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Tuesday, August 5, 1969
Sravana 14, 1891 (Saka)

LOK SABHA DEBATES



सत्यमेव जयते

(Eighth Session)

(Vol. XXXI contain No.11-20)

**LOK SABHA SECRETARIAT
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LOK SABHA

Tuesday, August 5, 1969/Sravana 14,
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The Lok Sabha met at Eleven of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

MR. DEPUTY-SPEAKER : The House will take up Questions—Shri Tapuriah—

SHRI KANWAR LAL GUPTA : Sir, Question No. 357 may also be taken along with this.

AN HON. MEMBER : Question No. 345 also.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : Sir, you can take them together.

MR. DEPUTY-SPEAKER : All right. Question Nos. 331, 345 and 357 may be taken together.

+

Manufacture of Tractors

*331. SHRI S. K. TAPURIAH :
SHRI S. R. DAMANI :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact there are plans with Government to encourage the setting up of some assembly plants of the imported tractors in this country ;

(b) if so, the amount of foreign exchange involved in it ;

(c) whether Government have received applications from the Indian industrialists for the grant of licences to manufacture tractors in the country ; and

(d) if not, whether Government propose to start some public sector project to manufacture tractors even with foreign technological know-how or collaboration ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) to (d). A statement is laid on the Table of the House.

Statement

- (a) Government have approved the proposals of Uttar Pradesh and Haryana Agro Industries Corporations to assemble Zetor-2011 tractors imported from Czechoslovakia in Semi-Knocked-down packs.
- (b) Initially 5000 packs have been allowed to be imported for this purpose. The total value of these packs is about Rs. 512.48 lakhs.
- (c) The tractor industry has now been delicensed. Several proposals have been received from Indian industrialists for manufacture of tractors and a number of them have been approved in principle.
- (d) In addition to the private sector schemes, which have been approved or are under consideration, a proposal to set up a tractor project in the public sector is also under active consideration.

ट्रक्टरों के मामले में धारम निर्भरता

+

*345. श्री महाराज सिंह भारती :
श्री यशवन्त सिंह कुशाबाह :

क्या औद्योगिक विकास, धारमरिक व्यापार तथा समन्वय कार्य मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने चौथी पंचवर्षीय योजना में भी ट्रैक्टर उत्पादन के मामले में आत्मनिर्भरता प्राप्त न करने का निर्णय किया है ; और

(ख) यदि हाँ, तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्रालय में उपमंत्री (श्री भानु प्रकाश सिंह : (क) तथा (ख). एक विद्यरण समा पटल पर रखा जाता है ।

विवरण

(क) तथा (ख). देश में ट्रैक्टरों के उत्पादन बढ़ाने के लिए सरकार हर संभव कदम उठा रही है । विद्यमान निर्माताओं को उनके उत्पादन को अधिकतम सं मा तक बढ़ाने के लिए पूँजीगत वस्तुओं तथा हिस्से पुर्जों एवं कच्चे माल के आयात करने में सहायता दी गई है । अधिक उत्पादनकारी एक्वों की स्थापना को प्रोत्साहन देने के लिए ट्रैक्टर उद्योग को जाइसेंस प्रणाली से मुक्त कर दिया गया है । गैर सरकारी क्षेत्र में ट्रैक्टरों के निर्माण के लिए कई नई योजनाओं को अनुमोदित किया गया है और ऐसी आशा है कि दा-तीन वर्ष में उनमें से कुछ उत्पादन प्रारम्भ कर देगे । ट्रैक्टरों के बनाने के एक कारखाने को सरकारी क्षेत्र में स्थापित करने का प्रस्ताव भी विचाराधीन है । इन उपायों से हो सकता है कि देश में निमित ट्रैक्टरों का उत्पादन चतुर्थ पंचवर्षीय योजना अवधि के अन्त तक मांग को पूरा करने में पर्याप्त न हो, परन्तु सरकार का प्रयत्न है कि शीघ्रातिशीघ्र आत्मनिर्भरता प्राप्त की जाये ।

ट्रैक्टरों की मांग

+

*357. श्री कंबर लाल गुप्त :

श्री रामचरण ल :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में कितने ट्रैक्टरों की आवश्यकता है और कितने ट्रैक्टर उपलब्ध हैं ;

(ख) सरकार का देश में कितने नये ट्रैक्टर बनाने का विचार है और आगामी दो वर्षों में अन्य देशों में कितने ट्रैक्टरों का आयात किये जाने की संभावना है ;

(ग) क्या सरकार का विचार छोटे ट्रैक्टरों का निर्माण करने का है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं और यदि हाँ, तो उसका ब्योरा क्या है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्रालय में उपमंत्री (श्री भानु प्रकाशसिंह : (क) तथा (ख). 1969-70 के लिए कृषि ट्रैक्टरों की मांग का कृषि विभाग का अनुमान 70,000 नवों का है । ऐसी आशा है कि इस वर्ष देश में लगभग 20,000 ट्रैक्टरों का निर्माण होगा । बाकी आवश्यकता को पूरा करने के लिए संभव सीमा तक आयात करने का प्रस्ताव है । 1970-71 के लिए मांग और उत्पादन के बारे में अभी कोई अनुमान नहीं लगाया गया है ।

(ग) तथा (घ). सरकार पहले ही गैर-सरकारी क्षेत्र में छोटे ट्रैक्टरों के निर्माण के लिए कुछ योजनाओं को अनुमोदित कर चुकी है । सरकारी क्षेत्र परियोजना के अन्तर्गत 20 अश्व शक्ति वाले ट्रैक्टरों के निर्माण का एक प्रस्ताव भी विचाराधीन है ।

SHRI S. K. TAPURIAH : Sir, It is a wonderful Government. It says one thing and does entirely the opposite of it. While it professes to pay lipservice to the farmers it hardly does anything. As we have seen about the prices of fertilisers, levy on fertilisers and also in the matter of tractors it is only lip-service. According to the figures given by Government itself there is going to be a shortfall of 50,000 tractors per year based on the demand and production capacity in the country though according to the figures given by the Planning Commission they think that the demand

next per year would be 90,000 tractors and the shortfall would be 70,000 per year. The Government says it has taken a few steps, but I think the steps, as they say every time, are misleading and the word de-licensing used with regard to tractors is a misnomer because the tractor industry as such has been de-licensed but still the manufacturer has to go to Government and knock at its door for having approval for his collaboration agreement, for import of capital goods and also for getting import licence for raw materials. The manufacturer has also to get the fair price fixed by it. May I know from the Government, since it has been using the wrong word in terms of tractors saying that it has been de-licensed and since there is a great shortfall in production compared to demand, whether they would make a model agreement of collaboration so that any proposal coming within those model terms will be approved without any reference to any other committee, and whether they will also fix a mean quantum of licence for capital goods as also for raw materials based on the various means of production and any application coming within that will be granted licence immediately without reference to any committee so that the matter can be speeded up and no delay takes place anywhere?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): As the hon. Member is aware, according to the estimates made by the Planning Commission, it was expected that the demand by the end of 1970-71 would be about 41,000 tractors. But after the recent re-assessment, two figures have been given—one is by the Planning Commission which says that the demand will be about 68,000 while the Agriculture Ministry puts the demand at about 90,000 by the end of 1973-74. So far as the demand for the current years is concerned, according to the Agriculture Ministry it is expected to be about 70,000. It is true that the number of tractors at present manufactured in our country is not sufficient to cope with the demand within the country. I think the hon. Member is also aware that we have licensed some units of a capacity of about 30,000 but last year they were not able to manufacture more than 13,000 or 14,000. It is expected that during this year they may be able to manu-

facture about 20,000 tractors. Generally those tractors are of 20 hp and above. There has been no manufacture of tractors by any units of below 20 hp.

In order to meet the present demand we have allowed the import of parts in order to assemble some tractors within the country. We also allow the import of tractors of those makes which are being manufactured in our country so that the present demand may be met. We have also de-licensed it. But, as the hon. Member has said, de-licensing by itself is not sufficient, because if they have to enter into agreements with foreign parties they have to get clearance from the foreign investment board. There are a number of applications pending with that board. I think three of them have been cleared and some enquiries are going on with respect to others. I shall see to it that their applications are expedited so that they can import tractors as early as possible.

SHRI S. K. TAPURIAH: Because of the shortfall in production, there is a tremendous amount of blackmarketing existing in tractors and according to some estimates the premium charged for tractors is between Rs. 2,000 and 7,000. Though sometimes government jump hastily to put controls on consumer goods to be consumed by the richer section of the people, I am surprised that hardly anything has been done in regard to tractors so that the farmer can be safeguarded from this evil of blackmarketing and premium. May I know from the government whether they have considered a proposal, and if not will they consider it now, of imposing a statutory control on the distribution of tractors, as is now done in the case of cars and scooters, so that the initial purchaser is not allowed to sell it for a period of two or three years, so that the genuine farmers can get it and nobody else, so that the distributors cannot sell it to their own nominees to be sold later on at a premium to the farmers?

SHRI F. A. AHMED: It is true that some complaints have been received with regard to this matter. But, as the hon. Member is aware, we have brought it under the Essential Commodities Act. Actually, one of the complaints was that some of these manufacturers and dealers were insisting on

an advance of Rs. 1,000 per tractor and the government had to come forward with a notification declaring that no one should ask for an advance of more than Rs. 100. The question whether we should place a restriction on those people who purchase the tractor in the matter of sale within a prescribed period of about two years, as is done in the case of cars, that aspect has not been considered. I will consider that matter.

SHRI S.R. DAMANI : The urgency of increasing the production of tractors has been stressed on the floor of this House several times by many members in the past. The hon. Minister has also assured that he is taking all action in this direction and he has also said that there is a scheme in the public sector to manufacture tractors but till now there is no sign of any increase in production. In view of all this, may I know as to what is the result of the proto-type tractor which was produced at Pinjore and sent for test to Budni? Was it successful? When will mass production be started?

Secondly, I would like to know one thing. There was a scheme submitted in 1963 with Czech collaboration. It was years back. What decision has been taken? Why is it delayed so much? Was this scheme approved or rejected?

Lastly, have the Government drawn up any detailed scheme for production of tractors in the next five years? If so, what is the detail and how much will be manufactured in the private and how much will be manufactured in the public sector?

SHRI F.A. AHMED : This matter has been discussed on the floor of the House from time to time and the hon. Members are aware that whatever is possible is being done by the Government to increase the production of tractors. In fact we have a licensed capacity of about 30,000 tractors per year, but it has not been possible for these manufacturers to produce tractors more than 14,000 or 15,000 till now and it is expected that during this year they will be able to manufacture about 20,000 tractors. In addition to that, the industry has been delicensed and we are encouraging everyone to come forward for the expansion of the manufacture of tractors and also for new people to come and undertake

manufacture of tractors. Apart from this there has been a tendency not to go for the manufacture of tractors under 20 hp. For that purpose there is a scheme with the Government and the proto-type has been tested and the recommendation has been received and I hope early action will be taken by the Government as to where to have this unit in the public sector.

SHRI S. R. DAMANI : My question has not been replied to. I wanted to know about the proto-type tractor which has been produced. When will actual production start? I also wanted to know about the Czech collaboration application which has been Pending since 1963. Has it been accepted or rejected?

SHRI F. A. AHMED : I have already replied that there is one project under consideration of the public sector and this proto-type together with the type which has been recommended to us by the Czechoslovakians are being considered and we shall see which of the two types should be taken by the public sector as early as possible.

MR. DEPUTY-SPEAKER : Mr. Kandappan.

श्री कंवर लाल गुप्त : जिसका नाम है उसको पहले बुलाइये ।

You are changing the procedure and you are inviting trouble unnecessarily.

MR. DEPUTY-SPEAKER : You should not dictate to me. I am following the procedure that should be followed. After one or two supplementaries, I am going to take your question. (*Interruptions*)

श्री रवि राय : जिनका नाम है उनको पहले बुलाना चाहिए ।

SHRI S. KANDAPPAN : The lengthy explanation given by the hon. Minister amounts to a pious wish on his part and I fear the Government has not taken any concrete steps to meet the demand of the country in regard to tractors. I would like to know from the hon. Minister categorically, with regard to installed capacity, what are the real reasons for the shortfall, what are the difficulties, if any, expressed by the

industrialists to have full production and what has the Government done to help them to see that the already licensed capacity works to the maximum level.

Secondly, the tractors which are already there for use in the country, due to want of spare-parts and want of repairing facilities in many places, are not being used particularly in the remote corners of the country. Even if you have got one repair workshop in each State, it will not meet the demand. For example, in some distant place in Tamil Nadu, even if you have one repair workshop in Madras, about 300 miles away, a farmer in the village cannot avail of the workshop facilities which is located in a distant place. I would like to know whether the Government is prepared, in consultation with the States, to see to it that at least they provide workshop facilities in every district headquarter town so that all the tractors that are already there in the country are fully utilised.

SHRI F. A. AHMED : I do not agree with the hon. Member that the Government are not doing anything for increasing the production of tractors. On the other hand, I would like the hon. Member to remember that even when we had the previous assessment made by the Planning Commission, sufficient steps were taken by the Government to have a number of tractors which will satisfy the estimated demand. May I point out that it is very well for us to become wise after the event. About a few years ago, the people who were given licences were hesitant to make any investment because they did not know whether there will be sufficient demand.

SHRI S. KANDAPPAN : I am sorry the hon. Minister is again giving a vague reply. What I would like to pin point is that you have already the installed capacity to the tune of 30,000 tractors but there is a shortfall. What is the reason for the shortfall? Can't you explain it?

SHRI F. A. AHMED : As was just saying, they were given the licences and though the licensed capacity was 30,000 tractors, many of them were hesitant to make an investment because they did not know whether there will be sufficient demand, whether their investment will give any

yield or not. That is one of the reasons. The second reason was, because of recession, because of less demand, about two or three years ago, there was some hesitancy on the part of these people. Then, recently, on account of the green revolution, on account of more money coming into the hands of the people and on account of the results of the improved methods of cultivation, the demand has gone up all of a sudden during last one or two years. That is why we have not been able to provide as many tractors as it was possible. It cannot be done all of a sudden. As soon as we got an impression that there will be such a huge demand, we delicensed the industry. This is a priority industry where no difficulty is placed in the way of importing either the components or the raw materials necessary for the purpose of manufacturing tractors.

SHRI S. KANDAPPAN : What about repairing facilities?

SHRI F. A. AHMED : Apart from that there are manufacturers who have the licence for manufacturing tractors under 20 H. P. When the Government found that they were not doing, the Government is doing it in the public sector.

श्री रणधीर सिंह : डिप्टी स्पीकर साहब, इस सदन में गरीब की कौन मुनता है और किसान की कौन मुनता है। अगर किसी को कार चाहिये, हवाई जहाज चाहिये, स्कूटर चाहिये, तो ये चीजें सस्ती मिलती हैं लेकिन अगर किसी भ्रादमी को देश का उत्पादन बढ़ाने के लिये, गरीबी खत्म करने के लिये किसान को अगर ट्रैक्टर चाहिये तो नहीं मिलते हैं और मिले भी 8000 रु० का 20,000 रु० में मिलता है। मुझे शर्म आती है कि इतनी बड़ी माँग है डेढ़ लाख ट्रैक्टर की एक साल में और मंत्री साहब कुल 12 हजार ट्रैक्टर के लिये कॅपेसिटी बढ़ा रहे हैं। तीन, चार लाख की वेंचिंग लिस्ट पहले से है। प्लानिंग कमीशन और मॅनुफॅक्चरर्स, दोनों की साजिश है। ये क्रोकोडाइल्स हैं जो किसान को खाना चाहते हैं। प्लानिंग कमीशन कहता है कि इस देश में ट्रैक्टर प्लानिंग हो ही नहीं सकती। ऐसे बावले

[श्री रणधीर सिंह]

लोग प्लानिंग कमीशन में हैं जो कहते हैं कि इस देश में ट्रैक्टर सूट ही नहीं करता। कितने बावने लोग प्लानिंग कमीशन में बंटा रखे हैं (व्यवधान)।

SHRI BAL RAJ MADHOK : Is it Parliamentary to call the Members of Planning Commission mad men ?

श्री रणधीर सिंह : मैं पूछना चाहता हूँ कि जहाँ ट्रैक्टर बनाने वाले जानबूझ कर कम ट्रैक्टर बनाते हैं, नी हजार के ट्रैक्टर को बीस हजार में बेचना चाहते हैं, और जहाँ प्लानिंग कमीशन उनका दोस्त बना है, घी खिचड़ी है, वहाँ आप आराम से क्यों बैठे हैं। किसान की मदद के लिये मैं पूछना चाहता हूँ कि एक साल, दो साल, दस साल में, कब तक आप उसकी माँग पूरी करेंगे ताकि 10,000 रु० का ट्रैक्टर 5,000 रु० में मिले और देश का किसान ज्यादा पैदा करे और यहाँ की भूख को मिटाये ? मैं सरकार से कोई स्कीम जानना चाहता हूँ कि ऐसी कोई स्कीम है या नहीं ?

श्री कृष्णरहीन अली अहमद : यह बात तो गलत है कि जहाँ एक लाख ट्रैक्टर की जरूरत हो वहाँ सिर्फ दस, बारह हजार ट्रैक्टर बढ़ा रहे हैं। यह बिल्कुल गलत ख्याल है...

श्री रा० कृ० बिड़ला : यह बोलते ही गलत हैं।

श्री रणधीर सिंह : एक लाख 35 हजार सालाना की माँग है, आप 12 हजार भी नहीं दे रहे हैं।

श्री कृष्णरहीन अली अहमद : मैंने जैसा पहले अर्ज किया हमारे पास दो एस्टीमेट हैं। एक तो प्लानिंग कमीशन का और दूसरा एस्टीमेट है एग्ריकल्चर डिपार्टमेंट का। प्लानिंग कमीशन का एस्टीमेट है कि 1973-74 तक हमको 68,000 ट्रैक्टर चाहिए और एग्ריकल्चर डिपार्टमेंट के मुताबिक 90,000 ट्रैक्टर की

हमको जरूरत होगी। अब हमारे पास जिनको लाइसेंस हम दे चुके हैं, 30,000 ट्रैक्टरों के लाइसेंस उन लोगों के पास हैं। और जो दरखास्तें आयी हैं वे 1,10,000 ट्रैक्टरों की हैं जिनमें से 25,000 ट्रैक्टरों की दरखास्तें बिल्कुल क्लीयर हो गयी हैं, और बाकी के बारे में सोच रहे हैं। अब यह इंडस्ट्री शूटिंग डीलाइसेंस हो गयी है, दरखास्तें कैपिटल गुड्स कमेटी के पास, फ़ॉरेन इन्वेस्टमेंट बोर्ड के पास पड़ी हुई हैं जा जल्दी से क्लीयर हो जायेंगी ;

इसके अलावा पब्लिक सेक्टर में 50,000 ट्रैक्टर बनाने की कोशिश कर रहे हैं। अगर ये सब स्कीम चलेंगी तो हमारे पास डेढ़ लाख ट्रैक्टर बनाने की तीन, चार साल में कैपेसिटी हो जायगी।

SOME HON. MEMBERS rose—

MR. DEPUTY-SPEAKER : I have clubbed three questions together and I must first give those Members whose names appear on the questions opportunity to ask supplementary questions and then only I can call others. I cannot exclude those who have tabled the question.

श्री महाराज सिंह भारती : इस बात को ध्यान में रखते हुए कि जितनी बड़ी संख्या में ट्रैक्टरों का निर्माण होगा उतनी ही लागत उसकी कम आयेगी, और इस बात को ध्यान में रखते हुए कि देश का कोई भी बड़ा पूंजीपति 50,000—60,000 की संख्या में ट्रैक्टर निर्माण नहीं करना चाहता, और यह भी देखते हुए कि जितने ट्रैक्टर बनाने वाले ट्रैक्टरपूजिये पूंजीपति हैं वे सब पुर्जे इकट्ठे करके निर्माता बन गये हैं, इस बात को ध्यान में रखते हुए मंत्री महोदय ने आश्वासन दिया था कि पब्लिक सेक्टर में कम से कम 50,000 ट्रैक्टरों का निर्माण किया जायगा। आपने कहा था कि एच० एम० टी० की फालतू शक्ति का इस्तेमाल किया जायगा। क्या यह सच नहीं है कि बेस्टेड इंटररेस्ट्स ने संबोटाज करने के ख्याल से यह रिपोर्ट दी है

कि कम से कम 18 करोड़ की पूँजी लगाकर ही ट्रैक्टरों का निर्माण किया जा सकता है। इसलिए आपने तय किया है कि 18 करोड़ की पूँजी नहीं लगायेंगे, और घूँकि आश्वासन दिया है इसलिए लटकाना चाहते हैं और 50,000 ट्रैक्टर पब्लिक सैक्टर में बनाने की कोई योजना आपके दिमाग में नहीं है। क्या आप इससे इन्कार करेंगे ?

श्री फ़ख़रुद्दीन अली अहमद : यह बात बिल्कुल गलत है। पब्लिक सैक्टर में एक बहुत बड़ी फ़ैक्ट्री लगने वाली है और जल्दी गवर्नमेंट उम पर काम करेगी...

श्री महाराज सिंह भारती : सीधा सवाल यह है कि आपने फ़ैक्ट्री लगाने की बात नहीं की थी बल्कि एच० एम० टी० की सरप्लस कंपैसिटी का इस्तेमाल करते हुए पिन्जौर वाला नाम लिया गया था। आज आप नई फ़ैक्ट्री लगाने की बात क्यों करते हैं ?

श्री फ़ख़रुद्दीन अली अहमद : चाहे पिन्जौर में हो और चाहे एम० ए० एम० सी० में हो, पब्लिक सैक्टर में नई फ़ैक्ट्री लगेंगी ट्रैक्टर बनाने की।

श्री यशवंत सिंह कुशवाह : पब्लिक सैक्टर में जो ट्रैक्टर बनाने का कारखाना स्थापित होगा क्या उसमें ऐसे ट्रैक्टर बनाने के प्रश्न पर सोचा जायगा जैसा कि 8,000 रु०, 9,000 रु० की कीमत का आयात किया हुआ रूसी ट्रैक्टर होता है और जो किसानों के लिए ज्यादा कीमत का नहीं है, जिसको किसान काम और कीमत के लिहाज से ज्यादा अच्छा समझता है।

क्या मंत्री जी यह भी बतायेंगे कि भाड़ाही प्राये हुए 22 साल हो गये, तीन पंचवर्षीय योजनाएँ होकर चौथी पंचवर्षीय योजना भी चल रही है, शासन के सामने 20, 22 साल से ऐसी कौनसी कठिनाइयाँ रहें जिनके कारण शासन यह प्रदाज नहीं कर सका कि किसानों को कितने ट्रैक्टर चाहिए और कितने ट्रैक्टर

देश में बनते हैं, अब तक किसानों की आवश्यकता को पूरा करने के लिए शासन कदम नहीं उठा सका ? ऐसी क्या कठिनाइयाँ शासन के सामने रहें ?

और क्या शासन यह भी बतायेगा कि निजी क्षेत्र में जो ट्रैक्टर बनाने के कारखाने स्थापित किये जाएंगे उनको शासन की तरफ से क्या सहायता दी जायगी और किन शर्तों पर दी जायगी ?

श्री फ़ख़रुद्दीन अली अहमद : मैंने कहा कि प्रायरीटी इंडस्ट्री है। जिस किस्म की सहूलियत चाहिए, इम्पोर्ट करने के लिए, कम्पोनेन्ट्स की, रा-मैटीरियल की, हर एक तरह की सहायता हम उनको देने के लिये तैयार हैं।

SHRI P. VENKATASUBBAIAH : May I know from the hon. Minister...

श्री यशवंत सिंह कुशवाह : उपाध्यक्ष महोदय, मंत्री महोदय ने मेरे प्रश्न का पूरा उत्तर नहीं दिया है...

SHRI P. VENKATASUBBAIAH : whether in view of the fact that there is a shortage of tractors in the country, and although the demand for tractors has been there for a long time, the cost has been so prohibitive that the small farmers could not go in for the tractors, the hon. Minister is thinking of reducing the price of tractors and supplying small tractors to the farmers ?

श्री यशवंत सिंह कुशवाह : मंत्री महोदय से पूरा उत्तर दिलवाया जाय। मेरा प्वाएंट प्वाइंट है...

MR. DEPUTY-SPEAKER : During the Question Hour, I do not allow any point of order. If hon. Members are not satisfied with the reply, then I would plead with the hon. Minister to be very precise. What happens is that many things are brought up again in another question, and the same things are repeated and it takes a lot of time. I would request the hon. Members who put questions also to be precise and to the

[Mr. Deputy-Speaker]

point, because otherwise it takes a lot of time.

SHRI P. VENKATASUBBAIAH : My second question is regarding the utilisation of the surplus capacity in the public sector. In addition to the HMT, which are the other public sector projects which the hon. Minister wants to utilise for the production of these tractors ? While the Planning Commission and the Agriculture Ministry are making an assessment of the number of tractors needed in the country, may I know whether they are aware of the agitation now being led by the Communist Party against tractors, called the anti-tractor agitation, and if so, may I know whether that is also going to have any impact on the assessment of the requirements ?

SHRI F. A. AHMED : So far as the question of price is concerned, that was also one of the terms of reference of the body which was asked to look into and examine the project report submitted by the Czech party as well as the project report submitted by the NIDC, so that we could manufacture and give to the cultivator the cheapest type of tractor. That report has come and is under examination, and we shall take that fact into consideration.

So far as the assessment of the requirements of tractors for the cultivators are concerned, we have only the agency of the Agriculture Ministry which can tell us their assessment for coming years. We have taken that fact into consideration as also the number of orders pending with the manufacturers and the dealers, while considering the question of further expanding the manufacture of tractors.

SHRI P. VENKATASUBBAIAH : What about utilising the surplus capacity of the public sector projects ?

SHRI F. A. AHMED : That is being utilised.

SOME HON. MEMBERS *rose—*

MR. DEPUTY-SPEAKER : I should first call those Members whose names appear on the questions. I have taken three questions together and I must give chance to those Members.

श्री कंबर लाल गुप्त : यह सही है कि भारत में ट्रैक्टरों की ज्यादा मांग की वजह से श्री डिस्ट्रिब्यूशन सिस्टम गलत होने के कारण से इसमें ब्लैकमार्केटिंग आम चल रही है। मंत्री महोदय ने अभी यह कहा कि उन्होंने कई लोगों को कई जगहों पर इसके लिए लाइसेंस दिया हुआ है लेकिन कई चीजें उसमें हायल होती हैं। पहले तो जो फीरेन एग्जिमेंट और कोलैबोरेशन होता है उसमें बहुत देर लगती है, उसमें रा-मैटीरियल नहीं लगाते। इस तरीके से आपको मालूम है कि पिछले 6 महीने से 14 ऐप्लीकेशंस आपके पास पेंडिंग पड़ी हुई हैं और उनके बारे में कोई निर्णय नहीं हुआ है। इसलिए पहला मेरा सवाल यह है कि यह सब जो बोटलनेक्स हैं कोलैबोरेशन के लिए या रा-मैटीरियल के लिए क्या मंत्री महोदय इन सारे बोटलनेक्स को दूर करेंगे ताकि जो लोगों की तकलीफें हैं, प्रोड्यूसर्स की दिक्कतें हैं उनको इस मामले में अपनी व्यक्तिगत रुचि लेकर दूर करेंगे ताकि हम ट्रैक्टरों के मामले में आत्म-निर्भरता की ओर बढ़ सकें ?

दूसरा सवाल मेरा यह है कि पब्लिक सेक्टर में आप कहाँ पर कारखाना लगाने जा रहे हैं, वह कब तक लग जायगा ताकि जो आपकी आइडिल कैपैसिटी है कई जगह पर जैसे कि जो गवर्नमेंट की अंडरटेकिंग्स हैं जैसे एच० एम० टी० है और दूसरी कई जगह हैं उनमें से आप कहाँ-कहाँ यह ट्रैक्टरों का कारखाना लगाने जा रहे हैं ?

एक फुली इनडिजनस छोटे ट्रैक्टरों का कारखाना मेरठ में बनने जा रहा है। मेरठ में जहाँ कि बिलकुल इम्पोर्ट की जरूरत नहीं है इस तरह के छोटे ट्रैक्टरों बनाये जा रहे हैं। वह इंडिजनस छोटे कारखाने और ज्यादा पापुलर हों और दूसरी जगह भी उसको बनाने के लिए कारखाने लगे उसके लिए मंत्री महोदय क्या कर रहे हैं ?

श्री कल्लहरीन श्री अहमद : पहले सवाल का जवाब यह है कि इस इंडस्ट्री को डिलाइसेंस

कर दिया है लेकिन जैसा मैंने पहले आप से कहा यह जरूरी है कि फीरेन कोलंबोरेशन की जब जरूरत होती है और जब इम्पोर्ट्स वगैरह की जरूरत होती है तो हमारे पास जो दो कमेटी हैं उनके पास मामला जाता है। जहां तक फीरेन एग््रीमेंट का ताल्लुक है जब तक कि वह एग््रीमेंट जिसके कि साथ कॉलंबोरेशन किया जाता हो उसके टर्म्स हमें मालूम न हों तब तक हम किस तरीके से आगे से कह सकते हैं कि हम उसको मंजूर करेंगे ? लेकिन जैसा मैंने पहले कहा कि जहां तक इम्पोर्ट्स वगैरह का ताल्लुक है हम एक तस्वीर सामने रख सकते हैं। यह दो चीजें अगर इम्प्लीमेंट करें तो हम इसे करने के वास्ते तैयार हैं और जाहिर है कि उससे उन लोगों को जरूर मद्दलियत होगी।

दूसरा सवाल जो किया गया है आपकों शायद मालूम हो कि इस वक्त हमारे सामने दो चीजें हैं एक तो चेकोस्लोवाकिया प्रॉजेंट रिपोर्ट और एक रुद हमारे यहाँ का इंडिजनसला तैयारकर्ता ट्रेक्टर का नमूना जिसे कि हमारी सेंट्रल मिनिक्ल इंजीनियरिंग रिसर्च ने बनाकर तैयार किया है, एक प्रोटोटाइप बनाकर निकाला है और हम सोच रहे हैं कि उन दोनों में से किसको मंजूर करके पब्लिक सैक्टर में उसका निर्माण कराएँ। पब्लिक सैक्टर में करने के लिए जो एम० ए० एम० सी० और एच० एम० टी० की यूनिट है उसमें जो प्रनयुटिलाइज्ड कंपैसिटी है उसका हम किस तरीके से युटिलाइज कर सकें इसके मुताल्लिक एन० आई० डी० सी० की रिपोर्ट आई है। हम उस रिपोर्ट पर गौर कर रहे हैं और इसका जल्द फंसला करने में लगे हुए हैं कि इन दोनों जगहों में से कहां पर ट्रेक्टरों का निर्माण कार्य आरम्भ करायें।

जहां तक माननीय सदस्य के तीसरे सवाल का ताल्लुक है भैरठ से जरूर हमारे पास एक शक्स आया है जिसने कहा कि वह इंडिजनसल ट्रेक्टर बनाने की कोशिश कर रहा है। इस पर हमने उससे कहा कि आप अपना प्रोटोटाइप

लाकर हमें दिखाओ लेकिन उसने हमें अभी तक वह प्रोटोटाइप नहीं दिखाया है ताकि उस सैम्पुल का हम टैस्ट करा सकें और हम उसको बनवा सकें। बहरहाल जो भी इस किस्म का कोई काम करता है हम उसको हर मदद देने के लिए तैयार हैं।

श्री कंबर लाल गुप्त : मंत्री महोदय ने कहा कि बाहर से जो ट्रेक्टर इम्पोर्ट होते हैं वह गिफ्ट में आप दे सकते हैं तो सरकार के पास इस तरीके से गिफ्ट में कितने ट्रेक्टर आये हैं ? यह तो गिफ्ट की स्कीम है जिसके अनुसार बाहर के लोग ट्रेक्टर भेजना चाहें तो वह यहाँ पर भेज सकते हैं तो मैं जानना चाहता हूँ कि इस तरह से अभी तक कितने ट्रेक्टर आये हैं ? क्या यह स्कीम जारी रहेगी और इस गिफ्ट की स्कीम को पाबुलर करने के लिए आप क्या कर रहे हैं ? क्या आपने जो ट्रेक्टर इंडस्ट्री है कारपोरेशन जो है उसको आपने इजाजत दे दी है कि वह ट्रेक्टर बना सकती है और इम्पोर्ट कर सकती है ? उस सम्बन्ध में आप क्या कार्यवाही कर रहे हैं।

श्री कल्लहरीन श्री प्रहमब : एक हरियाणा और एक यू० पी० में वह जो दो कारपोरेशंस हैं उनको इजाजत दी जा रही है और वह पाट्स वगैरह वहाँ से लेकर उसकी एसेम्बलिंग कर रहे हैं। उनको इजाजत उसके लिए मिल गई है। वह लोग यहाँ आये भी थे।

दूसरे जो गिफ्ट के तौर पर ट्रेक्टर बनाते हैं, मुझे याद नहीं लेकिन कुछ दरखास्तें आई हैं, वह दरखास्तें मंजूर हो गयी हैं। कायदा यह है कि एक शक्स द्वारा किमी एक शक्स को बतौर गिफ्ट के ट्रेक्टर दिया जा सकता है।

इस स्कीम को पाबुलर करने की गरज से एक्सटेंड करने की कोशिश की जा रही है। बाहर से जो यहाँ के लोगों को बतौर गिफ्ट के ट्रेक्टर दे सकते हैं इस स्कीम को और आगे एक्सटेंड करने की कोशिश की जा रही है। नियम अभी यह है कि एक शक्स गिफ्ट के

[श्री फ़ख़रुद्दीन अली अहमद]

तौर पर एक ट्रैक्टर ले सकता है। बाहर से जो लोग गिफ्ट के तौर पर यहाँ ट्रैक्टरों से जना चाहते हैं उनसे भी एक आदमी से एक ट्रैक्टर का गिफ्ट यहाँ का एक आदमी ले सकता है। फ़ॉरेन ट्रेड की जो मिनिस्टरी है उसने इसके लिए रूल बना दिया है और उस रूल के मातहत वह यह कर सकते हैं।

श्री सु० अ० खां : मंत्री महोदय ने अपने जवाब में कहा कि हिन्दुस्तान में ट्रैक्टरों बनाने के सिलसिले में कई रिपोर्टें हैं जिन पर कि सरकार गौर कर रही है। इसके अलावा एच० एम० टी० बंगोरह में भी कुछ कंपैसिटी बाकी बची हुई है उसको भी ट्रैक्टरों बनाने के सिलसिले में इस्तेमाल करने का उन्होंने जिक्र किया है और जबकि हमारे देश में काफी समय से यह मांग की जा रही है कि ट्रैक्टरों के मामले में हम आत्मनिर्भर बनें तो मैं मंत्री महोदय से एक स्पेशल सवाल पूछना चाहता हूँ और मैं चाहूँगा कि वह उसका एक डेफ़िनिट जवाब दें कि यह कब तक पब्लिक सेक्टर के जरिए देश के अन्दर ट्रैक्टरों बनाये जा सकेंगे ताकि देश के क्राफ़्टकारों को उनकी जरूरत के लिहाज से वह आसानी से उन्हें मिल सकें।

श्री फ़ख़रुद्दीन अली अहमद : यह खयाल बहुत गलत है कि हिन्दुस्तान में ट्रैक्टर नहीं बनाये जा रहे हैं। कई यूनिट्स हिन्दुस्तान में ट्रैक्टर बना रही हैं। लोगों ने और लाइसेंस के लिये दरखास्तें दी हैं। अगर आपका मतलब है कि पब्लिक सेक्टर में यूनिट शुरू किया जाये जल्दी से, तो उस पर गौर करने का काम किया जायेगा।

SHRI R. K. BIRLA : The hon. Minister just now stated.....

श्री रणधीर सिंह : जो लोग खेती करते हैं उनको तो सवाल पूछने नहीं देते, श्री बिड़ला को मौका देते हैं।

MR. DEPUTY-SPEAKER : This is not fair. He is an hon. Member of this House and has equal rights to speak.

श्री शिव नारायण : आप किसान को नहीं बुलाते हैं, फैंड्री वाले को बुलाते हैं।

SHRI R. K. BIRLA : The hon. Minister has admitted that there is a big gap between production and the requirement of tractors of various sizes. My hon. friend Mr. Gupta asked a categorical question which the hon. Minister has not replied. Will the Government continue the gift scheme which is in vogue at present till the time the requirements of tractors are fully met in this country ?

SHRI F. A. AHMED : So far as the gift scheme is concerned, I am sure the gift scheme along will not meet the entire requirements of the country. We have said that whenever proposals are submitted to us we shall take them into consideration and allow those cases provided they are not being at used... (Interruptions).

MR. DEPUTY-SPEAKER : We have spent nearly forty minutes on this question. If Members want some discussion I shall consider it. Now, we go to the next question.

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Setting up of Newsprint Factories in Kerala and other State

*332. SHRI YASHPAL SINGH ;
SHRI YAMUNA PRASAD
MANDAL :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal under consideration of Government to set up a Newsprint Factory in the State of Kerala ;

(b) whether such factories will be set up in other States also during the year 1969-70 ;

(c) if so, the location of the factories in each State ;

(d) the annual capacity of each plant ; and

(e) the financial implications thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) Yes, Sir.

(b) There is at present no proposal to set up Newsprint plants in the public sector in other States.

(c) to (e). Do not arise.

श्री यशपाल सिंह : क्या सरकार यह बतला सकती है कि हमकी डिमान्ड में प्रीर सप्लाय में कितना फर्क है प्रीर हम लगे कब तक सेल्फ-सफिशिएंट हो जायेंगे ? क्या सरकार यह डिटेल्स भी दे सकती है कि फाइव इअर प्लान में कितनी स्टेप्स ऐसी हैं जिनको प्रोप फेक्ट्रीज दे रहे हैं प्रीर प्रोपकी इसके लिये क्या स्कीम है ?

श्री भानु प्रकाश सिंह : वर्तमान डिमान्ड 1.72 लाख टन की है प्रीर अभी हमारा उत्पादन करीब 45 हजार टन है। हम करीब 1 लाख 20 हजार टन आयात करते हैं। आशा है कि कुछ वर्षों में, जब केरल में पब्लिक सेक्टर में एक प्लान्ट लग जायेगा प्रीर एक प्राइवेट सेक्टर भी इसके लिये प्रयत्न कर रहा है, जब वह हिमाचल प्रदेश में लग जायेगा तब हम देश में ही करीब 2 लाख 5 हजार टन उत्पादन कर सकेंगे।

श्री यशपाल सिंह : यह भी एक एडमिटेड फॅक्ट है कि सारे देश में पेपर टेकनालोजी का एक छोटा-सा इन्स्टिट्यूशन सहारनपुर में है, प्रीर उस में दाखिले के लिये जितनी कोशिश करनी पड़ती है उतनी आई० सी० एस के दाखिले के लिये भी नहीं करनी पड़ती। आज हमारे लड़के बेकार घूम रहे हैं प्रीर जो स्पेशलाइज करना चाहते हैं उनके लिये कोई बँटने की जगह नहीं है। सहारनपुर के छोटे से स्कूल में दाखिले के लिये दो साल पहले से कोशिश होती है फिर भी जगह नहीं मिलती। मैं जानना चाहता हूँ कि यह मसला कब तक हल हो जायेगा ?

श्री भानु प्रकाश सिंह : यह प्रलग प्रश्न है, लेकिन इस पर विचार किया जा सकता है।

श्री शशि भूषण : इस देश में कागज बनाने के लिये कारखाने बनाने के जो कारखाने हैं, वह 100 टन तक के बनाते हैं प्रीर हमारे यहाँ जो भी कारखाने आगे लगाये जायें वह 100 टन तक के ही लगाये जायें। जब तक हमारे देश में ऐसे कारखाने न बने जो 100 टन से ज्यादा के कारखाने बना सकें तब तक 100 टन से ज्यादा के लाइसेंस न दिये जायें। जब लोग प्रोपसे 200 टन तक के लाइसेंस मांग रहे हैं तब क्या प्रोप इस बात की कोशिश करेंगे कि मध्य प्रदेश में प्रीर दूसरी जगहों में, जहाँ पर बांस प्रीर कागज बनाने के दूसरे साधन उपलब्ध हैं वहाँ 100 टन तक कारखाने के ही लाइसेंस दिये जायें पब्लिक सेक्टर में प्रीर कोप्रोपरेटिव सेक्टर में। जो लोग यहाँ 200 टन का लाइसेंस मांग रहे हैं प्रीर बाहर से मशीन इम्पोर्ट करना चाहते हैं उन्हें लाइसेंस न देकर क्या प्रोप उन लोगों से मशीनों लगे जो 100 टन तक के कारखाने बना सकते हैं ?

श्री भानु प्रकाश सिंह : माननीय सदस्य ने जो कुछ कहा है उस पर विचार किया जा सकता है। लेकिन मैं यह जानना चाहूँगा कि वह किस कागज के बारे में बात कर रहे हैं। कागज तो एक विशाल विषय है। वह न्यूजप्रीट की बात कर रहे हैं या दूसरे कागज की, पहले यह साफ हो जाना चाहिये, तब मैं उत्तर दे सकूँगा।

SHRI N. K. SOMANI : I am sure that the hon. Minister knows that the average cost of a 100-tonnes a day newsprint plant in India will lie somewhere between Rs. 15 crores and Rs. 20 crores and it will take at least five years to come fruition from the time it is taken up on the designboard. In view of the fact that a number of letters of intent have been issued to people in the private sector, would the Government consider it desirable to give them a rigid time-limit and beyond that, if these people are not prepared to put up newsprint factories, would the Government of India take upon itself the establishment of a number of news-

print factories in the public sector so that the chronic shortage of this vital material is not continued in the country ?

SHRI BHANU PRAKASH SINGH : So far, the Government have got only one scheme to set up public sector plant in the Kerala State. I completely agree with my hon. friend, the hon. Member, that the Government should keep a time-limit if the letters of intent and the licences are to become practical by the intending entrepreneurs, but for that, I need the co-operation and help of hon. Members because, the Government sometimes are asked to extend the time-limit for the licences and so on.

SHRI S. K. TAPURIAH : If it is a question of co-operation, let him spell it out.

SHRI N. K. SOMANI : He has put the ball in our court. We have not asked anything like that. That is most un-fair (*Interruption*).

SHRI BHANU PRAKASH SINGH : I want that no further extension is asked.

SHRI S. K. TAPURIAH : We want to help the Minister and co-operate with him. But let him spell it out.

SHRI N. K. SOMANI : He has to take the policy decision in the matter.

श्री प्रेमचन्द्र बर्मा : मंत्री महोदय ने पहले तो यह कहा कि कोई स्कीम नहीं, लेकिन बाद में उन्होंने हिमाचल प्रदेश का नाम लिया। आपकी याद होगा कि 1967 में इस हाउस में हिमाचल प्रदेश की फॅक्ट्री के बारे में एक प्रश्न पर बड़ी ले वे हुई थी। मंत्री महोदय ने सवाल के जवाब में सितम्बर 1967 में कहा था कि काने कमेटी की रिपोर्ट पर हम विचार कर रहे हैं। हिमाचल प्रदेश में फॅक्ट्री लगाने के बारे में काने कमेटी की रिपोर्ट मार्च 1967 में मिली थी, लेकिन आज 1969 है और दो साल हो गये हैं। दो साल में हिमाचल प्रदेश की फॅक्ट्री और काने की रिपोर्ट कहाँ गई, उनकी प्लेनिंग कमिशन की रिपोर्ट कहाँ गई और

उसका क्या हुआ, यह हमें पता नहीं लगता। करमचन्द थापर एन्ड कम्पनी की एक नई फर्म प्राइवेट सेक्टर में कुल्लू बैली डेवेलपमेंट कम्पनी लिमिटेड के नाम से खोली गई है और उसके साथ भारत सरकार वादा कर रही है और वह फॅक्ट्री खुलने वाली है। मैं जानना चाहता हूँ कि क्या उस कम्पनी के साथ गवर्नमेंट की शरायत तय हो गई है, अगर तय हो गई है तो उस में कौन सी शर्तें हैं। यह फॅक्ट्री किस मुकाम पर लगेगी और वह प्रोडक्शन कब शुरू करेगी। उसका प्रोडक्शन कितना होगा ? उस में पब्लिक के शेअर कितने, सरकार के शेअर कितने और प्राइवेट सेक्टर के शेअर कितने होंगे ?

श्री भानु प्रकाश सिंह : हिमाचल प्रदेश में मैसर्स थापर ब्रदर्स एक न्यूजप्रिंट फॅक्ट्री लगाने का प्रयत्न कर रहे हैं और इस विषय में उनकी हिमाचल प्रदेश गवर्नमेंट से बातचीत चल रही है। बहुत कुछ बातें तो उनकी तय हो चुकी हैं लेकिन एक बात के ऊपर मसला उलझा हुआ है और एक वह रा मॅटीरियल की बात है। उनका समझौता इस पर हो जाएगा तो मुझको आशा है कि वे इस प्रकार की फॅक्ट्री वहाँ खोल देंगे।

वह फॅक्ट्री कहाँ खोलेंगे यह मैं नहीं बता सकता हूँ। इसको हिमाचल सरकार और थापर जानें। वे हिमाचल में कहाँ खोलना चाहते हैं, इससे मेरा कोई सम्बन्ध नहीं है।

जहाँ तक कंपोसेटी का ताल्लुक है, साठ हजार टन पर एनम को कंपोसेटी की वह फॅक्ट्री होगी।

श्री प्रेमचन्द्र बर्मा : दो साल के बाद यह प्रश्न आया है। फिर भी गवर्नमेंट पूरी बात नहीं बताती है। 1960 से फॅक्ट्री की बात चल रही है। नौ साल से यह मामला लटका हुआ है। हिमाचल प्रदेश ने अपनी रिपोर्ट सेन्ट्रल गवर्नमेंट को भेज दी है।

MR. DEPUTY-SPEAKER : It is for the Government of Himachal Pradesh to expedite the process.

श्री भारखंडे राय : उत्तर प्रदेश के नैनीताल के तराई इलाके में कागज बनाने का कच्चा माल प्रचुर मात्रा में मिलता है। इसको ध्यान में रखते हुए पिछली तीन योजनाओं में लगातार उत्तर प्रदेश सरकार ने इस बात की मांग की है कि नैनीताल के तराई इलाके में चाहे पब्लिक सेक्टर में और चाहे सहकारिता के क्षेत्र में कागज की फैक्ट्री स्थापित की जाए, लेकिन भारत सरकार ने पिछली तीन योजनाओं में इस मांग को ठुकराया है। मैं जानना चाहता हूँ कि चौथी योजना में क्या इस मांग को पूरा करने का प्रयास किया जाएगा ?

श्री भानु प्रकाश सिंह : पेपर इंडस्ट्री का जहाँ तक प्रश्न है, यह डी-लाइसेंस इंडस्ट्री है और मेरे मित्र चाहें तो इस संदर्भ में अपने किसी भी इंडस्ट्रियल मित्र का वहाँ ले जाकर फैक्ट्री लगवा सकते हैं, प्रचुर मात्रा में वहाँ रा मॅटीरियल है तो।

SHRI TENNETI VISWANATHAM :
Sir, the shortage is accepted. Some years ago there was a proposal with the Government to start a public sector newsprint factory in Nizamabad District in Andhra Pradesh with baggasee as the raw material. The proposal was dropped for some time. Is the Government considering it now. The sugar factory there has got a capacity of 6 lakh tonnes.

SHRI BHANU PRAKASH SINGH :
For the time being it is not under consideration.

श्री मनुमाई पटेल : केरल के भलावा दूसरे प्रान्तों में भी न्यूजप्रेट फैक्ट्री लगाने के बारे में सवाल पूछा गया है। गुजरात में डांग जिला ऐसा जिला है जहाँ फारेस्ट बहुत ज्यादा हैं और जहाँ रा मॅटीरियल पर्याप्त मात्रा में उपलब्ध भी है। मैं जानना चाहता हूँ कि उनके बारे में कोई यहाँ पर प्रोजेक्ट आई है या सरकार उसके बारे में कुछ कार्यवाही करना चाहती है ?

