts Committee on this matter. It has not yet been taken up by the Railway Administration. The chief clerk was penalised by withholding his increment cumulatively. But the Divisional Superintendent, who was found guilty in the findings, was given a punishment without touching the skin of the officer, namely, the displeasure of the Railway Board was conveyed to him! This was the punishment given to the Divisional Superintendent. I urge that there should be equality of treatment and equal opportunity.

Regarding collection of the Defence Fund, in the commercial department they have got a system of waiving demurrage and wharfage compensation to which is made by parties donating to Defence Fund a meagre amount of that. Money is being wasted everywhere. Due to that, the

Public Exchequer is suffering very much. This has also got to be looked into.

In Delhi also during the banana and mango season, we find one goods clerk writing the vouchers and RRs. Most of the time the weighing machines are out of order. So everybody says, 'Sender's weight accepted'.

अगर कोई नहीं मानेगा तो उसके लिए लोग गली बक्के, जोकि पांच छः आदमी खड़े रहते हैं।

There are a number of people waiting in the queue. This one poor clerk accepts the sender's weight. The number of baskets mentioned is '400', but at the destination station 600 are unloaded. All these things are happening for want of staff.

Regarding the criteria to declare whether a thing is to be made open delivery, what is the price to be fixed etc., nothing fixed is laid down. Until this lacuna is done away with, we will be losing revenue on this score. All these matters should be taken into consideration.

Shri A. C. Guha: After the very interesting speech of Shri Priya Gupta, I am afraid my speech will appear to be quite drab and uninteresting. But anyhow that speech though very much critical of the railway authorities, is much in contrast to the speech with which this debate started today. It is surprising that Dr. Ranen Sen stood up to oppose the Railway Budget. Criticism is one thing.

We, belonging to the Congress Party also often criticise government measures, but to oppose the Budget altogether is a sort of unusual thing. Anyhow, that is for him. But it leaves a certain impression in our mind. This is one of their tactics to sabotage any attempt at the mobilisation of the nation's resources for the defence of the country and for the development of the country, and to create a sort of discontent in the mind of the people against the Government in connection with any

[Shri A. C. Guha]

measures taken for the defence or development of the country.

15.55 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Speaking broadly, I think the railways this year have been doing fairly well. During the debate this time last year, there were angry protests about the performance of the railways, particularly in regard to the transport of goods, specially coal. But this year the position has improved very much and I think there is hardly any difficulty in the transport of coal or other commodities. This emergency has been the test of the Indian railways. It has put an unusual load on the Indian railways and they have carried the load with credit and have discharged their functions more or less to the satisfaction of the nation.

My hon. friend, Shri N. R. Ghosh, spoke vehemently about the Assam link route. I also have my own feelings, though I do not like to imitate his language. I cannot muster the vehemence of his feelings. He comes from that area. So his feelings must be more bitter than mine. But knowing the strategic position of Assam, it will be almost suicidal for the country to depend on the tenuous Assam rail link. When this rail link was completed, it was hailed as a great achievement, particularly of the engineering section of the Indian railways. It was really a great achievement there. But if the Government is to depend on that thin rail line for transport of all commodities, consumer goods, civilian and defence personnel and defence materials, I think it would prove completely inadequate for the purpose. Now that the broad gauge has been extended upto Siliguri, it is not difficult for Government to extend it to Dhubri or even to Gauhati. Government should give top priority to this.

In this connection, the question of the Farraka Barrage also comes to my mind. The Farraka wagon ferry is there to carry good from this side of the Ganges to the other. Everyone can understand that even in ordinary times, not to speak of the emergency, this arrangement cannot be considered satisfactory. As soon as possible, the Farraka Barrage should be completed. There should not be any sort of indcision about this matter. The other day an assurance was given by the Minister of Irrigation and Power about the Farraka Barrage. I hope it will be implemented and the Barrage completed ahead of schedule.

The main task in the discharge of which the Indian railways faced much criticism last year was about the transport of coal. This year, as I said, the position has improved considerably. About 5200 wagons have been supplied to the Bengal-Bihar coal fields this year as against 4781 supplied by this time last year. So there is considerable improvement. But I would like to suggest one thing about the Box wagons. I can understand that the Box wagons have greater carrying capacity, but the necessary pre-conditions for making full use of Box wagons have not been fulfilled as yet. There is no weighing bridge and there are other difficulties also about which I hope the Railway Board and railway engineers know better than we laymen. Therefore, before introducing the Box wagons, they should fulfil the engineering pre-conditions which only can ensure their proper utilisation. Moreover, BOX wagons carrying coal often come back empty on the return trip. They are not suitable for carrying all sorts of commodities. That also will be a sort of uneconomic factor which they should consider before introducing BOX wagons on a large scale.

16 hrs.

In respect of the transport of coal as also other commodities, Moghalsara

continues to be a bottleneck. The Railway Minister has mentioned in his speech that transport to the west or northwest of Moghalsarai still continues to be a difficulty. It may be a somewhat old cry, but I think the zones should now be reconsidered. There may be a redistribution of the zonal areas. Moghalsarai is the terminus for the Eastern zone. If the Eastern Zone can run up to Allahabad, there may be some improvement.

As regards the carrying of coal, though improvement has been effected regarding the supply of good quality coal and to big consumers, I think the small consumers of low-grade coal are still suffering. I should like particularly to draw attention to brick-burning coal. In West Bengal as in some other places, bricks are selling at Rs. 100 or Rs. 110 per thousand. It is an absurd price, and this is extracted from the consumers simply because of the high freight charge of coal for burning bricks, because they have to carry coal even in West Bengal by road trucks. I think there should be some arrangement for carrying this low-grade coal—The BRK and the SSI quality coal. Brick is an important item in the housing programme of the Government. If bricks sell at Rs. 110 per thousand, only the rich people can construct houses. It will not be possible for the poor. So, I think the Railway Board should give some consideration to the carrying of this low-grade coal for smaller people.

It is good that the Third Plan target has now been revised from 245 to 260 million tons. During the Second Plan we had the bitter experience of the demand outstripping the target fixed. So, I hope now the Railway Board will take into consideration the development and defence requirements of the country and if necessary revise the target further upward. They have provided an additional sum of Rs. 200 crores for this purpose, but I am not sure

that the target of 260 million tons will meet the requirements at the end of the Third Plan.

Then I come to the three Funds. It was the most regrettable that, the Railway Board allowed these Funds to be depleted. Out of the last 14 years, in nine years there were a minus accretion to the Development Fund and only in five years there was some plus accretion. We were drawing more from the Fund than we contributed. That was a dangerous thing and very bad economy. Dr. Ranen Sen asked why Rs. 82 crores should be put into the Depreciation Reserve Fund. I consider that amount to be rather inadequate. The total capital-at-charge of the railways at present is Rs. 2,200 crores. I think depreciation should be computed at the rate of at least 5 per cent. Then it will come to at least Rs. 100 crores annually. This year, though we have credited Rs. 82 crores, we have drawn Rs. 68 crores from the Fund, leaving only a net accretion of Rs. 14 crores. For a big establishment like the railways this is a meagre accretion, and a commercial point of view, I should say this is an undesirable thing.