श्री भानु प्रकाश सिंह : जंसा मैंने पहले

निवेदन किया है चूँकि यह इंडस्ट्री डी लाइसेंस है इसलिए इसमें और कोई प्रोजेक्ट आने का प्रश्न नहीं है। जहाँ तक सरकार का सवाल है केरल में पब्लिक सेक्टर में फैक्ट्री डालने की बात चल रही है।

धर्म परिवर्तन के पश्चात् प्रादिम जातीय लोगों को विशेष सुविधाओं का समाप्त करना

*333. **श्री श्रीम प्रकाश त्यागी :** क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि श्री एस० राजगोपालन की चुनाव याचिका पर अपने निर्णय की घोषणा करते हुए उच्चतम न्यायालय ने यह मत व्यक्त किया था कि प्रादिम जाति के कोई व्यक्ति धर्म परिवर्तन के बाद प्रादिम जाति के लोगों को मिलने वाली विशेष सुविधाओं का हकदार नहीं रहता है क्योंकि धर्म परिवर्तन करने के बाद वह प्रादिम जाति का सदस्य नहीं रहता है;

(ख) यदि हाँ, तो क्या उच्चतम न्यायालय के उपर्युक्त निर्णय के अनुसरण में प्रादिम जाति के उन लोगों को जिन्होंने धर्म परिवर्तन किया है अब तक मिलने वाली विशेष सुविधाओं को समाप्त करने का सरकार का विचार है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं।

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) The relevant judgement does not appear to support the observation made by the Hon'ble Member.

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

श्री श्रीम प्रकाश त्यागी : श्री राजगोपालन की चुनाव याचिका एसी आधार पर रद्द की गई थी कि उन्होंने ईसाई धर्म स्वीकार कर लिया था और हाई कोर्ट के जज ने अपना

निरणय देते हुए यह कहा था कि चूंकि इन्होंने धर्म परिवर्तन कर लिया है और यह ट्राइब नहीं रह गए हैं, इसलिए उनकी याचिका रद्द की जाती है। अब गवर्नमेंट का यह कहना है कि यह यहां एराइज नहीं होता है। यह बात मेरी समझ में नहीं आई है।

धर्म परिवर्तन घृत् कि उन्होंने कर लिया था इस वास्ते वह ट्राइबल नहीं रह गए थे, ईसाई या मुसलमान या हिन्दू कुछ भी हो गए थे। गवर्नमेंट से जो सहायता विशेष दी जाती है शैड्यूल्ड कास्ट और आदिम जातियों के लोगों को और वह सहायता उन लोगों को भी जिन्होंने धर्म परिवर्तन कर लिया है, दी जाती है, इस जजमेंट के प्रकाश में अवैधानिक हो जाती है। उस सहायता का कोई अर्थ बैठता नहीं है। वह नाजायज है और कोई भी उसके खिलाफ रिट दाखिल कर सकता है। मैं जानना चाहता हूं कि क्या गवर्नमेंट ने वह सहायता इस जजमेंट के प्रकाश में बन्द कर दी है और यदि नहीं की है तो आप अपने कानून में कोई परिवर्तन इस प्रकार का करने का इरादा रखते हैं कि जो धर्म परिवर्तन कर ले, उसको वह सहायता न मिले ताकि जजमेंट के अनुसार ठीक कार्य हो सके ?

श्री मुत्स्यल राव : दर असल सवाल गलत तरीके से पूछा गया है। श्री राजगोपालन शैड्यूल्ड ट्राइब के नहीं हैं, शैड्यूल्ड कास्ट के हैं। आप जानते ही हैं कि शैड्यूल्ड कास्ट वालों के लिए और शैड्यूल्ड ट्राइब के लोगों के लिए अलग अलग सीट्स रिजर्व की गई हैं। इस केस में इनके इल्लुकशन को इनके प्रोपॉनेट ने चैलेंज किया और लनिड जज ने इनके खिलाफ फंसला दे दिया। उनको जो सुविधायें मिलती हैं, उन से इसका कोई सम्बन्ध नहीं है। लेकिन आप जानते हैं कि शैड्यूल्ड ट्राइब के लिए अलग अलग इरादे बनाये गये हैं और माननीय सदस्य जानते हैं कि कांस्टीट्यूशन में इन दोनों को अलग-अलग सुविधायें दी गई हैं। यह बात किसी

के भी दिल या दिमाग में नहीं रहनी चाहिये कि कोई भी आदमी जब अपना मत बदलता है तो वह शैड्यूल्ड कास्ट रह जाता है। लेकिन यह बात शैड्यूल्ड ट्राइब पर लागू नहीं होती है, उन पर एप्लाई नहीं होती है.....

श्री अटल बिहारी वाजपेयी : होनी चाहिये।

श्री मुत्स्यल राव : इसको मैं मानता हूं। उसके बारे में सोचा जा सकता है। चूंकि कांस्टीट्यूशन में इस तरह की बात है, इस वास्ते इस वक्त मैं मजबूर हूं। लेकिन इस पर सोचा जा सकता है और सांचकर कोई निरणय किया जा सकता है।

श्री प्रोम प्रकाश त्यागी : मैं मंत्री महोदय को धन्यवाद देता हूं कि उन्होंने इस बात को सिद्धान्ततः स्वीकार किया है। लेकिन एक विशेष बात मैं कहना चाहता हूं। जो सहायता अनुसूचित जातियों और आदिम जातियों को दी गई है वह दो आधारों पर दी गई है आर्थिक पिछड़ेपन और सामाजिक पिछड़ेपन के आधार पर दी गई है। आर्थिक पिछड़ापन तो हिन्दुओं, मुसलमानों, ईसाइयों आदि में भी मिल जाएगा लेकिन सामाजिक पिछड़ापन एक विशेष चीज है जिस के कारण दोनों को सहायता दी जा रही है। अगर कोई शैड्यूल्ड कास्ट का आदमी अपना धर्म परिवर्तन करता है तो उसको सहायता देना बन्द कर दिया जाता है, लेकिन अगर ट्राइब का आदमी ऐसा करता है, धर्म परिवर्तन करता है, हालांकि उन का भी धर्म, उनकी भी संस्कृति, आदि सब कुछ चेंज हो जाते हैं लेकिन उन पर यह चीज लागू नहीं होती है। आपने अनुभव किया है कि दोनों को समान स्तर पर खड़ा किया जाना चाहिये। मैं जानना चाहता हूं कि यह जो भेदभाव चल रहा है इसको दूर कराने के लिए आप क्या प्रयास करने वाले हैं और क्या आप कानून में परिवर्तन करके इन दोनों को समान स्तर पर ला कर खड़ा करने की कोशिश करेंगे ?

श्री मुत्स्याल राव : सरकार इस पर गौर करने के लिए तैयार है ।

SHRI KARTIK ORAON : Under the Government of India Act, 1919 and 1935 those who were converted to Christianity from Scheduled Castes and Tribes were called Indian Christians and they enjoyed all the privileges up to 1952 and those who professed the tribal religion were called 'backward tribes', at that time, and were denied any facilities whatsoever. Under the new constitution which came into force in 1950 no provisions were made for the Indian Christians because they were and are socially, educationally and economically more advanced and even politically more conscious than the higher caste Hindus and Muslims.

MR. DEPUTY-SPEAKER : Will you please come to the question because the time is over ?

SHRI KARTIK ORAON : The national Government made a special provision for the Backward Tribes as Scheduled Tribes. But by the irony of fate to-day 5.53% of Indian Christians are taking 75-85% of the Central Services — 60% of overseas scholarships and 90% of State Services and post-Matriculation scholarships at the cost of flagrant exploitation of 94.47% of real Scheduled Tribes.

MR. DEPUTY-SPEAKER : Shall I pass on to the next item ?

SHRI KARTIK ORAON : I would like to know from the Government as to whether there is any notification with them to say that the Indian Christians from scheduled Castes and Tribes would merge into the Scheduled Castes and Scheduled Tribes depending on where they come from, after the cession of the privileges meant for Indian Christians. If so, what is that ? If not, I would like to know the authority under which the Government are violating in letter and spirit the provisions of the Constitution.

MR. DEPUTY-SPEAKER : Have you got any reply ?

SHRI J. B. MUTHYAL RAO : This country is a secular State. Whether he is a Christian or a non-Christian, he has every right to progress.

श्री हुकम चन्द कछबाय : उपाध्यक्ष महोदय, मैं प्रारम्भ से ही खड़ा हो रहा हूँ, लेकिन आपने मुझे प्रश्न पूछने का अवसर नहीं दिया है ।

MR. DEPUTY-SPEAKER : Every day I am not going to accept it. I am going regularly from this side and that side. There are other members who have written to me. I cannot accommodate all of them.

श्री हुकम चन्द कछबाय : हमें सवाल पूछने का मौका मिलना चाहिए । इसका मतलब क्या है ?

MR. DEPUTY-SPEAKER : I will appeal to the leader. Is this fair ?

श्री हुकम चन्द कछबाय : क्या हम यहाँ खाली बैठने के लिए आये हैं ? हम यहाँ बैठते हैं सवाल पूछने के लिए । अगर आप हमें मौका देना नहीं चाहते, तो आप कह दीजिए कि हम बाहर जा कर बैठें ।

MR. DEPUTY-SPEAKER : Calling attention. Mr. Hem Barua.

SHRI KARTIK ORAON : I want a categorical reply this way or that way.

MR. DEPUTY-SPEAKER : He has replied. That question is over. I have passed on to the next item. Will you please observe silence at least.

WRITTEN ANSWERS TO QUESTIONS

Raid on Firms in Kanpur

*334 **SHRI K. LAKKAPPA :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Enforcement Directorate of the Forward Markets Commission raided about 8 firms in Kanpur on the 24th May, 1969 ;

(b) if so, the reasons of this mass raid ; and

(c) the details of the investigations made ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED : (a) The Kanpur City Police, at the instance of the Enforcement Directorate of the Forward Markets Commission, raided eight firms in Kanpur on the 22nd May, 1969.

(b) The Enforcement Directorate of the Forward Markets Commission had received information that these firms had formed a bull syndicate to rig up the prices of May 1969 delivery in linseed hedge contract and had also entered into illegal forward contracts and option business in mustardseed.

(c) The cases are under investigation.

अनुसूचित जातियों के लिये संरक्षणों का जारी रखना

*335. श्री रामगोपाल शालवाले : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान श्री राजगोपालाचारी द्वारा दिये गये इस आशय के कथित वक्तव्य की ओर दिलाया गया है कि वह छुआछूत को दूर करने के लिये कानूनी संरक्षण देने के हक में नहीं है ;

(ख) क्या राजाजी से यह भी कहा है कि भारत में कहीं भी हरिजनों पर रङ्गों तथा होटलों में प्रवेश करने तथा रोजगार पाने में कोई प्रतिबन्ध नहीं है ;

(ग) क्या राजाजी ने यह भी कहा है कि काफी समय तक कानूनी संरक्षण देने से छुआछूत को प्रोत्साहन मिलेगा जो देश के हित में नहीं है ; और

(घ) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में उप मंत्री (श्री मुत्तयल राव) : (क) से (घ). सरकार को श्री सी० राजगोपालाचारी द्वारा दिए गए किसी ऐसे बयान का पता नहीं है। संविधान में अनुसूचित जातियों तथा अनुसूचित जातियों के लिए संरक्षणों का उपबन्ध

किया गया है और सरकार चाहती है कि ये उपबन्ध जारी रहें।

Uniform Civil Code

*336. SHRI P. C. ADICHAN : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether any steps are being taken to evolve a uniform Civil Code for all sections of the society and parts of the country for better integration of the Nation particularly in respect of marriages, succession and the like ;

(b) if so, the details thereof ;

(c) whether any panel representing the different sections of the society is being constituted for evolving such a uniform Civil Code ; and

(d) if no, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) No, Sir.

(b) Does not arise.

(c) and (d). No, Sir. Since there is no uniformity of views among the different sections of the society and parts of the country as to the enactment of a uniform Civil Code of laws relating to marriage, succession etc., there is no such proposal.

Grants to Private Institutions For Social Welfare Activities

*337. SHRI LOBO PRABHU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the activities and the results achieved by the Central Social Welfare Board for which a budget provision of Rs. 2.5 crores has been made during the current year ;

(b) whether Government have considered paying grants for similar activities to private institutions according to their work record ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE

**DEPARTMENT OF SOCIAL WELFARE
(DR. SHRIMATI PHULRENU GUHA) :**

(a) The main objective of the Central Social Welfare Board is to promote the development of welfare services for women, children, the physically handicapped, the aged and the infirm in the voluntary sector. It is too early to assess the achievements of the Board, in the light of the budget provision of Rs. 2.5 crores made in the current financial year.

(b) The Government does not give grants for purpose for which assistance is available from the Central Social Welfare Board, but they have schemes under which assistance is provided to deserving organisations for developmental purposes.

(c) Under the (i) scheme of assistance to Voluntary Organisations for the Handicapped the Government give upto 75% of the estimated expenditure on approved developmental projects of the Voluntary organisations in this field ;

(ii) Grants not exceeding Rs. 20,000 p.a. are given to approved organisation of an all India character ; and

(iii) Under the scheme of assistance to Voluntary Social Welfare Organisations upto 60% of the estimated expenditure is given to suitable welfare organisations for developmental purposes.

**आर्थिक दृष्टि से पिछड़े लोगों की वित्तीय
सहायता**

*338. श्री बिभूति मिश्र : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हरिजनों के अतिरिक्त समाज के कुछ अन्य वर्गों की भी आर्थिक दशा दयनीय है ;

(ख) यदि हां, तो क्या सरकार समाज के आर्थिक दृष्टि से पिछड़े इन सब वर्गों को अपनी आर्थिक दशा सुधारने के लिये वित्तीय सहायता देने की कोई योजना बना रही है ; और

(ग) यदि हां, तो इसका व्यौरा क्या है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मुत्स्यक राव) : (क) से (ग). भूमिहीन मजदूरों जैसे ऐसे वर्ग हैं, जो आर्थिक रूप से कमजोर हैं। राष्ट्रीय योजनाओं का मूल लक्ष्य ऐसे उपायों से लोगों के जीवन-स्तर को तेजी से ऊँचा उठाना है, जिन से सामानता तथा समाजिक न्याय को भी बढ़ावा मिले। कृषिक तथा औद्योगिक क्षेत्रों में कार्यक्रम अधिक कमजोर वर्गों के लिए रोजगार के अवसरों को बढ़ाने के लिए बनाए गए हैं।

Shortage of Pig Iron

- *339. SHRI BAIDHAR BEHERA :
SHRI H. AJMAL KHAN :
SHRI MEETHA LAL MEENA :
SHRI R. R. SINGH DEO :
SHRI R. K. AMIN :
SHRI HIMATSINGKA :
SHRI C. JANARDHANAN :
SHRI D. R. PARMAR :
SHRI DHIRESWAR KALITA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that there is a shortage of pig-iron ;

(b) the steps taken to improve the supply of foundry pig-iron of grade one and two, billets, hot rolled steels coils, hot and cold rolled sheets ; and

(c) whether Government have assessed the impact of this shortage on the working of the engineering concerns and on unemployment due to closure of manufacturing concerns in the country ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) The present assessment is that production of pig iron is generally adequate to meet the estimated requirements, although there have been occasional shortages in supplies of certain grades.

(b) Hindustan Steel Limited has initiated steps to increase the production of foundry Grade I and II which are in short supply. The export of basic grade pig iron during 1969-70 has also been restricted to make available more capacity for the production of foundry grade pig iron. An equitable system of distribution has already been evolved by the Joint Plant Committee in consultation with the foundry industry. As regards billets and sheets, all efforts are being made to utilise the available capacity to the fullest extent possible and to increase their production. For instance, the ingots from Durgapur Steel Plant are being rolled into billets by TISCO to improve the supplies of billets. The exports of billets during the current year have been restricted only to past commitments with a few exceptions for small quantities which may be exported after prior permission from Government. To supplement the indigenous supplies of sheets, imports of thinner gauges of sheets are permitted to actual users on a liberalised basis.

(c) No, Sir. Although Government has received occasional reports of the temporary closure of certain units of the re rolling industry, no general or widespread instances have come to Government's notice.

Working of Heavy Engineering Corporation Ranchi and Bokaro Steel Plant

- *340. SHRI N. SHIVAPPA :
SHRI K. M. KUSHIK :
SHRI ZULFIQUAR ALI KHAN :
SHRI P. K. DEO :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government are facing some difficulties with the State Government authorities in regard to the working of the Heavy Engineering Corporation at Ranchi and Bokaro Steel Plant ; and

(b) if so, the details thereof ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POCNACHA) : (a) No, Sir. No difficul-

ties have arisen with the Bihar State Government with regard either to the working of H. E. C. or the construction of Bokaro Steel Plant.

(b) Does not arise.

M/s. Standard Drum and Barrel Manufacturing Company, Bombay

*341. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the date on which permission was given to M/s. Standard Drum and Barrel Manufacturing Company, Bombay for manufacturing Bitumen Drums :

(b) the date on which the plant and machinery of this Company were installed ; and

(c) the date on which the Company put their said Bitumen Drum plant into operation ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) :

(a) to (c). M/s. Standard Drum and Barrel Manufacturing Company, Bombay were granted industrial licence dated 20th July, 1959 for the manufacture of 3,000 Nos. per day of Steel Drums. The firm installed machines by July, 1959 and started manufacture of Bitumen Drums during the same month.

Pulling Alarm Chains in Local Trains at Talegaon

- *342. SHRI P. VISWAMBHARAN :
SHRI SRINIBAS MISRA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that due to pulling of alarm chains of the local trains at Talegaon on Poona-Bombay Section, several trains were disrupted ;

(b) if so, what are the reasons for such large scale pulling of alarm chains ; and

(c) the steps taken to prosecute the offenders ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes, Sir. During the six months period from January 1969 to June 1969 there were 26 cases of alarm chain pulling at Talegaon on local trains.

(b) The industrial workers travelling on these local trains resort to frequent alarm chain pulling to focus attention to their demands for introduction of additional trains, punctual running of existing trains, declaration of the Poona-Lonavala section as a 'Suburban' section etc.

(c) It has not been found possible to control this situation about alarm chain pulling as identification of the persons pulling the alarm chain is thwarted by the non-cooperation of passengers travelling on the trains. Further the intervention of railway staff leads to violence on the part of the industrial workers. Frequent requests are however made to State Police authorities for help in controlling the situation.

समस्तीपुर में पूर्वोत्तर रेलवे के डिब्बजनल कार्यालय भवन के निर्माण के लिये भूमि की खरीद

श्री क० मि० मधुकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि समस्तीपुर में पूर्वोत्तर रेलवे के डिब्बजनल कार्यालय के भवन के निर्माण के लिये किन-किन व्यक्तियों की भूमि खरीदने का प्रस्ताव है, और वे भूमि किन दरों पर खरीदी जायेगी ?

रेल मंत्री (डा० राम सुमन सिंह) : मण्डल योजना के सम्बन्ध में समस्तीपुर में कार्यालय और क्वार्टरों का निर्माण रेलवे की मौजूदा भूमि पर किया जा रहा है। भूमि अधिग्रहण करने का प्रश्न नहीं उठता।

Deraillments, Delays and Mishaps on Kiul-Jamalpur Section (Eastern Rly.)

*344. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received any report about the derailments, delays and mishaps on the Kiul-Jamalpur section of the Eastern Railway arising out of the faulty construction work by the contractor in regard to a small bridge ;

(b) whether any inquiry has been ordered into these avoidable minor accidents, delays and harassments to passengers ; and

(c) if so, the results thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) There has been one case of derailment of two wagons of a Goods train between Dhanauri and Kiul stations on the Kiul-Jamalpur section on 27.2.1969. The accident, however, did not arise out of faulty construction work by Contractor in regard to any small bridge. Some passenger trains suffered delays on account of this derailments.

(b) and (c) This accident was inquired into by a committee of Senior Scale Officers. According to their finding the derailment was due to the combined effect of defects in the wagons and on the newly laid and temporary diversion track.

There have been no other cases of minor accidents, delays and harassments to passengers in the recent month.

Portland Cement

*346. SHRI MUHAMMAD SHERIFF : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Central Road Research Institute has recommended clear-cut classification of Portland cement into two grades according to their strength characteristics ;

(b) whether the Cemet Manufacturers

Association has favoured the proposal ; and

(c) the reaction of Government in this regard ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir,

(b) No, Sir,

(c) The grading of ordinary Portland cement on the basis of strength is under consideration of the Indian Standard Institution. Government would take a decision after receiving the recommendation from the Indian Standards Institution.

कागज का मूल्य

- *347. श्री शारदा मन्व
श्री भोंकार सिंह
श्री रामसिंह अयरवाल

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा सवसाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गत वर्ष कागज के मूल्य में कितनी वृद्धि हुई और इसके क्या कारण थे ;

(ख) कागज के मूल्य में वृद्धि की अनुमति सरकार ने किन आधारों पर दी ;

(ग) क्या सरकार इसका मूल्य कम करने के लिये कागज निर्माताओं से आग्रह करेगी ; और

(घ) यदि नहीं ; तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा सवसाय कार्य मंत्री (श्रीकलकट्टीन अली अहमद) : (क) कागज के मूल्यों पर से 3-5-1968 को नियंत्रण हटा लेने के सुरम्त बाद ही कागज उद्योग ने 250 रु०

प्रति मी० टन के हिसाब से मूल्यों में इसलिए वृद्धि की कि उत्पादन लागत काफी बढ़ गई है । अतः फलस्वरूप, इसी आधार पर कागज के अनुसार अप्रैल, 1969 में उद्योग ने पुनः 95 रु० से 150 रु० प्रति मी० टन तक मूल्यों में वृद्धि की ।

(ख) उद्योग ने मूल्यों में वृद्धि करने से पहले सरकार से परामर्श नहीं किया ।

(ग) तथा (घ) : मूल्य में वृद्धि किए जाने के मामले में कार्रवाई आने के बारे में सरकार विचार कर रही है ।

अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लिये आरक्षित कोटे में संगचल कर्मचारियों की पदोन्नति

*348. श्री मोलहू प्रसाद : क्या रेलवे मंत्री 18 मार्च, 1969 के अतारक्षित प्रश्न संख्या 3440 के उत्तर के सम्बन्ध में यह बताने का कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे, उत्तर रेलवे तथा अन्य जोनल रेलों में रेलवे बोर्ड के पत्र संख्या ई (एस० सी० टी०) । 68 सी० एम० 15/10 दिनांक 27 अगस्त, 1968 के उपबन्धों के अधीन अनुसूचित आदिम जातियों के आरक्षित कोटे में कर्मचारियों की पदोन्नति की गई है ;

(ख) यदि हाँ, तो उसका जोनवार ब्योरा क्या है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ;

रेलवे मंत्री (डा० राम सुमन सिंह) : (क) से (ग) जिन रेलों पर रेलवे बोर्ड के 27 अगस्त, 1968 के पत्र के जारी होने के बाद रनिंग कर्मचारियों की कोटि में चुनाव हुए हैं, वहाँ पदोन्नति इस पत्र के उपबन्धों के अनुसार की गयी है । इसके क्षेत्रवार ब्योरे सलग्न अनुबन्ध में दिये गये हैं ।

STATEMENT

After issue of orders vide Railway Board's letter No. E (SCT) 68CM15/10 dated 27-8-68, selections in respect of Run-

ing staff categories have been held on all Zonal Railways except on the Western Railway. Detailed information is given below :—

<i>No. of Scheduled Castes/Tribes selected for promotion</i>		
<i>Railways.</i>	<i>Number</i>	<i>Post</i>
Central	One Scheduled Caste	Guard Grade 'A'
Eastern	Two Scheduled Castes Twelve Scheduled Castes	Driver Grade 'A' Driver Grade 'B'
Northern	One Scheduled Caste Seven Scheduled Castes	Guard Grade 'A' Driver Grade 'B'
North Eastern	One Scheduled Caste Eleven Schedule Castes	Driver Grade 'A' Driver Grade 'B'
Northeast-Frontier	Two Scheduled Castes and One Scheduled Tribe	Guard Grade 'A'
Southern	Six Scheduled Castes Five Scheduled Castes	Driver Grade 'A' Driver Grade 'B'
South Central	One Scheduled Tribe	Guard Grade 'A'
South Eastern.	Three Scheduled Castes One Scheduled Tribe	Driver Grade 'A' Driver Grade 'A'

On the Western Railway, no selection for posts in running staff categories have been held so far after 27-8-68.

Schemes for Uplift of Harijans in Delhi

- *349. SHRI KARTIK ORAON :
SHRI RAM SWARUP
VIDYARTHI :
SHRI J. SUNDER LAL :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the nature of schemes sent by the Delhi Administration for Harijan uplift during the last two years ; and

(b) the number out of those approved by Government and the reasons for rejection of the others ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) The schemes proposed by the Delhi Administration for the Welfare of Harijans during 1967-68 and

1968-69 cover facilities for educational, economic and social development.

(b) Out of 16 schemes, 10 were approved. The other schemes have not been approved either because of resource limitations or the availability of similar facilities in the general development programmes.

Railway Line from Nangal to Una

*350. SHRI PREM CHAND VERMA :
Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that in Himachal Pradesh, in an area covering 4,001 Sq. miles consisting of Bilaspur District, Una and Hamirpur Divisions, there is neither a Railway station nor a mile of Railway line ;

(b) whether Government are also aware that because of non-existence of Railway

line, the food could not be transported to these areas last year resulting in extreme hardship to the people ; and

(c) whether Government propose to construct a nine-mile line from Nangal to Una during the Fourth Five Year Plan ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes, Sir.

(b) The Railways are not aware of any handicap in the movement of food-grains in the interior of Himachal Pradesh due to lack of rail facilities.

(c) With the present difficult ways and means position and the paramount need for achieving maximum economy in expenditure, it is very unlikely that this rail link could be considered for construction in the near future.

Improvement of Delhi and New Delhi Railway Stations

*351. **SHRI M. L. SONDHI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether any schemes are under consideration to further improve the Delhi and New Delhi Railway stations ;

(b) whether Government are aware of the improvements which have been achieved in Railway stations of almost all the capital cities of the world ;

(c) whether in comparison, Delhi and New Delhi Railway stations are lagging behind ; and

(d) whether modernisation of Delhi and New Delhi Railway stations will get priority and, if so, when the work is likely to be taken up ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No, Sir. Adequate amenities and facilities already exist both at Delhi and New Delhi stations to meet the requirements of passenger traffic dealt with at these stations at present.

(b) and (c). Any comparison of the Railway stations in the capital cities of the world with the Railway stations at Delhi and New Delhi is not possible as the requirements of passenger traffic, the climatic conditions, the number of train services etc.

vary vastly. In planning any modernisation of stations in India, the Railways have to take into consideration the traffic requirements, habits of rail users and available resources.

(d) Does not arise in view of reply to (a), (b) and (c) above.

कागज का आयात

- *352. श्री जनननाथ राव जोशी :
श्री रणजीत सिंह :
श्री ब्रज भूषण लाल :
श्री भटल बिहारी बाजपेयी :
श्री भद्राकर सुपकार :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में विभिन्न प्रकार के कागज की कुल खपत कितनी है ;

(ख) विभिन्न किस्मों के कागज का कितनी-कितनी मात्रा में विदेशों से आयात किया जाता है ;

(ग) कागज का आयात अब तक कितना और किस प्रकार घटाया गया है ; और

(घ) कब तक और किस योजना के द्वारा कागज के आयात को बन्द कर दिये जाने की संभावना है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फल्लूहोत्र शर्मा ग्रहम्ब) : (क) से (घ). जानकारी इकट्ठी की जा रही है और वह समा-पटल पर रख दी जाएगी ।

Bye-elections in Jammu and Kashmir

*353. **SHRI SHRI CHAND GOYAL :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government/Election commission have received complaints regarding

the abuse of Official position/machinery in the recent bye-elections in the State of Jammu and Kashmir ;

(b) the nature of allegations made ;

(c) whether any enquiry has been conducted in the matter ; and

(d) if so, the outcome thereof ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) Yes. Sir.

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

STATEMENT

<i>Name of complaint</i>	<i>Nature of complaint</i>	<i>Remarks</i>
1. Shri Abdul Ghani, Secretary, National Conference	Use of town Hall, Sopore, by the Congress for holding a political meeting (and refusal of the same Hall to the National Conference.) Participation of certain Government officials in Congress meetings.	According to the report of the State Government, no Congress meeting was held in the Town Hall at Sopore but that a group of persons had gathered there to meet Syed Mir Qasim, who was staying there. The application of the National Conference for use of the Town Hall was refused, as it would not be allowed to be used for political activities. The Dy.S. B., Sopore has stated categorically that the allegations are not true,
2. Shri Shamlal Saraf, Chairman National Conference.	Govt. machinery freely pressed into electioneering campaign in favour of the ruling party candidates ; Transport and other departmental vehicles being openly used for electioneering purposes ; Govt. Information Deptt. and FSO* given charge of publicity and propaganda; Officers and officials transferred and removed to suit the choice of the Congress party candidates ; and Money being distributed, construction contracts allotted to win voters and all sorts of promises made by Govt. agencies and Ministers to secure support for Govt. party candidates.	On the direction of the Commission, the Chief Electoral Officer of the State contacted Shri Sham Lal Saraf on the telephone and discussed the allegations made by him. The Chief Electoral Officer had reported that the allegations were baseless.
3. A contesting candidate for the bye-election in the Sopore constituency.	One Shamesdin, Clerk, war canvassing for the ruling party.	The Returning Officer, Sopore, reported that the complaint being anonymous and a frivolous one, calls for no further action.
4. Shri Habibullah Lone, contesting candidate from the said constituency.	The Chief agent of Shri Habibullah Lone was being implicated in fictitious cases and the police were asked to harass him and to coerce the voters.	The Chief Electoral Officer, Srinagar reported that the complaints were baseless.

* (Field Survey Organisation)

Supply of Steel Sheets to M/s. Hind Galvanising and Engineering Co. (P) Ltd.

श्री SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state ;

(a) since when M/s. Hind Galvanising and Engineering Co. Private Ltd., started receiving supplies of 18 gauge steel sheets from producers against allotment of 1011 tons made to them by the Directorate-General of Technical Development for the year 1964 65 ;

(b) the quantity of free sale steel sheets purchased by them from M/s. Aminchand Pyarelal and Ramkishan Kulwantra and from any other source ;

(c) the number of barrels manufactured and supplied by them to various parties out of such steel sheets ;

(d) whether it is a fact that records pertaining to sales and purchases of such steel sheets are being maintained by the Iron and Steel Controller ; and

(e) if so, the reasons why Government do not verify from the above importers and the Iron and Steel Controller as to whether any free sale sheets were supplied to M/s. Hind Galvanising and inform the correct position to the House ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (c). The information is being collected and will be laid on the Table of the House.

रेलगाड़ियों का देर से चलना

*355. श्री प्रकाशबीर शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलगाड़ियों के देर से चलने को रोकने के लिये क्या उपाय किये जा रहे हैं ;

(ख) क्या कुछ ऐसी रेलगाड़ियां हैं, जो एक वर्ष में आधे से अधिक दिन देर से चली हैं ; और

(ग) यदि हां, तो उनके देर से चलने के

कारणों का पता लगाने के लिये क्या कोई प्रयास किये गये हैं ?

रेलवे मंत्री (डा० राम सुमंग सिंह) : (क) और (ग). क्षेत्रीय रेलों और रेलवे बोर्ड में सभी स्तरों पर इस बात को सबसे अधिक महत्व दिया जाता है कि सवारी ले जाने वाली गाड़ियां समय पर चले। सवारी ले जाने वाली गाड़ियों के संचलन पर मण्डल नियंत्रण कार्यालयों में प्रत्येक क्षण निगरानी रखी जाती है। सवारी ले जाने वाली गाड़ियों के समय-पालन पर क्षेत्रीय रेलों के मुख्यालयों में प्रतिदिन निगरानी रखी जाती है। रेलवे बोर्ड में सर्वोच्च स्तर पर भी गाड़ियों के समय-पालन के सम्बन्ध में समय-समय पर समीक्षा की जाती है।

सिगनल और कांटों की खराबियां, इंजन/चलस्टाक में गड़बड़ी आदि जैसी उपस्कर में कभी-कभी होने वाली खराबियों के अलावा गाड़ियों के देर से चलने के कारण इस प्रकार हैं :—खतरे की जंजीरों का अंधाधुंध इस्तेमाल, जिसके फलस्वरूप गाड़ियां अनिर्धारित स्थानों पर रुक जाती हैं और सवारी ले जाने वाली गाड़ियों का निर्धारित समय, खासकर इकहरी लाइन खण्डों पर, अस्त-व्यस्त हो जाता है ; तांबे के तार कर्पण तार आदि जैसे आवश्यक रेल उपस्कर की चोरी, जिसके फलस्वरूप संचार व्यवस्था ठप्प पड़ जाती है, आन्दोलन, बन्द तथा प्रदर्शन आदि, आदि।

सवारी ले जाने वाली गाड़ियों के परिहार्य अवरोधों के सभी मामलों का विश्लेषण किया जाता है और मामले में दण्डात्मक तथा सुधारात्मक कार्रवाई की जाती है।

(ख) जी हां।

Hindustan Machine Tools

*356. SHRI S. S. KOTHARI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Hindustan Machine Tools has improved its functioning during the first quarter of the

current year as compared to the setback it had suffered during 1968-69 ;

(b) if so, the estimated increase in production in this quarter ;

(c) whether the Company expects to use 90 per cent of its installed capacity and to earn a reasonable return on capital employed ; and

(d) what have been its sales, profits and losses during the years from 1966-67 to 1968-69 and what are its estimates for the year 1969-70 ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The production of machine tools in Hindustan Machine Tools Ltd. during the first quarter of 1969-70 was almost on the same level as that of the first quarter of 1968-69, even though it was lower compared to the production in the last quarter of 1968-69. However in view of the improvement in the inflow of orders, the performance during the subsequent quarters of 1969-70 is expected to be comparatively better than that of 1968-69. The production of watches in the Company's Watch Factory continued to maintain the upward trend during the first quarter of 1969-70.

(c) During the year 1969-70 the Company expect to utilise 80% of their plant capacity for production of machine tools subject to regular and adequate inflow of orders. With the fuller utilisation of plant capacity and establishment of new lines of production envisaged, the Company expect to earn a reasonable return on capital employed.

(d) *(Value in Rs. Lakhs)*

	1966-67	1967-68	1968-69	1969-70
Sales	1505	1465	1535	2148
		(provisional)	(estimated)	

Net Profit (+)

or Loss (—) (+) 126 (—) 66 (—) 34 Not estimated (provisional)

Establishment of a Pig Iron Plant in Haryana

*358. SHRI A. SREEDHARAN :
DR SUSHILA NAYAR :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that there had been a proposal under consideration of Government to establish a pig iron plant in the State of Haryana ;

(b) if so, the progress made so far for its establishment ; and

(c) the funds allocated for the same ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) A Letter of Intent was issued in September, 1963, in the name of the Director of Industries of the then undivided Punjab for setting up a pig iron plant with an annual capacity of 100,000 tonnes in Hissar district.

(b) and (c). In the absence of satisfactory progress, the Letter of Intent was cancelled on the 20th November, 1968.

Loss to Railway Property due to Telengana Agitation

*359. SHRIMATI ILA PALCHOUDHRI :
SHRI B. K. DASCHOWDHURY :
SHRI BISWANARYAN SHASTRI :
SHRI N. R. DEOGHARE :
SHRI RAMACHANDRA VEERAPPA :
SHRI D. B. RAJU :
SHRI Y. A. PRASAD :
SHRI JUGAL MONDAL :
SHRI HUKAM CHAND KACHWAI :
SHRI BANSH NARAIN SINGH :
SHRI BHARAT SINGH CHAUHAN :
SHRI VISHWA NATH PANDEY :
SHRI SHASHI BHUSHAN :
SHRI R. K. BIRLA :
SHRI ONKAR LAL BERWA :

Will the Minister of RAILWAYS be pleased to state :

(a) the loss suffered by the Railways in the Telengana area since the agitation for

a separate State was started there, on account of Railway properties damaged, set fire to etc. and on account of diversion or holding up of passenger and goods traffic ; and

(b) the steps taken to protect Railway properties and to make Railway travel safe through the disturbed areas ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The value of railway property lost, damaged or set fire to in the Telangana agitation upto the end of June 1969 is estimated as Rs. 203 lakhs. The loss on account of diversion or hold up of passenger and goods traffic cannot be identified as the disastrous cyclone in Andhra State coincided with the agitation and the effect of both got merged.

(b) Armed guards of Railway Protection Force/Railway Protection Special Force, Railway Police, and District Police are stationed at Railway stations vulnerable for attacks. In addition, Armed Foot Patrols and Mobile Patrols by engine with brake van have been arranged to protect Railway property and tele-communication equipment. Patrolling by engineering gangmen has also been arranged. Important trains in vulnerable sections are being escorted. Liaison is being maintained with the State Police at the appropriate levels.

Completion of Bokaro Steel Plant

*360. **SHRI D. N. PATODIA :**
SHRI RAGHUVIR SINGH
SHASTRI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the construction scheduled of the Bokaro Steel Plant has been severely affected because of the labour trouble ;

(b) if so, to what extent the scheduled programme will be delayed ; and

(c) whether steps have been taken to bring about a period of industrial peace in the project area so that the work in the plant is completed without undue delay ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) No, Sir. The labour troubles have not been of such serious nature as to affect the construction schedule of the plant.

(b) Does not arise.

(c) Bokaro Steel Ltd. and Hindustan Steel Works Construction Co. Ltd. have taken steps to ensure, to the extent possible, that the legitimate grievances of the workers employed by the contractors are met by the latter. Steps are also being taken to reorganise the Security Force. Finally, the dispute which arose between the workers and the contractors early in May last has been referred to the arbitration of the Labour Commissioner, Bihar.

Import of Raw materials through M.M.T.C. or S.T.C.

2124. **SHRI K. M. KUSHIK :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 692 on the 19th March, 1968 and state :

(a) the action taken on the suggestions made by the industrialists at the meeting of the Small Scale Industries Board held in November, 1967 that they would prefer getting their imports direct and not through M.M.T.C. or S.T.C. ; and

(b) if the suggestion of the industrialists has not been accepted, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The suggestion could not be accepted for the following reasons :—

(i) Imports of non-ferrous metals are generally made from Rupee Payment Countries under Trade Plans. There should be one single agency to negotiate imports from these countries,

(ii) Certain chemical items are imported together both for large and small scale sectors, e.g., mercury, corkwood, mutton tallow and

sodium nitrate etc. and this can be done only by S.T.C./M.M.T.C.

- (iii) In certain cases materials have to be imported under a particular credit under which a certain amount of each import is prescribed. In order to fulfil this condition, bulk imports have to be made through S.T.C./M.M.T.C.

Licence to M/s. Remington Rand

2125. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number, names and location of typewriter manufacturing units in the country with quantity and value of the annual production of each during the last three year ;

(b) the number and value of typewriters annually required by the country ;

(c) the names, number and value of typewriters imported last year with the countries of import and the share of each ;

(d) whether it is a fact that the grant of a manufacturing licence to M/s. Remington Rand has been withheld ; and

(e) if so, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) A statement is laid on the Table of the House. [Placed in Library. See No. LT—1518/69].

(b) According to the Planning Commission's estimates, demand for typewriters at the end of the IV Plan (1973-74) may be at 1 lakh Nos. including 15,000 portable typewriters. Yearwise requirement of typewriters has not been estimated. Value of typewriters varies from firm to firm.

(c) A statement is laid on the Table of the House. [Placed in Library. See No. LT—1518/69].

(d) and (e). The licence application of M/s Remington Rand of India Ltd., submitted in March, 1968, for the manufacture of portable typewriters, involving import of

equipment as well as payment of royalties and technical fees, apart from the outflow of foreign exchange in the form of additional profits/dividends arising out of the new manufacturing activity, was not acceptable to Government. The Company proposed to take up a revised scheme and have been advised to submit a fresh application.

Railway Saloons and Tourist Cars.

2126. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state ;

(a) the total number of non and air-conditioned Saloons/Tourist Cars, gauge and category-wise, available with the Railways ;

(b) the standard accommodation in these Saloons/Tourist Cars and Inspection carriages and the number of passengers permitted to travel in each ;

(c) the type of officers or VIPs who are allowed to use the Saloon etc. and the charge made for such journeys ;

(d) whether these Saloons are available to the public and, if so, the rates charged for them category-wise with manner and particulars of hiring them ; and

(e) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Information is being collected and will be laid on the table of the Sabha.

(b) In these carriages, standard accommodation consists of sitting-cum-office room, bed rooms, bath rooms, kitchen and accommodation for staff. The number of berths seats available varies from carriage to carriage. Persons in excess of the marked capacity may also travel in the carriage on payment of usual fares.

(c) A statement is laid on the Table of the House. [Placed in Library. See No. LT—1519/69].

(d) Except saloons reserved for High Officials of the Government for whose use specials reserved carriages have been provided, other carriages are made available to the public. A statement showing the rates chargeable and the condition for requisition-

ing these carriages is laid on the Table of the House. [Placed in Library. See No. LT—1519/69].

(e) Does not arise.

Theft of Non-Ferrous Material from Jamalpur Loco Workshops

2127. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the names of persons arrested by the Central Crime Bureau of Railways for large-scale thefts of non-ferrous material from the Jamalpur Loco Workshops during the last three years ;

(b) the value of goods stolen during the period ;

(c) the names of leading businessmen associated with this gang of thieves ;

(d) the particulars of action taken against the thieves and the collaborating businessmen and with what result so far ; and

(e) whether it is a fact that some businessmen have approached his Ministry to settle the matter out of court ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) During 1968-69, S/Shri Faizul, Suresh Prasad, Mahabir Prasad and Maheshwar Prasad of Jamalpur, Pritu of Jullundur City, and Roop Chand and Kailash Nath of Mirzapur were arrested by the Central Crime Bureau of the Railway Board. No other arrest were made by the Central Crime Bureau of the Railway Board prior to this.

(b) Value of goods (non-ferrous material) reported to have been stolen during the last 3 years was about Rs 1,10,221/—. Besides this, non-ferrous materials worth about Rs. 1,4,000/— suspected to have been stolen/unlawfully obtained and booked from Jamalpur were seized by the Central Crime Bureau of the Railway Board at Jullundur City and Mirzapur during 1968-69.

(c) S/Shri Roop Chand and Kailash Nath, businessmen of Mirzapur and Mahabir Prasad of Jamalpur have been suspected to have links with this gang of thieves.

(d) During the last 3 years, 149 persons were arrested. Of these, 25 were convicted, 12 acquitted by the court or discharged by the police and 112 are still facing trial in the Court. 95 employees were also apprehended, of which 86 were punished departmentally and action against 9 employees is still pending. The cases against the businessmen who had been arrested under the Railway Property (Unlawful Possession) Act 1966, are under enquiry.

(e) No.

Four-wheeler Wagons

2128. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the number and value of new four-wheeler wagons the Railways require annually ;

(b) the names, places and annual production in quantity and value of four-wheeler wagons in the private sector during the last three years ;

(c) the name, place and annual production in quantity and value of wagons in the public sector during the last three years ;

(d) whether wagons are still imported from foreign countries and, if so, the number, value and country of import during the last three years, year-wise ; and

(e) whether wagons built in India have been exported and, if so, the number, value and the names of countries during the last three years, year-wise ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The number and value of wagons required by the Railways vary from year to year depending on the needs of traffic. However, the requirements of wagons during the Fourth Plan period 1969-70 to 1973-74, have been estimated at about one lac wagons in terms of four-wheelers.

(b) and (c). A statement is laid on the Table of the House [Placed in Library. See No. LT-1520/69].

(d) No.

(e) Wagons for export are built mostly by firms in the Private Sector who submit their quotations either directly or through the State Trading Corporation.

Staff Employed In Railway Dining Cars

2129. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Dining Car Managers, Stores Clerks, Head and Assistant Cooks, Chapatti Makers, Servers and Cleaners employed in Refreshment Rooms and Dining Cars in India, Railway-wise ;

(b) the average number of such Dining Car Employees manning a single long distance train and whether these employees are served free food in addition to their salaries ;

(c) the pay-scales of these employees, category-wise ; and

(d) the number of Inspectors for checking the purity and quality of food on trains and the method in which they do the checking with the pay-scale of such Inspectors ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-1521/69*].

(b). 27 ;

since the staff of Dining Cars are on tour outside their headquarters, they are entitled to travelling allowances as per rules, which is over and above their salaries. However, Dining Car staff are paid only half the travelling allowance due to them as they are given free food.

(c) Statement is laid on the Table of the House. [*Placed in Library. See No. LT—152/169*].

(d) Statement is laid on the Table of House. [*Placed in Library. See No. LT—1521/69*].

Collapse of Roof of School and Home for Mentally Retarded Children

2130. SHRI SRADHAKAR SUPAKAR :

SHRIMATI ILA PALCHOUDHURI ;
SHRI SHASHI BHUSHAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the roof of the School and the Home for the Mentally Retarded Children in Anand Parbat, New Delhi collapsed on the 25th June, 1969 resulting in the death of one boy and injury to sixty-three others ; and

(b) whether this School and the Home of the children had been inspected earlier at any time by the appropriate educational authority ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) :

(a) Yes, Sir.

(b) The School had been inspected seven times during 1968-69 by officers of the Directorate of Social Welfare, Delhi under which it functions.

Work-Charged Labourers on Railways.

2131. SHRI M. L. SONDHI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Work-charged labourers who have rendered more than 3 years' service in the Railways ;

(b) whether Government are aware of the difficulties and mental agonies experienced by this army of workers for not giving them the quasi-permanent status although most of them have served Government for many years ; and

(c) if so, what steps Government are taking to redress their grievances ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). Presumably the Hon'ble Member refers to casual labour. The information readily available, shows that about 35 thousand casual labour with more than 3 years service were employed on Railways on 31.3.69, of whom about 12 thousand were employed on Projects. Those employed on Projects are engaged with a specific understanding that their employment would

last for the duration of the Project. Casual labour employed on works other than Projects are, however, given temporary status on completion of 6 months service whereby they become entitled to the privileges of temporary service. It is not possible to appoint all of them to regular posts. Under the rules, casual labour are considered for appointment to regular posts if they are selected by a duly constituted Selection Board in the approved manner. During the last 3 years from 1966 to 1968, about 31 thousand casual labours were absorbed against regular posts.

Social Welfare Seminar

2132. SHRI YASHPAL SINGH :
SHRI YAMUNA PRASAD
MANDAL :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have since received the reports on subjects discussed at the Seminar of Social Welfare which was held in Delhi during the month of February, 1969 :

(b) if so, the details of the discussions held ; and

(c) the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR (SHRIMATI) PHULRENU GUHA) :
(a) No, Sir.

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

Suicide as an Offence

2133. DR. SUSHILA NAYAR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 8009 on the 29th April, 1969 regarding the view that suicide should no longer be an offence and state :

(a) whether the recommendations of the All India Seminar on Correctional Services, which were under consideration, have since been considered by Government ;

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

(c) when a final decision is likely to be taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :
(a) to (c). The All India Seminar on Correctional Services had considered the subject of Suicide along with other subjects on Social Defence and recommended that in view of the wide development in the field of Criminal Psychology Section 34 of the I. P. C. should be amended as to introduce the concept of "Diminished responsibility" in respect of those persons, who though not legally insane, are yet certified to be mentally aberrant and perform the Criminal Act under such aberration of mind.

The recommendations of the Seminar have already been communicated to State Governments as well as to the concerned Ministries for consideration. Replies are awaited.

Paucity of Tennis Balls

2134. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that there is a great dearth of tennis balls in the country ;

(b) whether it is also a fact that tennis balls are being sold in the black market at very high prices ;

(c) whether Government have considered imposing a price control on tennis balls ; and

(d) whether Government propose to issue more licences for the manufacture of tennis balls ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Complaints have been received by the Government regarding high prices being charged for the indigenously produced tennis balls.

(c) No Sir,

(d) A letter of intent has been recently issued to a firm for the manufacture of 50,000 dozens per annum of tennis balls.

Economic and Social Backwardness of Scheduled Castes

2135. SHRI LOBO PRABHU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have considered the relationship between the economic and social backwardness of the Scheduled Castes ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) and (b). The relative social status of an India community is known to be dependent on a complex of factors including :—

- (i) Standard of education
- (ii) Type of occupation
- (iii) Income (economic level)
- (iv) Traditional social practices
- (v) Religious beliefs.