Similarly, few years ago the other two Funds went to almost the dangerous minimum limit. It will be good for the Railway Board to see that the three Funds—the Depreciation Reserve Fund, the Development Fund and the Revenue Reserve Fund—are properly maintained, considering the capital-at-charge of the railways. Every year we are adding about Rs. 200 or Rs. 300 crores of new assets. I think the present target for the Third Plan is only Rs. 1,500 crores. So, when we contribute so much for the building up of the assets, the Railway Board should see that there is proper accretion to the Funds, very much more than the withdrawals from them.

The Railway Minister himself has admitted that a good deal of leeway has to be made up in renewal of rol-

[Shri A. C. Guha]

ling stock and modernisation of railway equipments. This can be done only from the reserve funds. About 14 per cent of our locomotives are waiting for repairs. This is not a very sound thing for the railway organisation. So, I think there should not be any complacency on the part of the railways that the reserve fund can be allowed to be depleted recklessly.

Then I come to fuel consumption. I feel proper attention has not been given to it. I think the Railway Minister himself is conscious that proper attention is not being given to fuel economy. That is why he has made only a brief reference to that very important question. During the last few years the fuel bill has been increasing very rapidly. In the three years including the coming year for which Budget estimates have been given, our fuel bill would increase by 30 per cent. I think there is enough scope for fuel economy. In another connection I had to go through certain papers, and Dr. Lahiri of the Fuel Research Institute himself made scathing remarks about lack of fuel economy procedures, not only of the railways but of the entire industrial sector in India. I think the Railway Board should prudently set up a committee to consider the question, the very important question, of fuel economy. It is not only a question of effecting financial economy for the railways, it is also a question of effecting economy in the consumption of coal. Coal is a wasting wealth of India, and we are not very rich in the quantity of coal that we possess. Therefore, there should be every attempt to conserve coal and to minimise unnecessary consumption. Alongwith coal comes the question of punctuality. Now, the railways are rather unpunctual. It is generally taken for granted that certain trains will not come in time. That by itself is a condemnation of the administration.

Mr. Deputy Speaker: The hon. Member's time is up.

Shri A. C. Guha: I shall need about five more minutes.

Mr. Deputy Speaker: Two or three minutes.

Shri A. C. Guha: The quality of the coal is somewhat responsible for that. They may set up their own washeries to improve the quality of coal. There is mention of only one washery in Karanpura but it is not known whether it will be under the administration of NCDC or the Railways. It is better not to depend upon other agencies to supply washed coal. The Railways may set up their own washeries and get washed coal. It may then be possible to effect some economy in the use of coal and in maintaining punctuality of trains.

I like again to refer to the North-east Frontier Railway. During British days certain lines were considered strategic and the Defence Department gave certain subsidies for them. I do not know whether such a system can be devised for this, because this Railway shows a huge deficit and is not also likely to prove lucrative in near future. But it will be more and more a strategic railway; more and more strategic use of it will be made. I think the Defence Ministry should make some subsidy to this railway for this purpose.

The two drains on the railway revenues are; claims on compensation and ticketless travelling. Every year about Rs. 3.5 crores are given as compensation and we cannot measure the loss on account of ticketless travelling. A little over Rs. 2 crores is realised from those who are detected but we can surely say that hardly ten per cent or even less of the ticketless travellers are detected. So, the Railways must have incurred a loss of about Rs. 20 crores through ticketless travel.

I am just finishing. There is then the question of public opinion, educating public opinion and more so, educating the railway officials. It will be agreed by all that ticketless travelling and claims originate mostly in connivance with the railway staff. I do not say that everyone is dishonest but surely without their connivance this sort of thing cannot go in, on such a large scale. The Railways have been doing fairly well and have been making rapid progress even as regards the manufacture and supply of their equipment. Chittaranjan and Perambur are proved possessions not only for the Railways but also for the entire nation. Over 91 per cent of the stocks and equipments are procured in India and we hope that with further progress it will be possible to have the entire stock and equipment in India. With these words I support the Budget.

श्री राम शंकर प्रसाद सिंह (छपरा) :

उपाध्यक्ष महोदय, मैं आप का बहुत अभारी हूँ कि आपने मुझे रेलवेज के बारे में अपने विचार व्यक्त करने का अवसर दिया है।

गत १६ फरवरी को माननीय रेलवे मंत्री ने इस सदन के समक्ष जो बजट उपस्थित किया, उस का स्वागत देश के कोने कोने से हो रहा है। इस बजट में यात्रियों के ऊपर कोई किराया नहीं बढ़ाया गया है और आमदनी भी दिखाई गई है।

रेलवे विभाग के अधिकारी भी प्रशंसा के पात्र हैं कि उन्होंने इस एमर्जेन्सी में, इस संकट-कालीन स्थिति में, बड़ी मुस्तैदी के साथ काम किया और दिन-रात काम करते हुए लड़ाई के सामान को देश के एक कोने से दूसरे कोने में पहुंचाया। वे इस प्रकार उन्होंने जिस कर्तव्य-परायणता का पालन किया, वह उनकी देशभक्ति का परिचायक है।

रेलवेज केवल एक व्यापारिक संस्था ही नहीं है और केवल व्यापारिक दृष्टि से ही उसका महत्व नहीं है, बल्कि जन-साधारण के प्रति-दिन प्रयोग की दृष्टि से भी वह एक महत्वपूर्ण स्थान रखती है। कबल इस के कि मैं जनता की आवश्यकताओं के विषय में आप का ध्यान आकर्षित करूँ मैं अपना यह पुनीत कर्तव्य समझता हूँ कि रेलवेज में बहालियों का जो सिलसिला है, उस की ओर आप का ध्यान दिलाऊँ। रेलवेज में थर्ड ग्रेड के कर्म-चारियों की बहाली के लिए देश में चार रेलवे पब्लिक सर्विस कमीशन बने हुए हैं। इस सम्बन्ध में जो परीक्षा ली जाती है, उस में अंग्रेजी भाषा से काम लिया जाता है और उसमें रिजनल भाषाओं का इस्तेमाल न होने से रेलवेज में सुयोग्य और दक्ष व्यक्तियों का समावेश नहीं होता है और रेलवेज को अपने काम के लिए उपयुक्त आदमी नहीं मिलते। उस का नतीजा यह होता है कि काम बहुत दिनों तक उप्प पड़ा रहता है और काम के सुचारू रूप से चलने में बाधा पड़ती है। मैं रेलवे अधिकारियों और विशेषतः मनानीय मंत्री जी का ध्यान इस ओर आकर्षित करूँगा कि इस समय रेलवे पब्लिक सर्विस कमीशन की जो संख्या है, उस को कम से कम डबल किया जाए।

बिहार में हिन्दी-भाषा-भाषी लोग रहते हैं। बिहार में इस वक्त नार्थ-ईस्टर्न रेलवे ईस्टर्न रेलवे, सदर्न रेलवे और नार्थ-ईस्ट क्विंटियर रेलवे, ये चार रेलवेज चलती हैं। बिहार के जो लोग नौकरी के लिए आवेदन-पत्र देते हैं, उन की परीक्षा कलकत्ता, इलाहाबाद या ऐसे ही स्थानों पर होती है। इस से उन लोगों को काफ़ी कठिनाई का सामना करना पड़ता है। झांकड़ों से पता चलता है कि रेलवे पब्लिक सर्विस कमीशन पर जितना खर्च होता है, उस का एक-चौथाई भाग तो केवल परीक्षा के लिए निर्धारित फ़ार्म भेजने से ही प्राप्त हो जाता है। आज-कल चार रेलवे पब्लिक

[श्री राम शेखर प्रसाद सिंह]

सर्विस कमीशन के लिये रेलवे प्रशासन पर जितना खर्च पड़ता है, उसी अनुपात से और पब्लिक सर्विस कमीशन की संख्या बढ़ाने पर भी उतने ही खर्च से काम चल सकता है। अगर उस में कोई कमी हो, तो सम्बद्ध राज्य सरकारों से सहायता ली जा सकती है। मेरा नम्र निवेदन है कि रेलवे मिनिस्ट्री को इधर ध्यान देना चाहिये और जल्द से जल्द रेलवे पब्लिक सर्विस कमीशन के नम्बर को बढ़ा कर रिजिनल लैवेजिज में परीक्षा लेने का बन्दोबस्त करना चाहिये।

जब सरकार की ओर से रिटायरमेंट की एज ५८ साल कर दी गई है, तो यह उचित है कि बहाली की एज में भी वृद्धि की जाये और उस को २५ बरस के स्थान पर २८ साल कर दिया जाए। मेरा विनम्र निवेदन है कि माननीय रेलवे मंत्री इस ओर ध्यान दें।

इस में कोई संदेह नहीं है कि व्यापारिक दृष्टि से रेलवेज ने बहुत उन्नतिकी है। उसकी आमदनी भी बढ़ी है और पार्टीशन के बवत जिन इन्जनों और दूसरे पुर्जों आदि को बाहर से मंगाना पड़ता था, उन का भी उत्पादन यहां पर होने लगा है और ऐसी स्थिति आ गई है कि कुछ दिनों के बाद हम दूसरे देशों को भी ये सामान भेज सकेंगे।

लेकिन पब्लिक यूटिलिटी, जन-साधारण की सेवा, की दृष्टि से जितनी तरक्की होनी चाहिये, वह नहीं हुई है। आंकड़ों से पता चलता है कि रेलवे की आमदनी का अस्सी फ्रीसदी भाग तृतीय वर्ग के यात्रियों के भाड़े से आता है। लेकिन उनकी स्थिति में जितना सुधार होना चाहिये, उतना सुधार नहीं हो सका है। यह सही है कि गाड़ियों में पंखे लगे हैं, बत्तियों का प्रबंध किया गया है, पाखाने भी पहले से कुछ अधिक हो गये हैं, लेकिन फिर भी जितनी

सुविधाएं उनको प्रदान की जानी चाहिये थी, उतनी प्रदान नहीं की गई हैं। ज्यादा ध्यान अगर क्लासिस की तरफ दिया जाता है। हमारा देश एक गरीब देश है और यहां पर ज्यादा लोग तृतीय श्रेणी में ही यात्रा करते हैं और उन्हीं से हमें अधिकतर पैसा मिलता है और हमारा काम चलता है, लेकिन देखा जाता है कि एयर-कंडिशनड कोचिज इत्यादि पर ही ज्यादा पैसे खर्च कर दिये जाते हैं। इन एयर कंडिशनड कोचिज का जहां तक संबंध है, इन कम्पार्टमेंट्स का जहां तक संबंध है, दो ही तरीके के लोग इनमें यात्रा करते हैं। एक तो सरकारी अधिकारी करते हैं या व्यापारी वर्ग के लोग करते हैं। अधिकशतः तो सरकारी अधिकारी ही इन में चलते हैं जिन को इसका भत्ता मिलता है और जिस का भार अन्त में जा कर गरीब किसानों आदि पर ही पड़ता है। मैं चाहता हूं कि अगर हो सके तो एयर-कंडिशनड गाड़ियों का इस्तेमाल केवल विदेशी भ्रमणकारियों जो टूरिस्ट आवें, उनके लिये ही किया जाये और उनको अपने इस्तेमाल में न नाया जाए। इससे काफी बचत हो सकती है।

तृतीय श्रेणी के यात्रियों के लिये भी आपने स्लीपज का इंतजाम किया है। लेकिन ये स्लीपज बहुत कम है। इनकी तादाद बढ़नी चाहिये। दूर तक जाने वाली गाड़ियों में देखा जाता है कि दो एक गाड़ियां ही तीसरे दर्जे की रहती हैं और ज्यादातर गाड़ियां फर्स्ट और सैंकिड क्लास की या एयरकंडिशनड की ही रहती हैं। इसका नतीजा यह होता है कि तीसरे दर्जे में बड़ी भीड़ भाड़ रहती है और इन धक्का मुक्की होता है। इस वास्ते आवश्यकता इस बात की है कि इन गाड़ियों में तीसरे दर्जे के डिब्बों की तादाद को बढ़ाया जाये और इन यात्रियों को प्राराम पहुंचाया जाए। मैं आशा करता हूं कि इस ओर माननीय मंत्री जी अवश्य ध्यान देंगे।

अब मैं रिजर्वेशन के बारे में कुछ कहना चाहता हूँ। तीसरे दर्जे के लिये भी आपने यह सुविधा दी है, यह अच्छी बात है। लेकिन इससे एक दुःखद परिस्थिति भी उत्पन्न हो गई है। जो एडवांस बुकिंग करा लेते हैं, अगर वे २४ घंटे पहले अपना टिकट वापिस करना चाहते हैं तब तो उनको बीस परसेंट कम मिलता है और अगर २४ घंटे पहले वापिस नहीं करते हैं, तो उनको कुछ भी नहीं मिलता है, उनका टिकट वापिस नहीं होता है। इसको भी कोई व्यवस्था की जानी चाहिये और यह जो २० परसेंट का चार्ज है यह भी कम होना चाहिये।

आपने टू टायर और घी टायर स्लीपर्स की भी व्यवस्था की है। लेकिन टू टायर स्लीपर्स में एंटेडेंट नहीं रहना है और घी टायर स्लीपर वाला ही इसकी निगरानी करता है, इससे बड़ी तकलीफ होती है। यह भी दूर होनी चाहिये। टू टायर स्लीपर में चलने वाले यात्री को तीन रुपये पचास नये पैसे या तीन रुपये पचहत्तर नए पैसे अधिक देने पड़ते हैं। रात को सोने की सुविधा उनको मिलती है। पता नहीं यह सरकारी आदेश है या मन माने ढंग से ही अधिकारी ऐसा कर देते हैं कि दिन में सुबह छः बजे के बाद उनको उठा दिया जाता है और टू टायर्स को बन्द कर दिया जाता है। इससे दूर चलने वाले व्यक्तियों को अमुविवा का सामना करना पड़ता है। इसका नतीजा यह होता है कि जो सुविधा देने के उद्देश्य से इस स्लीपर की व्यवस्था की गई है, इसका उलटा ही असर होता है और उनको परेशानी का सामना करना पड़ता है। मैं माननीय मंत्री जी का ध्यान इधर आकर्षित करता हूँ कि चाहे कुछ पैसे और अधिक क्यों न उनको देने पड़ें लेकिन टू टायर पर चलने वाले व्यक्तियों से जिन से सरचार्ज और भाड़े के रूप में पैसे लिये जाते हैं, उनको यह सुविधा भी प्रदान करे कि वे दिन में भी टू टायर्स का इस्तेमाल कर सकें।