Employment Opportunities for Scheduled Castes

2136. SHRI LOBO PRABHU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the reasons for which the draft Fourth Plan did not take into consideration the fact that social disabilities of the Schedule Castes are connected with their economic dependence on higher castes ;

(b) whether Government would assure employment on minimum wages to Harijans, at least in sample areas, to test this equation; and

(c) since those who benefit from Government employment are less than a million, what plans are there for the rest of the Scheduled Castes ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) to (c). The presumption is not correct. Attention is invited to paragraphs 1.38 and 1.39 of the "Fourth Five Year Plan 1969-74—Draft", copies of which are available in the Library. With a view to encourage shifts in occupational patterns and overcome traditional economic interdependence, the plans have laid considerable emphasis on education and development of skills which would open up new avenues of employment in commerce, industry and other professions. Special measures have also been taken for allotment of land to the land-less.

Investment in Private Sector during Fourth Plan

2137. SHRI LOBO PRABHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the actuals of investment in the private sector during the last five years to justify assumption of investment of Rs. 2,400 crores in the Fourth Five Year Plan ;

(b) whether investment on completion of projects is already under implementation after consideration of their existing idle capacity ;

(c) the projects in which the capacity is proving insufficient ; and

(d) in respect of projects on which investment decision has been taken, whether the unit cost of production has been compared with world prices and, if not, whether it is fair to make consumers and agriculturists support the shift of income to industrial investors and labour as in the case of fertilisers, machine tools, pumpsets, pesticides and many consumer articles which are priced from 50 per cent to 150 per cent above landed prices ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No firm estimates of investment in the private sector during the last five years are available. On a rough calculation, it appears that investment of about Rs. 300 crores per annum has been made in the private sector during the last five years. In

the Draft Fourth Plan, it has been broadly anticipated that private investment required for achieving targeted production levels for industries and minerals would amount to Rs 2400 crores during the plan period. A provision of Rs. 250 crores has been made in the public sector programme for transfer of funds from the Government to term-lending institutions for giving loans to the private and co-operative sectors. While the overall resources available can support an investment programme of this nature, the realisation of the programme would largely depend upon the effectiveness with which the private and co-operative sectors are able to tap these resources.

(b) Yes, Sir.

(c) The information is being collected and will be laid on the Table of the House.

(d) While the costs of production are naturally taken into account, both in the public and private sectors, in assessing the viability of projects, it is not possible to compare them with world prices for a number of reasons, including costs of raw materials, wages etc. prevailing in the country. Also, world prices do not necessarily reflect either the costs of production in the countries of origin, or even the selling prices in the country itself.

Expansion of Production Capacity of Steel

2138. SHRI LOBO PRABHU : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the reasons for which the draft Fourth Five Year Plan provides for expansion of steel capacity to 8.1 million tons when the existing capacity of 6.9 million tons is utilised only to the extent of 4.6 million tons ;

(b) the quantity of steel remained unsold last year and the quantity exported and at what total subsidy ;

(c) whether the expansion of capacity proposed is for the items now imported ;

(d) if so, whether they cannot be produced by diversion of the existing capacity ; and

(e) since the industrial infrastructure has already been established, what are the calculations on which an increased demand for steel is envisaged ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) The expansion has been provided for in the Draft Fourth Five Year Plan to meet the estimated demand for finished steel including export requirements, which is estimated at 8.42 million tonnes by 1973-74. The present rated capacity is 7.05 million tonnes, and with 90% utilisation the actual capacity is 6.3 million tonnes.

(b) The closing stock position as on 31-3-1969 indicates an inventory of 205, 103 tonnes of finished steel with all the steel plants. This figure does not necessarily indicate that this quantity of steel remained unsold for want of markets. Transport difficulties and other problems contribute to inventories of finished products being held by the steel plants as a normal feature.

The total quantity of steel exported during 1968-69 is 816476 tonnes. In addition 800,286 tonnes of pig iron were also exported. The financial assistance to export during the year, upto December 1968, was Rs. 6.25 crores (provisional).

(c) Expansion of capacity is partly for items now imported, such as flat products, and partly for meeting the short-fall in production of such items as billets where considerable scarcity has been felt.

(d) No, Sir.

(e) The industrial infra-structure has to keep pace with the economic super-structure has necessarily to be expanded with the expansion of the latter. The growing requirements of transport, power generation, power transmission and also of the various sectors of the economy including agriculture and industry have been taken into account in estimating the perspective demand.

Allowances for Railway Staff detained on Rajdhani Express

2139. SHRI J. M. BISWAS :
SHRI S. M. BANERJEE :

SHRI INDRAJIT GUPTA :
SHRI RAMAVATAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Rajdhani Express does not have airconditioned coach for the staff who look after the passengers ;

(b) whether it is also a fact that their allowance is only Rs. 8 for journey to and fro ; and

(c) if so, whether Government propose to raise the allowance of the staff which is rather inadequate ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The catering staff on Rajdhani Express are provided with accommodation in the airconditioned pantry car. Some other staff are provided accommodation in the airconditioned chair cars. Only a few staff travel in non-airconditioned portion of the train to meet the needs of their duties.

(b) No fixed allowance is paid to the staff. They are paid the prescribed daily allowance under the normal rules appropriate to their pay except in the case of catering staff who are paid daily allowance at 50% of the usual rates and free food while on the run as in the case of staff provided on Dining Cars of other trains.

(c) As the daily allowance as generally admissible is already being paid the question of raising the rate does not arise.

**Loss to Railway Property due to
Anti-Social Activities of Naxalties**

2140. **SHRI N. SHIVAPPA :**
SHRI K. M. Koushik :
SHRI R. K. AMIN :
SHRI MEETHA LAL MEENA :
SHRI ZULFIQUAR ALI KHAN :
SHRI P. K. DEO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether several Railway Stations were attacked in West Bengal, Andhra Pradesh, Kerala and other places by the extremists and Naxalties recently ;

(b) the details of total losses to Railway property as a result of anti-social activities

of these extremists during the last two months ; and

(c) what action, if any, has been taken by the Railway Administration with or without the help of the Home Ministry and the State Governments to protect the Railway property ?

**THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) :** (a) No.

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

Conference of Railway Chief Engineers

2141. **SHRI S. M. BANERJEE :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Chief Engineers of all the Railways had a conference with the Railway Board in Delhi in the month of May, 1969 ;

(b) if so, whether they discussed maintenance of modern track for higher speed for trains ; and

(c) if so, the decisions taken in this Conference ?

**THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) :** (a) Yes.

(b) Yes.

(c) No decisions are taken at such conferences. These meetings are mainly held to discuss in detail and to obtain the views of the senior officers with the object of arriving at a general consensus on various subjects which enables the Board to take suitable decisions on subjects discussed in these conferences.

**Setting up of Industries in U.P. during
Fourth Plan**

2142. **SHRI S. M. BANERJEE :**
SHRI VISHWA NATH PANDEY :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether some more new industries are likely to be set up in U.P. during the Fourth Five Year Plan ;

(b) if so, what are those industries ; and

(c) whether some of these industries will be in the public sector ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The central industrial projects proposed to be set up in the Fourth Five Year Plan are indicated on pages 253-260 of the Draft Fourth Five Year Plan Report. It has been decided to set up a factory at Naini for the manufacture of transmission equipment as a unit of the Indian Telephone Industries. A proposal to set up a public sector project at Naini for the manufacture of pumps and compressors is also under consideration. Over and above the investment that will be made on the central projects, an outlay of Rs. 23.72 crores on large and medium industries and Rs. 20.10 crores on village and small industries has been proposed under the Sixe sector during the Fourth Plan. So far as the setting up of new industrial projects in U.P. In the private sector is concerned, this is primarily left to the initiative of private entrepreneurs.

Central Social Welfare Board

2143 SHRI P. VISWAMBHARAN : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the total number of employees in the Central Social Welfare Board ; and

(b) the number out of them belonging to the Scheduled Casts and Scheduled Tribes ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) : (a) One hundred and thirty-five.

(b) Eight of these belong to Scheduled Casts ; and one to Scheduled Tribes.

पूर्वोत्तर रेलवे के कर्मचारियों को बर्दियाँ की सप्लाई

2144. श्री क० मि० मधुकर : क्या रेलवे भर्तियों यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के कर्मचारियों को इस वर्ष सरकारी बर्दियाँ नहीं दी गईं तथा वे अपने कर्तव्य का पालन पुरानी फटी हुई बर्दियाँ पहन कर कर रहे हैं ;

(ख) क्या सरकार का ध्यान इस ओर दिलाया गया है ;

(ग) यदि हाँ, तो इसके लिये कौन व्यक्ति जिम्मेदार है ; और

(घ) क्या इस मामले को ठीक करने के लिए कोई कार्यवाही करने का विचार है तथा वह कार्यवाही कब तक की जायेगी ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) पूर्वोत्तर रेलवे के 92 प्रतिशत कर्मचारियों को जून, 1969 तक बर्दियाँ दी जा चुकी हैं। आशा है, बाकी 8 प्रतिशत कर्मचारियों को भी शीघ्र ही बर्दियाँ सप्लाई कर दी जायेगी।

(ख) सवाल नहीं उठता।

(ग) और (घ). इस वर्ष पूर्वोत्तर रेलवे के कुछ कर्मचारियों को बर्दियाँ सप्लाई करने में देरी होने का कारण यह था कि कुछ तकनीकी कारणों से सिलार्ड का ठेका जल्दी पूरा नहीं हो सका। इस तरह के विलम्ब को रोकने के कार्रवाई की जा रही है।

Mini-Tractor Factory at Faizabad

2145. SHRI R. K. SINHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have sanctioned the scheme for setting up a mini-tractor factory at Faizabad ;

(b) if so, the outlay on the same ;

(c) when the factory is likely to go into production ; and

(d) its capacity ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Government of

India have not sanctioned any scheme for setting up a mini-tractor factory at Faizabad.

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

Shortage of Tyres

2146. SHRI S. K. TAPURIAH :
SHRI K. P. SINGH DEO :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is an acute shortage of different types of tyres in the country and especially tractor tyres ;

(b) if so, whether Government propose to give more licences for the manufacture of these tyres ; and

(c) how many types of tyres are imported each year to meet the demand in the country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) While the overall supply position in respect of tyres is satisfactory, shortages are at times experienced in respect of certain categories of tyres like Truck tyres, Tractor tyres and scooter tyres.

(b) Additional capacity has been licensed and the firms are being assisted by allowing the import of balancing equipment and additional moulds.

(c) The main types of tyres allowed for import are those meant for fitment on Trucks, Tractors, Scooters and aircrafts.

Rise in prices of non-ferrous metals, cables and Industrial raw Materials

2147. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that there has been a steep rise in the prices of non-ferrous metals, cables and various other industrial raw materials during the last four months ;

(b) whether it is a fact that many industries have refused to execute their

contracts thereby putting a large number of small scale industries in difficulties ; and

(c) the steps Government have taken to stabilise prices of Brass and Copper rods, bars wires and sheets etc., and to ensure regular supplies of these commodities to small scale industries ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, in so far as the prices of enamelled wire and non-ferrous metals are concerned.

(b) No such information has been received.

(c) Prices of brass and copper rods, wires etc., depend on the ruling London Metal Exchange prices of these metals which are imported and on the fluctuating prices of local market scrap. It has been the constant endeavour of the Government to persuade the manufacturers of these materials not to increase the conversion charges.

बेकार इस्पात का निर्यात

2148. श्री महाराज सिंह भारती : क्या इस्पात तथा भारी इन्जीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) बेकार इस्पात से इस्पात बनाने वाली भट्टियों से लाइसेंस वापस लेने के बाद बनाये गये नये इस्पात कारखानों की संख्या कितनी है तथा प्रत्येक कारखाने की क्षमता कितनी है ;

(ख) क्या यह सच है कि बेकार इस्पात का मूल्य इसलिए अधिक है क्योंकि एक तो वह निर्यात किया जाता है तथा दूसरे इसी कारण अधिक भट्टियाँ स्थापित नहीं की जा रही हैं ; और

(ग) यदि हाँ, तो क्या बेकार इस्पात के निर्यात को बन्द करने का सरकार का विचार है ?

इस्पात तथा भारी इन्जीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) रही सोहे से विद्युत् भट्टियों में इस्पात के

उत्पादन पर से लाइसेंस हटाने के बाद नयी इकाइयों को आँकड़ों के लिए लोहा एवं इस्पात नियन्त्रक के पास पंजीकृत होना पड़ता है। अभी तक लोहा एवं इस्पात नियन्त्रक से कोई प्रतिवेदन नहीं किये गए हैं।

(ख) रद्दी लोहे के मूल्य में विविध कारणों से वृद्धि हुई है जो कि निम्नलिखित हैं :

- (1) इस्पात के मूल्य में वृद्धि ;
- (2) रद्दी लोहे के एकत्रीकरण और हस्तन की लागत में वृद्धि ; और
- (3) रद्दी इस्पात से बनाये गए उत्पादों पर से 75 रुपये प्रति टन का उत्पादन शुल्क हटाने से देशीय उपभोक्ताओं की माँग में वृद्धि।

निर्यात पर रोक लगाने से सम्भवतः रद्दी इस्पात के मूल्य में कमी हो, परन्तु यहाँ यह बात ध्यान देने योग्य है कि हैवी-मेल्टिंग रद्दी इस्पात का निर्यात बिल्कुल बन्द है किन्तु उसके मूल्य में भी वृद्धि हुई है।

नई विद्युत भट्टियों के न लगाए जाने का एक कारण रद्दी इस्पात की मूल्य-वृद्धि भी हो सकती है। भट्टियों के मालिकों की दूसरी शिकायतें हैं—प्रान्तों द्वारा विद्युत्-प्रशुल्क और देशीय ग्रेफाइट-इलेक्ट्रोड का अधिक मूल्य।

(ग) रद्दी इस्पात के निर्यात को बन्द करने के लिए कुछ सुझाव प्राप्त हुए हैं। इन पर विचार किया जा रहा है किन्तु सरकार की नीति आन्तरिक माँग से फलतः मात्रा के ही निर्यात की अनुमति देने की रही है।

Sale of H.M.T. Watches

2149. SHRI MAHARAJ SINGH BHARATI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that H.M.T. Watches are very popular and have a brisk sale in the country; and

(b) if so, the scheme in regard to stepping up their production during the Fourth Five Year Plan ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Hindustan Machine Tools Limited propose to set up a factory for production of 3,00,000 watches per annum in Kashmir and also to expand their Watch Factory at Bangalore raising its productive capacity from 3,60,000 wrist watches to 5,00,000 wrist watches per annum. Details of this project are being finalised.

रेलवे में प्रथम श्रेणी के अतिरिक्त बर्थों की व्यवस्था

2150. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तृतीय श्रेणी के शयनिका की प्रत्येक पंक्ति में निचली दो बर्थों के लिए व्यवस्थित स्थान के बराबर भी कम जगह में प्रथम श्रेणी की दो बर्थों की व्यवस्था करके प्रथम श्रेणी के डिब्बों में अधिक यात्रियों को ले जाने का कोई प्रस्ताव सरकार के विचाराधीन है ; और

(ख) क्या थोड़ी दूर तक सफर करने वाले यात्रियों को स्थान देने तथा अचानक अधिक भौड़ हो जाने की स्थिति में प्रथम श्रेणी के यात्रियों को स्थान देने के उद्देश्य से सरकार का विचार डिब्बों में सीटों के साथ-साथ आने-जाने के रास्ते में प्रथम श्रेणी के निम्न तथा ऊपरी बर्थों की व्यवस्था करने का भी है ?

रेलवे मंत्री (डा० राम सुमन सिंह) : (क) जी नहीं।

(ख) जी नहीं।

High speed Trains on Metre Gauge Sections

2151. SHRI MUHAMMAD SHERIFF : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Delhi-Ahmedabad route has been selected by the Railways for study

to introduce high-speed trains on metro gauge ;

(b) if so, the time by which the high-speed train will be introduced on this route ; and

(c) the routes on which high-speed trains are proposed to be introduced ?

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH) : (a) Yes.

(b) This depends on the outcome of study proposed in item (a) above.

(c) It is proposed to carry out feasibility studies for introduction of high speed trains on the following routes :—

(i) Delhi-Bombay via-Kota ;

(ii) Delhi-Ahmedabad (M.G.).

Number of other routes are in view, but no decision has been taken yet.

Mail/Express Trains from Manmad to Dhond stations

2152. SHRI K. LAKKAPPA :
SHRI A. SREEDHARAN :
SHRI YASHPAL SINGH :
DR. SUSHILA NAYAR :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no Mail or Express train on the 235 kilometre route from Manmad to Dhond Junction on the Central Railway ;

(b) if so, the reasons therefor ; and

(c) whether Government propose to introduce some Mail or Express train on this route and, if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) and (c). The pattern of traffic on Dhond-Manmad section is not such as to justify introduction of a Mail or Express train between these points.

Mafatlal Group of Industries/Firms

2153. SHRI K. LAKKAPPA :
SHRI A. SREEDHARAN :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the names of Mafatlal Group of industries/firms in the country at present ;

(b) the capital investment of these firms ;

(c) the numbers of employees working therein ;

(d) the amount of money advanced by Government to this Group of companies during the last three years ; and

(e) the names of agencies which advanced the amount and at what rate of interest ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). A statement showing the names of companies included in the Mafatlal Group by the Monopolies Inquiry Commission and the paid-up-capital of each of these companies in 1967-68 is placed on the Table of the House. [*Placed in Library. See No. LT.—1522/69*]

(c) Information is not available as companies are not required to furnish this under the provisions of the companies Act, 1956.

(d) and (e). The information is being collected and will be laid on the Table of the House.

Late running of Trains between Kazipet and Wardha.

2154. SHRI K. M. KUSHIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the Passenger trains between Kazipet and Wardha run late every day extending to some hours ;

(b) whether Government are also aware that due to such late running, the passengers always miss the connections at Wardha ; and

(c) if so, what steps Government propose to take to ensure proper running of the trains ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The punctuality performance of passenger trains running between Kazipet and Wardha has not been satisfactory chiefly due to delays caused by crossings with more important Mail/Express trains, running out of path. Due to frequent cases of unauthorised alarm chain pulling, interference with train running by agitations, bundhs and demonstrations, thefts of essential railway equipment, etc., the tight running schedules of trains on the saturated Kazipet-Wardha section are frequently dislocated, resulting in out-of-course detentions to the Kazipet-Wardha Passenger trains. During recent months, the position has been further aggravated by the Telengana agitation and the extensive breaches on Kazipet-Vijayawada Orgole section necessitating large scale diversion of trains via Wardha-Kazipet. In the event of excessive late running, these trains miss scheduled connections at Wardha.

(c) A close watch is being kept on the running of these trains in order to improve their punctuality performance within the existing limitations. With the completion of yard remodelling at Kazipet and patch doubling between Kazipet and Bellampalli, now in progress, greater flexibility in train operation will become available and is expected to result in improvement in the punctuality of these and other trains on the Kazipet-Wardha section.

Housing Grants to Maharashtra For Scheduled Castes and Scheduled Tribes

2159. SHRI K. M. Koushik : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the funds allotted to and utilised by the Maharashtra State under the Central Schemes for the construction of houses for the Scheduled Castes and Scheduled Tribes during the last three years ;

(b) whether P. W. R. Scheme No. 219 under which grant-in-aid and loans free of interest were being disbursed to Scheduled Castes and Scheduled Tribes, is in existence ;

(c) if so, the details thereof ; and

(d) if not, the steps Government propose to take to help the Scheduled Caste and

Scheduled Tribes for construction of their houses ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) to (d) : The information is being collected from the Government of Maharashtra and will be laid on the Table of the Sabha when received.

रेलवे सुरक्षा विशेष-दल के जवानों की भर्ती

2156. श्री मोलहू प्रसाद : क्या रेलवे मंत्री सुरक्षा दल के लिये जवानों की भर्ती के बारे में 18 मार्च, 1969 के तारांकित प्रश्न संख्या 561 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या उस आदेश की एक प्रति, जिसके अन्तर्गत फरवरी, 1967 में बनाई गई तालिका की अवधि को एक वर्ष पूरा होने पर फरवरी, 1968 में समाप्त माना गया था, सभा-पटल पर रख दी जायेगी ;

(ख) यदि नहीं, तो उसके क्या कारण हैं ; और

(ग) क्या 1968 के मध्य में चुने गये व्यक्तियों का पुलिस जांच तथा डाक्टरी परीक्षा करा ली गई है और उनका एक्स-रे आदि कर लिया गया है और क्या उनकी नियुक्ति भी कर लिया गया है ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) रेलवे सुरक्षा दल नियमों के अध्याय 2 के पैरा 13 में रक्षकों की भर्ती के सम्बन्ध में वार्षिक कोटा की व्यवस्था है। उसकी एक प्रति सभा-पटल पर रख दी गई है। इस मामले में स्थिति यह है कि 1967 में रक्षकों की खाली जगहों के वार्षिक कोटे का प्रारम्भ में जो अनुमान लगाया गया था वह स्वर्च में किरायात करने के उद्देश्य से पदों को अभ्यर्पित करने के कारण व्यपगत हो गया और इसलिये पैनल भी व्यपगत हो गया।

बिबरण

रेलवे सुरक्षा दल विनियम, 1966 के
पैरा 13 का उद्धरण

13—भर्ती का वार्षिक कोटा—किसी खास डिब्रीजन या यूनिट में एक वर्ष में जितने व्यक्ति भर्ती किये जाते हैं उनकी संख्या यथासम्भव प्रशिक्षण और कैंजुअल्टी रिजर्व के अधार पर पहले से नियत की जायेगी। नियत कोटा में कोई परिवर्तन, मुख्य सुरक्षा अधिकारी के विशिष्ट आदेश से किया जायेगा। भर्ती पूरे वर्ष समय-समय पर की जायेगी ताकि प्रत्येक बार भर्ती के लिये जो लॉग फ्रायें उनमें से थोरे से किन्तु सबसे अच्छे व्यक्तियों का चुनाव सुनिश्चित किया जा सके।

(ख) सवाल नहीं उठता।

(ग) गोरखपुर में रेलवे सुरक्षा विशेष दल इकाई द्वारा 1962 के मध्य में चुने गये 153 व्यक्तियों में से 118 को बुलाया गया था लेकिन केवल 10८ व्यक्ति आये। उन्हें डाक्टरों और एक्स-रे परीक्षा के लिये भेज दिया गया था। 87 व्यक्तियों को भर्ती के लिये स्वास्थ्य की दृष्टि के योग्य पाया गया। प्रशिक्षण में भेजे जाने के पहले 9 व्यक्ति छोड़कर चले गये। 78 व्यक्तियों को प्रशिक्षण के लिए भेजा गया था। बाद में इनमें से तीन व्यक्ति छोड़कर चले गये। अतः 75 व्यक्तियों के बारे में पुलिस द्वारा सत्यापन की कार्यवाही की जा सकी। इनमें 71 व्यक्तियों ने सफलतापूर्वक प्रशिक्षण पूरा किया और उन्हें रक्षक के रूप में नियुक्त किया गया है।

रेलवे मंत्रालय में रक्षित पदों पर अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कर्मचारियों की पदोन्नति

2167. श्री मोल्लू प्रसाद : क्या रेलवे मंत्री अपने मंत्रालय में रक्षित पदों पर अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कर्मचारियों की पदोन्नति के बारे में 13 मई,

1965 के अतारंकित प्रश्न संख्या 9412 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या अपेक्षित जानकारी इस बीच इकट्ठी कर ली गई है ;

(ख) यदि हां, तो उसका ब्यौरा क्या है ; और

(ग) यदि नहीं, तो विलम्ब के क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) (क) से (ग). सूचना इकट्ठी कर ली गयी है और सभा-पटल पर रखे गये विवरण में दां गइ है। [पुस्तकालय में रख दिया गया। देखिये संख्या L.P.—1523, 69]

रेलवे बुकिंग क्लकों द्वारा टिकट देने में विलम्ब करना

2158. श्री मोल्लू प्रसाद :

श्री प्र.म. प्रकाश त्यागी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात की जानकारी है कि रेलवे बुकिंग क्लक गाड़ी के छूटने से कुछ समय पूर्व टिकट देने का अपना गति का बहुत कम कर देता है जिसके परिणामस्वरूप बहुत सयात्रा जल्द से अपना घण्टा रकम लनी भूल जाते हैं और बहुत सयात्रा टिकट नहीं खराद पाते ;

(ख) यदि हां, तो क्या सरकार का गाड़ों को ये अवसर जारी करने का प्रस्ताव है कि उन्हें प्लेटफाम पर यात्रियों का टिकट जारी करने से इकार नहीं करना चाहिए ; और

(ग) क्या बुकिंग क्लकों को भी ये निवेदा जारी करने का प्रस्ताव है कि उन्हें टिकट देने में अनावश्यक विलम्ब नहीं करना चाहिये ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) यह तथ्य नहीं है कि टिकट बावू गाड़ी के

चलने से पूर्व टिकट जारी करने की रपतार धीमी कर देते हैं। परन्तु यदि कोई विशिष्ट मामले के बारे में सूचना दी जाये तो उसकी जांच की जायेगी।

(ख) गाड़ों को प्लेटफार्मों पर यात्रियों को टिकट देने का अधिकार नहीं है।

(ग) हिकायतें पढ़ने से मौजूद हैं कि टिकट बावजूदों को टिकट जारी करने में तत्पर रहना चाहिए।

दिल्ली तथा मेरठ के बीच शटल सेवा

2159. श्री मोलह प्रसाद :

श्री भोम प्रकाश त्यागी :

श्री रामस्वरूप विद्यार्थी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली और मेरठ के बीच औद्योगिक क्षेत्र में तेजी से वृद्धि होने के बावजूद औद्योगिक श्रमिकों की प्रातः-काल 7 बजे से 8 बजे के बीच दिल्ली और मेरठ के लिये और सायंकाल की मेरठ से दिल्ली के लिये कोई शटल रेलगाड़ी उपलब्ध नहीं है ;

(ख) क्या सरकार को पता है कि अनेक औद्योगिक श्रमिकों को गाजियाबाद से घागे ठेलों, तांगों तथा बमों से जाना पड़ता है, जिसमें उन्हें काफी अधिक किराया देना पड़ता है ; और

(ग) यदि हां, तो क्या सरकार का विचार उक्त समय पर दिल्ली तथा मेरठ के बीच कोई शटल रेलगाड़ी शुरू करने का है ?

रेलवे मंत्री (डा० राम सुमन सिंह) : (क) और (ख). दिल्ली और मेरठ के बीच सबेरे के समय जो थोड़े यात्री सफर करते हैं उनके लिए सवारी गाड़ी नं० 331 (जो दिल्ली से 05-45 बजे दूटती है), और 19 अप देहाडून एक्सप्रेस (जो दिल्ली से 08-10 बजे दूटती है)

उपलब्ध हैं। इसी प्रकार वापसी यात्रा में, मेरठ सिटी से दिल्ली के लिए 4 डी एस यू गाड़ी उपलब्ध है जिसके दूटने का अनुसूचित समय 17-37 बजे है।

(ग) गाजियाबाद-मेरठ इकहरी लाइन खण्ड पर यातायात चरम सीमा तक पहुंच गया है और वहां पर फालतू क्षमता के अभाव के कारण दिल्ली और मेरठ के बीच एक अति-रिक्त गाड़ी चलाना फिलहाल परिचालन की दृष्टि से व्यावहारिक नहीं है।

रेलवे स्टेशनों पर ठेकों से आय

2160. श्री निहाल सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में से प्रत्येक वर्ष में भारतीय रेलों के सभी स्टेशनों पर फल बेचने वालों तथा अन्य विक्रेताओं से रेलवे की कितनी आय हुई ; और

(ख) उक्त अवधि में, प्रति वर्ष कितने फल बेचने वाली तथा अन्य विक्रेताओं को ठेके दिये गये हैं ?

रेलवे मंत्री (डा० राम सुमन सिंह) : (क) और (ख). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

Industrial Licensing Policy

2161. SHRI PREM CHAND VERMA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the main features of the Industrial Licensing Policy of Government and whether any provision has been made to ensure that monopolistic practices do not get encouragement and if so, what are those provisions ;

(b) what provisions have been included in the Policy to ensure that big industrial houses are not able to cause harm to the development of small-scale industries ;

(c) the names of the monopoly industrial houses producing three or more consumer goods ; and

(d) whether Government propose to modify the Licensing Policy with a view to ensuring that the big industrial houses do not enter into the field of production of commodities which are being produced by the small scale industries, and if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The object of the industrial licensing policy is the development and regulation of industries, which is implemented under the provisions of the Industries (Development and Regulation) Act, 1951, the rules made thereunder and the instructions issued by the Government from time to time. In the granting of licences the following more important considerations are kept in mind :—

- (i) Need for developing industries in accordance with the priorities and targets laid down in the Five Year Plans.
- (ii) Need for canalisation of investments into priority industries and the discouragement of investment in comparatively non-essential industries ;
- (iii) Need for establishment of export oriented import saving industries ; and the foreign exchange expenditure involved in a particular scheme.
- (iv) Supply position of raw materials ;
- (v) Desirability of avoiding concentration of ownership and control of industries in a few hands.
- (vi) Need for balanced regional development ;
- (vii) Need to protect small scale and cottage industries and prevent undue competition between the large scale and the small scale sectors ; and
- (viii) Availability of power, water and transport facilities at the site where the unit is proposed to be set up.

Licensing is only one of the instruments for the fulfilment of the directives of industrial policy, the other major instruments being monetary and fiscal measures. As regards monopolistic practices, there is no specific provision in the Industries (Development & Regulation) Act but, while examining the applications for grant of licences, the Licensing Committee does keep in view, among others, the desirability of avoiding concentration of ownership and control of industries in a few hands.

(b) Certain industries which are suitable for development in the small scale sector and in which economies of scale are not particularly important, have been reserved exclusively for development in the small-scale sector. Applications from large industrial sector for grant of licences for these industries are rejected.

Under the general diversification policy, existing industrial undertakings in the large sector are not permitted to diversify their production into articles reserved for the small scale sector. Big industrial houses are required to obtain an industrial licence even for setting up of a small scale unit involving investment of Rs. 7.5 lakhs if such a unit is set up under the same name or ownership. In other cases, where a big industrial house sets up such a unit under a different name and as a separate entity, there is no provision to prevent them from doing so. But any special assistance which is normally given to the genuine small scale units under the small scale industries programme of the Government will be denied to such units.

(c) A statement (based on information available in the Report of the Monopolies Enquiry Commission) indicating the names of the business groups producing three or more consumer goods, is placed on the Table of the House. [Placed in Library, See No. LT—1524/69.]

(d) With a view to check the growth of monopolistic tendencies, Government have already introduced the Monopolies and Restrictive Trade Practices Bill, 1967, which is under discussion at present. The Industrial Licensing Policy Inquiry Committee appointed by the Government has also gone into this question. The entire question as to what further changes are necessary

in the industrial licensing policy and procedures, including measures to prevent big industrial houses from taking up production of items reserved for the small sector is under examination at present in the light of the recommendations made by the Planning Commission in the draft Fourth Five Year Plan and in the Report of the Industrial Licensing Policy Inquiry Committee.

Working Results of Hindustan Machine Tools, Limited

2162. SHRI PREM CHAND VERMA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the working results of the Hindustan Machine Tools Limited for the year ending 31st March, 1969 have been seen by him and whether any progress or deterioration has been reported ;

(b) whether the working of the company is comparatively better than past years—what are the comparative figures regarding profit and loss; production, sale, export and stock inventories ;

(c) whether during the last three years the Company was being run by the same set

of Officers, what are the names of Chairman, Managing Director, and Secretary ; for how long they have been in that position and the details of their pay and allowances etc., and from which organisation or department they have come there ; and

(d) the steps taken during the last years to eradicate shortcomings of the past and whether anything is done in order to build up the reputation and image of the Company among the public ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Annual Accounts of Hindustan Machine Tools Ltd. for the year 1968-69 are not yet finalised. However, the turnover of the Company during the year 1968-69 is estimated to be Rs. 1535 lakhs as compared to Rs. 1465 lakhs during the previous year. The net loss of the Company during the year 1968-69 is also estimated to be much lower than the loss incurred in the previous year.

(b) The working of the Company during 1968-69 was comparatively better than during the previous year. Details of production, sale, export stock inventories and profit and loss for the last two years are as follows :

Production (Value in Rs. lakhs)

	1967-68	1968-69
Machine Tools	845	1099
Watches	264	327

Despatches (Value in Rs. lakhs)

Machine Tools	1196	1203
Watches	269	332

Export (Value in Rs. lakhs)

Machine Tools	29.44	97
Watches	0.53	0.39

Stock (Value in Rs. lakhs)

As on 31.3.1968 As on 31.3.1969

Machine Tools	298	309*
Watches	5.43	4.33

(*Out of this, stock worth Rs. 45 lakhs are held for delivery during 1969-70)

Profit & Loss (Value in Rs. lakhs)

	1967-68	1968-69
Net Loss	66	34

Note : All figures for 1968-69 are provisional.

(c) The top management of the Company has continued to be the same during the last three years. Particulars of Chairman and Managing Director and Secretary of the Company are given below :—

Designation	Incumbent	Length of service in present post.
*Chairman & Managing Director.	Dr. S. M. Patil	5 years (Managing Director from 1-3-1964. Chairman and Managing Director from 26.6.1967)
**Secretary	O. P. Suri.	1 year

*Length of service in Hindustan Machine Tools Ltd. is over 16 years.

**Length of service in Hindustan Machine Tools Ltd. is over 14 years.

Pay Scales. Pay and Allowances

Designation	Pay Scale	Present pay	Allowances
Chairman & Managing Director.	Rs. 3500-125-4000	Rs. 4000/-p.m.	Free use of Company's Car as admissible under the rules in force. Entertainment allowance of Rs. 3000/- per annum subject to budget provision.
Secretary	Rs. 1100-50-1300-60-1600	Rs. 1100/-p.m.	Allowances as per rules of the Company.

Before joining Hindustan Machine Tools in 1953, the Chairman and Managing Director was working in Cooper Engineering Ltd., Satara Road, Bombay State. The Secretary, before joining Hindustan Machine Tools in 1955, was working in U. P. Glass Works Ltd., Bahjoi, District Moradabad, Uttar Pradesh.

(d) The Company have taken action to diversify their lines of production by taking up the manufacture of a number of highly complex and sophisticated machine tools. They have also taken up development of a number of designs in their Design and Development Department. Through a vigorous export promotion drive, the Company have achieved exports of machine tools

valued at Rs. 97 lakhs (approximately) during 1968-69 compared to Rs. 29 lakhs (approx.) during 1967-68. Efforts to improve production and sales, however, depend, to a large extent, on the picking up of the demand for machine tools in the country. Though there are encouraging signs, the actual performance will depend on the regular receipt of orders during 1969-70.

In order to project an effective image of Hindustan Machine Tools Ltd. among the public, the Publicity and Public Relations Department of the Company arranges for the following :—

(1) Press releases; supply of background information; preparation of articles; supply of news items to the press, etc.

- (2) Advertising and sales promotion ;
- (3) Organising exhibitions—both within the country and abroad.
- (4) Production of documentary films and feature films.
- (5) Press conferences.
- (6) Production and distribution of annual reports, sales literature, catalogues, general publicity booklets/pamphlets, etc.
- (7) Production and distribution of quarterly technical publication, MACHINE TOOL ENGINEER, and the monthly HMT NEWS DIGEST.
- (8) Visits by dignitaries, visits by press representatives etc. and visits by the general public.

चुनाव याचिकाएं

2163. श्री बिभूति मिश्र : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) लोक सभा तथा विधान मन्ना के लिये हुए गत सामान्य चुनावों और मध्यावधि चुनावों में कितनी चुनाव याचिकाएं दायर की गईं और कितनी राज्यों में चुनाव याचिकाएं दायर की गईं थी ;

(ख) अब तक कितने मामलों में निर्णय दिये गये हैं ;

(ग) क्या यह भी सच है कि उन याचिकाओं के सम्बन्ध में निर्णय किये जाने में बहुत विलम्ब किया जा रहा है और इस बारे में बहुत लर्च किया जा रहा है ; और

(घ) व्यय को कम करने के लिये क्या कार्यवाही करने का प्रस्ताव है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमन्त्री (श्री सु० पूनम सलीम) :

(क) और (ख). राज्यवार स्थिति, जैसी 25-7-1969 की थी, दर्शित करने वाले तीन

विवरण सदन के पटल पर रख दिए गए हैं। [पुस्तकालय में रख दिये गये। देखिये संख्या LT—1525/69]

(ग) जी, नहीं।

(घ) प्रश्न ही नहीं उठता।

मुरादाबाद-चन्दौसी सम्मल लाइन पर रेलवे फाटक पर ऊपरी पुल

2164. श्री श्रीम प्रकाश त्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मुरादाबाद से चन्दौसी, सम्मल तथा अन्य महत्वपूर्ण मडियों तक यातायात बहुत अधिक है और रेलवे फाटक आम तौर पर बन्द रहना है जिसके परिणामस्वरूप लोगों को भारी कठिनाई होती है ;

(ख) यदि हां, तो क्या जनता की कठिनाइयों और व्यापार की प्रगति को ध्यान में रखते हुए वहां एक ऊपर पुल बनाने के प्रश्न पर सरकार विचार करेगी ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) मुरादाबाद याई के बरेली सिरे का समपार गाड़ियों के गुजरने के लिए लम्बे मध्यान्तरों के लिए बन्द रहता है।

(ख) और (ग). समपारों की जगह लाइन के ऊपर/नीचे सड़क पुल तब बनाये जाते हैं जब उनके प्रस्त व राज्य सरकार/सड़क प्राधिकारियों द्वारा प्रायोजित हों और वे लागत के अपने हि से को वहन करने के लिए सहमत हों। वर्तमान नियमों के अनुसार, पहुंच-मार्गों के मूल्य सहित परन्तु लाइन के ऊपर/नीचे ऐसे पुल बनाने के उद्देश्य के लिए आवश्यक भूमि के मूल्य रहित ऐसे बदलाव की लागत रेलवे और राज्य सरकार/सड़क प्राधिकारियों के बीच आधी आधी बांटी जानी है। सड़क पहुँच मार्गों के लिए भूमि की लागत राज्य सरकार/सड़क

प्राधिकारियों को बहन करनी होती है। मुरादाबाद याई के बरेली सिरे के समपार के प्रस्ताव के सम्बन्ध में उत्तर रेलवे और उत्तर प्रदेश सरकार के बीच पत्र व्यवहार हो रहा है। जैसे ही उत्तर प्रदेश सरकार खर्च के अपने हिस्से को बहन करने के लिए सहमत होगी, रेलों एक के बाद दूसरी आगामी कार्रवाई करेगी।

सामाजिक कुरीतियों को समाप्त करने के लिए सामाजिक संस्थाओं द्वारा सहयोग

2165. श्री श्रीम प्रकाश त्यागी : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने देश में जातपात और अस्पृश्यता जैसी जन्मजत सामाजिक कुरीतियों को समाप्त करने के लिए सामाजिक संस्थाओं का कारगर सहयोग प्राप्त करने का प्रयत्न किया है ;

(ख) यदि हां, तो ऐसी सामाजिक संस्थाओं के नाम क्या हैं ; और

(ग) उनमें से ऐसी कितनी संस्थाएँ हैं जो हरिजनों की नहीं हैं ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में उप-मंत्री (श्री मुत्याल राव) : (क) से (ग). अस्पृश्यता के विरुद्ध प्रचार तथा प्रख्यापन करने के लिए निम्नलिखित गैर-सरकारी संस्थाओं की केन्द्रीय सहायक अनुदानें दी जाती हैं :

हरिजन सेवक संघ, दिल्ली।

भारतीय दलित वर्ग लीग, दिल्ली।

हिन्दू स्वीपर्स सेवक समाज, दिल्ली।

ईश्वर शरण आश्रम, इलाहाबाद।

इनके प्रतिरिक्त, राज्य सरकारें अनेक स्थानीय संस्थाओं को सहायता देती हैं। उक्त सभी संस्थाओं के कार्य के साथ हरिजनों को सहयोजित किया जाता है।

उद्योगपतियों द्वारा व्यापार चिन्हों का प्रयोग

2166. श्री श्रीम प्रकाश त्यागी : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि कुछ धोखेवाज उद्योगपति अपने घटिया किस्म के माल पर लोकप्रिय किस्म के माल व्यापार चिन्ह लगाकर ग्राहकों को ठगते हैं और व्यापार को भी बदनाम करते हैं ;

(ख) यदि हां, तो सरकार ने ऐसे क्या उपाय किये हैं, जिनसे व्यापार को बदनाम करने से इन उद्योगपतियों को रोका जा सके ;

(ग) क्या सरकार वर्तमान दंड संहिता को और अधिक कठोर बनाने के प्रश्न पर विचार करेगी जिससे धोखेवाजों को समुचित दंड दिया जा सके ;

(घ) यदि हां, तो उसका व्यौरा क्या है ; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलकट्टीन अली अहमद) : (क) भारत के ट्रेड मार्क्स आनर्स एंसायिलेशन तथा अन्य कम्पनियों ने इस प्रकार की गलत कार्यवाहियों की स्थिति की सूचना दी है।

(ख) से (ङ). व्यापार चिन्हों से सम्बन्धित दंड संहिता का उल्लंघन 'ट्रेड एण्ड मर्कंडाइज मार्क्स अधिनियम' 1958 में सम्मिलित कर लिया गया है। व्यापार चिन्हों का उल्लंघन एक अप्रक्षेय अपराध है तथा व्यापार चिन्ह के प्रभावित मालिकों को अपराधिक की पहल करनी चाहिए। ट्रेड एण्ड मर्कंडाइज चिन्ह अधिनियम के उपबन्धों विशेषकर अनुभाग 78 और 79 में इन बातों की व्यवस्था है।

देहरादून एक्सप्रेस में तीसरी श्रेणी के डिब्बों में मेरठ से दिल्ली यात्रा करने पर प्रतिबन्ध

2167. श्री भोम प्रकाश त्यागी :

श्री रामस्वरूप विद्यार्थी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देहरादून एक्सप्रेस में मेरठ से दिल्ली तक यात्रियों की तीसरी श्रेणी के डिब्बों में यात्रा करने की अनुमति नहीं दी जाती है ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ;

(ग) क्या सरकार को इस बात की जानकारी है कि दिल्ली आने वाले तीसरी श्रेणी के डिब्बों में उपलब्ध कुल स्थान की अपेक्षा मेरठ से दिल्ली आने वाले यात्रियों की संख्या बहुत अधिक होती है ;

(घ) क्या सरकार का विचार तीसरी श्रेणी के यात्रियों को मेरठ से दिल्ली तक देहरादून एक्सप्रेस में यात्रा करने की अनुमति देने का है अथवा मेरठ और दिल्ली के बीच एक पृथक शटल गाड़ी चलाने का प्रस्ताव है ; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुमंग सिंह) :

(क) जी नहीं ।

(ख) सवाल नहीं उठता ।

(ग) जी नहीं । विभिन्न गाड़ियों में उपलब्ध तीसरे दर्जे की सीटों की संख्या मेरठ से दिल्ली जाने वाले यात्रायात की आवश्यकताओं के लिए प्रायः काफी है ।

(घ) और (ङ). तीसरे दर्जे के यात्रियों को बहूले से ही देहरादून एक्सप्रेस में मेरठ से दिल्ली तक यात्रा करने की अनुमति है । परन्तु मेरठ और दिल्ली के बीच एक अतिरिक्त शटल

गाड़ी चलाना इस खण्ड पर फालतू खर्चन क्षमता न होने के कारण, व्यावहारिक नहीं है ।

काश्मीर तथा अन्य स्थानों के धार्मिक न्यासों की निधि का दुरुपयोग

2168. श्री जगन्नाथ राव जोशी :

श्री रणजीत सिंह :

श्री सूरज भान :

श्री कृज भूषण साल :

श्री अटल बिहारी वाजपेयी :

श्री रामगोपाल शालवाले :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात की जानकारी है कि काश्मीर तथा अन्य स्थानों में धार्मिक न्यासों की निधियों का राजनैतिक तथा अन्य प्रयोजनों के लिए दुरुपयोग किया जा रहा है ;

(ख) यदि हाँ, तो इस बारे में क्या निवारक कार्यवाहियों की गई हैं और उनके क्या परिणाम निकले ;

(ग) क्या दांपी पाये गये सम्बन्धित व्यक्तियों के विरुद्ध कोई कार्यवाही की गई है अथवा करने का विचार है ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनस सलीम) :

(क) स (घ). जानकारी गृह मंत्रालय द्वारा संग्रहीत की जा रही है, जिनका यह विषय है ।

पूर्वोत्तर रेलवे में अतिस्टैंट पर्मानेंट

व इंस्पेक्टरों का स्थायीकरण

2169. श्री जगन्नाथ राव जोशी :

श्री रणजीत सिंह :

श्री सूरज भान :

श्री कृज भूषण साल :

श्री अटल बिहारी वाजपेयी :
श्री राम गोपाल शालवाले :

क्या रेलवे मंत्री 1 अप्रैल, 1969 के अंतरा-
रांकित प्रश्न संख्या 4907 के उत्तर के सम्बन्ध
में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे में
कई ऐसे अक्सिस्टेंट परमानेंट वे ट्सेपेक्टर हैं
जिन्हें चार वर्ष पूर्व स्थायी कर दिया जाना
चाहिए था परन्तु उन्हें अभी तक स्थायी नहीं
किया गया है ; और

(ख) यदि हां, तो उनके इतने लम्बे समय
तक अस्थायी रहने के क्या कारण हैं और क्या
इसका उनकी पदोन्नति के अवसरों पर कोई
प्रतिकूल प्रभाव पड़ेगा ?

रेलवे मंत्री (डा० राम सुमंग सिंह) : (क)
और (ख). एक विवरण जिसमें अपेक्षित
सूचना दी गयी है समा पटल पर रखा जाता
है। [पुस्तकालय में रख दिया गया। देखिए
संख्या LT—1526/69]

भारत में उद्योगों की स्थापना के लिये
भारत तथा रूस के बीच करार

2170. श्री जगन्नाथ राव जोशी :

श्री सुरज मान :

श्री वृज भूषण लाल :

श्री अटल बिहारी वाजपेयी :

श्री रणजीत सिंह :

क्या औद्योगिक विकास, अन्तरिक व्यापार
तथा समवाय-कार्य मंत्री यह बताने की कृपा
करेंगे कि :

(क) देश में उद्योगों की स्थापना के बारे
में भारत तथा रूस के बीच अब तक कितने
करार हुए ;

(ख) उद्योगों की स्थापना कहां-कहां और
कब की गई ; और

(ग) प्रत्येक उद्योग में कितनी पूंजी

लगाई गई है और उनमें से प्रत्येक में विदेशी
पूंजी कितनी है ?

औद्योगिक विकास, अन्तरिक व्यापार तथा
समवाय-कार्य मंत्री (श्री फ़ख़रुद्दीन अली
अहमद) : (क) भारत में परियोजना स्थापित
करने हेतु सहयोग करने के बारे में अब तक
रूस के साथ आर्थिक सहयोग करारों पर
हस्ताक्षर किये गए हैं।

(ख) रूस के सहयोग से स्थापित/
स्थापित की जाने वाली परियोजनाओं के नाम
निम्नलिखित हैं :

परियोजना का नाम स्थान

- | | |
|--|-----------|
| 1. भिलाई इस्पात संयंत्र | भिलाई |
| 2. हैवी मशीन बिल्डिंग प्लांट | रांची |
| 3. कोल माइनिंग मशीनरी प्लांट | दुर्गापुर |
| 4. आपथालमिक प्राजेक्ट | दुर्गापुर |
| 5. कोर्बा कोल माइनिंग प्राजेक्ट | कोरबा |
| 6. नैबेली थर्मल पावर स्टेशन | नैबेली |
| 7. एंटी वायाटिक्स ड्रग्स
प्राजेक्ट | ऋषिकेश |
| 8. सिथेटिक्स ड्रग्स प्लांट | सन्तनगर |
| 9. सजिकल इस्ट्रूमेंट्स प्लांट | गिडी |
| 10. कोटा इस्ट्रूमेंट्स प्राजेक्ट | कोटा |
| 11. बरोनी आयल रिफ़ाइनरी | बरोनी |
| 12. हैवी इलेक्ट्रिकल प्राजेक्ट | हरिद्वार |
| 13. कोल वाशरी | कथरा |
| 14. छठी धमन भट्टी | भिलाई |
| 15. बोकारो इस्पात संयंत्र | बोकारो |
| 16. कोरबा एल्यूमिनियम स्मैल्टर | कोरबा |
| 17. तेल तथा प्राकृत गैस आयोग
द्वारा तेल तथा गैस की खोज
करना। | |

(ग) जानकारी इकट्ठी की जा रही है
और वह यथासमय समा-पटल पर रख दी
जायेगी।

Midnapur Bye-Election to Lok Sabha

2171. SHRI SHRI CHAND GOYAL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government/Election Commission have received complaints regarding the abuse of official position and machinery by the State Government in the recent Parliamentary bye-election from Midnapur : and

(b) if so, whether any enquiry has been held into the matter and, if so, with what results ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) and (b) Two complaints were received during the Midnapur Parliamentary bye-election—one about the seizure of a jeep by the police belonging to the Congress candidate, which met with an accident, and the other relating to a clash between the supporters of the Congress and the United Front in village Kamalpur in Midnapur over "Sitala Puja". The enquiry has not revealed any abuse of official position and machinery by the State Government.