अपर क्लासिस के बर्थ्स का जो रिजर्वेशन होता है तथा उनमें चलने वाले जो यात्री होते हैं उनको भी इसी प्रकार की कठिनाइयों का सामना करना पड़ता है। इस और भी सरकार का ध्यान जाना चाहिये। रिजर्वेशन के मामले को इस प्रकार से हल किया जाना चाहिये ताकि सभी यात्रियों को सुविधा हो और आपका कोई नुकसान भी न हो।

तीसरे दर्जे में सफर करने वाले यात्रियों को और भी कई प्रकार की कठिनाइयों का सामना करना पड़ता है। छोटे छोटे स्टेशनों पर बुकिंग विडोज़ देर से खोली जाती हैं, जब बहुत ही थोड़ा समय रह जाता है तब खोली जाती है, उस समय खोली जाती है जब भीड़ बहुत हो जाती है। इसका नतीजा यह होता है कि कई यात्रियों को टिकट ही नहीं मिल पाते हैं, कइयों को कम पैसे वापिस मिलते हैं, कइयों से ज्यादा पैसे लेकर कम दूरी के टिकट दे दिये जाते हैं। इस और भी सरकार का ध्यान जाना चाहिये और ऐसी व्यवस्था की जानी चाहिये जिससे लोगों को इस प्रकार की कठिनाइयों का सामना न करना पड़े।

ऐसा भी देखा गया है कि जब टाइम टेबल तैयार किया जाता है, यात्रियों की सुविधा का ध्यान नहीं रखा जाता है। पुराने इंप्रूवमेंट से ही वह बना दिया जाता है और सुझाव अगर दिये भी जायें तो उसका कोई नतीजा नहीं मिलता है। मैं आपका ध्यान खपरा और सोनपुर के बीच अप एंड डाउन गाड़ियों की तरफ दिलाना चाहता हूँ। अप साइन में आठ घंटे के अन्दर कोई दूसरी गाड़ी नहीं मिलती है। इसी आठ घंटे के बीच में एक जनता गाड़ी जाती है और उस जनता गाड़ी को बीच के सभी स्टेशनों पर रोकने के लिए कितनी ही बार खतोकितावत की गई है, लेकिन कोई फल नहीं निकला है। डाउन

[श्री राम शेखर प्रसाद सिंह]

ट्रेन का भी यही हाल है। एक पांच बजे शाम को ट्रेन चलती है छपरा से सोनपुर की तरफ, उसके बाद फिर सबेरे चार बजे ही ट्रेन मिलती है। बीच में कोई गाड़ी नहीं है। ग्राम लोगों का कहना है कि जब टाइम टेबल बनाया जाता है, उस वक्त टाइम टेबल अधिकारी के पास वहां के जो लोकल मोटरें चलाने वाले होते हैं, लोकल बसें चलाने वाले होते हैं, वे सिफारिश करके ऐसी व्यवस्था करा देते हैं ताकि रेलों का इस्तेमाल न होवर बसें का ही इस्तेमाल अधिक हो। इस प्रकार से रेलों को पैसे का नुकसान होता है। साथ ही साथ लोगों को जो सुविधा मिलनी चाहिये, नहीं मिलती है, मैं चाहता हूँ कि इस ओर भी सरकार का ध्यान जाए। लोगों की सुविधा को ध्यान में रखते हुए ही टाइम टेबल बनाया जाना चाहिये। मैं यह नहीं कहता कि रेल की व्यापारिक दृष्टि को न देखा जाए। वह भी देखा जाए लेकिन जनता का भी ध्यान रखा जाए। ज्यादा से ज्यादा लोगों का जिसमें लाभ हो, वही व्यवस्था की जानी चाहिये।

गुडज़ एण्ड पार्सल्ज की बुकिंग के बाद उनको रखने के लिए शेंड्ज की व्यवस्था नहीं होती है। जो लोग अपना सामान बुक कराते हैं, उनका सामान पानी में ही भीगता रहता है। उसकी भी ठीक तरह देखभाल का प्रबंध होना चाहिये। पी० डब्ल्यू० डी० और डिस्ट्रिक्ट बोर्ड की सड़कों से मिलती हुई जो रेलवे सड़क आती है, इतनी खराब कंडिशन में होती है कि लोगों को सामान आदि लाने में बड़ी असुविधा होती है। इस ओर भी रेलवे विभाग का ध्यान जाना चाहिये।

अब मैं डिपार्टमेंटल कैटरिंग के बारे में दो शब्द कहना चाहता हूँ। कुछ समय पहले तक कांटेक्टर्स के जरिये यह काम होता रहा

है लेकिन जब इस विभाग ने डिपार्टमेंटल कैटरिंग की व्यवस्था ज्यादा तर स्टेशनों पर, बड़े बड़े तथा छोटे-छोटे स्टेशनों पर कर दी है। लेकिन मैं आपका ध्यान रांची स्टेशन की ओर दिलाना चाहता हूँ। रांची बिहार गवर्नमेंट का ग्रीष्मकालीन यानी समर कैम्पल है। औद्योगिक दृष्टि से वह बहुत ऊंचा स्थान होता जा रहा है। वहां सरकार द्वारा कोई कैटरिंग का प्रबन्ध नहीं किया गया है। बाहर बी० एन० आर० होटल अवश्य है। लेकिन वहां नहीं है। उससे केवल बड़े लोग ही इससे लाभ उठा सकते हैं। पैसा अधिक लिया जाता है जो ग्राम लोग दे नहीं सकते हैं। ग्राम लोगों के खाने पीने की चीजों का प्रबन्ध सरकार की तरफ से वहां होना बहुत जरूरी है। अगर डिपार्टमेंटल कैटरिंग वहां नहीं हो सकता है और कांटेक्टर के द्वारा ही यह करवाना है तो किसी अच्छे कांटेक्टर के जिम्मे यह काम सौंपा जाना चाहिये ताकि सभी लोग इससे लाभ उठा सकें। इस संबंध में तीन बातों का होना बहुत आवश्यक है। एक तो यह देखा जाना चाहिये कि लोगों को क्वालिटी सुपीरियर मिले। दूसरे प्राइस वाजिब हो और तीसरे ठीक समय पर लोगों को सामान मिले। यह चीज देखने में आज नहीं आ रही है। अपने अनुभव की एक बात मैं आपको बतलाना चाहता हूँ। जहां पर डिपार्टमेंटल कैटरिंग है, वहां पर भी लोगों की सुविधा के अनुसार उनको सामान नहीं मिलता है। अभी हम लोग पटना से एक साथ आ रहे थे। उसी ट्रेन में माननीय मिनिस्टर फार पालिमेंटरी अफेयर्स भी आ रहे थे। कानपुर स्टेशन पर हम लोगों को श्री प्रिय गुप्त की मार्फत चाय ठीक समय पर मिल गई। लेकिन माननीय मिनिस्टर फार पालिमेंटरी अफेयर्स को नहीं मिली। अन्त में स्टेशन मास्टर को बुलाया गया और उन्होंने डिपार्टमेंटल कैटरर से कहा कि अगर माननीय मंत्री जी को

चाय नहीं पहुंचाई गई तो तुम्हें चले जाना होगा। जब इस प्रकार का छोट दिया गया तभी माननीय मंत्री जी को चाय मिल सकी। जब बड़े बड़े लोगों का यह हाल होता है, तो छोटे लोगों का क्या हाल हो सकता है, इस का अंदाजा आप लगा सकते हैं। मैं यह चाहता हूँ कि इस और भी ध्यान दिया जाए। कृपालानी कमेटी ने यह सुझाव दिया था कि जहां डिपार्टमेंटल कैंटरिंग हो वहां साथ साथ प्राइवट कैंटरिंग का भी इंतजाम होना चाहिये ताकि कम्पटीशन की भावना रहे और काम ठीक तरह से चले अगर ऐसा किया जाता तो यह बहुत अच्छा होता।

अन्त में मैं माननीय मंत्री जी को जो बजट उन्होंने पेश किया है, उसके लिए धन्यवाद देता हूँ। रेलवे बोर्ड तथा रेल अधिकारियों ने इस संकटकाल में जिस कार्य-कुशलता का परिचय दिया है, जिस देशभक्ति का परिचय दिया है, उसी कार्यकुशलता तथा प्रेम का परिचय वे आगे भी देंगे, ऐसी आशा की जानी चाहिये।

Shri Yajnik (Ahmedabad): Mr. Deputy-Speaker, at the outset I congratulate the Railway Ministry, the Railway Board and all the railway employees for the magnificent contribution that they have made to the war effort in the emergency that was created by the sudden invasion by Chinese forces. I also support the increase in the interest charges payable to the general revenues on capital at charge. I also support the increase in the appropriation to the reserve fund. But I regret to say that I have again to join the other members of this House, some, I am glad to find, from the Congress side too, in opposing the surcharge on railway freights.

Now, the Railway Minister has told us that he wants 19 crores. I grant that he should have Rs. 19

crores, but I say that they are in his pocket. He has got them and he will get them next year. But, unfortunately, this Ministry, like many other Ministries, is ruled by the spirit of the old bureaucracy, and bureaucracy has the curious method of under-estimating incomes, taxing people much beyond their capacity and then spending the money so obtained in a most lavish manner.

Now to take first things first, I charge the Railway Ministry again of under-estimating income for the year 1963-64. Even the Audit Report refers to the tendency of the Railway Ministry to under-estimate the earnings in the year 1961-62 which exceeded the budget estimates by about Rs. 10 crores or more. What is the position, so far as 1963-64 is concerned? There is no reason why the traffic earnings should not increase by about Rs. 15 crores in the budget year, as they have risen by more than Rs. 20 crores in 1961-62 and by about Rs. 18 crores in 1962-63. Therefore, the Ministry should be perfectly justified in budgeting for an increase of at least Rs. 15 crores, instead of Rs. 5 crores that they have estimated. You may say that the increase last year was due to the surcharge on passenger fares. But this increase in surcharge has another aspect. It also provides or acts as a disincentive for people from travelling. If the earning from passenger fares has increased and continues to increase at the same rate during the last two years, the Ministry has shown no earthly reason whatsoever why they cannot estimate next year's income on the same basis. Therefore, I say that at least Rs. 10 crores to 15 crores more would be realised from passenger fares than what they have estimated in the budget. So, out of Rs. 19 crores that they want, Rs. 10 crores of 15 crores are already in their pockets.

There is another story of reckless spending and maladministration. I do not want to open the lid of the eptire Railway Administration. Some have

[Shri Yajnik]

shown what a Devil's cauldron it is. I will not go into any but the most proved facts and arguments that the Audit Report itself has given. Now, let us remember that the Audit Report itself which brings out cases of irregularities and wasteful expenditure that might amount to many crores of rupees if they are properly calculated, is only a kind of a sample survey; it does not aspire to cover every kind of irregularity, every case of maladministration and every kind of avoidable expenditure that has been indulged in by the Railway Ministry. Taking this to be a sample survey what do we find?

I will not go into small items. The first big thing that hits me in the eye is the under-charges detected in the Audit Report which have increased from Rs. 0.66 crores in 1956-57 to Rs. 2 crores in 1961-62. This under-charge raises the percentage of under-charges in total freight earning from 0.19 per cent to 0.40 per cent. Rs. 2 crores have been given away in wilful charity to consignors. If the Audit Report shows that it amounts to Rs. 2 crores, I am perfectly justified in saying that it should amount, if proper calculation is made on all railways and in every case, to many, many more crores of rupees than what the Audit Report says.

Then, there is the question of surplus stores. I only refer to it as a guiding factor. The value of surplus stores has increased from Rs. 4.01 crores in 1957-58 to Rs. 6.76 crores in 1961-62 thus raising the percentage of surplus to total stores balance from 4 to 8 per cent. That is to say, the percentage has nearly doubled. Of this surplus stores more than one-third is included in dead stores which can only be disposed of as scrap. This dead store would amount to Rs. 2 crores. If we take into calculation all the pilferage and thefts that go on, detected and undetected—according to some reports, that goes to line the pockets of several persons in railway employ, whether they are high officials or III

or IV class servants—you might reach the staggering figure of Rs. 20 crores to Rs. 30 crores which are probably lost to the Railways in this kind of avoidable waste.

Then, there are the contractors.

Shri U. M. Trivedi: On a point of order, Sir, there is no quorum. Quorum is essential.

Mr. Deputy-Speaker: Well; ring the bell.

Shri Sham Lal Saraf (Jammu and Kashmir): Even the Whips themselves are not present

श्री सिंहासन सिंह (गोरखपुर) : अपो-जीशन बेंचेंड भी खाली पड़ी है ।

श्री उ० मू० त्रिवेदी : मैंने गिन लिये, १४ हम लोग इस समय है लेकिन आप कितने हैं ।

श्री श्यामलाल सराफ : दोनों का एक सा हाल है ।

श्री सिंहासन सिंह : सट्टल हाल में चाय बंद करनी चाहिये ।

Mr. Deputy-Speaker: Order, order; no discussion across the Benches.

Shri U. M. Trivedi: I am sorry. Shri Sinhasan Singh raised it.

Shri Bade (Khargone): Where is the question of party?

Mr. Deputy-Speaker: All are equally guilty.

Shri U. M. Trivedi: That is why I came back.

Mr. Deputy-Speaker: Yes, Mr. Yajnik.