Municipal Elections in Haryana

2172. SHRI SHRI CHAND GOYAL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have received complaints from the Haryana State that the dates of Municipal Elections have been changed arbitrarily from time to time at the behest of the party in power ;

(b) whether a demand has also been made to extend the supervisory jurisdiction of the Election Commission over the Local Bodies' Elections also ; and

(c) the reaction of Government to that demand ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Establishment of Hind Containers (P) Limited

2173. SHRI GEORGE FERNANDES : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Starred Question No. 696 on the 25th March, 1969 and state :

(a) whether the requisite information under parts (a), (b) and (c) has since been collected ;

(b) if so, the details thereof ;

(c) how Messrs Hind Galvanising and Engineering Co. (P) Ltd, could set up a plant at Vishakhapatnam under the name and style of Hind Containers (P) Ltd, during the pendency of drum and barrel industry on the banned list and receive scarce raw material from Caltex (I) Ltd, who in turn receive the same from the Central Government ;

(d) whether it tantamounts to creation of fresh capacity by a large scale unit in the guise of a small scale unit by by-passing the provisions of the Industries (Development and Regulation) Act, 1951 ; and

(e) if so, the action proposed to be taken by Government against the firm for violation of industries (Development and Regulation) Act, 1951 ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C PANT) : (a) and (b). Yes, Sir. The information has since been furnished. Copies of the information furnished are laid on the Table of the House. [Placed in Library See No. LT—1527/69]

(c) to (e). Attention is invited to the answer given by the Minister of Industrial Development, Company Affairs and Internal Trade to Unstarred Question No. 1640 on 30th July, 1968, an extract of which is enclosed. It may further be mentioned that the Estimates Committee (1968-69) in their 85th Report has also commented on this matter. This is under examination in the Ministry of Industrial Development, Company Affairs and Internal Trade.

Appointment of Deputy Managing Director of M/s. Orissa Cement Ltd.

2174. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have given approval under the Companies Act to the appointment of Shri M. H. Dalmia as the Deputy Managing Director of M/s. Orissa Cement Limited ;

(b) the principal terms and conditions under which Shri Dalmia has been appointed ; and

(c) the qualifications of Shri Dalmia ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The Company Law Board has received an application under Section 269 of the Companies Act, 1956, from the company for the appointment of Shri M. H. Dalmia, as its Deputy Managing Director with effect from 1st January, 1970. The application is under consideration of the Board.

सभी नागरिकों के लिए समान आचार संहिता

2175. श्री प्रकाश बोर शास्त्री : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के सभी नागरिकों के लिये एक समान आचार संहिता बनाने के सरकार के प्रस्ताव को अब तक कितनी सफलता मिली है ;

(ख) क्या इस बारे में अब तक इसलिए निर्णय स्थगित कर दिया गया क्योंकि कुछ प्रभावी राजनीतिज्ञों द्वारा इसके रास्ते में कठिनाइयां उत्पन्न किये जाने की आशंका है ; और

(ग) इस बारे में कब तक अन्तिम रूप से निर्णय कर लिया जायेगा ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनस सलीम) :
(क) ऐसा कोई प्रस्ताव सरकार के विचाराधीन नहीं है ।

(ख) और (ग) . प्रश्न ही नहीं उठते ।

भारतीय क्रांति दल की मान्यता देना

2176. श्री प्रकाश बोर शास्त्री :
श्री शिवकुमार शास्त्री :
श्री शिवचरण लाल :
श्री रघुबीर सिंह शास्त्री :

क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में हुए मध्यावधि चुनावों के बाद भारतीय क्रांति दल की कितनी राज्यों में सरकारी तौर पर मान्यता दी गई है ; और

(ख) उस दल को अखिल भारतीय आधार पर मान्यता न देने के क्या कारण हैं ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनस सलीम) :
(क) भारतीय क्रांति दल को राज्य दल के रूप में केवल उत्तर प्रदेश में मान्यता दी गई है ।

(ख) चूंकि भारतीय क्रांति दल चार या अधिक राज्यों में मान्यता के लिए अर्हित नहीं हुआ है, जैसा कि निर्वाचन प्रतीक (आरक्षण और आवंटन) आदेश, 1968 के अधीन अर्पित है, इसे इस समय 'राष्ट्रीय दल' नहीं माना जा सकता ।

गाइडों में बिजली और पंखे

2177. श्री प्रकाशबोर शास्त्री :
श्री शिवकुमार शास्त्री :
श्री शिव चरण लाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लगभग सभी

लाइनों पर गाड़ियों में पंखों तथा विजली के अपर्याप्त व्यवस्था के बारे में शिकायतें की जाती हैं ;

(ख) क्या यह भी सच है कि दिल्ली में चलने वाली कई गाड़ियों में विजली तथा पंखों की व्यवस्था नहीं होती है ; और

(ग) यदि हाँ, तो इस स्थिति में सुधार करने के लिए क्या प्रयास किये गए हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) सवारी डिब्बों में रोशनी और पंखों की विफलता के सम्बन्ध में कुछ शिकायतें मिली हैं।

(ख) जी नहीं। दिल्ली से चलने वाली सभी गाड़ियों में रोशनी और पंखों की व्यवस्था की जाती है।

(ग) रेलों इस बात के लिए चिंतित हैं कि खानगी स्टेशन से सभी गाड़ियां चालू हालत में रोशनी और पंखों के साथ छूटती हैं। इस लक्ष्य को ध्यान में रखते हुए रेलों की गहन जांच पड़ताल प्रारम्भ की गयी है तथा अनुरक्षण के मानक में सुधार किया जा रहा है। इनके साज-सामान की उठाईगिरी और चोरियां जिनके कारण अधिकांश शिकायतें होती हैं, कम करने के लिए बेहतर सुरक्षा के प्रबन्ध भी किये गए हैं।

Sabotage of Rail Track Between Chittigidda and Vikarabad

2178. SHRI B. K. DASCHOWDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether any sabotage attempt was made by the miscreants and the rail track keys were found missing between Chittigidda and Vikarabad stations of the Secunderabad Wadi section of the South Central Railway on the 17th May, 1969; and

(b) whether any enquiry was made into the incident and, if so, the details thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) Government Railway Police, Hyderabad have registered an offence under section 126 of the Indian Railways Act and the investigation is in progress.

नई रेलवे लाइनें

2179. श्री कंबरलाल गुप्त : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) जिन क्षेत्रों में आगामी वर्ष नई रेलवे लाइनें बनाये जाने का विचार है, उन क्षेत्रों के नाम क्या हैं ;

(ख) उन पर कुल कितनी लागत आने का अनुमान है ; और

(ग) उन स्थानों के नाम क्या हैं जहां अगले वर्ष विद्युत्चालित गाड़ियां चलाई जायेंगी ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) और (ख). अभी यह बताना सम्भव नहीं है कि अगले वर्ष कितने क्षेत्रों में नयी लाइनें बनाने का काम शुरू किया जायेगा या उन पर कितनी लागत आयेगी, क्योंकि चौथी पंचवर्षीय योजना में नयी लाइनों के निर्माण से सम्बन्धित प्रस्तावों का अभी अन्तिम रूप नहीं दिया गया है।

(ग) आशा है दक्षिण पूर्व रेलवे के भार-मुगडा-दुर्ग (351 मार्ग किलोमीटर) और उत्तर रेलवे के कानपुर-दूंडला (222 मार्ग किलोमीटर) खण्डों पर अगले वर्ष 25 किलोवाट ए० सी० प्रणाली बिजली से गाड़ियां चलने लगेगी।

Licences for setting up of Industries in Tripura

2180. SHRI J. K. CHOUDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTRERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have issued licences for setting up certain industries in Tripura; and

(b) if so, the industries for which the licences have been issued and to whom an on what date, Industry-wise ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Two licences under the Industries (Development and Regulation) Act, 1951, were issued for setting up industries in Tripura. Details of these licences are given below :—

<i>Name of the Licensee</i>	<i>Industry</i>	<i>Date of issue of the Licence,</i>
1. Sarvashri Makhan Lal Saha, Agartala (Proposed name : Tripura Cotton Mills Ltd.)	Cotton Yarn	28.1.1963
2. Far Eastern Agencies Ltd., Calcutta (Proposed name : Tripura Spinning Mills).	Cotton Yarn	10.11.1964

The licence mentioned at 1) above was surrendered by the party on 28th November, 1964.

Capital Investment in Dalmia Group of Industries

2181. SHRI A. SREEDHARAN :
SHRI K. LAKKAPPA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE COMPANY AND AFFAIRS be pleased to state :

(a) the Capital investment in the Dalmia Group of Companies in the year 1966-67 and as at present ;

(b) the amount of money advanced by Government to this Group of companies during the last three years ; and

(c) the names of agencies which advanced the amount and the rate of interest ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The aggregate paid-up-capital of the companies shown as belonging to the Dalmia R. K. and Dalmia Jaydayal Groups by the Monopolies Inquiry Commission stood at a combined figure of Rs. 11.39 crores in 1966-67 and Rs. 13.07 crores in 1967-68.

(b) and (c). Information is being collected and it will be laid on the Table of the House.

Committee for Laying out Time Tables for Movement of Trains

2182 SHRI YASHPAL SINGH :
SHRI YAMUNA PRASAD MANDAL:

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any Committee to lay-out Time-Tables in the Indian Railways for the movement of trains ; and

(b) if so, the expenditure incurred annually on the said Committee ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No.

(b) Does not arise.

Status of Woman

2183. SHRI JAI SINGH :
SHRI YAJNA DATT SHARMA :
SHRI ABDUL GHANI DAR :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 2583 on the 11th March, 1969 and state :

(a) whether Government have since constituted the Committee to enquire into the status of Indian woman ; and

(b) if so, the composition of the Committee and its terms of reference ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) :

(a) Government have decided to set up such a Committee.

(b) The composition of the Committee and its terms of reference are still under consideration.

Measures to prevent sand accumulation on Railway Track in Rajasthan

2184. SHRI D. N. PATODIA :
SHRI HUKAM CHAND
KACHWAI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway authorities had asked the Indian Institute of Technology, New Delhi to evolve a method to prevent sand deposits blown by the wind on the Railway tracks in Rajasthan ;

(b) whether it is also a fact that the Indian Institute of Technology has evolved a method to tackle the menace but the Railway authorities have not taken interest to put it into practice ;

(c) if so, the annual expenditure that Government have to incur on clearing the sand accumulation in the Rajasthan Railway lines every year ; and

(d) the reasons for not implementing the new device evolved by the Indian Institute of Technology, New Delhi ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) No report has yet been received by the Railway from the Indian Institute of Technology.

(c) Rs. 1,10,000/- approximately every year.

(d) Does not arise in view of (b) above.

Technical Committee to chalk out action necessary to ensure balance in Demand and Supply

2185. SHRI D. N. PATODIA :
SHRI CHENGALRAYA NAIDU :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that his Ministry propose to set up a Technical Committee to chalk out the advance action necessary during the Fourth Five Year Plan to ensure a balance in the demand and supply during the Fifth Five Year Plan ;

(b) if so, why the need for setting up of the Committee has arisen when a Steering Group comprising of the representatives of the Ministry, Planning Commission and private sector industries have already gone into the matter and have forecast the needs both during the Fourth and Fifth Five Year Plan periods ; and

(c) the justification for going over the exercise again ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) At present there is no proposal under consideration of the Government to set up a Technical Committee to report on the advance action necessary during the Fourth Five Year Plan.

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

Expansion of Indian-owned Cigarette Manufacturing firms

2186. SHRI SITARAM KESRI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have decided to allow Indian-owned cigarette manufacturing firms to expand their production ;

(b) if so, the details thereof ;

(c) whether fresh licences are also to be issued for the manufacture of cigarette etc ; and

(d) if so, the number thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) A scheme from a 100% Indian-owned firm for setting up a new Unit at Ahmedabad for the manufacture of 4.500 million pieces of cigarettes per annum was recently approved by the Government.

(c) and (d). Applications, as and when received, for setting up additional capacity for manufacture of cigarettes will be considered on merits keeping in view the demand likely to develop to cigarettes by 1973-74.

रेलवे यातायात में सुधार करने के उपाय

2187. श्री शिवकुमार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उनके मंत्रालय द्वारा किये गए प्रयत्नों के बावजूद रेलवे यातायात में वृद्धि नहीं हुई है ;

(ख) क्या यह सच है कि अधिकांश रेलगाड़ियां प्रायः घंटों देर से आती-जाती हैं ;

(ग) क्या यह सच है कि रेलगाड़ियों को समय पर चलाने के लिए जो कुशलता चाहिए वह नहीं है ;

(घ) क्या सरकार को पता है कि पहले से तीसरे दर्जे तक सभी के अधिकांश डिब्बों में पंखे नहीं चलते हैं और बिजली का प्रबन्ध ठीक नहीं है ; और

(ङ) यदि हां, तो इन सभी त्रुटियों को सुधारने के लिए क्या ठोस कार्यवाही की जा रही है ?

रेलवे मंत्री (डा० राम सुमंग सिंह) : (क) जी नहीं। वास्तव में, 31 मार्च 1969 को समाप्त होने वाले वर्ष में ढोया गया राजस्व उपार्जक-माल यातायात 1967-68 में ढोये गए यातायात की अपेक्षा लगभग 93 लाख मीट्रिक टन अधिक रहा है। चालू वर्ष के पहले तीन महीनों में पिछले वर्ष 1968-69 की तदनुसूची अवधि की अपेक्षा लगभग 26 लाख मीट्रिक टन माल अधिक ढोया गया।

यात्री यातायात के मामले में 1967-68 की

अपेक्षा 1968-69 में प्रारम्भिक यात्रियों की संख्या में केवल उपान्त अर्थात् लगभग 1 प्रतिशत की कमी हुई है। चालू वर्ष के पहले तीन महीनों में यातायात अप्रैल-जून 1968 की तुलना में लगभग 2.8 प्रतिशत बढ़ा है।

(ख) और (ग). जी नहीं। कई बार गाड़ियां कुछ ऐसे कारणों से देर से चलती हैं जो रेल प्रशासनों के नियंत्रण से बाहर हैं जैसे खतरे की जंजीर का दुरुपयोग जिससे विशेष रूप से इकहरी लाइन के व्यस्त खण्डों में गाड़ियों को अनिर्धारित स्थानों पर खड़ा रहना पड़ता है और गाड़ियों की चालन-अनुसूची अस्त-व्यस्त हो जाती है ; तांबे के ऊपरी तार जैसे रेलवे के आवश्यक उपकरणों की चोरी जिससे संचार व्यवस्था भंग हो जाती है ; अथवा बिजली फेल हो जाती है ; जनता द्वारा प्रदर्शन, बन्द और अन्य आन्दोलन जिनमें गाड़ियों के चालन में बाधा पड़ती है।

(घ) सामान्यतः सभी सवारी डिब्बों में पर्याप्त रोशनी और पंखों की व्यवस्था की जाती है। लेकिन कभी-कभी गाड़ी में रोशनी की फिटिंग की चोरी, उपस्कर की खराबी, सामान के अभाव और अनुरक्षण में त्रुटि के कारण खराबी आ जाती है।

(ङ) सवारी ले जाने वाली गाड़ियों के समय पालन की और क्षेत्रीय रेलों और रेलवे बोर्ड के सभी स्तरों पर अत्यधिक ध्यान दिया जाता है। सवारी ले जाने वाली सभी गाड़ियों के संचालन पर मण्डलीय नियंत्रण कार्यालय में कड़ी निगरानी रखी जाती है। प्रत्येक क्षेत्रीय रेलवे के प्रधान कार्यालय में दैनिक समय-पालन की समीक्षा की जाती है और रेलवे बोर्ड के सर्वोच्च स्तर पर भी समय-पालन के रख का ध्यान रखा जाता है। समय-समय पर समय-पालन अभियान चलाये जाते हैं और जिन गाड़ियों का संचालन सन्तोषजनक नहीं होता, उनमें यात्रा करने के लिए अधिकारियों/निरीक्षकों को प्रतिनियुक्त किया जाता है। परिहार्य अवरोधों के सभी मामलों में अति-बाधित: सुधारार्थक कार्रवाई की जाती है।

बिजली की फिटिंग को अच्छी चालू हालत में बनाये रखने के लिए उनके अनुरक्षण में सुधार करने और उठाईगीरी और चोरी रोकने के लिए सुरक्षा की बेहतर व्यवस्था करने के उपाय किये गए हैं।

Utilisation of agricultural by-products

2188. SHRI RAGHUVIR SINGH SHASTRI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that a sufficient quantity of agricultural by-products can be profitably utilised in many industries in the country ;

(b) if so, whether Government have conducted any survey in this regard and prepared any programme ;

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a). Yes, Sir.

(b) to (d) : With a view to taking up detailed studies of potential industries in agriculturally surplus areas to encourage local people to take specific industries for establishing new small scale units and suggesting guidelines to banking institutions for financing of these agro-based industries Government have set up a Working Group. Its report is expected by 31st march, 1970.

दिल्ली शाहदरा से सहारनपुर तक ब्राडगेज लाइन

2189. श्री रघुबीर सिंह शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्तमान शाहदरा-सहारनपुर लाईट रेलवे क्षेत्र में ब्राड गेज लाइन बनाने के लिए किया जा रहा सर्वेक्षण-कार्य अब पूरा हो गया है ;

(ख) यदि हां, तो यह लाइन कहां-कहां

से गुजरेगी तथा निर्माण-कार्य किस तारीख से आरम्भ होगा तथा किस तारीख तक पूरा-पूरा हो जायेगा ; और

(ग) यदि उपर्युक्त भाग (क) का उत्तर नकारात्मक हो, तो देरी होने के क्या कारण हैं तथा सर्वेक्षण कार्य कब तक पूरा हो जायेगा ?

रेलवे मंत्री (डा० राम सुभग सिंह) :
(क) अभी नहीं।

(ख) और (ग). सर्वेक्षण का काम जारी है और आशा है कि यह काम अक्टूबर, 1969 के अन्त तक पूरा हो जायेगा। जिन स्थानों में से होकर यह लाइन गुजरेगी उनका पता भी सर्वेक्षण पूरा हो जाने के बाद ही चलेगा।

संयुक्त अरब गणराज्य में छोटे पैमाने के उद्योगों का विकास करने के लिए भारत की सहायता

2190. श्री रामावतार शर्मा :
श्री वी० चं० शर्मा :

क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवायकार्य मंत्री 6 मई, 1969 के अंतरा-कित प्रश्न संख्या 8591 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या संयुक्त अरब गणराज्य द्वारा छोटे पैमाने के उद्योगों का विकास करने के लिए मांगी गई सहायता के बारे में इस बीच अन्तिम रूप से निर्णय कर लिया गया है ;

(ख) यदि हां, तो सहायता किस रूप में तथा किस तारीख से दी जायेगी ; और

(ग) यदि नहीं, तो देरी होने के क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलकट्टीन अली अहमद : (क) से (ग). मामला अभी सरकार के विचाराधीन है।

Shortage of Stainless Steel

2191. DR. SUSHILA NAYAR : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that there is a shortage of stainless steel in the country ;

(b) if so, whether it is also a fact that the All India Stainless Steel industries Association has represented to Government to import adequate quantity of Stainless Steel to meet the shortage ; and

(c) if so, the reaction of Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) Yes.

(b) Yes.

(c) The matter is under consideration of Government.

Passenger coach attached to Delhi-Jodhpur Express

2192. SHRI D.R. PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a passenger coach which used to be attached to the Delhi-Express for Jodhpur is not being attached now and thereby the passengers from North Gujarat travelling to Jodhpur side are put to much inconvenience ;

(b) if so, the reasons therefor ;

(c) whether the Chamber of Commerce of Patan (North Gujarat) and the public representatives have represented for the continuance of this coach to be attached to the Delhi-Express Train ; and

(d) if so, the reaction of Government in the matter and the action taken by Government thereon ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No. One composite First, Second & Third Class Coach and one 2-tier Third Class sleeper Coach are still running between Ahmedabad and Jodhpur

by Nos. 3/4 Ahmedabad-Delhi Expresses and connecting trains.

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

Train service between Rampur and Haldwani

2193. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state :

(a) at what stage is the proposal to start a train service between Rampur and Haldwani ; and

(b) whether Government have considered the possibility of running this train via Moradabad ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The Hon'ble Member is presumably referring to the proposal for construction of a new direct broad gauge railway line between Rampur and Haldwani. A fresh traffic survey sanctioned for this line on 13.2.1969, is being carried out by the North Eastern Railway and is expected to be completed by October, 1969.

(b) The alignment under survey does not include Moradabad. The question of running direct train services between Haldwani and Rampur via Moradabad will be considered if and when the Rampur-Haldwani line is constructed, depending upon the pattern of traffic. No train between Rampur and Haldwani via Moradabad can be introduced at present as Rampur is situated on B.G. section and Haldwani on M.G. section.

अनुसूचित जातियों/अनुसूचित आदिम जातियों के विद्यार्थियों को छात्रवृत्तियाँ

2194. श्री रामावतार शास्त्री :

श्री मोलू प्रसाद :

श्री इ० रा० परमार :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के विद्यार्थियों (युवकों और युवतियों) को दी जाने

वाली छात्रवृत्तियों सम्बन्धी नियमों में संशोधन करने का है ; और

(ख) यदि हां, तो कब से और उसका व्यौरा क्या है ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में उप-मंत्री (श्री मुत्तयाल राव, : (क) और (ख). मेट्रिक-उपरान्त छात्रवृत्तियों से सम्बन्धित पुनरीक्षित विनियमों की एक प्रति, सभा पटल पर रखी जाती है। [पुस्तकालय में रख दी गयी। देखिये संख्या L.T—1528/69]

इन विनियमों को लागू किया जाना रोक दिया गया है।

बिहार की कपाड़िया जाति को अनुसूचित जाति की सूची में शामिल करना

2195. श्री रामावतार शास्त्री : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार की कपाड़िया जाति को अनुसूचित जाति के रूप में मा-प्रति प्राप्त नहीं है ;

(ख) क्या यह भी सच है कि उसी जाति के कुछ लोगों को अन्य राज्यों में हरिजनों के समान समझा जाता है ; और

(ग) यदि हां, तो इसके क्या कारण हैं ;

(घ) क्या यह सच है कि कपाड़िया जाति को हरिजनों की सूची में शामिल करने का प्रश्न बहुत समय से बिहार सरकार के विचाराधीन रहा है ;

(ङ) क्या इस बारे में उन्हें किसी संसद सदस्य से पत्र प्राप्त हुआ है ; और

(च) यदि हां, तो सरकार ने इन मामलों को बिहार सरकार द्वारा शीघ्रता से निबटाने के लिये क्या कार्यवाही की है और उसके क्या परिणाम निकले हैं ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में उप-मंत्री (श्री मुत्तयाल राव) : (क) हां, श्रीमान।

(ख) कपाड़िया जाति को उत्तर प्रदेश में अनुसूचित जाति समझा जाता है।

(ग) सम्बन्धित राज्य में जातियों की स्थिति को देखते हुए अनुसूचित जातियों तथा अनुसूचित आदिम जातियों का उल्लेख किया जाता है।

(घ) से (च). अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के पुनरीक्षण का समूचा प्रश्न इस समय अनुसूचित जातियों तथा अनुसूचित आदिम जातियों (संशोधन) विधेयक, 1967 से सम्बद्ध संयुक्त समिति के सामने है। श्री रामावतार शास्त्री से बिहार कपाड़िया जाति के सम्बन्ध में प्राप्त हुए पत्र को संयुक्त समिति को भेज दिया गया है।

रेलवे गंगमनों के लिये रिहायशी मकान

2196. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय रेलवे में गंगमनों की संख्या कितनी है ;

(ख) रेलवे-वार उनकी संख्या कितनी है ;

(ग) कितने गंगमनों को रिहायशी मकान अलाट किये गए हैं ;

(घ) जिन गंगमनों को रिहायशी मकान अलाट किये गये हैं उन्हें क्या मुविधाएं दी गई हैं ;

(ङ) क्या सरकार ने उनको क्वार्टर अलाट करने के बारे में कोई योजना बनाई है ; और

(च) यदि हां, तो उसका व्यौरा क्या है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) 1,48,289.

(ख) और (ग).

रेलवे गैंगमैनों की संख्या उन गैंगमैनों की संख्या

जिन्हें मकान दिये गये

मध्य	18,763	10,918
पूर्व	18,312	5,072
उत्तर	23,542	11,907
पूर्वात्तर	9,220	3,200
पूर्वात्तर सीमा	7,973	4,936
दक्षिण	14,264	1,589
दक्षिण-मध्य	13,661	4,914
दक्षिण-पूर्व	22,029	4,235
पश्चिम	20,522	13,687

(घ) जहां स्वीकार्य होता है, मकान किराया भत्ता दिया जाता है तथा घर आने-जाने के लिए कार्ड पास जारी किये जाते हैं।

(ङ) और (च). धन की उपलब्धता को देखते हुए रेल कर्मचारियों की सभी कोटियों के लिए एक कार्यक्रम के आधार पर मकानों की व्यवस्था की जाती है।

सोनपुर रेलवे संघर्ष समिति द्वारा आन्दोलन करने की धमकी

2197. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सोनपुर रेलवे संघर्ष समिति ने सरकार द्वारा उत्तर बिहार के प्रति अपनाये गये उपेक्षाकृत रवैये का विरोध करने के लिये खुले तौर पर आन्दोलन करने का निर्णय किया है ;

(ख) यदि हां, तो क्या सरकार को इस सम्बन्ध में कोई चेतावनी दी गई है ;

(ग) यदि हां, तो उमका व्योरा क्या है ;
और

(घ) इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (डा० राजे सुमन सिंह) :

(क) बी नहीं।

(ख) से (घ). सवाल नहीं उठता।

Expansion of Car Plants

2198. SHRI BEDABRATA BARUA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the three car plants in India are not showing any interest in regard to the expansion of their plants to produce more cars, because Government insist on a substantial reduction of prices ;

(b) if so, whether Government would require them to carry on their expansion projects on the understanding that prices would be brought down ; and

(c) whether Government have any alternative proposal to bring down car prices by having a large unit in the public sector ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). It is not a fact that the three car manufacturers have not been interested in regard to the expansion of their car manufacturing capacity. In fact, proposal, had been received from the three car manufacturers for expansion of their existing undertakings for increasing their capacity for the manufacture of passenger cars. No final decision has, however, been taken on these proposals, pending a decision on the general question as to the manner in which additional capacity for the manufacture of passenger cars should be created. In this context, one of the proposals under Government's consideration is for the establishment of a new unit in the public sector of an economic size for the manufacture of a low cost car to avail of the advantages of 'transfer line' production and economies of size and to introduce an element of competition with its resultant benefits in the shape of better quality and cheaper prices.

Protest against divisionalisation schemes

2199. SHRI BEDABRATA BARUA : Will the Minister of RAILWAYS be to state :

(a) whether Government have received

representations from the various groups and organisations in Assam against the proposed divisionalisation schemes ;

(b) whether the scheme is not proposed to be implemented in Assam ; and

(c) what action has been taken to meet these demands ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) (a) Yes; but the representations are mainly in the form of demand for setting up of an additional divisional headquarters of North-East Frontier RAILWAY at Rangiya/Bongaigaon.

(b) The divisionalisation scheme has already been implemented with effect from 1st May, 1969.

(c) An assurance has been given to all concerned that a divisional headquarters will be set up at Rangiya when traffic position in the area justified such an action.

गैर सरकारी क्षेत्र के उद्योगों के बारे में लाइसेंस देने की नीति पर पुनर्विचार

2200. श्री गं० च० दीक्षित : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने केन्द्रीय सरकार से गैर-सरकारी उद्योगों के बारे में लाइसेंस देने की नीति के सम्बन्ध में पुनः विचार करने का अनुरोध किया है ; और

(ख) यदि हां, तो इस सम्बन्ध में केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फ़ख़रुद्दीन अलि अहमद) : (क) और (ख). ऐसा मालूम होता है कि केन्द्रीय सरकार को इस प्रकार का कोई प्रस्ताव नहीं मिला है और मध्य प्रदेश सरकार को यह भी निश्चित कर दिया गया है कि राज्य सरकार ने ऐसा कोई कदम नहीं

उठाया है। फिर भी, योजना आयोग द्वारा चौथी पंचवर्षीय योजना तथा औद्योगिक लाइसेंस नीति जांच समिति की रिपोर्ट में की गई सिफारिशों जो सरकार को 19-7-1969 को प्राप्त हुई है, के आलोक में औद्योगिक लाइसेंस नीति तथा प्रतिक्रिया में क्या परिवर्तन किये जाने चाहिए, यह प्रश्न इस समय सरकार के विचाराधीन है।

मध्य प्रदेश में नई रेलवे लाइन

2201. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में, वर्ष 1969-70 तथा चौथी पंचवर्षीय योजना अवधि में नई रेलवे लाइनें बनाने के बारे में कोई प्रस्ताव है ;

(ख) यदि हां, तो इस कार्य के कब तक आरम्भ कर दिये जाने की सम्भावना है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) से (ग). चौथी पंचवर्षीय योजना में नयी लाइनों के निर्माण से सम्बन्धित प्रस्तावों को अभी अंतिम रूप नहीं दिया गया है। इसलिए अभी यह बताना सम्भव नहीं है कि अगले वर्ष या चौथी योजना में मध्य प्रदेश राज्य में कौनसी नयी लाइनें बनायी जायेगी।

मध्य प्रदेश में विद्यार्थियों के आन्दोलन के कारण

रेलवे सम्पत्ति की क्षति

2202. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि 31 जनवरी, 1969 से 31 मई, 1969 तक मध्य प्रदेश में हुए विद्यार्थी आन्दोलनों के परिणाम स्वरूप रेलवे सम्पत्ति को कितनी क्षति हुई ?

रेलवे मंत्री (डा० राम सुभग सिंह) : 31-1-69 से 31-5-69 तक की अवधि में मध्य प्रदेश में विद्यार्थी आन्दोलन के कारण रेल

सम्पत्ति के नुकसान होने की कोई सूचना नहीं है।

लघु उद्योगों का विकास

2203. श्री गं० च० बीक्षित : क्या औद्योगिक विकास, भ्रान्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार को मध्य प्रदेश सरकार से राज्य में लघु उद्योगों के विकास और औद्योगिक बस्तियों की स्थापना के बारे में कोई योजना प्राप्त हुई है ; और

(ख) यदि हां, तो उसकी मुख्य बातें क्या हैं ?

औद्योगिक विकास, भ्रान्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फ़लरुद्दीन अली अहमद : (क) जी नहीं।

(ख) प्रश्न ही नहीं उठता।

मध्य प्रदेश के कम आय वाले वर्ग के विद्यार्थियों को छात्रवृत्तियां

2204. श्री गं० च० बीक्षित : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार ने वर्ष 1967-68 में मध्य प्रदेश के कम आय वाले वर्ग के कितने विद्यार्थियों को छात्रवृत्तियां दी थीं और ये छात्रवृत्तियां कुल कितनी राशि की दी गई ;

(ख) छात्रवृत्तियां प्राप्त करने वाले विद्यार्थियों के अभिभावक किस आय-वर्ग में आते हैं ; और

(ग) मध्य प्रदेश सरकार ने कितनी आय सीमा पर बल दिया है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उप-मंत्री (श्री मुत्तयाल राव) : (क) से (ग). यह सूचना राज्य सरकार से

एकत्रित की जा रही है तथा प्राप्त होने पर सभा-पटल पर रख दी जाएगी।

Idle capacity of Air-conditioning and Refrigeration Industry

2205. SHRI R. K. BIRLA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that 50 per cent of the capacity of the air-conditioning and refrigeration industry remains idle ;

(b) if so, the reasons therefor ;

(c) whether Government are contemplating to abolish excise duty on air-conditioning and refrigeration equipment, and, if so, the details thereof ; and

(d) the steps being taken by Government to make the industry export-oriented ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). It is a fact that about 50% of the capacity for room air conditioners and industrial air-conditioning and refrigeration equipments remains idle. This is mainly because demand has been low and consequently production has not come up. The general recession in the recent past has been partly responsible for the poor demand.

(c) No, Sir.

(d) In order to encourage exports the following facilities are provided :

(i) Import replenishment against exports at 30% of f.o.b. value,

(ii) Cash assistance at 15% of f.o.b. value.

(iii) Supply of indigenous iron and steel at international prices for fabrication for exports.

(iv) Drawback of Central Excise and Customs Duties paid on materials used in the manufacture for exports.

(v) Rebate of duty, if duty paid refrigerating and air-conditioning appliances and machinery are exported

outside India except Nepal, Bhutan and Sikkim. The goods can also be exported under bond without payment of excise duty.

- (vi) Assistance through Engineering Export Promotion Council for publicity, participation in exhibitions, delegations and sales teams.

गाड़ियों में रेलवे कर्मचारियों और यात्रियों की सुरक्षा

2206. श्री यशवन्त सिंह कुशवाह :
श्री यशपाल सिंह :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि रेलवे टिकट निरीक्षकों, अन्य रेलवे कर्मचारियों और गाड़ियों में यात्रा कर रहे यात्रियों की सुरक्षा के लिये क्या नये उपाय किये गये हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

- (i) सरकारी रेलवे पुलिस द्वारा महत्वपूर्ण स्टेशनों पर निगरानी रखना और अपराधियों तथा समाज विरोधी तत्वों के पकड़ने के लिए समय-समय पर छापा मारना आदि सामान्य पुलिस प्रबन्धों को कड़ा करने अलावा, उत्तर प्रदेश, पश्चिम बंगाल और बिहार की राज्य सरकारों ने प्रभावित क्षेत्रों में हथियार बन्द पुलिस की गश्त की व्यवस्था अथवा विशेष कैंम्पों की स्थापना करके अतिरिक्त सुरक्षा के उपाय किये हैं।
- (ii) बिना टिकट यात्रियों के विरुद्ध चलाये जाने वाले विशेष अभियान के दौरान, सरकारी रेलवे पुलिस और रेलवे सुरक्षा दल के कर्मचारी टिकट जांच करने वाले कर्मचारियों के साथ भेजे जाते हैं।
- (iii) रेल सम्पत्ति की सुरक्षा के लिए याइों में या स्टेशन प्लेटफार्मों पर तैनात

रेल सुरक्षा दल के कर्मचारियों को इस बात की भी सूक्त हिदायतें दी गयी हैं कि वे रेल कर्मचारियों या यात्रियों आदि पर हिंसक आक्रमण होने की स्थिति में तुरन्त अपराध स्थल पर पहुँचें और पीड़ित व्यक्तियों की सभी सम्भव सहायता करें।

राज्यों को केन्द्रीय सहायता

2207. श्री यशवन्त सिंह कुशवाह : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि सरकार का विचार राज्यों को दी जाने वाली समाज कल्याण योजनाओं के लिये केन्द्रीय सहायता के मूल आधार में ही परिवर्तन कर देने का है ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री [डा० (श्रीमती) फूलरेणु गुह] : जी नहीं, श्रीमान।

M/s. Atul Products

2208. SHRI C. JANARDHANAN : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Unstarred Question No. 257 on the 12th November, 1968 regarding M/s. Atul Products and state :

(a) whether investigation in the matter has since been completed ; and

(b) if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) and (b). The matter is still under investigation by the C.B.I.

पश्चिम रेलवे टिकट निरीक्षण कर्मचारी संघ द्वारा अभ्यावेदन

2209. श्री हुषम चन्ध कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार को पश्चिम रेलवे टिकट निरीक्षण कर्मचारी संघ

की और से एक अभ्यावेदन प्राप्त हुआ है जिसमें यात्रा भत्ता कटौती समेकन योजना को समाप्त करने और टिकट-निरीक्षण कर्मचारियों को पहले की भांति यात्रा भत्ता देने की मांग की गई है ; और

(ख) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है और इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (डा० राम सुमन सिंह) : (क) पश्चिम रेलवे को इस सम्बन्ध में एक अभ्यावेदन मिला है।

(ख) इस वर्ग में आगे और विचार होने तक रेल प्रशासन द्वारा पहले वाली स्थिति फिर से कायम कर दी गयी है।

बिड़ला सार्थ समूह की फर्म

2210. श्री हुकम चन्द कछवाय : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री भारत में बिड़ला सार्थ समूह की फर्मों के बारे में 6 मई, 1969 के तारांकित प्रश्न संख्या 1509 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) बिड़ला सार्थ समूह को 1963-64 में 76.3 करोड़ रुपये की प्रदत्त पूँजी वाली 151 कम्पनियाँ किस-किस वर्ष में स्थापित की गई थीं तथा उनके नाम क्या हैं ; और

(ख) प्रत्येक कम्पनी के निदेशकों की संख्या तथा नाम क्या हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फलरुद्दीन अली अहमद) : (क) और (ख). सूचना संग्रह को जा रही है व यह सदन के पटल पर प्रस्तुत कर दी जायेगी।

साहू जैन उद्योग समूह

2211. श्री हुकम चन्द कछवाय : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा

समवाय-कार्य मंत्री 6 मई, 1969 के तारांकित प्रश्न संख्या 8537 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) साहू जैन उद्योग समूह की 1963-64 में 19.6 करोड़ रुपये की प्रदत्त पूँजी वाली किन-किन फर्मों को किस-किस वर्ष में स्थापित किया गया था ; और

(ख) प्रत्येक कम्पनी के निदेशकों की संख्या तथा नाम क्या हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फलरुद्दीन अली अहमद) : (क) और (ख). उन कम्पनियों की बाबत अपेक्षित सूचना, जो एकाधिकार जांच आयोग द्वारा साहू जैन समूह से सम्बन्धित सूची-बद्ध की गई थी, सदन के पटल पर प्रस्तुत एक विवरण-पत्र में दी गई है। [पुस्तकालय में रख दिया गया। देखिये संख्या LT—1529/69]

हैवी इलेक्ट्रिकल्स, भोपाल द्वारा नहीं भुगतान किये गए पानी के बिल

2212. श्री हुकम चन्द कछवाय : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हैवी इलेक्ट्रिकल्स, भोपाल पर पानी के बिलों की बड़ी राशि बकाया है जो उसको भोपाल नगर निगम पानी की सप्लाई के लिए देती है ;

(ख) क्या सरकार ने जांच की है कि भोपाल नगर निगम को पानी के लिये कितना धन दिया जाता है ;

(ग) यदि हां, तो उसका व्यौरा क्या है और वेय राशि के भुगतान को सुनिश्चित करने के लिए सरकार ने क्या कार्यवाही की है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फलरुद्दीन अली

अहमद) : (क) से (ग). भोपाल नगर निगम ने भारत हेवी इलेक्ट्रिकल्स (भारत) लि० भोपाल से कुछ राशि मांगी है। सरकार मध्य प्रदेश सरकार से मांगी हुई राशि के मामले को तय करने के विषय में पत्राचार कर रही है।

दक्षिण रेलवे पर रेलों का चलना बन्द करना

2213. श्री रघुवीर सिंह शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत मई-जून में दक्षिण भारत की रेल सेवा अस्त-व्यस्त हो गई थी और बहुत सी रेलगाड़ियों को चलाना बन्द कर दिया गया था ;

(ख) यदि हाँ, तो इसके क्या कारण है ;

(ग) इससे रेलवे की कुल कितनी हानि हुई है ; और

(घ) ऐसी स्थिति की पुनरावृत्ति को रोकने के लिये क्या कार्यवाही की गई है ?

रेलवे मंत्री (डा० राम सुमन सिंह) :

(क) जी हाँ।

(ख) भारी वर्षा, बाढ़, जिसके कारण रेलवे लाइन गम्भीर रूप से टूट-फूट गयी।

(ग) रेलवे की जो हानि हुई वह इस प्रकार है :—

(i) दक्षिण पूर्व रेलवे 10.54 लाख रु०

(ii) दक्षिण मध्य रेलवे 639.00 लाख रु०

(iii) दक्षिण रेलवे 13.43 लाख रु०

(घ) रेलवे पुस्तों और पुलों के बचाव कार्यों और पुलों के जल निकास मार्गों का विस्तार करने के लिए आवश्यकतानुसार व्यवस्था की जा रही है।

Demand for Steel etc.

2214. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total demand for steel, pig iron, copper, aluminium, G. P. Sheets and other raw materials needed for the Engineering industry, in each State, year-wise from 1965-66 to 1968-69 ; and

(b) the actual supply of each item to each State year-wise from 1965-66 to 1968-69 ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The information is being collected and will be laid on the Table of the House in due course.

Joint Industries Ventures

2215. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number of joint industrial ventures approved by Government during 1968 through the Indian Investment Centre ;

(b) the total capital outlay involved and the share of foreign collaborators in the total ;

(c) the number of Joint ventures approved during 1968 with U. S. A., Great Britain, West Germany, Japan and other countries, total capital outlay involved and share of the foreign collaborators in the total outlay ; and

(d) a list of joint ventures in which the foreign collaborators hold (i) less than 50 per cent ; and (ii) more than 50 per cent of the equity capital ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) 16 joint industrial ventures processed through the Indian Investment Centre were approved by the Government during 1968.

(b) These 16 proposals involve a total

capital outlay of Rs. 94.80 million. The share of foreign collaborators in this capital is Rs. 49.61 million.

(c) The countrywise details regarding these joint venture proposals are given below :

S. No.	Name of the Country	No. of Joint Ventures	Total capital outlay (estimated)	Foreign equity	Remarks
			Mill. Rs.		
1.	U. S. A.	7	79.20	44.97	Includes U. K. share capital of Rs. 12.15 million in a joint US-UK-Indian venture.
2.	U. K.	2	2.30		Please see above remarks reg. U. K. share capital
3.	Federal Republic of Germany.	4	7.70	2.69	
4.	Japan	Nil	Nil	Nil	
5.	Other countries	3	5.60	1.95	
	Total	16	94.80	49.61	

(d) Of the 16 cases referred to above, 6 cases do not involve any foreign capital participation. The proportion of foreign capital participation in the remaining 10 cases is as follows :—

Cases in which foreign collaborators hold less than 50% of the equity capital.	Cases in which foreign collaborators hold more than 50% of the equity capital.
1. HMT-Verson Ltd., Hyderabad	1. Mysore Fertiliser Co. Madras.
2. Cissy Pvt. Ltd., Bombay	2. Engelhard Minerals & Chemical Corporation USA, in collaboration with Sh. Kishore N. Prem Chand, Bombay.
3. Geomaths, Ernakulam	
4. Dr. Binod B. Mehrotra, Kandla Free Trade Zone, Gandhidham	
5. Asian Dehydrates Ltd., Bombay	
6. Bharat Berstorff Public Ltd., Bangalore.	
7. Sh. N. Varadarajan, Hyderabad	
8. Tata Sons Pvt. Ltd., Bombay	

Agro-Industries in Fourth Plan

2216. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Agro-industries will play a vital role in our economic development

during the Fourth Plan period ;

(b) if so, the types of industries, according to Government which fall in the category of Agro-industries ; and

(c) the programme of development of Agro-industries in each State during the Fourth Five Year Plan ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) A list is laid on the Table of the House. [Placed in Library. See No. LT—1530/69.]

(c) The information is being collected and will be laid on the table of the House in due course.

Implementation of Recommendations of Commissioner for Scheduled Castes and Scheduled Tribes

2217. **SHRI JYOTIRMOY BASU :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state the steps, if any, taken or being taken to implement the recommendations contained in the Seventeenth (1967-68) Report, Volumes I & II of the Commissioner for Scheduled Castes and Scheduled Tribes with particular reference to the forced labour, serfdom, untouchability, housing, education and health ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : Copies of the report have been sent to the State Governments and Union Territory Administrations. On receipt of the views of the State Governments, it is proposed to discuss the whole matter at a Conference of State Ministers in-charge of Scheduled Castes, Scheduled Tribes & Backward Classes.

Goenka Group of Industries

2218. **SHRI JYOTIRMOY BASU :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Goenka Group has recently taken over the management of a number of companies in their hands ;

(b) if so, the details regarding the Companies, including the particulars of ownership, capital structure, share-holding etc., which have been taken over by the Goenkas during the last 10 years ;

(c) whether Government consider that large take over of companies leads to further concentration of economic power ;

(d) if so, the reasons why this practice is allowed to be continued ; and

(e) the policy of Government on this issue ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). At present there are two Goenka Groups. One is mentioned by the Monopolies Inquiry Commission at p. 58 of its Report and the other is controlled by Shri Ramnath Goenka. As regards the former, in addition to the companies shown in the MIC Report as belonging to that Group as on 31st March, 1964, on the basis of information available, it appears to have acquired control over the following companies thereafter :

- (1) Asian Cables Corporation Ltd.
- (2) Balmer Lawrie & Co. Ltd. (together with the following subsidiaries, viz.)
 - (i) The Bengal Flour Mills Co. Ltd.
 - (ii) Bridge and Roof Co. (India) Ltd.
 - (iii) British India Electric Construction Co. Ltd.
 - (iv) Steel Containers Ltd.
 - (v) Industrial Containers Ltd.
 - (vi) Hope's Metal Windows (India) Ltd.

Particulars of ownership, capital structure and shareholdings of these companies are shown in the statement laid on the Table of the House. [Placed in Library. See No. LT—1531/69]

As regards the latter, viz., the Group controlled by Shri Ramnath Goenka, it appears from the information available that 8 companies could be considered as belonging to this Group. The particulars of ownership etc. of these companies are indicated in Annexure 'B'. As stated by the then Hon'ble Deputy Prime Minister in the Lok Sabha on 20-11-1968 (while making a statement on the calling attention notice) Shri Ramnath Goenka has also made sizable purchases in the course of last two years of Indian Iron & Steel companies'

shares and took delivery of a substantial part of these purchases from the market. The investments in shares of Indian Iron & Steel Company made by the "group companies" are indicated in the statement laid on the Table of the House. [Placed in Library. See No. LT—1531/69]

(c) to (e). Attention is invited to the Government's Resolution checking accentuation of monopolies dated the 5th Sept., 1966 laid on the Table of the House on 6th Sept., 1966 and to the provisions in this regard of the Monopolies and Restrictive Trade Practices Bill, 1967 pending before Parliament.

Late running of 82 Up Train from Pahlezghat to Darbhanga

2219. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) on how many days the 82 Up train running from Pahlezghat to Darbhanga has run timely during the months of March-June, 1969 and on how many days it has reached Darbhanga late by more than an hour ;

(b) on how many days passengers of the above train have missed connections with the trains going to Nirmali and Jaynagar during these three months ;

(c) on how many days since April 15 last, the 109 Up train going from Darbhanga to Narktiaganj has run in time ; and

(d) what were the causes for the above delays and why people were not informed through the press ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) During the 4 months from March to June, 1969, 82 Up Passenger arrived Darbhanga right time on 56 days and late by more than one hour on 45 days.

(b) 82 Up Passenger missed the scheduled connection with 331 Up/321 Up at Darbhanga on 52 occasions during April to June, 69.

(c) During the period 15th April to 30th June, 1969, Up Passenger arrived Narktiaganj right time on 37 days.