Shri Yajnik: I was referring to the money that is lost in dealing with the contractors who are play-boys of the Railway Administration.

The Audit report cited the case of one timber contractor who had been favoured with more than 100 con-

tracts and the Audit report says that the Railways have lost in dealing with him about Rs. 46 lakhs, some of which has been paid on totally false bills, and out of which some money has been collected, but about Rs. 33 lakhs remain to be collected and might have to be written off. These are only samples. You can well imagine the amount of loss that would be incurred by the Railways in dealing with contractors who, very often, give goods and services below specified standards, but somehow shut the mouths of the officer in charge by dubious means.

The most outstanding of these irregularities that have been brought to the notice of the public by the Audit Report is the shortage of coal found in the wagons sent to the various destinations and to various enterprises by the collieries. Extraordinary shortages of coal sent by the collieries have been detected on the South Eastern Railway in 1962 as follows: Bhilai lost 54 per cent; Waltair 12.29 per cent; Satragachi 5 to 7 per cent; Kharagpur 16 per cent, Bilaspur 9 to 18 per cent, in shortages as compared to the invoiced amount. The amount is invoiced at the station of consignment and yet, while the coal is in charge of the Railways, shortage is discovered at the station of destination: not 1 or 2 or 5 per cent; the percentages run up to 54 per cent, a really staggering figure, an all-time high in such transactions. We are told that in the Railway wagons, a line was drawn up to which coal was to be filled. The Railways had appointed some staff in order to check up whether the wagons were loaded to that point or not. But, the Railways, in their inscrutable wisdom, thought it fit to dispense with that staff as a measure of economy, with the result that crores have been wasted, crores have been lost to the Railways and to the people, whether it is Bhilai that has lost or the Railways have to pay the amount of loss to the consignees. But, anyway, it is our gift to the colliery magnates. How they palmed off

2818 (Ai) LSD—9.

all the amount that is mentioned in the invoices written by goods clerks is anybody's guess. But the fact remains that crores of rupees have been lost to the nation by under-hand means in the interests of the colliery proprietors.

These few illustrations are sufficient to show what can be done to save amounts in the next year. I would certainly say that everyone of these cases must be carefully inquired into, and whoever is found guilty of malpractices should be given condign punishment, however high or low a position he may occupy in the services. But, anyway, to be forewarned is to be fore-armed. The year is in front of you. It is no use having vigilance cells and similar cells in order to check up all these irregularities in the Railway Administration. The fact is that if the Railway Ministry itself becomes a vigilance cell, if everyone of the Ministers and the Ministers' associates, and every member of the Railway Board becomes the incarnation of a vigilance board and gives out the word that in the new year Government will more scrupulously and thoroughly examine every case of irregularity and will serve out condign punishment to whoever is found guilty, I think that there would be considerable improvement in the affairs, and there would be a saving of many crores of rupees that will again be there in the Railway Ministry's pockets.

If these two measures are taken, that is to say, if we estimate properly the earnings of the railway passenger fares for the next year at about Rs. 15 crores as they would be in the normal course, and if we at the same time did away with even some of the irregularities that plague the footsteps of the Railway Administration from year to year, I would say that Government would have more than Rs. 19 crores in their pockets, and there would be no earthly reason whatever for Government to levy any surcharge on freight rates.

[Shri Yajnik]

Then, I would submit that while Government indulges in miserly economies in some matters like the dispensing with the necessary inspection staff at the colliery stations, and while it is wasting any amount of money on avoidable expenditure and in useless stocks, I profoundly regret to say that some more urgent lines are starved for want of funds. And if I revert first and foremost to the broad gauge link to Kandla, I may not be misunderstood as a chauvinist or as a sectarian, because Kandla was conceived of as a port alternative to Karachi. It is an all-India port. It has been developed as an all-India port. Crores and crores of rupees have been spent and are being spent, and what is the result today? Recently a newspapers correspondent has clearly stated that due to the inadequacy of the rail link, 50,000 tons of foodgrains and fertilisers have been awaiting clearance for 8 months in godowns at the Kandla port. Kandla is probably to be declared a free port. Crores of more money are to be spent. More goods are being shipped to the Kandla port. But what is the use? Kandla itself cannot consume all the goods. It has to export goods by rail. If the line capacity on the Palanpur metre gauge side is limited, the only other alternative is to have a broad gauge link with Ahmedabad. Therefore the Jund-Kandla link has been planned. But what is the amount of money that has been spent. Out of Rs. 8 crores to be spent, the amount sanctioned for this—Rs. 6 lakhs have been spent uptil now; one poor lakh of rupees is to be spent in 1963-64 while Rs. 7.92 lakhs are to be spent the year after. With the result that Kandla will have more and more goods than it can possibly handle, and all the wonderful schemes of development that are being cogitated by either the port authorities of Kandla or the Gujarat Government or the Central Government are going to hang fire till the broad gauge link with Jund and through Jund with Ahmedabad is an

established fact. I would, therefore, earnestly request the Ministry to see if they cannot spend more money on this and help in the development of a first class port. It was a dream of Sardar Vallabhbhai Patel. He in his great wisdom foresaw the necessity of having a port on the western coast as an alternative to Karachi. The port has been planned and established, but for want of the minimum amenities that a railway link can supply, it is starved. I would once again urge the Railway Ministry to see if they cannot speed up the construction of the Jund-Kandla link.

Then I must also protest most emphatically against the manner in which the station of Ahmedabad, capital of Gujarat State, is being starved. The metre gauge station at Ahmedabad has been remodelled at a break-neck pace—I was very glad to see that the work was put through in a very record time—but when it comes to the broad gauge link, things are hanging fire. Out of the total amount of Rs. 1.93 crores to be spent on this broad gauge station, only Rs. 47 lakhs have been spent and only Rs. 60 lakhs are to be spent in the next year, leaving a big balance of Rs. 86 lakhs for the years thereafter. Now the tragedy is this that while the new metre gauge station has been opened, the old broad gauge station remains at the same place, with the result there is a terrible amount of confusion for the passengers who have to go a long distance in order to get their connections in the metre gauge line. We have been told that all this confusion will disappear and every passenger will be very happy as soon as the broad gauge station is remodelled, but why don't you do it soon? What prevents you from doing it? If you can spend more than Rs. 2 crores on the Himmatnagar-Udaipur line during the next year, why can you not spend the whole lot of money that you have to spend for remodelling this broad gauge station, so that the woes and difficul-

ties of all kinds of passengers—men, women and children, old people and young—might be smoothed away and redressed within a very short time.

The narrow gauge railways of Gujarat, again, are a sorry spectacle to behold. I have been raising the question of the narrow gauge railways year after year, but unfortunately there is no response from the Ministry and the Government at all. I think it is time they woke up from their slumber. The narrow gauge railways have to be either scrapped or remodelled. If they are to continue, let them be continued in a proper manner with some new engines, with some new coaches and with the minimum amenities that are necessary for the travel of human beings. Unfortunately, people have very often to travel in the night in complete darkness. There is no water and there is no light. They are so crowded that it is impossible to go to the lavatory. Like the friend from Assam who said that Assam was the Cinderella of India, which it should not be in view of its strategic importance, I would say that unfortunately Gujarat is in the position of a second Cinderella of the railways.

The former Railway Minister, Shri Jagjivan Ram, told us that he would look into the upgrading of the Saurashtra railways, which are all metre gauge. That he would see that they were brought to the standard of the broad gauge railways which operate in the rest of our State. Unfortunately, that promise, that assurance, has not been fulfilled. Even today as you pass from Viramgam to the other side, you will feel as if you are in a different railway administration altogether. The trains move so slowly that you would feel that you were still in the ante-deluvian days when the railways were worked by the Rājas and Maharajas of Saurashtra. I wish the Railway Board and the Railway Ministry

apply their mind to the matter and see to it that the Saurashtra railways which comprise a good network are brought up to the mark and in consonance and conformity with the rest of the railway system in Gujarat.

Lastly, I am afraid that all this talk that we have been having in this House has been a voice in the wilderness up till now, and probably it will remain so till the headquarters of the metre gauge lines are transferred from Bombay to some place within Gujarat. I am not indulging in any linguism, but I do feel that the Western Railway's management, seated in Bombay, is not able to do proper justice especially to the metre gauge and the narrow gauge lines, to which they have no direct access at all.

Shri Bade: It should be in Ajmer.

17 hrs.

Shri Yajnik: Anyway, what I say is that the management of the metre gauge railway lines leaves much to be desired. It is time a separate section of the Western Railway was formed to deal with the metre gauge requirements, with its headquarters shifted to some city from Bombay which does not have any metre gauge connection at all. I would earnestly request the Railway Ministry carefully to look into this matter and not to turn a deaf ear to our woes and cries which we have been repeating year after year. Let us not be compelled to take to any agitation the like of which cannot possibly be permitted under the present circumstances of emergency. I wish, therefore, the Railway Ministry to do what it can in this matter.

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 4, 1963/Phalgunā 13, 1884 (Saka).

[Saturday, March 2, 1963/Phalguna 11, 1884(Saka)]

ORAL ANSWERS TO QUESTIONS : COLUMNS
1587—1625

S.Q. No.	Subject	COLUMNS
194	Looting of Rly. property by students	1587—89
195	Agricultural production	1590—92
196	Super tanker	1592—94
197	Master Plan for development of tourism	1595—97
198	Foreign participation in Indian Shipping Companies	1597—1600
199	Economy in Civil Aviation	1600—04
200	Village Volunteer Force	1604—09
201	Sugar factories	1609—12
202	Underground rail system for Delhi	1612—13
203	Naroj bridge accident	1614—15
204	Ticketless travelling	1616—20
205	Export of sugar to U.S.A.	1620—22
206	Vikings and Heron aircrafts	1623—24
209	Alarm chains	1624—25

WRITTEN ANSWERS TO QUESTIONS COLUMNS
1625—1730

S.Q. No.	Subject	COLUMNS
173	Report on Dalmia-Jain Concerns	1625—26
174	Machine Tool Industry	1626—27
175	Credit facilities for exporters	1627
176	Czech Trade Team's visit to India	1627—28
177	Idle installed capacity of industry	1628
178	Expansion of Rourkela Steel Plant	1629
179	Cloth and yarn prices	1629
180	Steel production	1630
181	Nepa mills	1630
182	Tea export to Japan	1631
183	Shortage of pig iron in Punjab	1631—32
184	Cotton prices	1632
185	Oil mills in Uttar Pradesh	632—33
186	Bhadravathi Iron and Steel Works	1633—34
187	Heavy earth-hauling and mining equipment	1634
188	Pulp imports for Rayon industry	1634—35

WRITTEN ANSWERS TO QUESTIONS—contd.

S.Q. No.	Subject	COLUMNS
189	Sale of iron and steel	1635
190	Co-operative tea factories	1635—36
191	Raw material and manufactured goods	1636
192	Tea industry in Kangra Valley	1637
193	Target of steel production	1637—38
207	Railway bridges	1638
208	Export of raw sugar to Japan	1638
210	Mechanisation of railway yards	1638—39
211	Visit by team of U.S. farm-leaders	1639
212	Looting of goods train	1640
213	Floor price of Rabi crop	1640
214	Gandhigram Railway station	1641
215	Trust for developing Paradip Port	1641—42
216	Co-operative movement	1642—43
217	Train accident at Ludhiana	1643
218	National Animal and bird	1643—44
219	Marketing Boards	1644—45
220	Indian airlines	1645
221	Colouring of Vanaspati	1645—46
222	Enquiry into railway accident	1646
U.S.Q.		
No.		
261	Oil Gasification Plant	1646—47
262	Synthetic drug factory at Hyderabad	1647
264	Bye-elections	1648
266	Bicycles	1648—49
267	Collection of surcharge on steel sales	1649
269	Soda Ash plant in Madras	1649—50
270	Suicide by Liaison Officer	1650
271	Industrial estates in Uttar Pradesh	1651
272	Manufacture of Alloy Steel	1651—52
273	Fertilizer Factory, Durgapur	1652
274	Manufacture of detonators	1652—53

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
275	Heavy Engineering Plant, Durgapur	1653
276	Spinning mills in Madras	1653-54
277	Tariff Commission's Re- port on cloth and yarn . .	1654-55
278	Production of cement . . .	1655
279	Decline in exports to South-East Asian regions	1655-56
280	Quota of cement for Delhi	1656-57
281	Fertilizer factories	1657-58
282	Capacity of alloys and spe- cial steel	1658
283	Stamp duty under advo- cates Act	1658-59
284	Hindu Succession Act	1659
285	Central Marketing Orga- nisation at Tripura	1659-60
286	Radio industry	1660-62
287	Export of green tea to Af- ghanistan	1662
288	Import of copper from Southern Rhodesia	1662-63
289	Import of raw rubber	1663-64
290	Replanting of rubber in Kerala	1664-65
291	Cottage and Small Scale Industries in Punjab	1665-66
292	Industrial Estate at Nangal daha	1666
293	Trade with Pakistan	1666
294	Steel and Heavy industries	1667
295	Forward market for pep- per	1667
296	Handloom production of Manipur	1668-69
297	Paper mill at Manipur	1669
298	Export of Indian Jute goods	1669-70
299	Woollen hosiery units	1670
300	Lac procurement centre at Bilaspur M.P.	1670-71
301	Expansion of steel industry	1671
302	Titanium Factory at Tri- vandrum	1671-72
303	Use of copper tin, zinc and brass	1672-73
304	Export of Bananas to E.C.M. countries	1673
305	Machine tool plants	1673-74
306	Cement factories in Mad- ras	1674
307	Kotah Nylon Factory	1675