(d) The major factor responsible for late running of these trains has been the frequent and indiscriminate use of the alarm chain apparatus. During the period March to June, 69, there were 75 cases of alarm chain pulling by 82 Up Passenger and 224 cases by 109 Up.

Out of course detentions caused by alarm chain pulling on these and other trains result in wide-spread dislocation of the running schedules of passenger carrying trains. Due to the unforeseen nature of these detentions, it is not possible to notify late running in the press. However, information regarding day-to-day late running of these and other trains is conveyed to the public through the Station Masters concerned.

Control Phone and Administrative Phone at Darbhanga Junction

2220. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no arrangement for Control Phone and Administrative Phone at Darbhanga Junction of the North-Eastern Railway due to which the Enquiry Office of Darbhanga Junction is unable to get and give accurate position of trains and ensure quick reservations ; and

(b) if so, what steps are being taken to provide the same at Darbhanga Junction ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Railway Control phone exists in the ASM's Office at Darbhanga Junction.

(c) Does not arise.

Indian Standards Institution

2221. SHRI BHOGENDRA JHA ;
SHRI SATYA NARAIN SINGH ;
SHRI K. RAMANI ;
SHRI UMANATH :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 9415 on the 13th May, 1969 and state :

(a) whether the enquiry into the allegations of corrupt practices prevalent in the Standards Institution has been completed ;

(b) if so, what are the findings ; and

(c) if not, the reason for the delay in finalising the enquiry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) and (c). The allegations made against the I.S.I. have been found baseless.

Railway Consultants for foreign Countries

2222. SHRI R. R. SINGH DEO :
SHRI P. K. DEO :
SHRI D. N. DEB :
SHRI N. SHIVAPPA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are thinking of placing at the disposal of some countries in West Asia and Africa several Railway consultants for various railway activities ; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Pursuant to requests made by the General Administration for the Re-commissioning of the Hedjaz Railway and the Government of Syria, a few Railway officers were sent to those administrations for consultancy and other works.

(b) The details are as follows :—

- (i) One Civil Engineer has been loaned to the Hedjaz Railway on foreign service terms for one year.
- (ii) Two Civil Engineers and one Signal and Telecommunication Engineer were loaned to the Hedjaz Railway for 93 days, 13 days and 33 days respectively on foreign service terms.
- (iii) One Civil Engineer has been loaned to the Hedjaz Railway on foreign service terms for 1-2 weeks.

(iv) One Civil Engineer, one Mechanical Engineer and one officer of the Transportation (Traffic) and Commercial Department have been deputed to the Government of Syria for about six weeks.

मध्य रेलवे की शाखा लाइनों पर गाड़ियों का ढेर से चलना

2223. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे की बांदा-कानपुर लाइन पर घाटमपुर, पतारा भीमसेन, समीरपुर, रसूल खैरादा जंक्शन स्टेशनों पर पर्याप्त रेलवे लाइनें नहीं बिछाई गई हैं। जिसके परिणाम स्वरूप गाड़ियों का मेल होने समय उनको बहुत अधिक समय तक रुकना पड़ता है ;

(ख) क्या यह सच है कि उपरोक्त असुविधा के कारण इस शाखा लाइन पर गाड़ियां हमेशा देरी से चलती हैं ; और

(ग) क्या सरकार का विचार उपरोक्त स्टेशनों पर और लाइनें बिछाने का है ताकि गाड़ियां समय पर चल सकें ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) जी नहीं।

(ख) जी नहीं। लेकिन कानपुर-बांदा खण्ड पर गाड़ियों के समय-पालन की स्थिति संतोषजनक नहीं रही है, जिसका मुख्य कारण खतरे की जंजीर का अधिक बार खींचा जाना, जिसके फलस्वरूप गाड़ियों के ठीक समय पर चलने में अव्यवस्था पैदा हो जाती है, तथा बांदा स्टेशन पर प्लेटफार्म की पर्याप्त सुविधाएं न होना है।

(ग) मालगाड़ियों को नियमित समय पर चलाने की सुविधा के लिए भीमसेन और खैरार जंक्शन स्टेशनों पर एक-एक और लूप लाइन बिछाने का विचार है। बांदा स्टेशन पर एक प्रतिरिक्त प्लेट फार्म बनाने का भी विचार है।

रेलगाड़ी संख्या 161 की रेवाड़ी से
बांदीकुई के बीच समय-सारिणी

2224. श्री भोला नाथ मास्टर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि क्या रेलगाड़ी संख्या 161 के पश्चिम रेवाड़ी के लिए जंकशन और बांदीकुई स्टेशनों के बीच चलने के समय में इस प्रकार परिवर्तन करने का विचार है कि वह कचहरी खुलने के समय जयपुर पहुंचे और वहां से शाम को वापस चले ?

रेलवे मंत्री (डा० राम सुभग सिंह) :
जी नहीं ।

हरसौली स्टेशन (पश्चिम रेलवे) पर
यात्री सुविधाएं

2225. श्री भोला नाथ मास्टर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे की दिल्ली-अहमदाबाद मुख्य लाइन पर पड़ने वाले अलवर जिले के हरसौली स्टेशन पर एक बड़ी इमारत बना कर यात्रियों को उपयुक्त सुविधाएं दिये जाने की व्यवस्था की जायेगी ;

(ख) क्या यह सच है कि हरसौली रेलवे स्टेशन की इमारत इतनी छोटी है जितना रेलवे फाटक पर केबिन होता है और वर्षा के कारण उसकी स्थिति बहुत खराब है और वह पानी के पाइपों के सहारे खड़ी है ;

(ग) क्या यह भी सच है कि इस स्टेशन की दैनिक आय पास के पंडीमल और अजेराका स्टेशनों से अधिक है परन्तु हरसौली स्टेशन की इमारत से इनकी इमारत की लम्बाई और चौड़ाई अधिक है तथा प्लेटफार्म बड़े हैं ; और

(घ) जनता की इन गिकायतों को कब तक दूर किया जायेगा ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) हरसौली स्टेशन पर आने-जाने वाले

यात्रियों के लिए उचित सुविधाएं पहले से ही मौजूद हैं ।

(ख) जी नहीं । स्टेशन की इमारत की लम्बाई-चौड़ाई 7.69 मीटर X 3.65 मीटर है और निर्माण की दृष्टि से यह इमारत सुरक्षित है ।

(ग) हरसौली की दैनिक आय पंडीमल से अधिक तथा अजेराका से कम है और पंडीमल तथा अजेराका के स्टेशनों की इमारतें तथा प्लेटफार्म हरसौली से कुछ बड़े हैं ।

(घ) ऊपर भाग (क) के उत्तर को देखते हुए सवाल नहीं उठता ।

Nomination of Indian Engineering
Design Companies as Prime
Contractors

2226. SHRIMATI ILA PALCHOUH-
HURI :
SHRI RABI RAY :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have taken a decision that Indian Engineering design companies should be nominated as prime contractors of all public and private sector projects ;

(b) if so, the reasons for taking such a decision ;

(c) the full details of the decision ;

(d) the manner as to how it will be enforced ;

(e) the details as to how the offenders will be dealt with ; and

(f) when the decision will come into force ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). With a view to ensuring utilisation of Indian consultancy services as far as possible, it has been

decided that, when Industrial units requiring consultancy services are to be set up with foreign collaboration, Indian consultancy services should be utilised wherever these are available and, if foreign consultancy is also necessary, Indian consultants should also be associated and, as a rule, be the primary agency employed for consultancy.

(d) it is intended that this aspect would be taken into consideration at the time that foreign collaboration proposals are considered.

(e) This should not arise as the engagement of foreign consultants requires Government's prior approval.

(f) The decision is already being given effect to.

City Booking Office in Ballygunge

2227. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry has any scheme to open a City Booking Office in Ballygunge and adjoining areas of South Calcutta, West Bengal ; and

(b) if so, when ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) There is no scheme at present to open a City Booking office in Ballygunge and its adjoining areas. However, two City Booking Offices are already functioning in South Calcutta, at Kidderpore and Russa Road,

(b) Does not arise.

Steel Plant at Goa

2228. SHRI DEVEN SEN : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have any scheme to set up a steel plant or a pig iron plant at Goa either during the Fourth Five Year Plan or during the Fifth Five Year Plan period ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY

ENGINEERING (SHRI K. C. PANT) : (a) and (b). All relevant considerations for setting up one or more steel plants, including reports submitted on specific projects, are under scrutiny. This examination is likely to take some time.

Grievances of Railway Commercial Clerks

2229. SHRI DEVEN SEN :
SHRI YAMUNA PRASAD
MANDAL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Shri M. P. Srivastava, General Secretary of the All India Railway Commercial Clerk's Association told a Press Conference in Calcutta on the 18th June, 1969 that the "Peaceful efforts of 38,000 Commercial Clerks for redressing of their grievances had failed to evoke any response from Administration."

(b) whether he also told the press that they were being forced to adopt "some other means" ;

(c) if so, the demands presented by the Commercial Clerks to his Ministry ; and

(d) the attitude of the Government towards these demands ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). Some report has appeared in the Press. Government have no official information in this connection.

(c) and (d). The demands of the Commercial Clerks which include revision of pay scales, stoppage of direct recruitment, recognition of the Association etc. have been examined several times in the past and Government could not accede to them.

However, the question of giving relief to staff who have been at the maximum of their pay scales for some time is under active consideration by the Government.

Exports by H. M. T.

2230. SHRI N. K. SOMANI :
SHRI TULSIDAS DASAPPA :

Will the Minister of INDUSTRIAL

DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that orders worth 5 million dollars have been secured by the Chairman, Hindustan Machine Tools for the export of various machine tools ;

(b) whether there is a proposal for the Honeywell Corporation of U. S. A. to set up a subsidiary in India for export of HMT machines ; and

(c) the reaction of Government thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes Sir, over a period of three years.

(b) and (c). A proposal to set up a wholly owned subsidiary of Messrs Honeywell Inc. of U.S.A. in India to facilitate the export of machine tools manufactured by Hindustan Machine Tools Ltd., Bangalore and other Indian Engineering products for the former's use, is, at present, under the consideration of the Government.

Bokaro Steel Project

2231. SHRI N. K. SOMANI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Soviet expert, Mr. Skechkov, has prevailed upon the Government of India to take up the two stages of the Bokaro Steel Project concurrently ;

(b) the additional rupee finance involved in the accelerated development ;

(c) a tentative list of items of production after the commissioning ; and

(d) how is the new step going to affect the expansion of other steel mills ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) During the visit of the Soviet expert Shri S. Skachhov, it was the Indian side which had expressed its desire for the continuity of the construction of the Bokaro Steel Plant beyond the first stage of 1.7

million tonnes. The Indian view was based on the need to meet the growing demand of flat products, and also to ensure more effective operation of Heavy Engineering Corporation and other heavy engineering projects in the public sector.

(b) The cost estimates of Bokaro second stage are placed at Rs. 330 crores. Additional Rupee finance involved in the accelerated development during the Fourth Plan has not yet been worked out.

(c) The product mix at the first stage *i.e.* 1.7 million ingot tonnes production and at stage II *i.e.* 4 million ingot tonnes production, is indicated below :

	Stage I	Stage II
	(tonnes)	
Hot rolled sheets & strips and narrow plates.	789,000	1,520,000
Cold rolled sheets and strips.	425,000	1,100,000
Galvanised sheets	150,000	600,000
	<u>1,364,000</u>	<u>3,220,000</u>

(d) with regard to expansion of other steel plants, the Draft Fourth Five Year Plan has proposed expansion of Bhilai and of Indian Iron & Steel. These proposed expansions are not affected by the accelerated expansion of Bokaro.

Charging of Higher Fare from Railway users for Passenger and Goods Traffic to the South as a sequel to Diversion of Trains

2232. SHRI TRIDIB KUMAR CHAUDHURI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway users for both passenger and goods traffic have been forced to pay higher costs of travel and goods movement from North to South for the longer journeys involved on account of the use of diversionary routes by the various Zonal Railways after the cyclone havoc in Andhra and East Coast Mail Tracks in May last ; and

(b) the reason for realising this higher fare from the Railway users for a natural

calamity and the relevant rules in this regard ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) (a) and (b). As a consequence of the breaches in rail track in Andhra Pradesh and on the East Coast on account of cyclone in May, 1969, the direct and shortest route from North to South and vice versa became inoperative till it could be repaired and North-South traffic had necessarily to be carried by the available open routes in the meantime. It is the general principle that in the event of the normal route being closed traffic has to be charged at rates applicable to the route by which it has to be carried so as to compensate the railways for the higher operational costs involved. Railways suffer the cost of damages to their track and fixed installations as a result of natural calamities and it would be unjustified that they suffer further losses by carrying traffic by circuitous routes at rates applicable to direct routes.

The relevant rules on the subject are :—

- (i) Rule 224 of I. R. C. A. Coaching Tariff No. 19 Part I.
- (ii) Rule 125 of I. R. C. A. Goods Tariff No. 32—Part I.

Supply of Iron and Steel Scraps to Industrial Units of Orissa

2233. SHRI RABI RAY :
SHRI CHINTAMANI PANIGRAHI:

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether his attention has been drawn to the statement made by the Industries Minister of Orissa, as reported in the "Statesman" (Calcutta edition) of the 19th May, 1969 that the Union Ministry of Steel and Heavy Engineering was seriously considering the problems of supply of iron and steel scraps to the industrial units of Orissa ; and

(b) if so, whether it is a fact that the Chairman of the Hindustan Steel Limited had already made some commitments to the Orissa Government in this respect and, if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT). (a) Yes, Sir.

(b) The information is being collected and will be laid on the Table of the House.

Decrease in Saleable Steel in H. S. L. Plants

2234. SHRI RABI RAY : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether his attention has been drawn to the newspaper reports which appeared in the Calcutta edition of the *Statesman* of 8th June, 1969 that there is a decrease of 5,400 tonnes of saleable steel in the three Hindustan Steel Plants ; and

(b) if so, whether Government have probed into the reasons of this decrease and have taken steps to remedy the situation ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) Yes, Sir. The figures of production of saleable steel in the three integrated steel plants under Hindustan Steel Ltd. during the months of April and May, 1969 as given in the Press Report are, however, incorrect. The production of saleable steel in these plants during the months of April and May, 1969 was of the order of 2,29,400 tonnes and 2,23,000 tonnes respectively, the shortfall during the month of May being 6400 tonnes.

(b) The major shortfall was at Durgapur Steel Plant, mainly due to unsatisfactory industrial relations.

Foreign Private Sector Companies not setting up new projects in West Bengal

2235. SHRI D. N. PATODIA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that after the withdrawal of the collaboration offer for the Haldia Fertilizer Plant by M/s Philips Petroleum Company, a billet plant was proposed to be set up in West Bengal but it is now being set up in Bihar because of the

unfavourable labour relations in the State of West Bengal ; and

(b) if so, the number of foreign private sector companies which were permitted by the Centre to conduct feasibility surveys, with details thereof, before the mid-term elections in West Bengal for setting up new projects and the number and particulars of those who have decided not to set up factories in West Bengal ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) There has been no formal proposal for setting up a billet making plant in West Bengal; the question of shifting the location to Bihar therefore does not arise.

(b) Docs not arise.

Indo—U.S.S.R. Joint Ventures

2236. SHRI D. N. PATODIA :
SHRI Y. A. PRASAD :
SHRI HIMATSINGKA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether during his visit to U.S.S.R. the question of setting up projects in friendly third countries with Soviet assistance was considered ;

(b) if so, the response of the Soviet Government in this regard ; and

(c) whether any concrete proposal has emanated as a result of the discussion ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). During the discussions with the Soviet authorities in Moscow in June, 1969, one of the points raised was the need for Soviet assistance in development exports of machinery and equipment for projects in third countries, which could be manufactured in the Heavy Electrical Equipment Plant at Hardwar. The Soviet side agreed to assist in this regard. The question of Soviet assistance in developing exports for projects in third countries, of equipment and machinery manufactured in other heavy

engineering projects in India, set up with Soviet collaboration, was also general discussed and the Soviet side agreed to assist as far as possible. Further details would be worked out by the undertakings concerned in consultation with the Soviet side.

Training for H.M.T. employees abroad

2237. SHRI TULSIDAS DASAPPA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Hindustan Machine Tools propose to evolve a plan to send Indians to be trained and engaged in the manufacture of the those components whose delivery schedules have been upset by labour disputes in manufacturing countries ; and

(b) if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Hindustan Machine Tools Limited have under consideration a proposal to send abroad some of their technicians and Tool Designers to work in the factories of their collaborators to improve the delivery schedules of components which are reported to have been upset due to acute labour shortages and very large demand for complete machine tools.

(b) Details are being worked out.

Production Programme of Hindustan Steel Ltd.

2238. SHRI HIMATSINGKA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the details of the production programme of the Hindustan Steel Limited for the year 1969-70 and for the Fourth Five Year Plan indicating the financial lay-out thereof ; and

(b) how far the demands of the industry in respect of different steel items are likely to be met indigenously with the working of the said programme during each year under the Fourth Five Year Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY

ENGINEERING (SHRI K. C. PANT) : (a) The Production programme of the three integrated steel plants under Hindustan Steel Ltd. for the year 1969-70 as approved by the Company envisages the Production of 1.125 million tonnes of pig iron and 3.540 million tonnes of saleable steel. At optimum levels of production, these Plants are expected to produce about 5.6 million tonnes of pig iron and about 20.4 million tonnes of saleable steel for the Fourth Plan period. However, with the completion of the proposed expansion of the Bhilai Steel Plant from its existing capacity of 2.5 million ingot tonnes to 3.2 million ingot tonnes, 600,000 tonnes of pig iron will be diverted for steel making. The additional out-lay for the Fourth Plan period is estimated at Rs. 1110 million covering Bhilai expansion, provision of balancing equipment, additional finishing facilities, diversification of production and technological improvements.

(b) The demands of the various industries for iron and steel items during the Fourth Plan period will be met not only by HSL Plants but Plants in the private sector and by Bokaro Steel Plant. While year-wise estimate of demands and production has not been prepared the position as in 1973-74 has been worked out as per statement laid on the Table of the House. [*Placed in Library. See No. LT--1532/69.*] Hindustan Steel would meet to thirds of the overall demand.

**Staff quarters for Railway employees
at stations on South-Eastern
Railway**

2239. **SHRI CHINTAMANI PANIGRAHI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware of the shortage of the staff quarters for Railway employees at Khurda Road, Tapang, Kalupara Ghat, Nirakarpur, Bhusandpur and Balugan stations on the South Eastern Railway ;

(b) if so, what provisions have been made for 1969-70 for meeting the shortage of quarters in the above mentioned places for various classes of employees ; and

(c) the details thereof ?

**THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) :** (a) to (c)

The percentage of staff housed at the railway stations mentioned by the Hon. Member is as under :

Khurda Road	50%
Tapang	100%
Nirakarpur	50%
Bhusandpur	100%
Kalupara Ghat	96.5%
Balugan	74%

Taking into account the fact only 37% of the staff are provided with Railway quarters on all Indian Railways, the position at the above stations is considered satisfactory.

However the construction of the following quarters have been provided in the Railways's Works Programme for 1969-70.

Khurda Road	type I	— 15 units
	type II	— 7 units

and 1 barrack for 30 men.

Income-tax Appeals and References

2240. **SHRI BENI SHANKER SHARMA :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the number of appeals and references filed by the Income-tax Department as well as the assesses before the Income-tax Appellate Tribunals and the High Courts in Calcutta and Bombay during the years 1967-68 and 1968-69 together with the minimum amount of tax involved in the appeal and reference filed by the Department ;

(b) whether it is a fact that of late the Income-tax assessing authorities have started questioning even small relief allowed to the assessee by the Appellate Assistant Commissioners with the result that while it is an unnecessary harassment to the assessee, it has also unduly unnerved and embarrassed the Appellate authorities ; and

(c) the steps taken to reduce the number of such small, vexatious and irritating appeals ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF LAW AND IN THE
DEPARTMENT OF SOCIAL WELFARE
(SHRI M. YUNUS SALEEM) :** (a) The

necessary information is being collected and will be laid on the Table of the House.

(b) and (c). From the information available to this Department this is not correct. The Central Board of Direct Taxes have issued appropriate instructions to the Commissioners of Income-tax providing for a selective approach in the matter of filing appeals to the Tribunal and for avoiding over-pitched assessments.

Integral Coach Factory, Perambur

2241. SHRI BENI SHANKER SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) the full capacity at the Integral Coach Factory, Perambur and what percentage of its capacity has been utilised during the last three years ;

(b) if the factory has not been able to work to its full capacity during these years, the reasons for the same and what steps his Ministry is taking to utilise its full capacity ;

(c) whether it is a fact that an order worth Rs. 6 crores for Passenger Coaches has been received or is expected to be received from New Zealand and Iraqi Railways ; and

(d) if so, whether the same will be executed at over or under cost and what is the expected profit or loss in the deal ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The annual capacity of the Integral Coach Factory, Perambur is for the manufacture of 700 coaches in terms of Broad Gauge III Class and the capacity available has been fully utilised during the last three years.

(b) Does not arise.

(c) No order has been received so far, though quotations have been submitted to both the countries.

(d) Prices have been quoted to make our tenders competitive. The exact position will be known only after the orders have been secured.

Salary of Railway Employees of South Eastern Railway

2242. SHRI VASUDEVAN NAIR : Will the Minister of RAILWAYS be pleased to state :

(a) whether his attention has been drawn to a report appearing in the *Blitz*, dated the 21st June, 1969 to the effect that two permanent employees of the South Eastern Railway after putting in 25 years of service were still getting a salary of 25 paise per day, that is Rs. 6 per month ;

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

(c) if so, what are the facts revealed in the inquiry ; and

(d) whether any steps have been taken to raise the salary of these employees ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) Yes.

(c) At the Passenger Halts on the S. E. Railway, where the train service and traffic are very light, two part-time workers were engaged for lighting the platform lamps during train-time. They were paid an honorarium of Rs. 6 per month. They were not Railway employees.

With the appointment of a Contractor to operate these 2 Passenger Halts, the arrangement of lighting the lamps by part-time workers has been discontinued.

(d) Does not arise.

Setting up of Cable Factory in Private Sector

2243. SHRI CHINTAMANI PANIGRAHI :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there has been any proposal to allow private business houses to set up cable factory ; and

(b) if so, the reasons for deviating from the Industrial Policy Resolution in respect of the cable industry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED). (a) Yes, Sir. A proposal is under consideration whether the existing private sector units manufacturing cables may be permitted to take up the manufacture of telecommunication cables also for meeting the urgent requirements of the Post & Telegraph Department during the Fourth Plan period. No decision has, however, been taken yet.

(b) There is a provision in para 8 of the Industrial Policy Resolution under which the co-operation of the private sector can be sought for creation of capacities for Industries listed in Schedule 'A', which include telecommunication cables, when the National interests so require.

Seniority of Stenographers on Northern Railway

2244. SHRI N. SHIVAPPA :
SHRI GADILINGANA GOWD :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4307 on the 25th March, 1969 regarding seniority of Stenographers on the Northern Railway and state :

(a) whether the information has since been collected ;

(b) if so, the details thereof ; and

(c) if not the reasons for the delay ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). The matter is still under examination.

Combined Seniority List of Assistant Station Masters of Delhi and Ferozepur Divisions

2245. SHRI GADILINGANA GOWD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6403 on the 15th April, 1969 regarding combined seniority list of Assistant Station Masters of Delhi and Ferozepur Divisions and state :

(a) whether the information has since been collected ;

(b) if so, the details thereof ; and

(c) if not, the reasons for the delay ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). The required information is given in the Statement laid on the Table of the House. [Placed in Library. See No. LT—1533/69].

Promotion of Junior Stenographers to Higher Grade on Northern Railway

2246. SHRI GADILINGANA GOWD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4308 on the 25th March, 1969 regarding promotion of junior Stenographers to higher grade on the Northern Railway and state :

(a) whether the information has since been collected ; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The matter is under examination.

Selection of Stenographers for Higher Grade

2247. SHRI GADILINGANA GOWD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4310 on the 25th March, 1969 regarding selection of Stenographers for higher grade and state :

(a) whether the information has since been collected ; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The matter is under examination.

New Railway Lines in Andhra Pradesh

2248. SHRI GADILINGANA GOWD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4250 on the 25th March, 1969 and state the likely date by which Engineering and traffic surveys for a new broad gauge line from Secunderabad to Nadikude and for the conversion of the Guntur-Macherla Metre Gauge section into broad gauge together with updating the earlier survey report for the Bhadrachalam Road-Kovvur Rail link, will be completed ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : Survey for the Secunderabad-Nadikude line, and Guntur-Macherla conversion is expected to be completed by the end of December, 1969, while the Bhadrachalam Road-Kovvur survey has been kept in abeyance due to other urgent works and will be taken up shortly.

U.N. Help for Food-Based Industries

2249. SHRI N. SHIVAPPA :

SHIRI D.N. PATODIA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the United Nations Food and Agricultural Organisation has agreed to extend its help in setting up of food-based industries in the small scale sector ;

(b) if so, the nature of such industries and the location thereof ;

(c) the form of assistance to be provided by the F. A. O. ; and

(d) whether the proposed industries are export-oriented or they would serve internal consumption ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) Yes, Sir,

(b) The industries will be those for which there is considerable scope in India. The programme is yet to be discussed with the Food & Agriculture Organisation of the United Nations.

(c) The F.A.O. authorities have offered to provide consultants and experts for assisting India in the development of such industries.

(d) These details are yet to be worked out and discussed with F.A.O. authorities,

गेहूँ के लदान के लिये भारतीय खाद्य निगम को माल डिब्बों की सप्लाई

2250. श्री नाथूराम अहिरवार : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न राज्यों में (30 जून, 1969 तक) वसूल किये गए गेहूँ को भ्रजने गन्तव्य स्थान पर भेजने के लिए भारतीय खाद्य निगम ने कितने माल-डिब्बों की मांग की है ;

(ख) इस प्रयोजन के लिये निगम को कितने माल डिब्बे उपलब्ध किये गए हैं ;

(ग) उनमें खुले तथा ढके माल डिब्बे कितने हैं ; और

(घ) उपर्युक्त प्रयोजन के लिए निगम को खुले माल डिब्बे उपलब्ध करने के क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) चालू रबी मौसम में भारतीय खाद्य निगम द्वारा गेहूँ की वसूली अधिकतर पंजाब और हरियाणा से की गयी। उत्तर प्रदेश से वसूली नगण्य थी। वसूल किये गए गेहूँ को विभिन्न भण्डारों और अन्य राज्यों के उपभोक्ता क्षेत्रों को भेजने के लिए निगम ने एक अग्रिम कार्यक्रम पेश किया जिसमें उन्होंने बताया कि मई और जून, 1969 में उन्हें बड़ी लाइन के 26,896 और मीटर लाइन के 3,050 माल डिब्बों की आवश्यकता पड़ेगी।

(ख) उक्त मांगों की जगह इन दो महीनों में वस्तुतः बड़ी लाइन के 40,133 और मीटर लाइन के 3,786 माल डिब्बे लादे गए। इस प्रकार भारतीय खाद्य नियम द्वारा की गयी पूर्व घोषणा की अपेक्षा बड़ी लाइन के 13,237 और मीटर लाइन के 736 माल डिब्बे ज्यादा लदे।

(ग) मई और जून, 1969 में बड़ी लाइन के 31,878 बन्द और 8,257 खुले माल डिब्बे तथा मीटर लाइन के 3,634 बन्द और 152 खुले माल डिब्बे लादे गए।

(घ) फसल कटने के तुरन्त बाद पंजाब और हरियाणा से रबी के चढ़ते मौसम में वसूली के कारण खाद्यानों के परिवहन के भारी केन्द्रीयकरण और बरीयता वाले अन्य यातायात, जिनके लिए बन्द माल डिब्बों की

जरूरत थी, के लिए रेलवे की वचनबद्धता को ध्यान में रखते हुए कुछ हद तक खुले माल डिब्बों का उपयोग अपरिहार्य था। फिर भी जहाँ कहीं भी खुले माल डिब्बों का इस्तेमाल हुआ और वे एक समूह में भेजे गए, उन्हें तिरपाल से ढक कर उनके साथ रेल सुरक्षा दल के कर्मचारी तैनात कर दिये गए।

चलती गाड़ियों में हत्याएँ

2251. श्री नाथूराम ग्रहिवार :

श्री बाल्मीकी चौधरी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन महीनों में चलती रेल-गाड़ियों में कितने व्यक्तियों की हत्या की गई;

(ख) उनमें रेल कर्मचारी कितने थे और कौनसी रेलवे लाइन पर हत्या की अधिक-तम घटनाएँ हुई थीं ;

(ग) इस प्रकार की हत्याओं की घटनाओं को रोकने के लिए सरकार द्वारा क्या कार्यवाही की गई है ; और

(घ) इस सम्बन्ध में कितने व्यक्ति गिरफ्तार किये गए थे और कितने व्यक्तियों को दोषी पाया गया तथा दंड दिया गया ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) अप्रैल, मई, जून के महीनों में 11 व्यक्ति।

(ख) दो रेल कर्मचारियों की हत्या की गयी थी। हत्याओं के सबसे अधिक मामले कासगंज-कानपुर (अनवरगंज) खण्ड और ढूण्डला-फर्रुखाबाद खण्ड पर हुए।

(ग) निम्नलिखित एहतियाती कार्यवाहियाँ की जा रही हैं :

(i) रात में चलने वाली महत्वपूर्ण यात्री गाड़ियों के साथ सरकारी रेलवे पुलिस के सशस्त्र कर्मचारी चलते हैं।

(ii) सरकारी रेलवे पुलिस के पर्यवेक्षक

कर्मचारियों द्वारा रात के समय अचानक जांच की जाती है।

(iii) कई माल गाड़ियों में रात के समय रेलवे सुरक्षा दल के अनुरक्षक तैनात किये जाते हैं।

(iv) खण्डों के बदमाशों पर निगरानी रखने के लिए सरकारी रेलवे पुलिस और सिविल पुलिस के साथ निकट सम्पर्क रखा जाता है।

(v) सरकारी रेलवे पुलिस और राज्य पुलिस के अधिकारियों के साथ सभी स्तरों पर ताल-मेल के लिए भी बैठकें की जाती हैं।

(घ) चौदह आदमियों को गिरफ्तार किया गया। ऐसी रिपोर्ट मिली है कि सभी मामलों की पुलिस द्वारा छान-बीन की जा रही है।

मानिकपुर-भांसी यात्री गाड़ी का रोका जाना

2252. श्री नाथूराम ग्रहिवार : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मानिकपुर भांसी यात्री गाड़ी को प्रति दिन भांसी रेलवे स्टेशन के बाहरी सिगनल पर रोक लिया जाता है ;

(ख) यदि हाँ, तो गत तीन महीनों में इस प्रकार कितनी बार रेलगाड़ी को रोका गया था ;

(ग) क्या यह भी सच है कि उपर्युक्त गाड़ी के बाहरी सिगनल पर रुक जाने से यात्रियों की गाड़ियाँ छूट जाती हैं और बिना टिकट यात्रा करने वाले सभी यात्री वहाँ पर उतर जाते हैं ; और

(घ) इस स्थिति में सुधार करने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (डा० राम सुमन सिंह) :

(क) और (ख). अप्रैल से जून, 1969 के तीन महीनों में 524 अप और 522 अप मानिकपुर-भांसी सवारी गाड़ियां क्रमशः 39 और 41 बार भांसी के बाहरी सिगनल पर रोकती गयीं ।

(ग) जी हां, कभी-कभी । जब गाड़ियां बाहरी सिगनल पर खड़ी की जाती हैं तो कुछ बिना टिकट यात्री उनमें से अवश्य उतर जाते हैं ।

(घ) कानपुर, आगरा और बीना की ओर से भांसी आने वाली अन्य गाड़ियों के निर्धारित मार्ग से भिन्न मार्ग पर चलने के कारण गाड़ियों को प्लेट फार्म पर खड़ा करने का क्रम अस्त-व्यस्त हो जाता है जिसकी वजह से मानिकपुर-भांसी सवारी गाड़ियों को भांसी के बाहरी सिगनल पर रोकना पड़ जाता है ।

भांसी में गाड़ियों के समय पर चलने और गाड़ियां प्लेटफार्म के लिए बाहरी सिगनल पर खड़ी न रहें, इसके लिए प्रत्येक सम्भव उपाय किया जा रहा है ।

Diversion of Goods Traffic from Railways to Road

2253. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that diversion of goods traffic from Railways to road is because of (i) lack of coordination between different branches of Indian Railways ; (ii) wagon detention in yards for over 48 hours and (iii) mishandling during transit ;

(b) if so, the steps so far taken and proposed to be taken to regain the said traffic ; and

(c) if diversion is not because of above reasons, the other reasons for the same ?

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH) : (a) Different branches of Indian Railways have coordin-

ated working and diversion of goods traffic from railways to roads has not arisen due to absence of this coordination. Wagon detentions in yards and incidents of mishandling of consignments in transit which sometimes occur do have a bearing on diversion of goods traffic from railways to roads.

(b) and (c). The main reason for diversion of goods traffic from railways to roads is the inherent advantage of door-to-door service which road transport possesses as also the speedier transit it can provide for non-bulk consignments. With the planned development of roads in the country in the past few years and with increasing production of road vehicles a rising trend of diversion of goods traffic from railways to roads is, therefore, a natural phenomenon which has to be met by an all round increase of agricultural and industrial production in the country so that there is enough traffic available for both forms of transport with competition becoming a spur for efficiency for both modes of transport.

With this tendency of diversion of goods traffic from railways to roads the railways have taken measures to improve the quality of their service. A Marketing and Sales Organisation has been set up on each Railway so that all aspects of railway working having a bearing on consumer satisfaction can be kept under watch at a fairly high level. Some aspects that receive constant attention are timely supply of wagons, elimination of detentions in yards and improvement of transit time. Quick transit services and super express goods services have been introduced to provide fast transport. Various measures are adopted to prevent losses and damages during transit by tightening the security measures and arrangements for handling of consignments. Where justified and practicable, packing conditions are made easier and less expensive. Reduced station to station rates are also quoted. Out Agencies and City Booking Agencies are opened and street collection and delivery services organised for providing to the customer integrated rail-cum-road transport. Container services are being introduced between important stations to provide door to door service, eliminate costly packing and at

the same time saving damage and pilferage in transit.

Running Time of Passenger, Mail and Express trains between Itarsi and Jabalpur

2254. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the running time of Passenger, Mail and Express trains between Itarsi and Jabalpur is being kept as high as at present to show that trains reach the destination in time ;

(b) whether the running time of the above trains was not very much less about three hours—when the section had single line ; and

(c) when the running time would be reduced and, if not, the reasons therefor ;

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No.

(b) The increase in the running time, compared to the time table in force from 1-10-61 (when Itarsi-Jabalpur was a single line section) varies from 3 minutes to 55 minutes in respect of Mail/Express trains and from 1 hour to 2 hours in the case of passenger trains.

The marginal increase in the running time of Mail/Express trains is chiefly due to the additional time allowance for engineering works in connection with doubling,

Prior to 1-10-61, passenger trains on this section were booked at a speed of 87 KMPH. The maximum permissible speed in respect of passenger trains carrying 4-wheeler wagons was reduced in 1961, on safety considerations, to 72 KMPH, resulting in reduction in the booked speed to 60 KMPH. The increase in the running time of passenger trains has been occasioned by reduction in this booked speeds as well as due to the additional time allowance for engineering works in connection with doubling.

(c) As soon as these engineering restrictions are lifted on completion of doubling works, some curtailment of existing running time will become possible.

Training of Railwaymen for Selection in Hockey Teams

2255. SHRI NATIRAJ SINGH CHAUDHARY : Will the Minister of Railways be state :

(a) the number of persons sent by Indian Railways to Jullundur for training and selection in the Hockey teams during 1967 and 1968 ; and

(b) the number out of them whose services were utilised for playing Hockey ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) During the year 1967 two coaching camps were organised at Jullundur—one from 2nd April, 1967 and the other from 1st September, 1967. For each camp, 8 Railway Hockey players were sent.

During the year 1968 one coaching camp was organised at Jullundur from 28th July, 1968 for which 7 Railway Hockey players were sent.

(b) Out of the railway players sent for the coaching camps during the year 1967, five were selected to represent the country in the International Hockey Tournament held at Madrid in May, 1967 and six railwaymen formed part of the Indian Team which participated in the International Hockey Tournament held in London in October, 1967.

In 1968, five railwaymen were finally selected to form part of the Indian Hockey contingent to participate in the XIX World Olympic Games held at Mexico in October, 1968.

Direct Trains between Lucknow-Bombay and Bombay-Cochin harbour

2256. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Lucknow-Bombay and Bombay-Cochin Harbour would have direct trains ;

(b) if so, by what time ;

(c) the number of Lucknow Bogies, which the Amritsar Express—then Pathankot Express, was carrying ex. Bombay and since discontinued ; and

(d) the number of bogies which the Punjab Mail hauls and are disconnected at or connected from Jhansi Ex. Bombay to Lucknow and vice versa ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). There is no proposal at present for running direct trains between Lucknow and Bombay and between Bombay and Cochin.

(c) Two bogies.

(d) Five bogies.

Efficiency awards to Railway Employees

2257. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway employees who were awarded efficiency awards, commendations etc. during the last three years ;

(b) the number out of them who were later punished or prosecuted and sentenced because of dishonesty ; and

(c) the reasons why such persons were awarded ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Increase in Price of Tractors

2258. SHRI N.K. SOMANI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Tariff Commission has recommended that the prices of tractors should be adjusted upwards in view of the increase in the prices of tyres, tubes, components and raw materials ;

(b) when is the prices going to be revised upwards since there is a critical shortage of tractors in the country ;

(c) the price structure of Indian tractors as against similar makes in advanced countries like the U.K., U.S.A. etc ;

(d) whether complaints have been received from the tractor industry regarding

irregular and inadequate supply of items, like wheels, rims, pistons, liners, fuel injectors, tyres, bearings, etc ; and

(e) the steps being taken to improve the supply position ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE, AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Tariff Commission had recommended that variations in the costs of tyres, tubes and also batteries (but not components or raw materials), either due to substitution of alternative types or due to variations in prices for other reasons, may be adjusted against the recommended prices of tractors, as and when necessary.

(b) Requests made by some of the tractor manufacturers for increases in the prices of tractors manufactured by them are under the consideration of the Government.

(c) The selling-prices of indigenous tractors have been notified under the Tractors (Price Control) Order, 1967 vide notification No. So-1955, published in the Gazette of India Extraordinary dated the 3rd June, 1968. Government have no precise information about the price structure of tractors manufactured in countries like U.K., U.S.A., etc. The C and F prices of similar makes of foreign tractors, when imported into the country are found to be generally lower than the selling-price of indigenous tractors.

(d) and (e). The tractor manufacturers do bring to the notice of the Govt. their difficulties in securing regular and adequate supplies of components, from the indigenous ancillary industry. On receipt of such information, the Government take up the matter with the concerned suppliers with a view to assist the latter in overcoming their difficulties in maintaining supplies. Whenever it is found that supplies from the ancillary industry would not be adequate to ensure uninterrupted production of tractors, the tractor manufacturers are permitted to import the concerned components to the extent necessary.

Newsprint factory at Mailani in U.P.

2259. SHRI N. K. SOMANI ; Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the proposal to establish

with American and West Germany collaboration a newsprint factory at Malani in U.P. has been approved by Government ;

(b) if so, the details of the project, names of the Indian sponsors and the production programme ; and

(c) the requirements of foreign exchange and the proposals to meet the same ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

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

Hedge Contract in Jute Trade

2260. SHRI RAM AVTAR SHARMA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have received any representation from the Indian Jute Mills Association not to open Hedge contracts in Jute ; and

(b) if so, Government's reaction thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The representation is under consideration of Government.

Talcher Bimalgarh Rail Link

2261. SHRI SURENDRANATH DWIVEDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the discontent prevailing in Orissa for the non-inclusion of Talcher-Bimalgarh Rail link with access to neighbouring mining areas of Jurori to provide a connection from Rourkela to Paradeep Port in the draft Fourth Five Year Plan ; and

(b) if so, what steps are being taken to include this link in the final draft ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Representations have been received for the inclusion

of the Talcher-Bimalgarh rail link (including extension to Koira Valley) in the Fourth Five Year Plan.

(b) The Fourth Plan proposals for new lines have not yet been finalised. A decision regarding the construction of the project can be taken only after the surveys for it, which are being taken up during the current year (1969-70), are completed and the results thereof known.

Rail Link Between Bimalgarh and Talcher

2262. SHRI SURENDRANATH DWIVEDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Planning Commission has not yet given its approval even for survey of the Rail link between Bimalgarh and Talcher in the South Eastern Railway ;

(b) whether it is a fact that his Ministry has already appointed a team of Engineers for the purpose of survey in that area ; and

(c) whether at any point of time, either at the Planning Commission level or Government level, the question of linking this Railway line alongwith an access to the mining areas nearby and also of export of iron ore and steel materials to foreign countries through Paradeep, was discussed as a composite scheme ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The Survey estimate for the Talcher-Bimalgarh rail link (including extension to Koira Valley) is under consideration. Approval of the Planning Commission for the survey is not necessary.

(b) Not yet.

(c) and (d) . Yes. It was discussed at Government level, as a result of which it has been decided to investigate extension to Koira valley also.

Missing Link Between Talcher and Bimalgarh

2263. SHRI SURENDRANATH DWIVEDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the question of connecting the missing link of about 90 miles between

Talcher and Bimalgarh on the South Eastern Railway and its survey and construction during the Fourth Five Year Plan has been finalised ; and

(b) when the survey operations are likely to be taken up ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The Survey estimate for the Talcher-Bimalgarh rail link (including extension to Koira valley) is under consideration. The Fourth Plan proposals for new lines have not yet been finalised. A decision regarding its construction can be taken only after the surveys for it, which are being taken up during the current year (1969-70), are completed and the results thereof known.

Drinking Water Tubewells for Harijans

2264. SHRI BHOGENDRA JHA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether there is a proposal to ensure at least one drinking water tubewell in every Muhalla inhabited by Harijans throughout the country during the Gandhi Centenary year ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) and (b). As Untouchability has been abolished under the Constitution and denial of access to the public wells has been made a penal offence under the Untouchability (Offences) Act, 1955, Government have not embarked on any extensive programme to provide wells exclusively for Harijans in all villages.

Confirmation of Railway Employees of N. E. Railway

2265. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 7221 on the 22nd April, 1969 and state :

(a) whether the information with regard to the confirmation of the employees of the North-Eastern Railway working for more than five years, has since been collected ;

(b) if so, the details thereof ;

(c) whether orders are being issued for their confirmation ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (d). The required information is given in the Statement laid on the Table of the House. [Placed in Library. See No. LT—1534/69]

Accident near Coleroon Station (Southern Railway)

2266. SHRI NAMBIAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether an enquiry was conducted into the accident that occurred to the Janta Express on the 4th February, 1969 at a bridge near Coleroon Station on the Southern Railway where 36 passengers died having been hit at the bridge ;

(b) if so, what are the findings ;

(c) whether the Divisional Superintendent took care to call for the police assistance to enable the trains to pass Vulnerable bridges and to prevent the passengers from travelling on the roof of the carriages on the day of the funeral of the late Chief Minister of Madras ;

(d) if so, whether the police was stationed near this bridge where the accident took place ;

(e) what remedial measures have since been taken to avoid recurrence of such incidents ; and

(f) what action has been taken against the official responsible for gross negligence causing such a gruesome accident ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). According to the provisional finding of the Additional Commissioner of Railway Safety, Bangalore, who held a statutory inquiry into this accident, the accident was brought about as a result of roof-travellers themselves insisting on travelling on the roofs of the carriages and on the engine of the train and that they themselves were solely responsible. He has also observed that the Railway

Administration and the Railway Staff are not to be blamed for this accident.

(c) and (d). In view of unprecedented crowds suddenly converging at several stations on 3rd and 4th February, 1969 for travelling to Madras to attend the funeral of the late Chief Minister of Tamil Nadu, police assistance was sought and made available to maintain law and order at the stations and to help in movement of trains through stations. Police help was not specially requested at bridge sites. In accordance with the instructions that the railway staff make efforts to persuade the passengers not to travel on the roofs and to start the train only when the passengers travelling on the roofs come down, necessary efforts were made by the station and train staff at Coleroon on 4.2.1969 to de-roof the passengers. The unruly crowd was however, not in a mood to be reasoned with, and as fast as the roof travellers were brought down from the train at stations, they climbed back again on to the roofs of the carriages, immediately the train started. The Railway Staff at wayside stations and the train crew were also manhandled and intimidated whenever the train stopped, and the Driver of the train was intimidated with a knife to his back, and was forced to drive the train lest the crowd should take charge of the train themselves—as they apparently did at one stage by seizing the regulator on the engine.

(c) Instructions exist that announcements should be made on loudspeakers during rush periods, where possible and to announce that roof travelling besides being dangerous is also an offence under the Law.

Instructions also exist that whenever travelling on roofs occurs during Melas etc. and a fixed structure has to be passed by the train on the roof of which passengers are perched, the train should not be started from the station in rear of the fixed structure, if efforts to bring the passengers down fail. It is, however, not possible for a few railway employees to control a mob of unruly persons who climb back on the roof tops again. Further instructions have been issued that trains should stop short of the infringing structure (in case some irresponsible and rowdy persons are still found to be on the roof tops), give a warning whistle and proceed thereafter at a dead slow speed and resume the normal speed only after the

whole of it has cleared the infringing structure. Railways can do no more and cannot be held responsible for the safety of those who despite warnings and dissuasions persist in travelling on roof tops in violation of the Law.

(f) In view of the answers to parts (a) and (b) above, does not arise.

Pension for Widows and Destitute Women

2267. SHRI NIHAL SINGH :
SHRI P. C. ADICHAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether there is any Scheme for the grant of pension/subsidy to widows and other destitute women ;

(b) if so, the rate of such pension subsidy in each State/Union Territory ; and

(c) the conditions regarding eligibility for the grant of these pensions in each State/Union Territory ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) :
(a) No, Sir.

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

Tube-well at Talara Station

2268. SHRI VIKRAM CHAND MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether boring for tube-well was made at Talara Station (Pathan kot-Joginder Nagar line) ;

(b) whether water was found there and if so, at what level ; and

(c) if water was found, the reasons why a water pump was not installed ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) The boring was carried down to a depth of 40.5 metres but no water bearing strata was met with.

(c) Does not arise in view of reply to (b) above.

**Passenger Capacity on Pathankot
Joginder Nagar Line**

2269. SHRI VIKRAM CHAND MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) the total passenger capacity per day on the Pathankot-Joginder Nagar Railway line (Himachal Pradesh) in 1st, 2nd and 3rd classes ; and

(b) the average number of passengers travelling per day in each class ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The average seating capacity in passenger trains running on the Pathankot-Joginder Nagar Section in the cycle of a calendar day is as under based on the results of a recent census :—

	I	II	III
Between Pathankot and Baijnath-Paprola	109	91	1419
Between Baijnath-Paprola and Joginder Nagar	40	29	296

(b) Based on the same recent census the average number of passengers travelling per day in each class is as under :—

	I	II	III
Between Pathankot and Baijnath-Paprola	55	53	1208
Between Baijnath-Paprola and Joginder Nagar	3	2	156

**Grievances of Kathgodam Railway
Employees**

2270. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any note/memorandum/letter about the grievances of the Kathgodam Railway employees ;

(b) the nature of these grievances ; and

(c) the action taken to redress them ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). A representation was received by the N. E. Railway Administration from the Assistant Station Masters and the Enquiry-cum-Reservation Clerks relating to change of their classification under the Hours of Employment Regulations.

(c) The case of the Assistant Station Masters has been finalised by changing their classification from 'Essentially Intermittent' to 'Continuous'. As regards the Enquiry-cum-Reservation Clerks, job analysis of their duties is being conducted and necessary action will be taken in the light of the results of the job analysis.

**Restoration of Rail Communication between
Haldibari and Jalpaiguri**

2271. SHRI C. K. BHATTACHARYYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry has received representations from the people of Haldibari in West Bengal for restoring the Railway Communication between Haldibari and Jalpaiguri towns on the North-east Frontier Railway ; and

(b) if so, the steps taken in the matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) As the monsoons have already set in, the restoration work of the line between Jalpaiguri and Haldibari stations can be taken in hand only after the rainy season, by which time we expect to receive the report of the Technical Committee appointed by the Ministry of Irrigation and Power which would give us a better appreciation of the whole situation.

इस्पात की वस्तुओं का आयात

2272. श्री मोलानाथ मास्टर : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार ने ग्राह्त करोड़ रुपये की लागत की इस्पात की वस्तुएँ, जिनमें

अधिकतर प्लेटें, चादरें तथा छड़ें हैं, आयात करने की अनुमति दे दी है ताकि उनकी इस वर्ष इंजीनियरी उद्योग में खपत की जा सके;

(ख) क्या यह वस्तुएं देश में नहीं बनाई जाती हैं; और

(ग) यदि नहीं, तो उन्हें देश में बनाने के लिए क्या कार्यवाही की जा रही है ताकि उनके आयात को बन्द किया जा सके ?

इस्पात तथा भारी इंजीनियरिंग मंत्री (श्री चे० मु० पुनाचा) : (क) जी, नहीं। परन्तु उदारीकृत आयात नीति में वास्तविक उपभोक्ताओं के लिए प्लेटों और चादरों के आयात की व्यवस्था है। स्थिति पर विचार किया जा रहा है और थोक आयात के प्रस्ताव पर परिस्थिति और उपलब्ध साधनों को ध्यान में रखकर विचार किया जायेगा।

(ख) और (ग). देशीय उत्पादन की मात्रा देशीय और निर्यात की आवश्यकताओं की पूर्ति के लिए पर्याप्त नहीं हैं। देश में इन वस्तुओं के उत्पादन में वृद्धि करने के लिए प्रयत्न किये जा रहे हैं।

Reshifting of Control Office from Samastipur to Sonpur (N.E. Railway)

2273. SHRI D. N. TIWARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that after the shifting of Control Office from Sonpur (North Eastern Railway) to Samastipur and Banaras, the control system became disorganised and is still not working properly, thus causing delays and misconnections resulting in inconvenience to passengers ; and

(b) whether, in view of the above experience, there is a proposal to reshift the Control Office to Sonpur for the proper functioning of this system ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No.

(b) Does not arise.

Theft of Coal and other Articles at Pahleza Ghat (North Eastern Railway)

2274. SHRI D. N. TIWARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the theft of coal and other articles at Pahleza Ghat (North Eastern Railway) has considerably increased due to lessening of control, consequent on the transfer of D.M.E. and Traffic Offices from Sonpur to Samastipur ; and

(b) the value of loss to Railway property and to goods booked by people at Pahleza Ghat ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No.

(b) No claim has so far been preferred/paid for the loss of any goods booked by people at Pahleza Ghat.

Ganga Sharan Sinha Committee on Child Welfare

2275. SHRI K.P. SINGH DEO :
SHRI V. NARASIMHA RAO :
SHRI HIMATSINGKA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Ganga Sharan Sinha Committee appointed by Government to go into the problems of children in India has submitted its report ;

(b) if so, the salient features of the recommendations made by the Committee ;

(c) whether Government have accepted the recommendations made by the Committee ;

(d) if so, the steps taken by Government for their implementation ; and

(e) if the reply to part (c) above be in the negative, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) Yes Sir.

(b) The Committee in a comprehensive report have made 109 recommendations

dealing with the problems of health, nutrition, education and special and general services for the welfare of the children. Six copies of the report have been placed in the Parliament Library for the convenience of Members who want to study the recommendations.

(c) to (e). The report of the Committee has been examined and referred to the State Government/Union Territory Administrations and the concerned Ministries of the Government of India for their consideration of the recommendations made therein. After the views of the State Government etc. are received decisions for their implementation will be taken.

Licensees of Railway Plots in Railway Colony Golden, Rock (Southern Rly.)

2276. SHRI NAMBIAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the licensees of Railway plots in the Railway Colony, Golden Rock—(Southern Railway) are being forced to remit two years occupation fees by imposition of new regulations quite different from the contracted ones and which were in vogue for the last 35 years ;

(b) whether these licensees had constructed their own structures on the vacant plots allotted to them ;

(c) whether the procedure of demanding two years occupation fees in advance is applicable to those licensees who are occupying the Railway buildings only ;

(d) whether the Southern Railway had incurred any loss due to the existing rules followed in this colony ;

(e) if no loss is incurred, the reasons for the change of procedure on this Railway ; and

(f) whether the licensees are being now forcibly evicted basing on the new conditions of two years advance ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) As per new procedure in vogue from April, 1967 applicable on all Indian Railways notices were issued to the licensees of the Golden Rock Railway Colony to pay one year's occupation

fee in advance and an equal amount as security deposit,

(b) Yes.

(c) No. The procedure is applicable in all cases.

(d) No.

(e) The procedure was implemented On all Railways to avoid accumulation of heavy arrears of rent and possible loss to the Railways in event of default.

(f) The representation made by the licensees of the Golden Rock Railway Colony, in this connection is under consideration.

Salt Production in Orissa

2277. SHRI CHINTAMANI PANIGRAHI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have given any financial help to repair the Salt embankments etc. in the salt area of the Ganjam District in Orissa in 1967-68, 1968-69 and 1969-70 ;

(b) if so, the amount given and to whom ;

(c) the present State of affairs of salt production in Orissa ; and

(d) the details of the programme made for increasing salt production in Orissa in the Fourth Five Year Plan ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). No financial help for repair of salt embankments etc. in the salt area Ganjam District in Orissa was given during 1967-68. Statements showing the details of financial help given to the salt licensees in this area during 1968-69 and 1969-70 are laid on the Table of the House. [Placed in Library. See. No. LT—1535. 69]

(c) The production of salt in Orissa in the year 1968-69 was 77,600 M.T., as compared to 45,000 M.T. in 1967-68 and 47,000 M.T. in 1966-67.

(d) The Salt Department have leased to the East Coast Salt and Chemical Industries Ltd., a State Government undertaking, a total area of 2400 acres for manufacture of salt. They are expected to achieve their target of 1,25,000 M.T. a year, in the Fourth Five Year Plan private salt works have more or less already achieved their target of production of 50,000 tonnes.

Railway line from Kolayat to Jaisalmer

2278. DR. KARNI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to take any steps regarding the construction of a new Railway line from Kolayat Railway Station to Jaisalmer ;

(b) whether Government are aware that there is a heavy demand from the public for having sleeping accommodation in the trains running between Bikaner and Jaipur ; and

(c) what remedial measures Government propose to take in the matter ?

THE MINISTER OF RAILWAYS DR. RAM SUBHAG SINGH) : (a) No.

(b) and (c). The question of replacement of one of the existing ordinary third class through coaches running between Agra Fort and Bikaner via Jaipur by 207/208 Agra Fort-Jodhpur Expresses and 95/96 Bikaner Marwar Mails, by a 3-tier sleeper coach with a separate quota for Jaipur, is under examination.

Passenger Amenities in Bikaner Division

2279. DR. KARNI SINGH : Will the Minister of RAILWAYS be pleased to state the amount spent for passenger amenities in the Bikaner Division of the Northern Railway from the year 1967, to the 31st March 1969 under the following heads :—

(i) amenities provided in the rolling stock, e.g., fans, baths, etc.

(ii) remodelling of stations ;

(iii) improvement of Waiting rooms ; and

(iv) construction or improvement of platforms, overhead bridges etc. ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (i) Standard amenities have been provided on all coaches irrespective of the Division on which they work. Deficiencies occurring from time to time are made good in sicklines and workshops in normal course.

(ii) Rs. 10,000/- approximately.

(iii) Rs. 35,500/- approximately.

(iv) Rs. 1,37,800/- approximately.

Suspension of Railway employees in Bikaner Division

2280. DR. KARNI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway employees in Bikaner Division who were suspended in connection with the 19th September, 1968 strike ;

(b) how many out of them were taken back and how many are being prosecuted ; and

(c) how long his Ministry will take in getting their cases disposed of ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) 932.

(b) 904 employees have been taken back to duty, and the remaining 28 employees are still continuing under suspension. Out of 932 employees 496 employees including the 28 employees who still stand suspended, are facing trial in the courts of law for various offences.

(c) The restoration to duty of the 28 employees continuing to be under suspension will depend on the outcome of the court cases, as the charges against them are serious and it has been decided on review not to put them back to duty at this stage.

The finalization of the rest of the prosecution cases will depend on the decision of the Courts.

**Restaurant Cars Attached to Main Trains
between Bikaner and Jaipur and between
Jodhpur and Bikaner**

2281. DR. KARNI SNIGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that there is a heavy demand from the public for having Restaurant cars attached to the main trains running between Bikaner and Jaipur and between Jodhpur and Bikaner ; and

(b) what remedial measures Government propose to take in the matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) There is no through train running between Bikaner and Jaipur and as such the question of any demand for a Restaurant Car on such a train does not arise. There is one through train either way between Bikaner and Jodhpur but its timings are such as do not call for service of any meals and hence no Restaurant Car is provided on these trains nor has there been any persistent demand for such a Restaurant Car Service.

(b) Adequate catering facilities are available at stations between Bikaner and Jaipur and Bikaner and Jodhpur to meet the needs of the travelling public.

**Reconstitution of Central Social Welfare
Board**

2282. SHRI E. K. NAYANAR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Central Social Welfare Board, constituted by the Central Government for a term of three years, has been reconstituted this year ;

(b) if so, the reason therefor ;

(c) whether this Board has been reconstituted with members nominated by the Centre ; and

(d) the names of members of the Central Social Welfare Board before it was reconstituted this year, the names of members of the re-constituted Board and the names of newly nominated members among them ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) and (b). Consequent on conversion of the Central Social Welfare Board into a Charitable Company under Section 25 of the Companies Act, 1956, with effect from 1-4-69, the General Body of the Company has been constituted this year, as provided in the Articles of Association of the Company.

(c) The General Body of the Company consists of nominees of the State Governments/Union Territories, Central Government and of the Speaker, Lok Sabha and the Chairman, Rajya Sabha.

(d) The names of the members of the Central Social Welfare Board before it was registered as a Company this year, the names of the members of the General Body of the Board (Company) and the names of new members (in the Board) are furnished in the statements laid on the Table of the House. [Placed in Library. See No. LT—1536/69]

**Measures to curb concentration of Wealth
and Growth of Monopolies**

2283. SHRI DHIRESWAR KALITA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have taken any steps to implement the suggestion in the Fourth Plan to put curbs on big business to prevent concentration of wealth and growth of monopoly in the country ;

(b) if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Attention is invited to the Government's Resolution dated September 5, 1966, about checking the growth of monopolies, as laid down on the Table of the House on September 6, 1966 as also to the provisions of the Monopolies & Restrictive Trade Practices Bill 1967 pending at present before the Parliament. The nationalization of the top 14 banks is also a step in the same direction.

Accident to Kumaon Express

2284. SHRI C. JANARDHANAN :
 SHRI P. C. ADICHAN :
 SHRI N. R. DEOGHARE :
 SHRI VISHWA NATH PANDEY :
 SHRI VALMIKI CHAUDHARY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the 4 UP Kumaon Express was derailed near the outer signal of Rati-Ka-Nagla station of the North Eastern Railway on the 2nd July, 1969 ;

(b) if so, the number of people killed or injured in the accident ;

(c) whether any enquiry has been made to find out the causes of the accident ;

(d) if so, the findings thereof ; and

(e) the action taken thereon ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Train No. 11 Down Kumaon Express derailed between Hathras Road and Rati-Ka-Nagla stations on North Eastern Railway on 2.7.1969.

(b) In this accident the driver and the two firemen were killed and one person sustained grievous injuries.

(c) and (d). The accident has been inquired into by the Additional Commissioner of Railway Safety. According to his provisional finding the accident was due to unauthorised interference with the permanent way by person or persons unknown.

(e) On receipt of the final report, action will be taken as necessary.

Creation of D. S. Offices in North Eastern and Northeast Frontier Railways

2285. SHRI D. N. TIWARY : Will the Minister of RAILWAYS be pleased to state :

(a) the basis on which the newly created D. S. offices in the North Eastern and Northeast Frontier Railways have been located in the administrative jurisdiction of the States of U. P., Bihar and West Bengal ;

(b) whether the various State Government were consulted ;

(c) whether the business community and organisations of passengers were consulted ; and

(d) if so, their reaction to the location of D. S. offices at the places where they have been located at present ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The locations of divisional headquarters on North Eastern & Northeast Frontier Railways have been decided on the basis of operational needs consistent with economy in expenditure. State boundaries have not influenced the choice.

(b) and (c). No formal consultations were made either with the State Governments or with the business and public organisations, but the representations received in this regard from all quarters were given due consideration before finalising the divisionalisation schemes.

(d). In the beginning, there were some suggestions and claims that the Divisional Headquarters should be located elsewhere ; but now there is a broad general acceptance of these locations.

Lighting Arrangements at Basta, Amarda Road and Haldipada Stations (S. E. Rly.)

2286. SHRI S. KUNDU : Will the Minister of RAILWAYS be pleased to state ;

(a) whether there is no lighting arrangement at the newly constructed platforms at the Basta Amarda Road and Haldipada Railway Stations of the South Eastern Railway ; and

(b) if so, what steps are being taken to provide adequate lighting arrangement on these platforms and improve the lighting arrangement at Jaleswar station ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b). The work of provision of adequate lighting arrangements on these platforms is in progress and is expected to be completed by August 1969.

The lighting arrangements at Jaleswar Station are considered adequate.

Setting up of a Paper Corporation

2287. SHRI RAMAVATAR SHARMA :
SHRI SHASHI BHUSHAN :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal under Government's consideration to set up a Paper Corporation ; and

(b) if so, what will be its functions and when it is likely to be set up ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b), Yes, Sir. It is proposed to set up a Paper Corporation which will be responsible for the management of news paper/newsprint mills to be set up in the public sector. No final decision has, however, been taken so far in this matter.

Foreign Investment in Automobile Tyre and Tube Manufacturing Unit

2288. SHRI S. M. BANERJEE :
SHRI J. M. BISWAS :
SHRI SARJOO PANDLEY :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that according to the Government of India Press Note dated the 26th November, 1968, foreign investment is not permissible for setting up new units in the Rubber Goods Manufacturing industry including automobile tyres and tubes ;

(b) whether it is a fact that an enterprise to whom a Letter of Intent has been issued for setting up a new automobile Tyre and Tube Manufacturing Unit, has been given approval by the Foreign Investment Board to foreign participation in the equity capital of the proposed company to the extent of 25 per cent ; and

(c) if so, whether it is not contrary to the declared policy of Government as per the Press Note mentioned above ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The matter is under consideration.

(c) Does not arise.

Extension of Train upto Olavakkot

2289. SHRI E. K. NAYANAR : Will the Minister of RAILWAYS be pleased to state whether Government propose to extend the train upto Olavakkot which the Southern Railway authorities are contemplating to run between Madras and Coimbatore on the same pattern as the Biindavan Express ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : While examining the need for a Fast service in this region, this will be duly considered.

Allotment of Land for setting up of Precision Tool Factory, Palghat

2290. SHRI E. K. NAYANAR : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that the land allotted for the Precision Tool Factory in Palghat (Kerala State) has been given to the Chittoor Sugar Mill authorities for the cultivation of sugarcane ; and

(b) if so, whether Government have dropped the accepted plan for the construction of a Precision Tool Factory in Palghat ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir. The land allotted for the Mechanical Instruments Plant at Palghat has been made available for use of of the Co-operative Sugar Mills, Chittoor for the cultivation of sugarcane, subject to the condition that the land would be restored to the Company when required.

(b) It has been decided to postpone the implementation of the Palghat unit of Instrumentation Limited and include the Palghat range of instruments for manufacture at the Kota unit with marginal additional investment, during the Fourth Plan period.

This would enable the Company to meet the immediate requirements of Bokaro Steel and Thermal Power Plants.

The whole position with regard to the setting up of the Mechanical Instruments Plant at Palghat would be reviewed further towards the end of the Fourth Plan period after watching the trend of demand, growth of user industries, etc.

Theft of Copper Cables on Eastern Railway

2291. SHRI C. K. BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state :

(a) whether cases of theft of copper cables have increased inordinately on the Eastern Railway ;

(b) if so, the number of cases which occurred in June last ;

(c) the *modus operandi* of the cable thieves ; and

(d) whether the Railway workers are involved therein ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) (a) : In the months of March and April, 1969, the incidence of copper cable theft had gone up which has since shown a downward trend.

(b) Ten.

(c) At isolated places where on Railway Protection Force or other staff are posted, the criminals cut the cables with hacksaw blades or other sharp instruments insulated with rubber sheets and take away the cables.

(d) In cases of 1969 reported upto June, 1969, only two Railway employees were suspected.

Supply of Wooden Sleepers to Railways

2292. SHRI G. S. MISHRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that on refusal by the Railways to pay the Sales Tax on wooden sleepers to the State Government or the Forest Department of the Madhya Pradesh Government, the supplies of wooden sleepers to the Railways have been stopped since 1967-68 ;

(b) whether it is also a fact that the individual forest contractors from Madhya Pradesh, who used to supply wooden sleepers, required for Railways, to the Madhya Pradesh Government, have approached the Railways to make supplies of these sleepers through tenders and also through negotiations ;

(c) whether it is further a fact that the Railways have placed order on one party for the supply of wooden sleepers at higher rate plus Sales Tax and inspection charges ; and

(d) if so, the extent of savings which could accrue to the Railways if the lowest offer from other parties had been accepted.

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The Railways did not refuse to pay Sales Tax legally due. Differences of opinion arose between the Railways and the Madhya Pradesh State Forest Department on the actual legal liability connected with the levy of Sales Tax under the State and Central Sales Tax Acts, over which the Madhya Pradesh Government decided to auction their Forest Coupes without doing the customary "loading of sleepers" for supplies to the Railways and advised that the Railways are free to obtain their supplies direct from the trade.

(b) The Railways do not have information about the individual forest contractors of Madhya Pradesh who used to supply wooden sleepers to the State Government, as the supplies were being arranged on a direct Government to Government basis. After disruption of supplies on Government to Government basis, as stated in (a) above, tenders had to called for supplies from the trade.

(c) No. Sir.

(d) Does not arise.

Allotment of Steel Sheets to M/s. Hind Galvanising and Engineering Co. (P) Ltd.

2293. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that by a Notification dated the 13th January, 1964,

Government had declared that no raw material which is in scarce supply would be allotted either from indigenous sources or by issuing import licences to a firm though Government exempted all industrial undertakings having fixed assets of not more than Rs. 25 lakhs from the Licensing Provisions of the Industries (Development and Regulation) Act, 1951 ;

(b) if so, how Government have allotted and are still making allotments of steel sheets which had always been and is still a scarce commodity to M/s. Hind Galvanising and Engineering Co. (P) Ltd. ;

(c) whether this is not in violation of their declared policy as per their notification referred to in part (a) above ; and

(d) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Notification dated the 13th January, 1964 refers to exemption from the operation of licensing provisions of the Industries (Development & Regulation) Act, 1951 in respect of the Scheduled industries except for certain specified industries, with reference to undertakings having fixed assets not exceeding Rs. 25 lakhs in value. This notification has no reference to allotment of raw materials, indigenous or imported.

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

En Masse leave by workers of H. E. L., Bhopal

2294. SHRI R. K. SINHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the workers of the Heavy Electrical Plant at Bhopal went on *en masse* leave on the 4th July, 1969 ;

(b) if so, the reasons therefor ; and

(c) the steps taken to meet their demands ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir. Workmen (mostly Artisans) went on half a day's casual leave

on 4th July, 1969 in the second half of their respective shifts.

(b) This was in response to a call given by the Artisans Committee to press their demands for greater promotion opportunities and revision of scales of pay.

(c) Demands are under examination of the management of the Company.

Housing Facilities to Harijans in Uttar Pradesh

2295. SHRI VISHWA NATH PANDEY : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether a scheme for providing housing facilities to Harijans in Uttar Pradesh has been formulated either by the Centre or by the State ;

(b) if so, the details thereof and the Central assistance being provided for it ; and

(c) if not, whether Government propose to draw up such a scheme or the State would be asked to submit the same ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) to (c). There are two Housing schemes in the Backward Classes Welfare Sector :

(i) Subsidies for the construction of houses by Scheduled Castes/Tribes under the State Sector Programme with central assistance ; and

(ii) Grants-in-aid given to the State Government for the housing of sweepers and scavengers under the Centrally Sponsored Programme.

The entire expenditure on the centrally sponsored programme is borne by the Central Government, whereas for the State Sector programme, it is shared by the Central and State Government on a ratio of 60:40.

Governmental assistance to individual beneficiaries under these schemes ranges between Rs. 900 and 1500. The Centrally Sponsored Scheme referred to above also supplements the Slum Clearance Scheme and the

Low Income Group Housing Scheme of the Department of Works, Housing and Urban Development, wherever they are in operation, by contributing 12½% of the ceiling cost of the house as subsidy to the beneficiaries.

Attack by Robbers on Agra-Kanpur Passenger Train

2296. SHRI VISHWA NATH PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that one Railway employee was killed and three others were injured when robbers fired upon passengers in a third class compartment of the Agra-Kanpur Passenger train near Bilhaur station about 30 miles from Kanpur on the North-Eastern Railway on the 29th June, 1969 ; and

(b) if so, Government's reaction thereto ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes. One passenger (a railway employee) was shot dead and three others including two children received injuries.

(b) A case was registered by Government Railway Police, Farrukhabad *vide* crime No. 66 u/s 394/302 IPC. Of the three accused involved, two have been arrested while the third died while trying to escape from the running train.

Steel Programme for Fourth Five Year Plan

2297. SHRI HIMATSINGKA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether serious differences of opinion have come to the surface in his Ministry over the strategy to be adopted in formulating a steel expansion programme for the Fourth Five Year Plan period ;

(b) if so, the nature of differences ;

(c) the steps taken to resolve the differences and to finalise the programme ; and

(d) the main features of the programme if it has since been finalised ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) No, Sir,

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

(d) Attention is invited to the reply given to Lok Sabha Question No. 189 on the 29th July, 1969. In reply to part (d) of the Question the main features of the programme envisaged for the Fourth Plan have been indicated.

Minimum Age for Voting Rights in General Elections

2298. SHRI HIMATSINGKA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether there is any proposal to reduce the present minimum age for the right to vote in the General Elections for the purpose of getting better representation of the youth ; and

(b) if so, Government's decision, if any, taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALLEEM) : (a) No, Sir.

(b) Does not arise.

Attack on Military Train near Ranigunj

2299. SHRI VIRENDRAKUMAR SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has seen the statement of Shri Jyoti Basu made in the West Bengal Assembly on the 8th July, 1969 about an 'attack' on a military train near Ranigunj on Sunday the 6th July, 1969 ;

(b) whether it is a fact that upto Asansol, the escort to the above train consisted of only two members of the Railway Protection Force armed with nothing more than lathis, and that there was no escort at all beyond Asansol ;

(c) whether it is customary for the Railways to accept the sole responsibility of affording necessary protection to arms and ammunition in transit ; and

(d) if so, the reasons as to why grossly inadequate security arrangements were made in the said case ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) The Military special train started from Pulgaon on 4.7.1969 without any Army escort. An escort of two unarmed Rakshaks of Railway Protection Force, however escorted this train from Anara to Asansol in the early hours of 6.7.1969, as in this particular section, in the recent past, a number of running train thefts had occurred and as a precautionary measure all night goods trains were being escorted over this portion.

(c) The Railways discharge their responsibility according to the provisions contained in the Military Tariff for the transit of these consignments. They do not have resources to provide escort for military consignments of arms & ammunition moving from one part of the country to the other.

(d) There was no inadequacy of security arrangements in this case, as far as the Railways are concerned.

Larsen and Toubro Affair

2:00. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that a letter has been received by Government from a Member of Parliament about the Larsen and Toubro Affair wherein an attempt was made to increase the remuneration of the Managing and Executive Directors ;

(b) whether any issues have been raised about laying down guiding lines for the exercise by the L. I. C. and Unit Trust etc., of their voting powers at a meeting of the Companies in which these bodies have invested their funds ; and

(c) if so, reaction of Government to these suggestions ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) A letter was received in

regard to certain proposals of Messrs. Larsen and Toubro for the appointment of certain Directors in charge of management consequent on the termination of the Managing Agency.

(b) The general issues posed in that letter were whether :—(i) The financial institutions which have invested in the share capital of companies will be permitted to use their voting rights in their discretion ;

(ii) Government would lay down guiding principles for such financial institutions in the matter of giving consent and/or approval to the proposals of companies and for exercising their voting rights at the general body meetings.

(c) The Life Insurance Corporation and other institutions have been permitted by statute to make investments in shares and other securities of companies and to exercise their rights as shareholders in such companies in furtherance of their interests as shareholders.

ब्रिटेन के सार्थों के अंश

2301. श्री श्रीकार लाल बेरवा : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने ब्रिटेन को एक सार्थ से अंशों को खरीदना अस्वीकार कर दिया है ;

(ख) क्या यह भी सच है कि राज्य सरकारों ने इन अंशों को खरीदना स्वीकार कर लिया है ; और

(ग) केन्द्रीय सरकार द्वारा अस्वीकार किये जाने के क्या कारण हैं ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कृष्णरहीन अली अहमद) : (क) से (ग). 31 मार्च, 1968 तक, लगभग 363 की संख्या में ब्रिटिश कंपनियों भारत में कार्यरत थीं। प्रश्न से यह स्पष्ट नहीं होता कि माननीय सदस्य का निर्देश

किस विशेष कम्पनी की ओर है। अतः इच्छित सूचना देना सम्भव नहीं है।

Inclusion of 'Chongthu Tribe' of Manipur in the List of Scheduled Tribes

2302. SHRI M. MEGHACHANDRA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether representations have been received from the representatives of the Chongthu tribe of Manipur for the inclusion of the 'Chongthu Tribe' of Manipur in the List of the Scheduled Tribes ;

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

(c) whether the Government of Manipur recommended the inclusion of this tribe in the list ; and

(d) if not, the nature of the recommendation made by that Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) Yes.

(b) to (d). The whole question of revision of lists of Scheduled Castes and Scheduled Tribes is now before the Joint Committee on the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1967.

Enquiry into the Affairs of Private Industries

2303. SHRI YASHPAL SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have decided to institute an inquiry into the conduct of certain industries in the private sector owned by big industrial houses like Birla, Tatas, Dalmia-Jains ;

(b) if so, the names of those industries ; and

(c) the personnel and the terms of reference of the Commission appointed or proposed to be appointed to inquire into the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). As regards the companies belonging to the Birla Group, attention of the Hon'ble Member is invited to the Answer given on 29th July, 1969 in reply to Lok Sabha Unstarred Question No. 1361.

As regards others, Government have no proposal now.

Degree College at Chittaranjan Locomotive Workshop

2304. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a demand for a Degree College at Chittaranjan Locomotive Workshop ; and

(b) whether it is a fact that the management of the Hindustan Cables Ltd., has offered financial help if such a college is started ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) No.

Incentive Scheme at Chittaranjan Locomotive Workshop

2305. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any incentive scheme prevalent at Chittaranjan Locomotive Workshop ;

(b) if so, what are the categories covered under it ;

(c) what is the percentage of employees enjoying the scheme ; and

(d) whether Government propose to consider the desirability of extending the scheme to all workers and employees at Chittaranjan ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) All trades and grades from unskilled to Chageman 'A' working in direct Production Shops.

(c) Nearly 80% of Workshop staff (this excludes staff of Stores Branch, Engineering Branch including township staff, staff of township electric supply and maintenance, administrative offices).

(d) There is no such proposal at present.

Bye-election from Midnapore Parliamentary Constituency

2306. SHRI B. K. DASCHOWDHURY : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that in the Midnapore Lok Sabha constituency bye-election, it was found in the counting that some abuses were written on the reverse of the ballot papers ;

(b) whether any enquiry was held in this respect and, if so, the details thereof ; and

(c) the action taken or proposed to be taken by Government in this respect ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM. : (a) to (c). The information is being collected.

Heavy Electricals Ltd.

2307. SHRI B. K. DASCHOWDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Development Council for the Heavy Electrical Industries had urged Government to undertake forward planning on a realistic basis so as to avoid import of machinery and equipment at a later stage ; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The Development Council for Heavy Electrical Industries at its meeting held on the 25th September, 1967, at Hyderabad, decided that it would be use-

ful if the CWPC and the various State Electricity Boards could undertake forward planning on a realistic basis of the requirements of generation, transmission, distribution and other allied categories of equipment. This was referred to the Central Water and Power Commission. The Commission expressed the view that the scheme of various State Electricity Boards were undertaken on the basis of Annual Plans and were circumscribed by resources limitations and that the studies, as desired by the Development Council would be initiated by the Planning Commission in due course depending on the overall economic situation, resources facilities etc. Any isolated assessment by the CWPC and the State Boards without taking into account the overall size and framework of the plan would not be realistic. In view of this, the Council decided to postpone further discussion on the matter till the finalisation of the Fourth Plan. Tentative assessments of the requirements of electrical equipment for the period have been included in the Fourth Plan document.

Surplus Railway Staff

2308. SHRI BHAGABAN DAS :
SHRI JYOTIRMOY BASU :
SHRI P. GOPALAN :
SHRI P. P. ESTHOSE :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4935 on the 1st April, 1969 regarding surplus Railway staff and state :

(a) whether the information has since been collected ; and

(b) if not, the reasons for the delay and when it is likely to be made available ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes. Please see the statement laid on the Table of the House. [Placed in library. See No. LT-1537, 69]

(b) Does not arise.

Reservations for Direct Recruited Graduates in Foreign Traffic Accounts Office, Western Railway, Delhi

2309. SHRI K. M. ABRAHAM :
SHRI E. K. NAYANAR :

SHRI P. RAMAMURTI :
SHRI UMANATH :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 566 on the 18th March, 1969 regarding reservations for direct recruited Graduates in Foreign Traffic Accounts Office, Western Railway, Delhi and state :

(a) whether any representation regarding fixation against 20 per cent Graduate quota from the 30th November, 1957 has also been received ;

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

(c) if there is any delay, the reasons therefor and when it is likely to be finalised ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Winter Uniforms to Safaiwalas on Western Railway

2310. **SHRI A. K. GOPALAN :**
SHRI MOHAMMAD ISMAIL :
SHRI JYOTIRMOY BASU :
SHRI P. P. ESTHOSE :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3470 on the 18th March, 1969 regarding winter uniforms to Safaiwalas on the Western Railway and state :

(a) whether the question of supply of uniforms to the Railway employees has since been reviewed ; and

(b) if not, the reasons for the delay and when it is likely to be finalised ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The question of supply of uniforms to different categories of Railway employees is being reviewed by a Uniforms Committee appointed by the Railway Board. The question will be finalised soon after the Uniforms Committee submits its report.

Representations from Employees of Railway Accounts Department

2311. **SHRI P. GOPALAN :**
SHRI SATYA NARAIN SINGH :
SHRI A. K. GOPALAN :
SHRI P. P. ESTHOSE :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4936 on the 1st April, 1969 regarding representation from employees of the Railway Accounts Department and state :

(a) whether he assured *vide* his D. O. letter No. MR/2117A/69, dated the 18th April, 1969 to reexamine the case ;

(b) if so, the decision taken in this regard ; and

(c) if there is any delay, the reasons therefor and when it is likely to be finalised ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) The matter has been further considered. The stepping up benefit is not admissible in this case as the prescribed condition that the senior man should draw more pay than the junior in the lower scale is not fulfilled. This was also communicated to the Hon'ble Member in a letter dated July 16, 1969.

(c) Does not arise.

Technical Problems of Durgapur Steel Plant

2312. **SHRI BENI SHANKER SHARMA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the steps taken to solve the technical problems of the Durgapur Steel Plant ;

(b) the results achieved so far ;

(c) whether it is a fact that half of the lossess of the Hindustan Steel Limited are attributed to this plant ; and

(d) if so, the steps taken to run it on a sound economic basis ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a)

(b) and (d). A one Man Expert Committee under Shri G. Pande was constituted in 1966 to go into all aspects of the working of the Durgapur Steel Plant. On the basis of the recommendations of this Committee, certain remedial measures have already been taken. A Technical Team of the British Steel Corporation also visited the Plant and reviewed its working early last year and made a number of recommendations. Steps are being taken to improve the working of the Plant as recommended by this Team. After all this, real improvement in terms of production depends largely on the restoration of normal industrial relations in the Durgapur Steel Plant.

(c) The total loss incurred by Durgapur Steel Plant till the end of 1963-69 was of the order of Rs. 69 crores. The loss incurred by Hindustan Steel Ltd. as a whole upto the same date was about Rs 164 crores. During 1967-68 alone, the loss incurred by Durgapur Steel Plant was Rs. 18 crores as against Rs. 40 crores by H.S.L. as a whole. For the year 1968-69 the loss incurred by Durgapur Steel Plant would be about Rs. 19 crores as against Rs. 42 crores for the whole of Hindustan Steel Ltd.

Execution of Turn-Key Projects

2313. SHRI VIRENDRAKUMAR SHAH; Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Heavy Engineering Corporation is not likely to secure the turn-key job for Bailadilla expansion (Iron-ore deposit No. 5) as expected earlier because the National Mineral Development Corporation has decided to go it all alone ;

(b) whether the Heavy Engineering Corporation has also lost orders in connection with the expansion of Kiriburu Iron ore Project and Bhavnathpur Limestone Project ; and

(c) whether the Project Division of the Heavy Engineering Corporation, recently organised for executing turn-Key projects, is likely to be scrapped ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a)

According to the decision taken by Government, Heavy Engineering Corporation will not take up the turn-key job but confine itself to the supply of certain equipment for the project which it can manufacture. The decision is based on the time schedule for completion of the project and the staff and expertise available with Heavy Engineering Corporation.

(b) Here also, Heavy Engineering Corporation will confine itself to the supply of items of equipment which it can manufacture.

(c) No project division as such had been organised and the question of its abolition does not arise.

Promotion of Junior Assistant Station Masters and War Service Candidates in Delhi Division

(N. Rly.)

2314. SHRI SURAJ BHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Junior Assistant Station Masters and War Service candidates in the Delhi Division have been given undue promotions as Station Masters in preference to their seniors recruited prior to the 1st June, 1942 ;

(b) whether the final seniority list issued by the General Manager, Northern Rly., New Delhi in April, 1968 is in accordance with the Railway Board's letter No. PTN/48/192, dated the 13th August, 1948 and General Manager, Northern Railway, letter No. 757E/24—IV (EIB), dated the 14th June, 1965 and if not, the reasons therefor ;

(c) whether the Audit Note issued by the Chief Auditor, Delhi in 1966 in this connection is still outstanding and, if so, the reasons therefor ;

(d) whether seniority list issued by the General Manager, Northern Railway, New Delhi in 1968 is still being challenged by the staff ; whether they have been replied and, if not, the reasons therefor ; and

(e) whether it was decided in the meeting of C.P.O., Delhi and with S.P.Os, D.P.Os and A. P. Os held in October, 1963 that the seniority and confirmation of

Assistant Station Masters be finalised upto the 31st December, 1968; whether this has been finalised and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No.

(b), (d) and (e). The issue of seniority of Assistant Station Masters of Delhi Division could not be finalised by the Northern Railway because of prolonged staff disputes. The seniority list published by the Railway Administration in 1968 was also questioned by groups of staff concerned. The matter has therefore been reviewed by the Railway Board and further instructions have since been issued in May, 1969 for finalising the seniority list and issuing necessary orders of confirmation. The Railway Administration have initiated action to expedite the matter.

(c) Yes, pending for finalisation of the seniority list.

Payment of Penal Rent by Station Masters in Delhi Division (N.Rly.)

2315. **SHRI SURAJ BHAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Station Masters in Delhi Division are ordered to deposit a penal rent for the retention of their old Railway non-pooled quarters in case of permanent transfers when their new quarters are not vacated by their predecessors upto 3 months or more without obtaining sanction from the competent authority, and if so, the reasons therefor ;

(b) the reasons why the Station Masters on transfer are not allowed to retain quarters on written request till the quarters are vacated by their predecessors at their posting ; and

(c) whether some Station Masters have been made to deposit penal rent as a result of non-receipt of transfer wagon pass from the office upto two months due to the negligence of the office, when the pass was applied for in time and, if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b).

Non-pooled accommodation is provided to Station Masters in the interest of safety and efficient working of the station as a whole. In case of permanent transfers, such quarters can be retained on payment of normal rent upto joining time. However, in cases where they are not required by their successors, they can be retained for a longer period with the permission of the competent authority. In case the Station Masters are allowed to retain non-pooled quarters at their old stations of posting, there will be a chain of retention of quarters at the respective stations which will defeat the very object of providing non-pooled quarters for the Station Masters.

(c) From available records, it has not been possible to locate any case of the type referred to by the Hon'ble Member.

Upgradation of Railway Drawing Staff

2316. **SHRI SURAJ BHAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that no upgradation was done in the categories of the Railway Drawing staff in the year 1956 ;

(b) whether there is category one of the class III staff for whom upgradation is under consideration ; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) and (c). The question of affording relief to staff who may have reached the maximum of their pay scales is under investigation and a decision will be taken shortly.

Revision of P y Scales of Railway Employees

2317. **SHRI SURAJ BHAN :** Will the Minister of RAILWAYS be pleased to state :

(a) the various categories of Railway employees whose pay scales have been revised by the Railway Board though not recommended by the Pay Commission in 1956 ;

(b) whether similar demand for the revision of pay scales of the Railway Draw-

ing Staff was made by the Indian Railways Drawing Staff Association (Regd) ; and

(c) if so, the reasons for not acceding to their request so far ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) There was no Pay Commission in 1956. Following an announcement made by the then Railway Minister in his Budget Speech on 23-2-1956, in recognition of the increasing workload and the heavier responsibilities shouldered by a large number of employees in the lower echelons of Class III service, re-distribution of posts in the various grades was ordered, so as to effect an appreciable reduction of posts in the lowest grades with a corresponding increase in higher grades, for categories like Office Clerks, Train Clerks and others, and appropriate minor adjustments of the scales of pay in the case of certain other categories like Assistant Station Masters and Station Masters were also made.

(b) and (c). No representation was at that time received from the Drawing staff Association. However, in the recent past, the Drawing Staff Association have made representations for revision of scales of pay. As the existing scales of pay of these staff are those recommended by the Second Pay Commission, which was later than the redistribution and readjustment done with effect from 1956 as referred to in the answer to part (a), and are commensurate with the duties and responsibilities attached to their posts, no revision in their scales of pay was considered possible.

Railway Drawing Staff

2318. SHRI SURAJ BHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether in the Mechanical Signal and Tele-Communication and Electrical Departments the seniority of Drawing staff in the initial two grades is combined ;

(b) whether it is also a fact that the seniority of such a staff in the Civil Engineering Department of the Northern Railway is not combined ;

(c) if so, whether there is any proposal under consideration to combine the seniority of the Civil Engineering Department too ; and

(d) if not, the reasons for this discrimination ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Overbridge at Kesinga in Orissa State

2319. SHRI A. DIPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to construct an over-bridge at Kesinga in Orissa State ;

(b) whether it is a fact that the preliminary work on the proposal which had already been started and many houses broken has been suspended ; and

(c) if so, the reasons therefor and the time by which Government will take action in the matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes Sir. A foot over-bridge is proposed to be constructed at Kesinga.

(b) Some structures on licensed land which were coming in the way of approaches were dismantled on the expiry of the licence in December, 1968 in anticipation of taking up the work.

(c) Erection of foot-over bridge will start after the monsoon.

Titlagarh Railway Bridge in Orissa

2320. SHRI A. DIPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation for the construction of Titlagarh Bridge in Orissa State ; and

(b) if so, the decision taken in the matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) Under the extant rules, proposals for construction of road over/under bridges in replacement of existing level crossings are required to be sponsored by the State Government indicating the relevant priority and the year in which they would be able

to provide funds towards Road Authority's share of the cost of the work.

So far Government of Orissa have not sponsored any proposal for the construction of road over/under bridge in replacement of existing level crossing at Titlagarh Station.

Fixation of Prices of Tractors

2321. SHRI C. C. DESAI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) what is the basis for the fixation of prices for different types of tractors such as, Hindustan Tractor, Massey-Ferguson Tractor, Escorts Tractor or tractors of any other make ;

(b) whether it is a fact that a complaint has been received from the Hindustan Tractor Limited against unfairness in the matter of fixation of prices of their tractors as compared with the prices of other tractors, particularly Massey-Ferguson 35 HP and Escorts' 47 W Tractors ; and

(c) if so, the action Government propose to take to remove this complaint of discrimination ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The prices of different types of tractors have been fixed on the basis of the report submitted by the Tariff Commission after a detailed cost examination of each tractor manufacturing unit.

(b) and (c). Several representations have been received from M/S Hindustan Tractors Ltd., alleging unfairness in the matter of fixing the prices of tractors being manufactured by them.

It has been explained to them that there is no such unfairness or discrimination and that the prices of different makes of tractors have been fixed after taking into account the actual investments made, the cost of imported components, the cost of indigenously bought out components etc., which differ widely from unit to unit.

Government have not so far fixed the price of Escort-47 tractor. The cost examina-

tion of this tractor has recently been completed by the Cost Accounts Branch of the Ministry of Finance and their report is under examination.

Introduction of one more Train on Darbhanga-Jaynagar Line

2322. SHRI SHIVA CHANDRA JHA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have decided to introduce one more train between Darbhanga (or Samastipur) and Jaynagar ;

(b) if so, by when the train will start running ; and

(c) whether it is a fact that Jaynagar-Pahlezaghat bogie has been restarted in the evening train (4 P. M.) from Jaynagar ; and if so, since when and if not, the reasons for the delay ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). No. However, it is proposed to introduce a direct train between Nirmali and Jaynagar via Sakri Junction with effect from 1-10-1969.

(c) Yes, from 1-6-69.

Closure of National Instruments Factory, Calcutta

2323. SHRI INDRAJIT GUPTA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the National Instruments Factory, Calcutta, has been closed for some time on the plea of lack of orders ;

(b) if so, the circumstances leading to such a situation ;

(c) the extent to which the factory's output is dependent on defence items ;

(d) the action taken by the Government to restore normal working of the factory ; and

(e) whether there is any proposal to retrench or lay-off the workers ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

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

(c) A few items like Binocular Prismatic, Director No. 7, and Theodolite Optical are supplied to meet defence requirements.

(e) No, Sir.

12.04 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Reported Killing of Seven Persons including Five Personnel of the CRP by Naga Hostiles

SHRI HEM BARUA (Mangaldai) : Sir, I call the attention of the Minister of Defence to the following matter of urgent public importance and request that he may make a statement thereon :—

The reported killing of seven persons including five personnel of the CRP by Naga hostiles at Krikima, Nagaland.

THE MINISTER OF DEFENCE (SHRI SWARAN SINGH) : There have been three incidents recently in Nagaland, the first of which occurred on the night of the 1st/2nd August, the second on the morning of the 2nd August, and the third on the morning of the 4th August.

In the first incident, the underground Nagas opened fire simultaneously, at about 11.50 p.m., on two Assam Rifles posts in Kohima. They fired 2" mortar bombs in the direction of the post in the High School area ; two Assam Rifles men sustained minor injuries from splinters. There was also rifle fire in the direction of the post in Bada Busty area which was ineffective. The men of the Security Forces carried out a search for the miscreants who managed to escape under the cover of darkness.

In the second incident, at about 10.30 a.m. on the 2nd August, 1969, the Underground Nagas ambushed a 3-ton vehicle of a C.R.P. battalion working under the Government of Nagaland. According to information received so far, the vehicle was

driven by a C.R.P. constable and was carrying a police officer, and a C.R.P. constable, a local Government employee, two Naga civilians, and 3 others. The vehicle was also carrying mail from Pfutsero to Dimapur. When it was about 2 miles short of Chakabama, it was ambushed by armed underground Nagas who killed on the spot all except one CRP constable and the two Naga civilians. The second CRP constable who was wounded, died on the way to the hospital.

In the third incident on the 4th August at 10 a.m. a convoy of 3 vehicles was ambushed by the hostiles about 27 miles north of Kohima on the Kohima-Wokha road. The leading vehicle went through, but the remaining two 3-tonner vehicles were attacked, as a result of which 2 members of the Security Forces were killed and 4 wounded. The Security Forces also lost one Light Machine-gun, one Sten-gun and two Rifles. Both the vehicles were damaged. Reinforcements have been moved into the area to take action against the hostiles. Further details of this incident are awaited.

Between March and July 1969, 12 hostiles were killed, 1 wounded, 449 surrendered to the Security Forces and 567 captured or apprehended, including the members of the China-returned gang under the leadership of Mowu Angami. These figures include the recent surrender on the 28th July 1969 of 85 armed underground Nagas with several weapons and large quantities of ammunition. It is clear that the extreme wing of the underground Nagas have, out of sheer desperation, resorted to the above acts of violence to boost up the sagging morale of their followers.

The last elections held in Nagaland have demonstrated that there is a deep-seated desire for peace among the people of Nagaland. We intend to continue our policy of dealing firmly with acts of lawlessness. At the same time, it is the desire of the Government of Nagaland as also of the Government of India to provide every opportunity to the underground Nagas to eschew the path of violence and settle down as peaceful citizens after laying down their arms.

SHRI HEM BARUA : Sir, we have been told times without number that there is

[Shri Hem Barua]

peace in Nagaland at present. The Governor of Assam and Nagaland who came down to New Delhi sometime back met the Indian Government leaders and told them that there is peace in Nagaland. But these acts of lawlessness prove things to the contrary.

It has transpired recently that 18 Manipuri youths who got training in Pakistan in guerilla warfare have come back to Manipur. The entire eastern zone is in ferment. The hon. Minister, in his statement, hopes that there would be peace in Nagaland and he cites the instance of elections to show that they are for peace and all that. But events prove the contrary. Both China and Pakistan are encouraging these Naga hostiles to fight actively against our Government. In that context, may I know, if it is a political matter, whether Government propose to have talks with the Naga underground leader in order to arrive at a political settlement, and if they do not propose to have talks, whether they propose to ask our military authorities to wipe out the Naga hostiles who are involved in violent activities with the active help and support of our enemy countries like China and Pakistan?

SHRI SWARAN SINGH : My colleague, the Minister for External Affairs, has clarified Government's policy in respect of the two points that have been raised by the hon. Member.

So far as the question of talks is concerned, it is essentially a matter in which the Government of Nagaland is concerned and Government of India will be guided by the advice of the Government of Nagaland in the matter of having talks or the timing of those talks and also the content of those talks.

About the second part.....

SHRI HEM BARUA : You were over the head of the Nagaland State Government, and you had seven rounds of talks with Naga hostiles. Now you say that you would be guided by the Nagaland State Government. What is the difference between the two? Are you not going to take initiative in order to bring peace to Nagaland?

SHRI SWARAN SINGH : What I have said is not inconsistent with what the hon. Member has said. It is true that several months ago there were talks with the Government of India, but nothing came out of those talks and there was a great deal of feeling on this subject expressed on the floor of the House and also outside that we should keep the Nagaland Government very much more in the picture. It was in response to that that a decision was taken that we should, in the matter of even talks, be guided mainly by the advice that we receive from the Nagaland Government, and this, I think, is the proper policy.

SHRI HEM BARUA : My question was different. The Nagaland Government has ordered a curfew in Kohima. I want to know whether this Government will take the initiative for a political settlement or not.

SHRI SWARAN SINGH : So far as the political settlement is concerned, we have always been willing for negotiated political settlement, but even for talks to succeed we have to carry the lawfully constituted Government of Nagaland with us, and that is the policy. That, I presume, was the line which Mr. Hem Barua had been suggesting and urging, namely, that we should keep the Nagaland Government very much in the picture.

About the action to be taken, we have been taking action against the hostiles and it is as a result of that action that a large number of Naga hostiles have been captured ... (Interruptions)

SHRI HEM BARUA : Seven persons were pulled out of the truck and shot dead. They were all non-Nagas.

SHRI SWARAN SINGH : It is as a result of the action that we have been taking from time to time that there has been, by and large, peace except these incidents. Of course, these incidents are bad and we will take adequate action. But at the same time we should not lose the thread of basic policy, namely, to continue our pressure to subdue the lawless elements, and also at the same time be willing to solve it by peaceful means. And in this respect the main responsibility and initiative should be left to the Government of Nagaland.