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
308	Baby-Food Manufacturing Factory	1675
309	Magnet manufacturing Plant	1676
310	Iron and steel dealers	1676-77
311	Quality control for fish export	1677-78
312	Railway out-agency, Ti- kamgarh	1678
313	P.C.O. at Bijawar	1679
314	Agricultural University in Rajasthan	1679-80
315	Fishing in deep waters	1680
316	Air accidents	1680-81
317	Post Office accounts of displaced persons	1681
318	Committee on sugar in- dustry	1681-82
319	Consumers' Cooperatives . . .	1682
320	Agricultural demonstration farm	1682-83
321	Dairy farm	1683
322	Inland water transport	1683-84
323	Credit facilities to vehicle operators	1684-85
324	Employees dismissed in 1960 strike	1685
325	Special car parks for tou- rists	1686
326	"Goshala Development" schemes	1686-87
327	Shipping services between India and East Asian countries	1687-88
328	Jodhpur Railway Work- shop	1689
329	Agricultural Farm, An- dhra Pradesh	1689
330	Wastage of railway capa- city	1689-90
331	Loading time	1690
332	Tube wells	1690-91
333	Bridge over Narmada	1691-92
334	Tube wells	1692-93
335	Unemployed civilian pi- lots	1693
336	Railway line from Satna to Singrauli	1693-94
337	Dairy farm with Danish collaboration	1694
338	Reclamation of land	1694-95
339	Road accidents	1695

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	COLUMNS
340	Theft of coal from Julu Railway yard 1695-96
341	Shipping Development Fund 1696-97
342	Amendment of Indian Forest Act, 1927 1697-98
343	Repairs to bridge on Himachal Pradesh 1698
344	Extension of age of retirement of railway employees 1698
345	Land Acquisition Act 1699
346	Stem Boer disease 1699-1700
347	Settlement Operations in Manipur 1700
348	Budget of I.C.A.R. 1700-01
349	Ships 1701
350	Foreigners in Indian Shipping Companies 1701
351	Fatehpur Churu ¹ Railway line 1701-02
352	Community Development Blocks 1702
353	Hospet and Salarjung Sugar factories 1702-03
354	Village level worker 1703-04
355	Construction of Badagara Pier in Kerala 1704-05
356	Telephones in Kozhikode district 1507
357	School of Catering, Kerala 1706
358	Passenger amenities 1706-07
359	Indian Council of Agricultural Research 1707-08
360	Electrification of stations on Northern Railway 1708
361	Export of rice from Punjab 1708-09
362	Mukerian-Talwara Railway line 1709-10
363	Passenger amenities on Northern Railway 1710
364	Waiting hall at Jawad Road Railway Station 1710-11
365	Telephone connections in Madhya Pradesh 1711-12
366	Education of extension workers 1712
367	Package programmes 1713-14
368	Bridge over river Lolea 1714
369	Train from Silcher to Lumding 1715
370	Permanent Zonal Rly. Accident Committees 1715-16

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	COLUMNS
372	Bridges in Eastern Uttar Pradesh 1716
373	Bridge across Ganges at Ghazipur 1716
374	Booking from Sambhar for Kangra Valley 1717
375	Calcutta-Assam Navigation link 1717
376	Rail transport facilities 1718
377	Disbursement of manure to farmers 1718
378	Ganganagar-Hindumalkot Railway line 1719
379	P.&T. colony, Bikaner 1719
380	Indo-Norwegian Fisheries Project 1720
381	Visakhapatnam Port 1720-21
382	Central Soil Conservation Research and Training Centre, Kotah 1721-23
383	Engines to run with Methan Gas 1723-24
384	International Farm Youth Exchange Programme 1724-26
385	Wagons 1726-27
386	Sheep breeding farm in Kulu 1727-28
387	Express Highway to Paradip Port 1728
388	Milk powder 1729
389	Distribution of improved seeds 1729-30
390	Deluxe trains 1730

CALLING ATTENTION TO
MATTER OF URGENT
PUBLIC IMPORTANCE 1730-34

Shri Hem Barua called the attention of the Prime Minister to the reported entry of Naga hostiles into India through Manipur.

The Prime Minister (Shri Jawaharlal Nehru) made a statement in regard thereto.

PAPERS LAID ON THE TABLE 1735-38

(1) A copy each of the following Rules:—

(i) The Indian Wireless Telegraphy (Possession) Amendment Rules, 1962 published in Notification No. S.O. 3756

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

COLUMNS

- dated the 15th December, 1962 as corrected by Notification No. S.O. 171 dated the 19th January, 1963, under sub-section (4) of section 10 of the Indian Wireless Telegraphy Act, 1933.
- (ii) The Licensing of Wireless Receiving Apparatus (Amendment) Rules, 1962 published in Notification No. G.S.R. 1705 dated the 15th December, 1962 as corrected by Notification No. G.S.R. 117 dated the 19th January, 1963, under sub-section (5) of section 7 of the Indian Telegraph Act, 1835.
- (2) A copy each of the following papers:—
- (i) Annual Report of the Hindustan Steel Limited, Hinoo (Ranchi), for year 1961-62 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.
- (ii) Review by the Government on the working of the above Company
- (3) A copy of Annual Administrative Report of the Tea Board for the period from the 1st April, 1961 to the 31st March, 1962.
- (4) A copy each of the following Notifications under sub-section (3) of section 133 of the Motor Vehicles Act, 1939, making certain further amendments to the Delhi Motor Vehicles Rules, 1940:—
- (a) Notification No. F. 12[68-61-Tr. published in Delhi Gazette dated the 20th September, 1962.
- (b) Notification No. F. 12/90/62-PR(T) published in Delhi Gazette dated the 1st November, 1962.
- (5) A copy each of the following Notifications:—
- (i) The Shipping Development Fund (Loans) Amendment Rules, 1962 published in Notification No. G.S.R. 1566 dated the 24th November, 1962, under sub-section (3) of section 458 of

PAPERS LAID ON THE TABLE—*contd.*

- the Merchant Shipping Act, 1958.
- (ii) Notification No. 255/62/F. 68-114/60-Pub. published in Andaman and Nicobar Gazette dated the 5th December, 1962, making certain further amendments to the Andaman and Nicobar Islands Motor Vehicles Rules, 1939, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939.
- (6) A copy each of the following Notifications under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—
- (i) S.O. No. 3078 dated the 5th October, 1962 rescinding the Order published in Notification No. S.R.O. 3447 dated the 20th November, 1954 as subsequently amended.
- (ii) The Sugaracne (Control) Amendment Order, 1963, published in Notification No. G.S.R. 126 dated the 19th January, 1963.
- (7) A copy of Notification No. F.2(12)[61-F&CS, published in Delhi Gazette dated the 19th February, 1963 containing the Delhi Cement Control Order, 1963, under sub-section (6) of section 3 of the Essential Commodities Act, 1955.

PRESIDENT'S MESSAGE

1738

The Speaker communicated to Lok Sabha the President's message conveying his great satisfaction on the expression of thanks by the Members of Lok Sabha for his Address delivered to both the Houses of Parliament on 18-2-63.

TIME FOR PRESENTATION OF REPORT OF COMMITTEE TO INVESTIGATE THE CONDUCT OF CERTAIN MEMBERS AT THE TIME OF PRESIDENT'S ADDRESS EXTENDED

1738

The time for presentation of the Report of the Committee was extended upto the 12th March, 1963.