SHRI R. BARUA (Jorhat) : Normally the question on Nagaland is answered by the Minister of External Affairs, but today we find the Defence Minister answering questions. This is an important departure.

The hon. Minister might say that it is an act of desperation on the part of hostiles, but he cannot deny the fact that the problem is assuming a serious dimension because the Mizos are establishing their rule also in Tripura and Manipur. Also China-returned persons are coming and settling and here also there have been a series of activities perpetrated by the Nagas trained in China. So, our apprehension is that there is a deep-rooted strategy there to put the entire eastern region on fire. Therefore, may I know whether Government are taking a serious view of the whole thing so as to tackle it from a different angle, different from the usual way in which it is tackled such as its being the usual eruption of Naga discontentment, because it is something different from that? I would like to know from the Defence Minister whether he has prepared the grounds for defending that area including Assam.

SHRI SWARAN SINGH : It is our responsibility and duty to protect the area in the eastern region as other parts of our country against disorders of this type. We have never hesitated to take appropriate action, and we have taken fairly stiff action in this respect. It is as a result of this action that lately there has been by and large peace. It is true that these incidents have taken place and they are disquieting. We do not take a light view of these things. They are serious incidents where a large number of persons have been killed, and we do take a serious view of them. But it is one thing to take a serious view and quite another to take an alarmist view. Whereas we would steadfastly and resolutely continue to take action, at the same time, there is at the present moment, no need to take an alarmist view of the situation.

SHRI RANDHIR SINGH (Rohtak) : There is no doubt about the fact that the days of the hostile Nagas and their nefarious activities are numbered. Thousands of them have been rounded up and most of them have surrendered. This is something very heartening, and I would congratulate the

hon. Minister and give him credit for this. The whole hostile Naga movement is crumbling. I am one of those Members of Parliament who went to Nagaland and I know the actual position there. The overwhelming majority of the Nagas want peace. Those who want to create mischief are only a very small number; they are just a handful. So the House need not be perturbed about this. There would, of course, be some sporadic acts now and then and they do create some anxiety. I would like the hon. Minister to tell us what stops he is taking for rounding up the people. Firstly, I would like to know the number of such people as are getting training in China and Pakistan. How many of them have been surrendered or rounded up? What is the number of such people in Nagaland now who are out to create mischief? Does their number run to thousands? How does the hon. Minister propose to check them? Of course, these are military secrets which may not be disclosed. But is he in a position to assure the House that he will be able to counteract the nefarious activities of the hostile Nagas? Every weekend we hear about the killing of our jawans and security men. Will he be in a position to assure the House that these incidents and happenings will be curtailed if not completely put an end to? Would he create a special squad or an operation to nip the evil in the bud so that unnecessary commotion is not created in that area? I personally feel that even a talk here about the Naga situation does not create healthy conditions. I am one of those people who feel that the Nagas there have come to feel that they are as good Indians as we are, and a climate is being created that something would be done within the framework of the Indian Constitution. Will the hon. Minister tell us the position of our security force there? What is the number of the miscreants there? Is it diminishing or increasing? If it is increasing, what steps is he taking to check them?

Secondly, there are local demands there. There are certain conditions for entry in that area. Mr. Deputy-Speaker, Sir, I want your uninterrupted attention, because it is a very important question.

MR. DEPUTY-SPEAKER : He has made a number of preliminary remarks. Now let him come to the question, and allow the hon. Minister to answer it.

SHRI RANDHIR SINGH : My second question is this. In that area, certain anti-social elements are creeping in. He should put an end to this evil. There are certain elements there who are raking up trouble and who are persuading the people there to do anti-national things and are giving them encouragement. Will the hon. Minister alert the intelligence wing in regard to such elements from Pakistan or China or even from our own country who are interested in creating a law and order situation there? Will he deal with such persons with a firm hand? Finally...

MR. DEPUTY-SPEAKER : I think that should be enough. Now, let the hon. Minister answer.

SHRI RANDHIR SINGH : My name has come in the ballot after two years. So, kindly allow me some time. I have been talling notices after notices, and it is for the first time that my name has secured the ballot this time after two years.

What is needed in that strategic area is development. Of course, the hon. Minister is responsible for development from the defence point of view only. That is the hard core of our defence structure. I would like to know whether the Border Roads Organisation and the communications organisation will kindly look to the aspect of communications and roads, so that if such activities recur again, with the help of these communication facilities, the hon. Minister will be able effectively to check these things.

SHRI SWARAN SINGH : We have been compelled to take action against the hostile Nagas, and it may be of interest to the House to know the achievement in this respect. The total number of Nagas including China-returned personnel, captured, surrendered or killed is as follows : Naga hostiles killed : 138 ; wounded : 50 ; surrendered : 1886.

SHRI R. BARUA : The figures are not of importance. We do not want these figures to be published.

SHRI SWARAN SINGH : I do not mind giving them. I do not mind if they are published. In fact, I want them to be published.

The number captured is 1972. Among the recent surrenders special mention should be made of a surrender by 85 Naga hostiles including seven self-styled officers who surrendered with three LMGs, one rocket launcher, one mortar, two sten-guns and 42 rifles. The total number of arms and ammunitions surrendered or captured from the Naga hostiles was 1842, including medium machine-guns, three-inch and two-inch mortars, rocket launcher, LMGs, rifles, sten-guns, pistols and non-service pattern weapons. The total number of weapons captured from the China-returned Nagas is 283, apart from a large quantity of ammunition.

Another question that has been put is about the training of Nagas in China and in Pakistan. There are no Naga gangs in Pakistan now...

SHRI NAMBIAR : (Tiruchurappalli) It looks as if a regular war is going on there.

SHRI SWARAN SINNH : A number of Members belonging to the hon. Members party had visited that area and are familiar with it, and I hope they have been keeping Shri Nambiar in touch with it.

SHRI NAMBIAR : It is too serious a matter to be disposed of like this.

SHRI SWARAN SINGH : I was saying that there were no Nagas in Pakistan receiving any training at present. No fresh gangs have left for China since April last year. That is the present position.

About the general political situation, this matter has been discussed from time to time, and on the whole, the assessment was that the vast majority of people of Nagaland wanted to live in peace. It is no doubt correct that there are some among those who have returned from China who are still at large. There are also others who have taken training from Pakistan, and they are the hard core which is keeping up this agitation. We have to deal with this both at the political and the security forces levels.

I agree with the hon. member that development is important, and the Nagaland Government with the help of the Govern-

ment of India have launched several development schemes in that region.

SHRIMATI SHARDA MUKERJEE : (Ratnagiri) : In this morning's papers we see that this is the second time since 1966 that curfew has been imposed. What does the Minister think is the connection between three things which have come to our notice ? First, there has been a change of Commander there. General Maneckshaw who was there has now come over to Delhi. These incidents have been happening more often in the last six weeks. Second, there is a reconciliation move between the hostile Nagas and what are called the moderate Nagas. The Minister said that 4,000 of them have either been captured or killed, or have surrendered. What is his assessment of the hostile elements in Nagaland ?

The third thing is that we have a constitutionally-established government there. We heard from the Minister of the attempts made previously to have direct negotiations with the hostile Nagas. If the impression goes round that the Central Government will have direct negotiations with the hostiles, leaving aside the local Government obviously they are not going to help the local Government to put down the disturbances because thereby the authority of the local Government is eroded. So what is done to strengthen the authority of the local Government ?

SHRI SWARAN SINGH : I do not think that these incidents have any connection with the coming over of Gen. Maneckshaw as Chief of the Army Staff.

SHRIMATI SHARDA MUKERJEE : When he was GOC Eastern Command, obviously the security arrangements may have been different from what they are today. That is what I meant, not his promotion.

SHRI SWARAN SINGH : Let us not forget that the Chief of the Army Staff is in overall charge of operation including those in Nagaland and whatever action is being taken is under the overall direction and supervision of the Chief of the Army Staff who has got knowledge of, and is familiar with, that area, as he was in charge of that Command. He is in touch with the

area. The present Commander of the Army in that region also has experience of that region. We should not connect these incidents with the change of command.

As for the reconciliation going between various groups of the hostiles, there have been occasions when there have been factional fights ; on other occasions, there have been realignments and reconciliations. Possibly, these moves of sometimes quarrel on other occasions reconciliation, as having an effect on the incidents, cannot be excluded. There may be some connection, although it is not easy to establish it.

The third question is a reply to what Shri Hem Barua said. I agree with the postulate put forward by the hon. lady member that we have to strengthen the State Government. It is for this reason that for any talks the State Government has to be very much in the picture. We have helped them ; we have to see all the time that their authority is maintained and respected.

SHRI SWELL (Autonomous Districts) : He has not answered the question about Government's assessment of the strength of the Naga underground, hostile elements.

MR. DEPUTY-SPEAKER : On call attention, I cannot allow other members.

SHRI SWELL : What are we here for ? When a question has been asked, the whole House is entitled to an answer.

MR. DEPUTY-SPEAKER : The hon. lady is there.

SHRIMATI SHARDA MUKERJEE : I have been getting up to ask : what is the Government's assessment of the underground Nagas, the strength of the hostile Nagas ?

SHRI SWARAN SINGH : It is not easy to give an assessment but the number could easily be from 4000 to 6,000.

श्री श्रीकारलाल बेरवा (कोटा) :
उपाध्यक्ष महोदय, मेरे पास इसी साल के प्रखबारों की 70 कटिज हैं—पार्लियामेंट की लाइब्रेरी में वे सारे प्रखबार रखे हुए हैं। उनको देखने में मान्यता पड़ता है कि सात दफा

[श्री श्रीकारलाल बरवा]

रेलगाड़ी उड़ाई गई है, गाड़ी पटरी से उतरी हैं। तीन गाड़ियों में बम रखे गए जिससे डिब्बे उतरे। 19 बसेज लूटी हैं। 160 दफा मुठभेड़ हुई है जिनके अन्दर 213 आदमी मारे गए— 45 नागाओं के और बाकी हमारे आदमी मारे गए हैं। इसी साल में चार दफा समझौता-वार्ता हो चुकी है और तीन दफा उनकी मियादें बढ़ाई गई हैं कि अभी नहीं, एक महीने बाद करेंगे, अभी नहीं दो महीने बाद करेंगे। इसी साल में पाकिस्तान और चीन से अलग-अलग युगों में 5,900 नागा गुरिल्ला युद्ध की ट्रेनिंग लेकर आये हैं और हमारे रक्षा मंत्री कहते हैं कि उन्होंने तो आत्म-समर्पण कर दिया—तो ये जो बाकी रह गए हैं क्या उन्होंने आत्म-समर्पण नहीं किया ? यह सरकार अपनी दबू नीति के कारण एक तरफ तो उनको दिल्ली में बातें करने के लिए बुलाती है, समझौता-वार्ता करने के लिए बुलाती है और कहती है कि इनके खिलाफ कार्यवाही नहीं करेंगे। मैं समझ नहीं पाया, अभी बंगाल के अंदर जो केस हुआ जिसको कल परसें यहां पर उठाया गया तो सरकार कहती है कि यह तो राज्य का मामला है, जगको केन्द्र में नहीं उठाना चाहिए और अभी जो रक्षा मंत्री ने कहा कि यह दिल्ली का मामला नहीं है, नागालैंड का मामला है—यान कर तो नागालैंड से करें—तो फिर आप यहां दिल्ली में क्या भाड़ भोकने के लिये आते हैं। सरकार को चाहिए कि वहां पर ला एंड आर्डर ठीक करने के लिए राष्ट्रपति शासन करे और फिर दिल्ली में बात करने के लिये बुलाये जायें। मैं जानना चाहता हूँ कि जो समझौता-वार्ता की उसको रद्द करके सरकार नागा विद्रोहियों के खिलाफ कड़ी से कड़ी कार्यवाही करेगी ? मैं यह भी जानना चाहता हूँ कि स्काट पादरी जैसे लोग जो हमारे खिलाफ प्रचार करके भड़काते हैं, क्या उनको सरकार किसी तरह से काबू में करने का

प्रयत्न करेगी ? इस सम्बन्ध में रक्षा मंत्री महोदय क्या करने जा रहे हैं ?

SHRI SWARAN SINGH : Three-fourths of the question was a speech to which I have no intention to reply. Towards the end he put two questions. One was : is it Government's intention to cancel the agreement about the suspension of operations ? The answer is : no. The second question was : after the cancellation do Government propose to take stiff action ? That question does not arise because we are not cancelling the agreement. At the same time wherever there are lawless elements we shall continue to take stiff action against lawless elements.

12.34 hrs

QUESTION OF PRIVILEGE

MR. DEPUTY-SPEAKER : A question of privilege was raised by Shri S.M. Banerjee, Molahu Prasad and Kalita. In that connection as is the usual practice, we have addressed a communication to the party office and we have received a reply... (Interruptions) Swatantra party. I shall read it out for the information of the House ... (Interruptions.)

Our usual practice is that we address the party concerned, place before them the facts and try to ascertain what are the facts and what they have got to say about it. That is the usual practice. We immediately took up the matter with the Swatantra party and they have replied. Their party leader, in the House, Shri Ranga, has also written to me. I will read those letters, and then I am entirely in the hands of the House. That is the usual practice. This is the Swatantra party's letter :

"I have looked into the matter referred to in your letter No. 17/43/C1/69, dated 1st August, 1969, addressed to Prof. Ranga and would like to explain the circumstances in regard to this development.

A press summary of Mr. M. R. Masani's speech regarding Bank Nationalistaion, delivered by him in the Lok Sabha on the 25th July, was prepared from the preliminary notes available to our office. Copies were

circulated to the press soon after the speech was actually delivered on the floor of the House with a view to being of service to the press.

Two errors were inadvertently committed by the Office :

(i) We forgot to mention on the top of the copies "subject to departure" as is likely to happen in case of extempore speeches such as this one.

(ii) The need for deleting a few words which had not actually formed part of the actual speech was overlooked because of haste and did not come to our notice.

The departure in the summary from the actual text of the speech was not intentional and there was no desire whatsoever to cast any aspersion on the Hon. Deputy-Speaker or the privileges of the Lok Sabha.

I tender my unqualified apology for this lapse and request you kindly to convey this to the Hon'ble Deputy-Speaker and to the House."

It is signed by A. P. Jain, Executive Secretary.

Now, I will read also Shri Ranga's letter to us. It reads as follows :

"Dear Sir, I received your letter No. 17/43/CI/69 dated the 1st August 1969 regarding notice of question of privilege and forward herewith a letter I have received from Mr. A.P. Jain, Executive Secretary of the Swatantra Party in Parliament, in which he has explained the circumstances and has tendered an unqualified apology to the Hon'ble Deputy Speaker and the House.

I trust that the amends which are being made in good faith will be accepted by the Hon'ble House."

SHRI S. M. BANERJEE rose—(Interruption)

SHRI D. N. PATODIA (Jalore) : What is this, Sir ? After the party has been heard, and you have read the letters, why should he refer to it again ? (Interruption)

MR. DEPUTY-SPEAKER : Order, order. Let us follow the usual practice.

SHRI S. M. BANERJEE (Kanpur) : Please read the rule. How can he dictate ? That is their attitude with regard to us. That is their attitude. (Interruption)

MR. DEPUTY-SPEAKER : Order, order. The party has tendered its apology and made amends in good faith. Normally, we do not pursue such cases any further and I do not want to make any departure on this occasion. Moreover, the whole thing has been replied to by the leader of the Swatantra party.

SHRI S. M. BANERJEE : I only wanted to say this. Mr. A. P. Jain, who has signed that letter—I have nothing against him—is a young man, a very educated and efficient man. But he is only in the wrong company. That is my submission.

SHRI D. N. PATODIA : What is this, Sir ? You are permitting him like this. It is irrelevant.

SHRI S. M. BANERJEE : He is in the wrong company. I can assure you he is in the wrong company. Now, you know, Sir, that even the Lok Sabha proceedings which are sent to us contain the words "Uncorrected—Not for Publication" at the top. Mr. Masani should know it. How was such a thing omitted in his office ? He must know the rules. Otherwise, he cannot remain in the House. (Interruption)

MR. DEPUTY-SPEAKER : I do not want to continue this. After amends have been made by the party, I close this matter. This matter is closed. (Interruption)

Order, order. I now proceed to the next item on the agenda.

12.40 hrs.

PAPERS LAID ON THE TABLE

COST ACCOUNTING RECORDS (MOTOR VEHICLES) RULES, 1969 ; REPORT OF THE INDUSTRIAL LICENSING POLICY INQUIRY COMMITTEE AND AWARD OF ARBITRATOR ON THE PRICE OF SHARES IN JESSOP AND COMPANY LTD., CALCUTTA

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED) : Sir, I beg to lay on the Table :

- (1) A copy of the Cost Accounting Records (Motor Vehicles) Rules, 1969, published in Notification No. G.S.R. 1465 in Gazette of India dated the 21st June, 1969, under sub-section (3) of section 642 of the Companies Act, 1956. [*Placed in Library. See No. LT—1509/69*]
- (2) A copy of the Report of the Industrial Licensing Policy Inquiry Committee on certain allegations against Birla group of Industries. [*Placed in Library. See No. LT—1510/69*]
- (3) A copy of the Award dated the 21st April, 1969 given by the Arbitrator on the price of the shares purchased by the Government of India in Jessop and Company Limited, Calcutta. [*Placed in Library. See No. LT—1511/69*]

SHRI S. K. TAPURIAH (Pali) : Sir, I would like to bring to your notice that a report of the Industrial Licensing Policy Inquiry Committee was laid on the Table of the House on 21st July. More than a fortnight has passed but we Members have not been given copies of that report. You must have noticed, Sir, that some of our colleagues have already made some statements pertaining to that Report and those statements appeared in the press the very next day of the report being placed on the Table. It is a five-volume report and only one copy has been placed in the Library. It is doubtful whether hon. Members in the few hours available could have read the report. As far as the present report is concerned, you would bear with me. I am sure your memory would not fail you—right from the third week of July certain things about this report are appearing in a newspaper called *Patriot*. I wonder whether they have leaked out and how they have got these things (*Interruption*). Until it is placed on the Table it is a secret document. I would like to request Government, through you, Sir, to see that unless they have enough copies available for distribution to Members they should not place any report on the Table of the House like this. I would also request

them to have copies of these reports made available to hon. Members by this evening.

MR. DEPUTY-SPEAKER : I would request Government to make available copies of the reports.

SHRI F. A. AHMED : Sir, so far as reference to the first report is concerned, the report is a very voluminous one. We have already sent it to the press for printing. As soon as it is available from the press—I am trying to expedite its publication—copies will be distributed to hon. Members. So far as leakage is concerned I may point out that actually I got the report on the day when the reported leakage has been referred to. I do not know how that has come.

SHRI KANWAR LAL GUPTA (Delhi Sadar) : Will you make an inquiry (*Interruptions*)?

SHRI F. A. AHMED : May I just add, Sir, that after reading the report, so far as I have seen, what has appeared in the press is also not entirely what is contained in the report. I may tell the House that if necessary an inquiry will be made (*Interruptions*).

श्री मधु लिमये (मुंगेर) : मेरा पॉइंट ऑफ़ ऑर्डर है कि इन्क्वायरी की क्या जरूरत है। यह कोई सीक्रेट डॉक्यूमेंट है क्या? सीक्रेट डॉक्यूमेंट नहीं है तो हम भी देख सकते हैं, यह भी देख सकते हैं और कोई भी देख सकता है। इसमें कोई इन्क्वायरी की जरूरत नहीं है।

MR. DEPUTY-SPEAKER : It is not a secret document. It will be circulated to all Members. The question here is about its premature publication. It is for the Minister to decide whether it is necessary or not to have an inquiry (*Interruptions*).

SHRI PILOO MODY (Godhra) : We want an assurance of an inquiry.

MR. DEPUTY-SPEAKER : No assurance.

SHRIMATI SHARDA MUKERJEE (Ratnagiri) : A number of hon. Members have already written to you that there should be a discussion in the House on the attack of the Calcutta Assembly House by the

policemen. Although law and order is a State subject, we do not want .

MR. DEPUTY-SPEAKER : We are on a different matter now. On this point, I will not permit you to say anything at this stage. We are at a different stage. The hon. Member had written to me about the paper to be laid on the Table by Shri Ahmed.

SHRI N. K. SOMANI (Nagaur) : Sir, I have taken your permission. When I rose you were pleased to say "after Shri Tapuriah." I am raising a point of order in respect of the arbitration award which is now being placed on the Table of the House.

MR. DEPUTY-SPEAKER : Under the rules you will have to write to me... (Interruptions) All right. He can put a question.

SHRI N. K. SOMANI : I would like to draw the attention of the hon. Minister to the fact that this arbitration between a group of individuals and Jessop and Company Limited has been a complicated one. It has taken several years before the arbitrator has been able to arrive at his conclusion and the award was submitted to the Government of India on the 21st April 1969, at a time when the House was in session, namely the budget session. I would like to know why this report was withheld all this time and why it is being made available now after all this delay.

SHRI F. A. AHMED : This is being placed before the House as soon as it has been passed as a decree by the court.

MR. DEPUTY-SPEAKER : Shri Shinde.

SHRI PILOO MODY : Are you satisfied with the reply? No reasonable person would be satisfied.

BIHAR SUGARCANE (REGULATION OF SUPPLY AND PURCHASE) SECOND ORDINANCE

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI ANNASAHIB SHINDE) : Sir, I beg to lay on the Table a copy of the Bihar Sugarcane (Regulation of Supply and Purchase) Second Ordinance, 1969 (Hindi and English versions) promulgated by

the Governor of Bihar on the 20th July, 1969, under article 213 (2) (a) of the Constitution read with clause (c) (iii) of the Proclamation dated the 4th July, 1969 issued by the Vice-President acting as President in relation to the State of Bihar. [Placed in Library. See No. LT-1512/69.]

MESSAGE FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following messages received from the Secretary of Rajya Sabha :—

(i) 'I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Monday, the 4th August, 1969, adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Hire-Purchase Bill, 1968 :—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Bill to define and regulate the rights and duties of parties to hire-purchase agreements and for matters connected therewith or incidental thereto, be extended up to the first day of the Seventieth (November-December, 1969) Session of the Rajya Sabha".'

(ii) 'I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Monday, the 4th August, 1969, adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Architects Bill, 1968 :—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Bill to provide for the registration of architects and for purposes connected therewith, be extended up to the last day of the Seventieth (November-December, 1969) Session of the Rajya Sabha".'

(iii) 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 4th August, 1969, adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Contempt of Courts Bill, 1968 :—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Bill to define and limit the powers of certain courts in punishing contempts of courts and to regulate their procedure in relation thereto be further extended up to the first day of the Seventieth (November-December, 1969) Session of the Raiya Sabha."

12.49 hrs.

STATEMENT *RE.* STRIKE SITUATION
IN JUTE INDUSTRY

MR. DEPUTY-SPEAKER : Shri Bhagat.

THE MINISTER OF FOREIGN TRADE
AND SUPPLY (SHRI B. R. BHAGAT) : Sir,
the House has already held a discussion...

SHRI S. K. TAPURIAH (Pali) : It
may be laid on the Table of the House

MR. DEPUTY-SPEAKER : Is it a
long one ?

SHRI B. R. BHAGAT : About four
pages.

MR. DEPUTY-SPEAKER : Then it
may be laid on the Table.

SHRI B. R. BHAGAT : I beg to lay
on the Table a statement regarding the
strike situation in the jute industry.

Statement

Mr. Speaker Sir. The House has already held a discussion on the issues involved in the strike of the workers in the jute industry and I, therefore, do not wish to burden Hon'ble Members with a detailed account of the course of events. I will accordingly confine myself to a statement regarding developments in the last three days.

2. As I had already stated in the House, I have been in constant touch with the West Bengal Government as well as representative of the jute industry and my colleague the Labour Minister was in touch with the workers. I had suggested to the Chief Minister that one way out of the impasse might be to appoint a Committee

which would go into the demands of workers and whose recommendation would be binding on all concerned. The Committee would consist of an equal number of representatives from industry and labour and be headed by an independent Chairman.

3. A message was sent by the Chief Minister on Saturday that in his judgment unless the workers were given some cash relief immediately, he did not feel that the strike could be averted. I, therefore, went to Calcutta on Sunday to make one last attempt to meet all the concerned parties in order to find a solution.

4. I had a number of separate discussions with representatives of both the Trade Unions as well as the industry. The West Bengal Chief Minister, Shri Ajoy Mukherji, was good enough to be present through out the greater part of the discussions. I came to the conclusion that the workers were prepared to call off the threatened strike only if interim cash increase in wages was granted to them immediately. I also gathered that the industry conceded that the workers' demands for some increase in the wage level were justified. The industry, however, declared their inability to grant cash relief unless they were given fiscal concessions by the Government and in particular some drastic change was made in the present levels of export duties payable on jute goods.

5. I cannot help confessing to a sense of disappointment at the approach adopted by the industry. There is no justification for linking up the question of readjustment of export duties with the question of payment of interim relief to the workers. As the House is aware, export duty is payable by overseas importers and the benefit of reduction accrues to them.

6. Export duties on jute manufactures have been reviewed by Government from time to time. The level of these duties is based on a judgment in regard to the competitive position of jute manufactures in the world markets. In arriving at this judgment, the costs of production in India, including the level of raw material prices, wage costs, and manufacturing charges, are compared with like costs in other countries.

To enable Government to take a fair view of costs of production, the Tariff Commission has been instructed to make a recommendation on fair conversion costs. The Tariff Commission is expected to submit its report within a matter of weeks.

7. It will help the Tariff Commission to take into account the new wage level if an amicable settlement of the dispute between industry and labour is reached.

8. I have tried to impress on all concerned the urgent need to reach a fair settlement. It is my impression that workers were not unwilling to call off the strike if some immediate relief is assured to them. The representatives of the industry, however, remained adamant. I trust that good sense will prevail and a provisional agreement on immediate cash relief will be reached so that the Committee proposed by me may go into the matter and make its recommendations at an early date. So far as the Government of India is concerned, it will take into account any immediate cash relief that might be agreed upon between industry and labour and also the new level of wages that might be recommended by the Committee suggested by us in computing the cost of production and reviewing the position in respect of export duties.

9. To my mind, there will be no gainers from this strike except our competitors abroad. Already some importers are tending to meet their immediate requirements from other sources of supply. For every day of interruption in production, the country loses production worth about one crore of rupees, two-thirds of which is normally expected to be converted into foreign exchange. If the strike is prolonged, the country and the industry will be faced with longer term losses in world markets and the growers will lose in case in consequence the price support operations to be undertaken by S.T.C. are hampered. Labour cannot be happy when two lakhs of workers are out of work and when prolonged stoppage could adversely affect both production and exports. I am sure the House will wish to impress on all concerned the urgent need to place national interest above narrow points of view and express the hope that production which has been interrupted is resumed without any further loss of time.

SHRI S. M. BANERJEE (Kanpur) : The hon. Minister has laid on the Table a statement regarding the strike situation in the jute industry, which affects 2½ lakhs workers in Calcutta in 25 mills.

MR. DEPUTY-SPEAKER : I can guess his point. Now that the statement has been made, if he wants to raise a discussion, what I would suggest is.....

SHRI S. M. BANERJEE : Sir, I am rising on a point of order under rule 376 (2) regarding the business before the House. The hon. Minister was to make a statement. Fortunately or unfortunately, he has laid it on the Table. So, the House is in possession of the statement. I want to move a motion under rule 340.

Because it is a very urgent matter we wanted to discuss it immediately. The salary Bill may be discussed tomorrow or the day after. I want the House to be adjourned. It is said that any time after the motion is made, the Member may move. (Interruptions)

MR. DEPUTY-SPEAKER : Read the next proviso. You have raised the matter. Time permitting, we will permit you, not now.

श्री अटल बिहारी वाजपेयी (बलरामपुर) :
उपाध्यक्ष महोदय, हम जूट हड़ताल के बारे में चर्चा चाहेंगे। उसके लिए आप कोई समय निश्चिन कीजिये।

SHRI NAMBIAR (Tiruchirappalli) :
This is a serious matter.

12:51 hrs.

STATEMENT RE. APPOINTMENT OF
COMMISSION OF ENQUIRY IN CON-
NECTION WITH THE MURDER OF SHRI
DIN DAYAL UPADHYAYA

THE MINISTER OF HOME AFFAIRS
(SHRI Y. B. CHAVAN) : I had in my state-
ment on July 29, 1969, assured the House
that Government were most anxious that no
responsible section of public opinion should
have reason to feel that all that was possible
was not done to find out the facts. During

interpellations I had also indicated that the question of appointment of a Commission of Enquiry would be considered in case the UP Government decided not to file an appeal against the judgment of the Special Sessions Judge, Varanasi.

The Chief Minister of Uttar Pradesh has announced yesterday in the State Assembly that the State Government will not go in appeal against the judgment.

We have given serious consideration to the representations made in this behalf to me and to the Prime Minister by members of various political parties and have decided to appoint a commission of Enquiry consisting of a High Court Judge who will be appointed in consultation with the Chief Justice of India. Early steps will be taken to appoint the Commission and to formulate suitable terms of reference.

श्री अटल बिहारी वाजपेयी (बलरामपुर) : उपाध्यक्ष महोदय, आप मुझे मौका दीजिये कि मैं सरकार को इस कमिशन की नियुक्ति के लिए बधाई दे दूँ। मैं आशा करता हूँ कि इस की टर्म्स आफ रेफ़रेंस ऐसी तय होंगी जिससे कि वास्तविक तथ्यों का पता चल सके।

श्री मधु लिये मुंगेर : उपाध्यक्ष महोदय, एक बात मैं आपके ध्यान में लाना चाहता हूँ कि बिहार की संयुक्त सोशलिस्ट पार्टी की एक हरिजन महिला विधायक के ऊपर गया जिले में हमला किया गया है। अब चूंकि बिहार में राष्ट्रपति शासन है इसलिए मैं यहाँ इस सवाल को उठा रहा हूँ। अगर बिहार में विधान सभा होती तो वहाँ पर यह मामला उठाया जा सकता था। क्या मंत्री महोदय इस के बारे में जानकारी लेकर दिन में कोई वक्तव्य देगे ?

SHRI Y. B. CHAVAN : I have to get the facts. I am not sure.

श्री रवि राय (पुरी) : यह बहुत गम्भीर मामला है। अगर आज उस बारे में वक्तव्य देना संभव न हो सके तो कल दीजिए।

SHRIMATI SHARDA MUKERJEE (Ratnagiri) : We would like you to give some time when this matter of Policemen's attack on the Assembly House could be discussed. It was supposed to come today.

MR. DEPUTY-SPEAKER : I made an announcement that opportunity will be given to the House to have a discussion regarding the violation of the sanctity of the West Bengal legislature and most probably it will be coming up tomorrow.

SHRI JYOTIRMOY BASU (Diamond Harbour) : A number of coal miners are being tortured by officials of the collieries near Jharia. This is a serious matter. They have been continuously tortured. That should be discussed.

श्री मोठा लाल मोना (सवाई माधोपुर) : उपाध्यक्ष महोदय, राजस्थान में एक तरफ सूखा है तो दूसरी तरफ बाढ़ का प्रकोप है, अकाल की स्थिति हो रही है और जो गम्भीर स्थिति पैदा हो रही है उसके बारे में मंत्री महोदय वक्तव्य दें और यहाँ हाउस में उस पर चर्चा के लिए समय निश्चित किया जाय।

श्री हुकम चन्द कछवाय (उज्जैन) : मध्य प्रदेश में बाढ़ से अप्रार क्षति हुई है और हाउस में उसके बारे में चर्चा के लिए समय दिया जाय। बड़ी भयंकर स्थिति वहाँ पर हो रही है।

SHRI PILOO MODY (Godhra) : There should be a discussion about floods. People have been stranded. They have no food.

SHRI BAKAR ALI MIRZA rose—

MR. DEPUTY-SPEAKER : I know you are standing for Telangana. I have gone to the next item.

SHRI S. KUNDU (Balasore) : There are floods in Orissa, 50 people have died; immediate relief should be rushed to flood-affected areas. I would request you to direct the Minister to make a statement,

MR. DEPUTY-SPEAKER : Mr. Kundu, I know there are floods in Orissa. It will be taken note of. That is all.

12-55 hrs.

SALARIES AND ALLOWANCES OF
MEMBERS OF PARLIAMENT
(AMENDMENT) BILL

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH):
I beg to move :

"That the Bill further to amend the Salaries and Allowances of Members of Parliament Act, 1954, be taken into consideration."

SOME HON. MEMBERS : Shame, shame !

SHRI MADHU LIMAYE (Monghyr) :
On a point of order, Sir.

MR. DEPUTY-SPEAKER : This is not the stage ; you know the procedure. Let him make a motion. He is making some preliminary remarks. After he makes a speech, I will permit you.

SHRI RAGHU RAMAIAH : Sir, the House will recollect that in the last session I made a statement on behalf of the Government and said that the Government have decided, after going through the Report of the Joint Committee on Salaries and Allowances of Members of Parliament, that certain allowances etc. should be given to Members of Parliament. I indicated in my statement certain measures. About those which have to be implemented by legislation, I said, the Government will introduce the Bill. The Government have, accordingly, introduced the Bill and brought forward the Bill for consideration.

This Bill covers two main points. One is about increase of daily allowance from Rs. 31 to Rs. 51 and the other is about certain travel facilities. Subsequently, I have brought in another amendment which has been circulated to hon. Members. As will

be seen from that amendment, it contemplates certain travel facilities. The one facility is to travel by air after paying the difference between the First Class rail fare and the air fare. The other facility is to enable a Member...

श्री मधु लिमये : उपाध्यक्ष महोदय, मेरा प्वाएट प्राक् प्रार्डर सुन लिया जाय ।

MR. DEPUTY-SPEAKER : After he makes a motion, I will permit.
(Interruptions).

श्री मधु लिमये : वह सब प्रोसीज्योर वाएलेंट क्यों करते हैं... (व्यवधान) .. यह अच्छा नहीं लगता। यह क्या है ? उपाध्यक्ष महोदय, मैं उन लोगों को बेताबनी देना चाहता हूँ कि वह इस तरह से न करें ? वह समझते क्या हैं ? उन लोगों को उपाध्यक्ष महोदय, आप नियंत्रित कीजिये। मैं यह बर्दाश्त नहीं करने वाला हूँ। वह लोग कुछ मर्यादा के अन्दर रहें। वह वाएलेंट गेस्चर्स क्यों कर रहे हैं ? मैं यह बर्दाश्त नहीं करने वाला हूँ। उनको कुछ श्रौबर्जेशन करना हो तो करें लेकिन उपाध्यक्ष महोदय आप उन को कहें कि इस तरीके से नहीं चलेगा ।

MR. DEPUTY-SPEAKER : May I request this side to observe silence ? Let us have a quiet debate.

SHRI MADHU LIMAYE : My point of order is under Rule 75 (2) : मंत्री महोदय ने मशौरनों का उल्लेख किया है कि वह यह संशोधन रख रहे हैं। यह बिल्कुल ग़लत है। 75 (2) में यह दिया हुआ है :

"At this stage no amendments to the Bill may be moved"

मंत्री महोदय यह प्रमैडमैट्स की चर्चा इस वक्त क्यों कर रहे हैं ? वह अपना केवल भाषण करें प्रमैडमैट्स की बात बाद में प्रायेगी ।

SHRI SONAVANE (Pandharpur) : He is not moving it now.

श्री मधु सिमये : फिर वह प्रमैडमेंट्स की चर्चा ही क्यों कर रहे हैं। खाली अभी अपना भाषण करें।

SHRI RAGHU RAMAIAH : Sir, may I say.....

SHRI H. N. MUKERJEE (Calcutta North-East) : It is a point of order. It is for you to give a ruling.

MR. DEPUTY-SPEAKER : At this stage, he should refrain from making a pointed reference to the amendments that are likely to come before the House. That is all.

SHRI RAGHU RAMAIAH : The point I referred to is already in the Bill itself. The provision of air facility is in the Bill itself. The facility referred to is in clause 4 of the Bill.

Clause 4 says :

"Without prejudice to the provisions of sections 6, every member shall be entitled to travel by air from any place in India to any other place in India on payment of the difference between the air fare and the first class railway fare for the journey between the aforesaid."

13 hrs.

So, it is there. In addition, I have said that we have given notice of an amendment. That is a different matter. But the substantial part of it there. The travel facility and the increase in daily allowance from Rs. 31 to Rs. 51 are the main points in this Bill. I may mention that last time at the stage of introduction it was pointed out that we could have accepted the unanimous recommendations or the majority recommendations and it was asked, instead of doing that, why had the Government come forward with the Bill. Among the recommendations—some of them are unanimous and some of them are by majority—there are certain recommendations which we have found difficult to implement; for instance, provision of secretarial service; how is it to be done to each Member?

श्री रवि राय (पुरी) : 51 रु० तक बढ़ा देना बहुत आसान है।

SHRI RAGHU RAMAIAH : One of the recommendations says that secretarial assistance should be given to each Member

MR. DEPUTY-SPEAKER : The hon. Minister may continue after Lunch. The House stands adjourned till 2.00 P. M.

13.02 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha then re-assembled after Lunch at three minutes past Fourteen of the Clock.

[SHRI M. B. RANA in the Chair]

RE. PUNJAB CHIEF MINISTER'S LETTER ON CHANDIGARH PUBLISHED IN A NEWSPAPER

श्री रणधीर सिंह (रोहतक) : मैं बहुत ही गम्भीर बात की तरफ आपका ध्यान दिलाना चाहता हूँ। कल अखबारात में चीफ़ मिनिस्टर, पंजाब का ...

SHRI A. S. SAIGAL (Bilaspur) : This is not proper. The hon. Member should have given previous notice.

श्री रणधीर सिंह : एक वक्तव्य छपा था, उनकी एक चिट्ठी निकली है जिसमें बहुत ही सीरियस बात कही गई है और जिसको पढ़ कर हमारे जज़बात को बड़ी ठेस पहुँची है। उसमें यहाँ तक लिखा गया है कि अगर चंडीगढ़ को हमें दिया गया तो हिन्दुस्तान से अलग होने की बात भी हो सकती है, पंजाब फारेन भी हो सकता है। पता नहीं इस देश का क्या होगा। यह जो ब्लैकमेलिंग या प्रेशराइजेशन की बात है, इसको किसी भी तरह से बरदाश्त नहीं किया जा सकता है। कुछ आदमी ऐसे हैं जोकि

चंडीगढ़ को अपने साथ मिलाना चाहते हैं। हम जैसे आदमी हैं जो चंडीगढ़ को हरियाणा का हिस्सा समझते हैं। इस किस्म की बातें जब कही जाती हैं तो इनको बरदाश्त नहीं किया जा सकता है। हम डट कर इस तरह की जो जोशियों हैं उनका मुकाबला करेंगे। जो आदमी इस किस्म की बात कहता है वह बुजदिल है, उसके वश में कुछ नहीं है। चंडीगढ़ जिसका है उसका है। चंडीगढ़ हरियाणा का है और उस का रहेगा। इस तरह से प्रेसराइज जो किया है उसको हम बुरा मानते हैं। इस ब्लैकमेलिंग का कोई असर गवर्नमेंट पर नहीं होना चाहिये।

MR. CHAIRMAN : The hon. Member cannot jump up any time he likes and raise a matter which is not on the Order Paper. He has to give previous notice

SHRI RANDHIR SINGH : It is not a question of jumping up. It is a serious matter which concerns the very existence of my State. You must appreciate the spirit in which I am raising it.

MR. CHAIRMAN : The hon. Member should give previous notice and if the Speaker allows him to raise it, he can mention it and not otherwise. I cannot allow him to raise it in this manner now.

SHRI RANDHIR SINGH : I protest against the language used by you . . .

श्री अम प्रकाश त्यागी (मुरादाबाद) : आपने कहा है कि इस तरह से किसी विषय को न उठाया जाए। पंजाब के मुख्य मंत्री का स्टेटमेंट ऐसा है कि जो भारतवर्ष के विधान को चलज करता है। विधान का चलज करने वाले जो स्टेटमेंट हैं, उनको कभी भी यहाँ उठाया जा सकता है।

MR. CHAIRMAN : The hon. Member is bringing something which is not before the House now. I cannot allow anything to

be raised which is not before the House now.

श्री रणधीर सिंह : जो विधान को चलज करता है, जो विविसैकशन की बात करता है, उसको अनलाफुल एक्टिविटीज एक्ट के दायरे में लाया जा सकता है और उसके तहत उसके खिलाफ केस भी बनता है। जो देश की सावरे-नटी को चलज करता है, जो विविसैकशन की बात करता है, जो सिसैशन की बात करता है.....

SHRI INDER J. MALHOTRA (Jammu) : He cannot be allowed to make such wild allegations against a Chief Minister of a State ..

श्री रणधीर सिंह : उसके खिलाफ अनलाफुल एक्टिविटीज एक्ट के तहत केस बनता है। देश की सालमियत, देश की यूनिटी पर जो हमला करता है,.....**

MR. CHAIRMAN : Nothing that he says will be recorded.

SARI RANDHIR SINGH**

MR. CHAIRMAN : He can raise the matter after giving proper notice to the House. He cannot raise any time whatever he likes. He must send his notice first and if it is approved of, then he can discuss the matter.

14.06 hrs.

SALARIES AND ALLOWANCES OF
PARLIAMENT (AMENDMENT) BILL
—Contd.

SHRI RAGHU RAMAIAH : Before we adjourned for lunch, I was referring to the recommendations of the Joint Committee and I was explaining why we had brought forward legislation in the manner we have done. I was referring to the recommendation regarding secretarial assistance. One of the unanimous recommendations was that secretarial assistance should be provided to each Member of Parliament. It was

rather a vague suggestion. For, first of all, how is it to be provided? Is it meant that every Member should be provided with one secretary? Or is it meant that there should be a pool of stenographers to whom the Members could go and get their work done? We know that if there is such a pool, there will be so much dissatisfaction because each Member would like the work to be done at a particular time and the others may not agree. As regards providing each Member with a separate stenographer, hon. Members can fairly imagine what it would amount to. The cost would be enormous. In any case, we have adopted already whichever of the unanimous recommendations we could adopt. For instance, in regard to the provision of a telephone at the residence or in the constituency we have already adopted that. I had already announced it during the last session in the statement made by me then.

Again may I say let us be very frank and honest? The unanimous recommendations also cost some money. It is not as though they do not cost money. Take, for instance, the provision of free postage. The suggestion is that free postage should be given to Members of Parliament up to a limit of Rs. 1200 per annum. Does it not cost money?

SHRI RABI RAY (Puri) : We want stamps and not money.

SHRI MAIHU LIMAYE : We want stamps.

SHRI RAGHU RAMAIAH : Stamp do not fall from the heavens. Government have to be debited with that money, that is, with the cost of the stamps, so, it is not as if the stamps are free; the stamps have to be accounted for. None of these facilities is a facility can be rendered without Government's incurring some expenditure.

Actually we have evaluated them, and I am sure the House will be interested to

know the figures. We have done an evaluation of what it would cost.

SHRI NAMBIAR (Tiruchirapalli) : Even now, I am writing a letter bearing a 20 paise stamp.

SHRI S. KUNDU (Balasore) : Today, I have written three letters to Government which have nothing to do with anything personal but which relate to the problems of my constituency and I have spent for them.

SHRI RAGHU RAMAIAH : So far as the unanimous recommendations are concerned, they cost the exchequer an initial amount of Rs. 2.98 lakhs and a recurring expenditure of Rs. 34.88 lakhs. The cost of the provisions which Government have made either in the Bill or by way of executive instructions comes to an initial cost of Rs. 2.98 lakhs and a recurring cost of Rs. 52.58 lakhs.

Therefore, it is not as though the unanimous recommendations do not cost anything and it is only increase in the daily allowance and other facilities Government provide that involve a financial commitment. We wanted to be very frank. We did not want to do anything under camouflage. We did not want to ask for many privileges and facilities in order to hoodwink the public by saying 'we are not taking any money'. After all, it costs money to have these facilities. Let us be frank about it. Let us face the facts, let us have the courage to tell the taxpayer and the public the truth and not go under a camouflage. This is the whole basis on which Government have approached this question.

I would make an appeal to members on the other side. Let us not make a political issue of this. I know they will not want it, because after all an MP also has to live, and live decently. To be MPs, sometimes they have to give up their professions, legal

profession, medical profession, work in advisory capacity and so on. Even Kisans like Shri Randhir Singh and others have had to give up part of their vocational life at so much inconvenience to themselves. So if they have to get something which will keep them above want and meet their basic requirements, you cannot say 'You have done something fraudulent and extraordinary as an MP'.

It has been suggested by some members why not leave it to a third party committee? Are we to undervalue the objectivity of MPs and say that they cannot decide what they require keeping in view the interest of the taxpayer? If we can decide what other people in this country require, what wages and salaries should be paid, what allowance should be paid, I say we can be objective enough to decide what is befitting and necessary for MPs. We are not here to squander the resources of the State. We have assessed the problem and come to the conclusion that these are the minimum requirements that the situation warrants considering the position in which MPs are placed, vis-a-vis their constituencies, their families, their professional losses and so on. Considering all this, we have come to the conclusion that this is the minimum that is required.

I would beg of hon. members opposite not to make political capital out of it, not to preach all the time that the grant of facilities will cost nothing. Let us catch the bull by the horns, assess the situation properly and objectively and proceed.

I move.

MR. CHAIRMAN : Motion moved :

"That the Bill further to amend the Salaries and Allowances of Members of Parliament Act, 1954, be taken into consideration".

There are some amendments to this motion.

The following are the numbers of the amendments which are moved : 1, 9, 10, 20, and 52.

SHRI S. M. BANERJEE (Kanpur) : I move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 15th November, 1969." (1)

SHRI DEVEN SEN (Asansol) : I move:

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 29th November, 1969." (9)

SHRI SHIVA CHANDRA JHA (Maddu bani) : I move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 1st November, 1969." (10)

SHRI M. R. MASANI (Rajkot) : I move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 16th August, 1969." (20)

SHRI OM PRAKASH TYAGI (Moradabad) : I move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 15th October, 1969." (52)

SHRI RAGHU RAMAIAH : Sir, I want to make one correction. In the evaluation, arising from the unanimous recommendation, instead of Rs. 52.18 lakhs, by mistake I said Rs. 34.88 lakhs. This correction may please be noted.

श्री मधु लिमये (मुंगेर) : सभापति महोदय, मेरा व्यवस्था का प्रश्न है। मेरी प्रार्थना है कि श्री रघु रामैया ने जो प्रस्ताव आपके सामने रखा है, उसको आप नियम-बाह्य (प्राउट ऑफ ऑर्डर) ठहरा कर खत्म कर दें। इस विषय पर जब पहले बहस हुई थी, तो उस समय के अध्यक्ष, श्री सजीव रेड्डी, ने यह निर्णय दिया था कि एक तां इस बारे में जो समिति बनाई जायेगी, उसके केवल सर्व-सम्मत निर्णयों को ही मन्जूरी दी जाये और दूसरे, सदस्यों के भत्ते और तन्स्वाह में वृद्धि की बात बिल्कुल नहीं सोचनी चाहिए। इसमें खर्च का सवाल नहीं है; खर्च चाह एक करोड़, दो करोड़ या दस करोड़ रुपया कर दिया जाये। सवाल सिद्धान्त का है। श्री सजीव रेड्डी ने कहा था कि सदस्यों को ऐसी सुविधाएं उपलब्ध

[श्री मधु लिमये]

की जायें, जिनसे उनका सार्वजनिक कार्य सुचारु रूप से चल पाये। सदस्यों के घर में ज्यादा अच्छी रसोई चाहे न बने, लेकिन उन्हें पोस्टेज और स्टैनोग्राफिक एसिस्टेंस आदि की सुविधायें दी जायें, ताकि जनता के पत्रों के उत्तर ज्यादा आसानी से दिये जा सकें।

मेरा कहना यह है कि श्री संजीव रेड्डी के इस आखिरी निर्णय को कोई बदल नहीं सकता है। इस वक्त कोई स्पीकर भी नहीं है। अगर मंत्री महोदय श्री संजीव रेड्डी के इस निर्णय में कोई परिवर्तन कराना चाहते हैं, जो कि उन की सम्मति से किया गया था, तो वह स्पीकर का चुनाव होने दें। मेरी राय में उससे पहले इस प्रस्ताव पर विचार नहीं होना चाहिए।

अगर इस विषय पर विचार करना ही है, तो इस प्रस्ताव पर नहीं, क्योंकि यह तो नियम-बाह्य है। मंत्री महोदय एक नया प्रस्ताव रखें कि इस विधेयक को लोकमत जानने के लिए परिचालित किया जाये। जनता हमारी मालिक है; मंत्री महोदय जनता के पास जायें। मैं उसका विरोध नहीं करूंगा। लेकिन स्पीकर साहब के निर्णय की भ्रवहेलना करके इस सदन में कोई काम न किया जाये। यह मैं सदन की मर्यादा, इज्जत और प्रतिष्ठा को बनाये रखने के लिए कह रहा हूँ।

SHRI A. S. SAIGAL (Bilaspur) : Sir, on a point of order. My hon. friend has said that that was the ruling of the Chair. I submit that that was not the ruling of the Chair.

SHRI S. M. BANERJEE : Sir, I have a point of order.

SHRI S. K. TAPURIAH (Pali) : Sir, should not the earlier point of order be disposed of before this new point of order is raised? He is bringing in something else.

MR. CHAIRMAN : Is it a new point of order, or, are you going to speak on the point of order raised by Shri Madhu Limaye? We will first dispose of the point of order raised by Shri Madhu Limaye.

If you want to say anything on that point of order, I will allow you now.

SHRI S. M. BANERJEE : On that point of order, plus my own.

श्री अटल बिहारी वाजपेयी (बलरामपुर) : सभापति जी, आप यह स्वीकार करेंगे कि संसद सदस्यों के वेतन और भत्ते का प्रश्न एक ऐसा प्रश्न है कि जिस पर मतव्यवस्था स्थापित करने का प्रयत्न होना चाहिए। इसी बात को ध्यान में रखकर भूतपूर्व अध्यक्ष ने यह निर्णय दिया था कि समिति की केवल वही सिफारिशें मानी जाएंगी जिन पर सब दलों के सदस्यों की सहमति हांगी। मुझे खेद है कि संसदीय कार्य मंत्री ने इस तरह की आम सहमति प्राप्त करने का कोई प्रयत्न नहीं किया। आप स्वीकार करेंगे कि हम चाहें तो अपना वेतन और अपना भत्ता जितना चाहे बढ़ा सकते हैं, यह निर्णय हमारे हाथ में है। इसलिये हमें संच समझ कर फैसला करना चाहिए। और मैं औचित्य का प्रश्न उठा रहा हूँ, क्या यह उचित होगा कि जब वेतन और भत्ते बढ़ाने के संबंध में सदन में एक आम राय नहीं है, महमति नहीं है, तब भी बहुमत के बल पर इस विधेयक को पारित करने का प्रयत्न किया जाय ? पुराने निर्णय को ध्यान में रख कर और औचित्य के तकाजे को सामने रख कर मेरा निवेदन है कि इस विधेयक पर इस समय चर्चा स्थगित करनी चाहिए। संसद कार्य मंत्री सब दलों के प्रतिनिधियों से विचार विनिमय करके कोई सर्वसम्मत हल लाने का प्रयत्न करें। उस पर चर्चा करने से सदन की गरिमा बढ़ेगी। इस तरह से वेतन और भत्ते बढ़ाने से जनता की नजरों में हमारी प्रतिष्ठा और सम्मान में वृद्धि नहीं होगी।

SOME HON. MEMBERS rose—

MR. CHAIRMAN : I find that hon. Members speaking on the point of order are also making their own suggestions. I do not think that is correct. If you want to discuss the point of order raised by Shri Madhu Limaye you may do so.

SHRI H. N. MUKERJEE (Calcutta North East): Mr. Chairman, Sir, my submission is that, even if purely technically, Government is not precluded from bringing in whatever legislation it wants to do, certain fundamental proprieties are involved in this particular case. This matter has been hanging fire for a long time and a number of meetings have been held in the Speaker's chamber, and we can all vouch for the fact that there was

SHRI CHENGALRAYA NAIDU (Chittoor): Sir, is he raising a point of order or making a speech?

MR. CHAIRMAN: He is speaking on the point of order raised by Shri Madhu Limaye. Party leaders are giving their opinion on the point of order.

SHRI H. N. MUKERJEE: Sir, I was putting it very concisely that fundamental proprieties are involved, the spirit of the Constitution and functioning of the Parliament is involved in this matter and we did have an understanding repeatedly reiterated in the Speaker's presence that it would be on the basis of unanimous findings that certain changes might be made in the salaries apparatus in regard to Members of Parliament. That has been completely disregarded. I am prepared to concede that Government in its wisdom or unwisdom can bring in whatever legislation it wants to do, but it would go against the grain of Parliamentary decency if this kind of thing is done.

SHRI BEDABRATA BARUA (Kaliabor): Sir, Shri Madhu Limaye has raised a point that the Speaker, Shri Sanjiva Reddy, having given a ruling, there being no Speaker today and only the Deputy-Speaker is presiding we cannot discuss this matter. I would like to draw your attention, Sir, to Rule 10 where it is said:

"The Deputy Speaker or any other member competent to preside over a sitting of the House under the Constitution or these rules shall, when so presiding, have the same powers as the Speaker when so presiding and all references to the Speaker in these rules shall in these circumstances be deemed to

be references to any such person so presiding."

SOME HON. MEMBERS rose—

MR. CHAIRMAN: Shri Madhu Limaye has raised a point of order and we are discussing that. After that, others can raise their points of orders if they want.

SHRI S. KUNDU (Balasora): Do you allow any discussion on the point of order?

SHRI SAMAR GUHA (Contai): The Committee that was set up from among the members of this Parliament had representatives of all parties excepting PSP. The Praja Socialist Party was not represented in that Committee.

AN HON. MEMBER: Why?

SHRI SAMAR GUHA: The Speaker did not ask any member of our party to represent them in that Committee. So, members belonging to the Praja Socialist Party should be allowed to express their views. If we had been invited to the meeting of the Committee we would have then said that instead of taking a decision about the salaries and allowances of Members of Parliament by the Members of Parliament themselves, it should have been referred to an independent committee. I quite agree with Professor Mukerjee when he says that it is a very fundamental point and the question of propriety is involved. Let us not be accused that we have usurped the sacred trust of the peoples' will that has been invested in us by deciding things for ourselves.

MR. CHAIRMAN: Let him not start a debate on this Bill. Let him speak on the point of order.

SHRI SAMAR GUHA: The point of order raised by Shri Madhu Limaye is a very relevant one. The Speaker made a specific reference to the point that there was no question of increasing the salary or allowances. He also said that only those recommendations in respect of these facilities to the Members of Parliament that were unanimously adopted will be allowed to be placed before the House. Therefore, it is

against the specific ruling of the Speaker that this Bill is brought in.

SHRI CHENGALRAYA NAIDU : Shri Madhu Limaye said that the Speaker had ruled that only unanimous recommendations of the Committee will be accepted. That is not correct.

SHRI MADHU LIMAYE : You read the proceedings.

SHRI CHENGALRAYA NAIDU : Shri Pannalal Barupal had brought in a Private Members Bill. Then the Speaker made that remark which Shri Madhu Limaye mentioned. But that Committee consisted of members of not only Lok Sabha but also Rajya Sabha and the ruling of the Speaker cannot be binding on the Rajya Sabha members.

SHRI MADHU LIMAYE : That can be taken up by the Rajya Sabha members.

SHRI CHENGALRAYA NAIDU : The Committee made some unanimous recommendation about giving some allowances for postage, stenographic assistance etc. Government said that it is not possible for them to imply these recommendations because some Members may not engage a steno or spend that much money on postages.

So the Government now has brought a new Bill.

SHRI NAMBIAR : Let Mr. Naidu speak when his turn comes.

SHRI CHENGALRAYA NAIDU : Now the Government has brought a separate Bill. It has nothing to do with the old Bill brought by Mr. Pannalal Barupal. There is no connection between that Bill and this Bill. The Government has brought forward this Bill to increase the daily allowance only to meet the postage charges, steno charges and other things. This is the main intention of the Government. If the Opposition Members are not agreeable to this, I would request them not to draw any amount. *(Interruptions)*. If they are sincere to themselves, they must not draw even a pie more than they think fit. I request the Minister to have an amendment. What Mr. Madhu Limaye said will not stand. That ruling has to be ruled out.

SHRI S. K. TAPURIAH : I confine myself to the point of order. This is a new measure and has nothing to do with the original Bill over which the Speaker has made the observation. The Speaker can express his views. He cannot bind the House on what legislation can be passed and what cannot be passed, what clauses to be passed and what clauses not to be passed. He has just made his observations.

SHRI RANDHIR SINGH (Rohtak) : On a point of order, Sir.

MR. CHAIRMAN : Let us dispose of the first point of order.

SHRI RANDHIR SINGH : I am standing on a point of order. My point of order must be heard.

MR. CHAIRMAN : You cannot raise the point of order till the first point of order is disposed of. I am not depriving you of your right to raise the point of order, but you cannot raise it whenever you like. We have to dispose of the first point of order. After that you can raise your point of order.

SHRI RAGHU RAMAIAH : The point of order raised by Mr. Madhu Limaye was also, I remember, raised at the time of introduction and then the Presiding Officer Shri Gadilingana Gowd, pointed out—he was a member of the Committee—that the observations of the Speaker were brought to the notice of the Joint Committee which consisted of both Rajya Sabha and Lok Sabha members and they felt that they could make whatever recommendations they wanted. It may be recalled that after the recommendations came, there was a meeting of the General Purposes Committee which was presided over, I think, by the Speaker himself where all the Parties were represented. That Committee decided that the said Joint Committee has already submitted its report to Parliament and it should now be left to the Government to formulate the proposals in respect of matters dealt with in the report and bring them before the House. The General Purposes Committee did not say that only some of the matters can be dealt with by the Government, not all. Even apart from that, can there be any injunction against the

Government not to bring any legislation. (Interruptions) I would only say one more word about the point raised by Mr. Vajpayee and also by Mr. Hiren Mukerjee indirectly or directly that we should have first consulted everybody and then brought it. Very often hon. leaders of the Opposition point out, 'Oh! But for your Whip we know what the rank and file of the Congress Party is thinking. May I return them back the compliment and say 'I know what your Members want to-day'. (Interruptions).

MR. CHAIRMAN : After hearing the leaders of various parties and after hearing the view of the Government, I disallow the point of order raised by Shri Madhu Limaye.

Now, Shri Banerjee.

श्री स० मो० बनर्जी : सभापति महोदय, मैं यह अर्ज करना चाहता हूँ कि इस बिल पर डिस्कशन नहीं होना चाहिये और यह सदन इस पर बहस नहीं कर सकता। सभापति जी, आपने अग्नी अग्ना रूलिंग दिया है, इस वजह से कि मंत्री महोदय ने कहा कि सरकार के खिलाफ कोई इंजेक्शन नहीं ला सकता। यह सही बात है कि सरकार इसके बारे में कानून ला सकती है, लेकिन हम सुप्रीम कोर्ट में नहीं जा रहे हैं, हम तो आप ही की अदालत में आये हैं... (व्यवधान) .

SHRI SHEO NARAIN (Basti) : He is giving a lecture : he cannot give a lecture. He must make a specific point on the point of order.

श्री स० मो० बनर्जी : सभापति महोदय, आप मेरी थोड़ी सी बात सुन लें। ऐसी बात नहीं है कि प्वाइन्ट ऑफ़ ऑर्डर खत्म हो जायगा तां उनको पैसा मिलने लगेगा। इसलिए मैं कहना चाहता हूँ कि हम लोग जब चुनाव लड़ने हैं...

SHRI M. R. MASANI : You raise your point of order first.

SHRI S. M. BANERJEE : I am raising the point of order.

AN HON. MEMBER : Under what Rule ?

SHRI S. M. BANERJEE : Under Rule 376

मेरा प्वाइन्ट ऑफ़ ऑर्डर यह है कि इस सदन में जो सदस्य चुनकर आये हैं ..

श्री प० ला० बालूपाल (गंगानगर) : इनके पास चीन से रुपया आता है, रूस से रुपया आता है, मजदूरों का पैसा खाते हैं...

श्री स० मो० बनर्जी : तुम्हारा बाप बेईमान, तुम बेईमान, तुम्हारा खानदान बेईमान...(व्यवधान)...

SHRI A. S. SAIGAL : He must withdraw it. It is awefully bad. (Interruptions) On a point of order, Sir. I have got a right to raise a point of order.

SHRI CHENGALARYA NAIDU : Can you allow him to speak like that ? He must apologise for that. (Interruptions)

SHRI A. S. SAIGAL : What right has he to say all that ?

SHRI KARTIK ORAON (Labardoga) : He must withdraw that. You should not allow these things. (Interruptions)

SHRI S. M. BANERJEE : I am withdrawing it.

लेकिन सभापति जी, एक चीज समझ लीजिये...

SHRI K. N. TIWARI (Bettiah) : He must apologise to the Member.

श्री स० मो० बनर्जी : जब एक आदमी प्वाइन्ट ऑफ़ ऑर्डर रोज़ कर रहा है तो मेरे मित्र पन्ना लाल बालूपाल ने कहा कि चीन से रुपया आता है, रूस से रुपया आता है... (व्यवधान)... पहले वह अपने सदस्यों को सम्भालें।

MR. CHAIRMAN : If you do not come to the point of order, I will not allow you to speak.

SHRI S. M. BANERJEE : He should also withdraw. (*Interruptions*)

तो मैं यह कह रहा था कि जब चुनाव होता है, उसमें लोग खड़े होते हैं तो पब्लिक को मालूम रहता है कि इनको 500 तनख्वाह मिलती है।...*(व्यवधान)*...तो मेरा कहना यह है कि जब अगला चुनाव सन् 1972 में हो तभी यह चीज हो सकती है, आज इसको नहीं किया जा सकता है।

MR. CHAIRMAN : It is merely a suggestion. There is no point of order.

SHRI S. KUNDU : I draw your kind attention to rule 69 of the Rules of Procedure. Rule 69 says :

- "(1) A Bill involving expenditure shall be accompanied by a financial memorandum which shall invite particular attention to the clauses involving expenditure and shall also give an estimate of the recurring and non-recurring expenditure involved in case the Bill is passed into law.
- (2) Clauses or provisions in Bills involving expenditure from the Consolidated Fund of India shall be printed in thick type or in italics."

These two requirements must be there in the Bill. Now I want to draw your attention to the Bill...

MR. CHAIRMAN : Let me first dispose of the point of order. You can speak on the Bill later. Just now you have raised a point of order which I shall dispose of ..

SHRI S. KUNDU : This is a very important point of order. You are the judge. You must be convinced. I must convince you. You will give the ruling. ...*(Interruptions)*

MR. CHAIRMAN : Before I give my ruling, I must get the Government's opinion also.

SHRI S. KUNDU : I would request you kindly to hear me first.

As I was saying, there must be an estimate of the recurring and non-recurring

expenditure involved, and if the expenditure is to be met from the Consolidated Fund of India, those clauses should be printed in block letters.

Here in the Financial Memorandum it has been said that it is estimated that the financial effect on account of this increased daily allowance is likely to be Rs. 42 lakhs. This is not the estimate. There are three kinds of expenditure involved : one on daily allowance, another on air travel and the third, the Third Class rail fare. The estimate should contain these three expenditures—how much money by air travel, how much by the Third Class rail travel and how much because of increase of daily allowance. The estimate is not Rs. 42 lakhs. According to the rules, the country should know on what account the money is going to be spent.

About the second point that the provisions involving expenditure must be printed in block letters, kindly see the amendment which has been circulated regarding financial expenditure by rail and air...*(Interruption)*

SHRI MADHU LIMAYE : He has not yet moved it.

SHRI S. KUNDU : The point is that they should have underlined those portions. When you cyclostyle...*(Interruptions)*

MR. CHAIRMAN : Please come to the point.

You may state the point of order. Let us hear what the Government has to say.

SHRI S. KUNDU : That is one. Another is that this portion must have been underlined.

SHRI RAGHU RAMAIAH : The Bill and the financial memorandum are there and in the financial memorandum we have said—*increase in the daily allowance.*—it is estimated that the financial effect on account of this increase in daily allowance is likely to be 42 lakhs per year. Regarding travel, Sir, it is impossible to estimate how many people will travel how many times and how often. It is obvious; it cannot be done.

SHRI S. KUNDU : This 42 lakhs they say without properly accounting for it. This is all a rough guess.

SHRI RAGHU RAMAIAH : No law, no rule can require you to do the impossible and you have to construe everything in the realm of possibilities.

MR. CHAIRMAN : I think, Mr. Kundu's point of order is met by the explanation given by the Minister. There is no point of order. Let us proceed with the Bill.

SHRI M. R. MASANI (Rajkot) : Mr. Chairman, Sir, I rise to support my amendment ; amendment No. 20 that the Bill be circulated for the purpose of eliciting public opinion by the 16th August, 1969. May I explain that the purpose of this amendment is altogether different from any dilatory motion that may have been moved ? We had moved an amendment of a slightly different nature but, because it was found to be out of order, I have asked the House to delay consideration by only two weeks because during that time we want something to be done which will redound to the dignity of this House and to the interests of the country.

In all walks of life the remuneration of people is fixed always by somebody else. The remuneration of the employee is fixed by the employer. The remuneration of Government employees, Labour, the highest officials, is being fixed by some adjudicating body or tribunal which goes into the cost of living, conditions of work etc. and fixes what is just and proper. Even enrolment of the President of the Republic and Judges of the Supreme Court and the Ministers themselves are not fixed by themselves. Not one of them has a right to fix his own emoluments. It is a strange thing that no man, however able he may be, can be a judge of himself and no man can judge what he is worth. We are apt to rate ourselves much higher than what others might think. There are no exceptions to this rule. Now, Sir, is there any reason why we should treat ourselves apart from all others whom we are elected to serve ? I do not doubt the bonafides of the House or the Minister's statement. We have to be really objective, but in respect of issues of this kind how can we be really objective ? We are all human.

Therefore, we have to ensure that we do nothing which is against the interest of the country as a whole. My proposal is cut

and dry. We made it some months ago and we wrote to the Speaker and we wrote to the Deputy Speaker again—Mr. Ranga and myself—and we now suggest that this Bill be circulated for a fortnight. During that time let the Speaker or the Deputy-Speaker and the Chairman of the Rajya Sabha jointly invite some distinguished person or persons with an objective mind—whose judgement would not be questioned by one group or the other—to consider the report of the Joint Committee and this Bill and give their considered opinion as to what is to be done in the light of the cost of living, the conditions in the country, our requirements and our needs of serving our constituents and all that. Whatever their report is and whatever their opinion is, let us bow to that and then gracefully pass it through this House.

In case anyone thinks that this is against the dignity of this House, let me mention what is happening in Britain even today. I quote from the *Hindustan Times Weekly* of July 27 this year. It says :

"A New deal for British MPs is in the making and a higher salary is going to be prescribed. The new salary to be fixed is to be determined by the Prices and Incomes Board."

The Prices and Incomes Board consists of three wise men who have been selected to judge what anyone in the community has the right to earn consistently with the interests of the community. The British House of Commons is quite prepared to delegate its supreme authority over itself to these three people and ask : 'What is your advice ? Whatever your advice is, we shall bow to it.' Can we not do the same ? Is it not something below our dignity to grab something and let the people feel that we are doing something which we should not ? Let us remember that the standard of life in this country is very low. For twenty years, we have instigated the envy of every individual by talking of wide disparities of wealth. The disparity between the income of a Member of this House and the average income of an individual in this country is quite wide. It may be that we need this money. I am not against the Bill nor am I against the provisions of this Bill. But I do want that somebody

[Shri M. R. Masani]

other than ourselves should be the judge of our cause.

It is in this spirit that I would request the House to accept my motion. It is only for fifteen days. I want that the the legislation should be passed by this House by the end of August. I am not trying to delay the issue. But what I suggest and what we in our Party suggest will bring credit to this House, and the whole country will appreciate the spirit of what we are doing.

श्री मधु लिमये : मेरा पाइंट ऑफ़ ऑर्डर है। मैंने केवल माननीय मीनू मसानी साहब को अपना सैंसिबिल भाषण आपके सामने रखने के लिए नहीं रोका। मेरा पाइंट बड़ा कॉन्स्टीट्यूशनल है। मैंने कोई गड़बड़ नहीं की।

श्री रणधीर सिंह : बार-बार इनको नहीं खड़ा होना चाहिए।

श्री निब नारायण : क्या एक ही मेम्बर को राइट है ट्राउस में बोलने के लिये ? I was also a member of the Committee. Shri Dahyabhi Patel was also there. Why should we listen to him now ?

श्री मधु लिमये : इनका विवेकपूर्ण भाषण होने वाला था इसलिए मैंने नहीं रोका। वरना मैं पहले ही उठा था। इस पर बिल्कुल बहस इस वक्त हो ही नहीं सकती है। आप धारा 117 देखिये।

श्री मु० अ० खां (कासगंज) : मीनू मसानी साहब की तकरीर हो चुकी है। अगर इनको प्रीजेन्टेशन करना था तो पहले ही करना चाहिये था।

SHRI MADHU LIMAYE : At any stage, a point of order can be raised.

MR. CHAIRMAN : A point of order can be raised at any time. There is no question whether the debate has started or not.

SHRI RANDHIR SINGH : His point of order is against the introduction of this Bill. He is raising it at belated stage.

SHRI CHENGALRAYA NAIDU : The Bill has already been introduced and moved, and now the discussion has to go on.

MR. CHAIRMAN : So, what ?

श्री मु० अ० खां : जब बहस शुरू कर दी तो अब क्या क्वेश्चन पैदा होता है पौइंट ऑफ़ ऑर्डर का।

श्री मधु लिमये : क्या मुझे अनुमति है, अपनी बात कहने की ? सभापति महोदय, धारा 117 (1) आप देखें।

"A Bill or amendment making provision for any of the matters specified in sub-clauses (a) to (f) of clause (1) of article 110 shall not be introduced or moved except on the recommendation of the President and a Bill making such provision shall not be introduced in the council of States..."

SHRI RANDHIR SINGH : His point of order is infructuous. The Bill has already been introduced.

श्री मधु लिमये : इसमें दोनों है, इन्ट्रोडक्शन स्टेज पर भी उठा सकता था और मूविंग के समय भी उठा सकता हूँ।

110 (1) (डी) आप देखिये।

"the appropriation of moneys out of the Consolidated Fund of India".

मैं ज्यादा समय नहीं लेना चाहता हूँ। इस बिल में सिर्फ दो प्रमुख धाराएँ हैं। एक भत्ते के बारे में है और दूसरी धारा प्रवास के बारे में है जिनका पैसे से सम्बन्ध है। सब धाराएँ ऐसी हैं जिनका असर कन्सोलीडेटेड फंड से पैसा निकालने के बारे में होता है। तो राष्ट्रपति की अनुमति इसके लिए चाहिए। मुझे पता नहीं है कि इन्होंने अनुमति ली है या नहीं ली है। यह इन्होंने इस बिल में नहीं लिखा है। अगर ली है तो आप मेरा पाइंट ऑफ़ ऑर्डर ओवर रूल कर दें।

SHRI RAGHURAMAIAH : The Lok Sabha Secretariat themselves have circulated it. The recommendation of the President has been obtained and it has been circulated to the House. I do not know what more is expected. Here is the bulletin in my hands.

MR. CHAIRMAN : In the Bulletin-Part II, it is there. So, his point of order is not allowed.

श्री तुलसीबास जाधव (वारामती) : समापति महोदय, जो बिल सदन के सामने है मैं उसको सपोर्ट करने के लिए खड़ा हुआ हूँ। इस बिल के अन्दर जो ये सुझाव आये, उसके पहले एक इनफार्मल कमेटी और दूसरी फार्मल कमेटी अपने स्पीकर साहब ने अप्रौइंट की जिसके अन्दर सब अप्रोजीशन वाले सदस्य थे, राज्य सभा के भी और लोक सभा के भी सदस्य इसमें शामिल थे। उसकी चार, पाँच मीटिंग्स हुई और उसमें यह बात तय हुई। मेरी समझ में नहीं आता कि जिन भाइयों ने अभी विरोध किया वह किस वेस पर था। पैसे का वेस अगर हो कि पैसा इसमें खर्च होता है तो जो फंसिलिटीज और अमेनिटीज देने की बात कहते हैं उसके अन्दर भी पैसा खर्च होता है और जो 20 रु० मत्ता बढ़ा तथा रेल आदि की सहुलियत दी है उसमें भी पैसे का सवाल आता है। कोई भी चीज बिना पैसे के नहीं होती। इसलिये पैसे के लिए कोई विरोध हो तो वह बैसलैस है। विरोध कहाँ से और किसके लिए है, यह मेरी समझ में अभी भी नहीं आता है। माननीय मसानी जी का विरोध केवल विरोध के लिए था। जब हाउस ने और इस देश ने कोआपरेटिव कामनवैल्य को मान लिया है और इसका इम्प्लीमेंटेशन करना हो तो जितने संसद के सदस्य गाँव-गाँव से आते हैं इसमें कई सदस्यों के पास पहले की कोई जायदाद तो है नहीं। अगर किसी के पास जायदाद हो और वह उसको खाकर यहाँ पर पाँच, दस या पन्द्रह वर्ष तक बैठकर काम करे तो वह देश के लिए भला आदमी नहीं है। जिसका काम वह करता है उसको उसका पालन करना

चाहिए। जिस आदमी के नीचे घोड़ा काम करता है उस घोड़े को चना देना, उसको ठीक तरह से सम्भालना, उस मालिक का काम है। इसी रीति से इस देश के अंदर जो आदमी आम लोगों का काम करता है, वह ठीक से काम करे, इसके लिए जितनी भी सहुलियत उसको चाहिए, अपने काम को करने के लिए उसको जो भी फंसिलिटीज चाहिए वह हमें उसको देनी होगी। कई भाई यहाँ मेम्बरों का उदाहरण देते हैं। हम यहाँ जनता का काम करने के लिए आये हैं। हमारे लिए यहाँ पर 8-9 बजे सवेरे से एअर-कंडिशन होता है। अब कोई अगर कहे कि खेतों में या काश्तकारों के कमरों में एअर-कंडिशन कहाँ होता है, तब आप क्यों लेते हैं, तो मैं समझता हूँ कि यह आर्गुमेंट ठीक नहीं है। जो भी यहाँ काम करने वाले आदमी हैं वह ठीक रीति से काम करें, लोगों को धोखा न दें, इसके लिए उनकी जितनी शक्ति खर्च होती है जनता का काम करने में उसकी पूर्ति करना हमारा फर्ज हो जाता है। इसलिए मेरा कहना है कि इसको स्वीकार अवश्य करना चाहिए। अब यह दूसरी बात है कि अमेंडमेंट्स के द्वारा हम उसमें कमी करें, या कुछ ज्यादाती करें।

15 hrs.

इस देश में अगर हमका डिमाक्रेसी को सम्भालना है तो जो पालियामेंट के मेम्बर हैं, असेम्बलियों के मेम्बर हैं वह चौबीस घंटे काम करें, अपना पूरा समय यहाँ दें, तो उनको सम्भालना हमारा फर्ज है, नहीं तो बड़े-बड़े पैसे वाले लोग, पूँजीपति लोग यहाँ आयेंगे। यहाँ से खुद पैसा नहीं लेंगे लेकिन अगर एक लाइसेंस भी यहाँ से पा जायेंगे तो करोड़ों रुपये कमा लेंगे। वह लोग बाहर जाहे जो करें, व्यापार करें, उद्योग करें और 2 घाने की जगह 4 घाने कमायें अपना माल बेच कर, यह दूसरी बात है, लेकिन यह जो हायेस्ट प्रागस्ट बाडी है, वहाँ जो वर्कर हैं, अगर उनको नहीं सम्भाला जाता तो यह उचित नहीं होगा।

[श्री तुलसीदास जाधव]

इसलिए मेरा कहना यह है कि पार्लियामेंट के मेम्बर को और तन्स्वाह देना, और सहूलियत देना हमारा फर्ज है। इसी बात को देखते हुए मैंने इस सम्बन्ध में थोड़ा सा इनिशिएटिव लिया है। इस सम्बन्ध में भारत की बात न कहता हुआ इंग्लैंड का उदाहरण देना चाहता हूँ। वहाँ भी इसी रीति से टीका होती है जिस रीति से माननीय श्री मसानी ने कहा। मैं कम्पेअर नहीं करना चाहता (व्यवधान)। श्री नम्ब्रार जो यहाँ पर काम करते हैं, अपने दिल पर हाथ रख कर कहें कि क्या उनको यहाँ का पैसा पूरा पड़ जाता है? हाँ किसी और सोर्स से पैसा आता हो उनके पास तो दूसरी बात है। मैं उनकी टीका नहीं करना चाहता, लेकिन वह इस देश का काम करते हैं। जो शक्ति वह यहाँ पर खर्च करते हैं उसकी जो तन्स्वाह या भत्ता यहाँ मिलता है उससे पूर्ति हो जाती है? आखिर उनके पास पैसा कहाँ से आता है? शायद बाहर से आता होगा। मैं एक मिसाल देना चाहता हूँ। मैं इंग्लैंड के समाचार-पत्र 'गार्जियन' से थोड़ा सा पढ़कर सुनाता हूँ। 24 जुलाई के 'गार्जियन' में लिखा है कि :

'One of the choicest arguments used against the idea of paying MP's salaries (when the motion was first voted in 1911) was that payment would bring to the commons people who had failed at everything else. When propositions are unanswerable, opponents resort to inanities. By 1911 there was no reasonable argument to hold up to the obvious fact that if MP's are to be anything like a cross-section of the nation, they cannot only be people with private means. By 1969 there ought to be no reasonable argument against the proposition that MP's needs adequate facilities, offices, and secretaries in the House of Commons to do their job properly.'

So last week's report of the Select Committee on House of Commons services ought to have plain sailing-at least in theory. It calls for better travel allowances, free telephone calls, free postage on parliamentary business

and free secretaries. It is common knowledge that British MPs have worse facilities than their counterparts in many other Western countries. Yet what holds it all up? MPs have a certain reluctance about voting themselves salary increases. The idea that all politicians are out for themselves dies hard and they hesitate to give it added substance. But better office facilities are so clearly needed that this would be no frivolous salary increase. Any doubting constituent ought to visit the Commons and see MPs sitting on a bench in the corridor and dictating letters to a shared part-time secretary.

No, the main blockage is in the Treasury. The argument, such as it is, against the MPs is that the country cannot afford it. There are more urgent calls on the nation's purse strings. Coming form the vast secretariat of Whitehall this attitude to MPs who want a few more secretaries of their own is insulting: The Select Committee reports that on some items the Treasury has now made "concessions", but others are still being considered. On these Treasury ought to make the "speedy decision" which the committee requests. It ought to be to provide for MPs, the facilities which any businessman or civil servant takes for granted."

मैं ज्यादा पढ़ना नहीं चाहता और जगह से, लेकिन 1937 में बाबा साहब अम्बेदकर की जो स्पीच हुई थी, अगर आप उसको पढ़ें तो आप को पता चलेगा कि पब्लिक सर्विस करने वाले जो एम० पी० हो या एम० एल० ए० हों अगर उनको फेसिलिटीज न दी जायें, तो उनके अन्दर इनफिशिएन्सी आयेगी और उनके अन्दर करप्शन फैलेगा। इसी को बतलाने के लिए मैंने इंग्लैंड का उदाहरण रक्खा।

यह बात तो हुई पार्लियामेंट की। अब आप प्रान्तों में देखिये। महाराष्ट्र के एम० एल० एज० को 400 रु० तन्स्वाह मिलती है। 21 रु० डेली भत्ता है, रेल फ्री है, क्वार्टर फ्री है, एलेक्ट्रीसिटी फ्री है, वाटर फ्री है। इसी तरह से मध्य प्रदेश में शायद तन्स्वाह 500 रु० है, उनको 25 रु० डेली ग्रासाउन्स के मिलते हैं और रेल वगैरह सब फ्री है।

मेम्बर पार्लियामेंट जो है वह दस लाख लोगों को रिप्रिजेंट करता है और सात आठ सौ गांव उसके निर्वाचन क्षेत्र में रहते हैं। किसी भी सदस्य से यह आशा नहीं की जाती है कि वह हाल में आकर बैठे और घर चला जाए। कोई काम वह न करे। यह तो लोगों को धोखा देने की बात है। वे अपना काम ईमानदारी से कर सकें, इसके लिए उनको जो कुछ देना हो, दीजिये। हमने और अपोजीशन वालों ने भी सुझाव जो दिये उनको लागू करना मुश्किल सरकार को लगा क्योंकि उसमें एकाउंट्स की तकलीफ होती थी। इसलिए उन्होंने लम्पसम बीस रुपये देने का निर्णय किया है। इसके लिए मैं सरकार को धन्यवाद देता हूँ। अपोजीशन वालों से भी मैं अपील करना हूँ कि वे भी इसको मान लें। विरोध के लिए इसका विरोध न करें इस वास्ते विरोध न करें कि लोग यह समझें कि वे ही उनके हितैषी हैं। दिल में सभी जानते हैं कि उनको क्या चाहिये। इसमें ज्यादा कुछ नहीं दिया जा रहा है। आठ दस बरस मैंने भी अपोजीशन में काम किया है। मैं अपोजीशन से विनती करता हूँ कि वह भी इसका मान ले और इसको एक मत से पास करे। हम जाकर लोगों को इसके बारे में समझायें। लोग हमारे हैं और हम लोगों के हैं।

श्री हुकम चन्द कछवाय (उज्जैन) : सभापति महोदय, जो बिल पेश किया गया है इसका मैं विरोध करने के लिए खड़ा हुआ हूँ। अभी जब एक व्यवस्था का प्रश्न उठाया गया था तब श्री रघुरमैया जी ने कहा था कि जन संघ के नेता यहां तो इसका विरोध कर रहे हैं लेकिन मन से वे इसका स्वागत करते हैं। मैं कहना चाहता हूँ कि हमारे मन में वही है जो कि हमारे मुँह पर है और हमारे मुँह पर भी वही है जो कि हमारे मन में है। आप देखें कि जो नोट हमने समिति को दिया है उसके अन्दर हमने क्या कहा है।

सभापति महोदय, मैं समझता हूँ कि संसद् सदस्यों को जन सेवक होना चाहिए। वे सदन में जनता की सेवा करने का व्रत लेकर आते हैं। अब जन सेवक कंसा होना चाहिए, यह प्रश्न उठता है। इसके कुछ उदाहरण मैं आपके सामने रखना चाहता हूँ। लोकमान्य तिलक अगर चाहते तो पांच सौ रुपया प्रति मास कमा सकते थे। लेकिन उन्होंने जानबूझ कर राष्ट्रीय हाईस्कूल में 75 रुपये प्रति मास पर काम किया। ऐसा करके उन्होंने देश की सेवा की है। जनता हमारी मालिक है और हम जनता के नौकर हैं। जो नौकर मालिक से अधिक तनखाह लेता है वह नौकर नहीं कहलाता है। यहाँ जो नौकर हैं वे जनता से ज्यादा तनखाह लेने की बात कर रहे हैं मैं कहना चाहता हूँ कि यह तनखाह और भत्ता तभी बढ़ना चाहिए जब देश के अंदर से गरीबी दूर हो। हम देखते हैं कि जो गरीब लोग हैं उनको जो तनखाह मिलती है उससे उनके जीवन की आवश्यकताओं की पूर्ति नहीं होती है उनसे अधिक हम तनखाह लें यह हमारे लिए शोमा की बात नहीं हो सकती है।

हमारे सामने महात्मा गांधी का उदाहरण है। उन्होंने देश की सेवा का व्रत ले रखा था। उनमें जो योग्यता थी वह आज के कांग्रेसियों से कम नहीं थी, इनसे कहीं ज्यादा थी। उन्होंने एक लंगोटी लगाकर जीवन भर देश की सेवा की और देश को स्वतंत्र कराया। एक धाँती लगा कर वे सारे देश में घूमे। वह चाहते तो लाखों रुपया कमा सकते थे लेकिन उन्होंने कमाया नहीं। लेकिन उनके ये लाडले बेटे देवों कंस मोटे हो रहे हैं।

मैं आपको कांग्रेस के कराची अधिवेशन की याद दिलाना चाहता हूँ। वहाँ पर यह प्रस्ताव पारित हुआ था कि मिनिस्टर्स की तनखाह पाँच सौ रुपये से अधिक नहीं होनी चाहिये और जब हम आजाद होंगे तो हमारे मिनिस्टर्स पाँच सौ से ज्यादा तनखाह नहीं लेंगे। लेकिन ये जो लाडले बेटे हैं ये उस प्रस्ताव में जो

[श्री हुकम चन्द कछवाय]

सीमा बाँधी गई थी उसको भी लाँघना चाहते हैं और उससे भी ज्यादा पैसा लेना चाहते हैं।

एक मैं आपको और उदाहरण देना चाहता हूँ। मुलतान नासरुद्दीन एक बहुत बड़े बादशाह हो गुज़रे हैं। उन्होंने यहाँ राज्य किया है। वह अपने हाथ में टोपियाँ सीकर अपने परिवार का पालन पोषण किया करते थे। टोपियाँ सीकर जो कमाई होती थी उससे अपना तथा अपने परिवार वालों का पालन पोषण किया करते थे। वह कभी भी अपने तथा अपने परिवार वालों के लिए सरकारी खजाने से पैसा नहीं निकालते थे।

बगदाद का मैं आपको एक उदाहरण देना चाहता हूँ। खलीफा जो इस्लाम धर्म के गुरु तथा राजा के समान थे वह नित्य प्रति खजाने में से तीन मुद्राएँ लिया करते थे। एक बार कोई त्योहार आया। उनकी पत्नी ने उनसे कहा कि आप तीन दिन की मुद्राएँ इकट्ठी ले लो ताकि बच्चों के लिए कपड़े बन सकें। इसके उत्तर में खलीफाने कहा कि यह मेरे लिए शोभा की बात नहीं है। मैं आज अगर तीन दिन का पैसा लेकर आता हूँ तो यदि मैं कल आ गया तो यह पैसा कौन वापिस दे पायेगा। उन्होंने पत्नी की बात को नहीं माना।

चन्द्रगुप्त मौर्य का बहुत बड़ा साम्राज्य था, इसको आप जानते ही हैं। उनके प्रधान मंत्री चारणक्य थे। लेकिन इतने बड़े साम्राज्य के प्रधान मंत्री होते हुए भी वह छोटी सी कुटिया में रहते थे और मिट्टी के बर्तनों में खाना पकाते थे और खाते थे। लेकिन आज जो हमारी प्रधान मंत्री हैं उनके लिए पचास लाख रुपये की कोठी बनने जा रही है, चाँदी सोने के बर्तनों में वह खाती हैं, जमीन पर चल नहीं सकती हैं, एयर कंडिशन में रहती हैं।

मैं ईसा मसीह का उदाहरण भी आपको देना चाहता हूँ। ईसाई उनको भगवान मानते हैं। उनकी स्थिति उनके ही शब्दों में मैं बतलाना चाहता हूँ। वह कहते हैं कि लोमड़ी

जमीन में बिल बनाकर रहती है, पक्षी घोंसला बनाकर रहते हैं लेकिन मैं मनुष्य का बच्चा हूँ, मुझे सिर छिपाने की जगह भी नहीं चाहिए। इतने महान् व्यक्तियों के जहाँ ये विचार थे, वहाँ आज के हमारे ये बन्धु हैं, इनके विचारों को भी आप देखें और ये भी देख लें कि ये कौन-कौनसी सुविधायें चाहते हैं।

हमको चाहिए कि हम जनता के अधिक निकट आएँ। मैंने जन सेवकों के उदाहरण आपके सामने रखे हैं, देशभक्त कैसा होना चाहिए, यह मैंने आपको बताया है। मैं इनकी जो चिन्ता है उसको समझ सकता हूँ। 1972 में आम चुनाव आने वाले हैं। उनके बाद इनमें से बहुत सी मूर्तियाँ दिखाई नहीं देंगी। इनको डर है। चींटी की जब मौत आती है तो उसके पर निकल आते हैं। आप इस वास्ते चिन्ता रहे हैं कि तनस्वाह बढ़ाओ, भत्ता बढ़ाओ क्योंकि आगे आपको मिलने वाला कुछ नहीं है। मेरी पार्टी की ओर से एक संशोधन रखा गया है कि इस विधेयक को जनता का मत और विचार जानने के लिए परिचालित किया जाए। (व्यवधान) मैं जानता हूँ कि उस तरफ से माननीय सदस्य चाहते हैं कि यह बिल पास हो और उन्हें अधिक पैसा मिले। अगर माननीय सदस्य अपनी तन्स्वाह और भत्ता बढ़ाना चाहते हैं, तो वे इस प्रश्न पर चुनाव लड़कर आएँ।

यह ठीक है कि ऐसी अधिक से अधिक सहूलियतें देनी चाहिए, जिन पर पैसा खर्च न हो और जिनसे जनता में हमारा सम्पर्क हो, हम जनता की कठिनाइयों को आसानी से सरकार और सदन के सामने रख सकें, ताकि उन कठिनाइयों को दूर किया जा सके।

इन शब्दों के साथ मैं इस बिल का विरोध करता हूँ। आशा है कि सब माननीय सदस्य मेरा समर्थन करेंगे।

SHRI CHENGALRAYA NAIDU (Chittoor) : I am very sorry, Mr. Chairman, for the Opposition opposing this Bill. Everybody wanted some more facilities. We agreed that some facilities must be given by

the Government. The Government thought it was not possible to appoint stenographers. If they appoint one stenographer for four Members they will quarrel. If each Member is given a stenographer the expenditure will be very heavy and it will be impossible to meet the expenditure. They wanted postage free, they wanted the State transport service to be free for them and so many other things. It was impossible for the Government to agree and implement those things. Only when they found it impossible to agree to these things the Government came forward with the proposal to increase the daily allowance by Rs. 20 so that with this Rs. 20 they may meet the expenditure on the stenographer, postage, trunk calls and other things. This was the intention of the Government.

I cannot understand the Opposition opposing this Bill for getting votes and for getting cheap propaganda. This is very bad. The voters or the public will not grudge Parliament Members getting Rs. 51, but they will grudge if these people deceive the people for getting votes, do nothing in their constituencies and sleep in some corner getting Rs. 31 a day. If they do their duty properly nobody will grudge paying them. That is the important thing. These people want to show to the voters that they are not for this increase. By this they want to gain cheap popularity. I am not saying this about one party in the Opposition. I am making this observation in general. There are people in our party and there are people in the Opposition parties also. There is no question of my referring to any party in particular.

There are some rich people. They can afford to forego the increase. They do not care for the daily allowance. They can come and attend Parliament on their own. There are some such rich people on this side and on the other side. There are some middle class people who cannot meet the expenditure. They want this increase. There are people like my Communist friends who have become pseudo-capitalists. They have got the labour unions in their hands. They travel only by air, they never travel by train. They spend money equal to Birlas and Tatas. They are equal to them. These people who hold these organisations are parasites on them. There are other third

class people. Some members have to work for the Birlas. Some members work for Tatas, some for Sahu-Jains, some for Russia and some for America. These people get money from them. Because they are not able to meet their expenditure from their allowances, they go in this way. It is only to stop this nonsense that I want this extra Rs. 20 should be given to members so that they may not be corrupted and they may be able to make both ends meet.

These Communist friends have the audacity to oppose this Bill. They are prepared to take Rs. 51. In fact, they have already taken a decision in the party meeting that they should direct their members to give an extra Rs. 20 when they get increased allowance. So, the only difference is that this increased allowance will go to the party funds in the case of the Communist Party. When the party has already issued a circular to his effect, they have the guts to come and oppose the Bill here.

SHRI S. M. BANERJEE : Sir, I rise on a point of order. Sir, the hon. Member has referred to the Communists. I belong to the Communist Party of India.

SHRI KANWAR LAL GUPTA (Delhi-Sadar) : He is not a regular member of the Communist Party of India.

MR. CHAIRMAN : There is no point of order. He can refer to it when he gets an opportunity.

SHRI S. M. BANERJEE : Sir, is it open to members to accuse other parties which are opposing this measure? What he is saying is absolutely irrelevant.

SHRI CHENGALRAYA NAIDU : He may be a member of that party. This is my charge. If it is false, let them prove it with an explanation. Then I agree to withdraw my charge. I have heard about it from members belonging to the Communist Party. I know it for a fact; that is why I have mentioned it in Parliament.

So, it is only to get cheap popularity that they are opposing this Bill. Not for any other purpose. Because, they have already decided what to do when they get increased allowances; they will contribute it to their party.

Coming to the Swatantra Party, Shri Masani is a rich man, serving so many people. But in the Swatantra Party all members are not rich like Shri Masani. There are some poor people who need money, like Shri Gadilingana Gowd. He is a member of the Swatantra Party. When he represented them in the Committee, he voted for the increase in allowances. Jan-Sangh is also opposing this measure only for cheap popularity.

So, I appeal to all members to be fair and honest. Let them not be corrupted by outside forces. Let them take money from the government, not from others, and work for the people and be honest to the poor voters.

SHRI H. N. MUKERJEE (Calcutta North East): Mr. Chairman, Sir, I am entirely opposed to this Bill, and I can assure the House, whatever Shri Naidu might say, that there is no double-thinking about our position. Shri Naidu, for reasons which he himself appreciates, went on saying with impunity that members of this House take money from X, from Y, from X individual, from Y individual, from X country, from Y country. He was indulging in conduct which is most utterly reprehensible, but I did not intervene because I know the House will treat that kind of statement with the contempt which it deserves...*(interruptions)* I do not yield. I hate to have to function in this House along with people who have the gumption to say in regard to colleagues that they take money from X or Y. They seem to think that this is a gossip chamber. I am not given to gossip in the Central Hall. I can tell him—he may know more about the Communist Party of India; he may have his own ways and means of functioning dubiously; I do not know—I may tell him that I am the representative of the Communist Party of India in this House and what he has said about the Communist Party having taken a certain decision is complete nonsense, fantastic nonsense. But he can indulge in that kind of thing, because of the kind of behaviour which has become chronic in this House, which some members specialise in, because they have an eye on the paper...*(interruptions)*. This is how this House has degraded itself to this extent. We have to justify to our people why this

demand for more money is to be taken. That is by the way.

I repeat my earlier objection and I wish Mr. Raghu Ramaiah please do remember that he has been a member of this House along with myself and so many others for the last four terms and we should have some respect for the traditions of this House. We did have a definite understanding which was repeatedly stated in the presence of the Speaker that nothing but unanimous recommendations of an all-Party Committee could be brought up if at all they are to be brought up. If I had my say, I would not have brought it at all. If all this kind of double talk and double think and allegations we have to face, I will have nothing to do either with money or amenities or anything. There was an understanding. No doubt about it. Government for reasons of its own goes back on its own understanding, gratuitously goes back upon that understanding. Mr. Naidu and his company seem to flourish on the idea of double talk and double think but I prefer what is on record...*(Interruptions)* I choose to believe even Mr. Naidu and I choose to think of every member of this House as an hon. Member.

श्री विभूति मिश्र (मोतीहारी) : मुख्यों साहब, जब हम स्वाधीनता की लड़ाई लड़ रहे थे तो आप अंग्रेजों का साथ देते थे। डबल टाक आप करते थे।...*(व्यवधान)*

SHRI H. N. MUKERJEE : I do not understand the language of this gentleman.

श्री विभूति मिश्र : हम जेल जाते थे, क्विट इंडिया मूवमेंट में हिस्सा लेते थे और आप अंग्रेजों का साथ देते थे। मैं 1942 का क्विटम हूँ।

SHRI H. N. MUKERJEE : The Joint Committee's report is here. The Jan Sangh representative, the CPI representative, the CPM representative, the SSP representative, Independent Members like Mr. A. D. Mani of Rajya Sabha—they have expressed themselves against the salary increase. PSP, as far as I can make out, were unfortunately

not represented on this Committee but they are against salary increase. If the point of the Government is that in order to give the amenities which most members wanted are to be given, a lot of money is to be involved, let us discuss it. We need not have these amenities if they are to be too expensively purchased at the cost of the country. There is no reason why we should do it. I do want to raise my voice against the kind of thing which is being said by members, even by reputable members like Mr. Tulshidas Jadhav. We do not come into politics in quest of a comfortable life. Some of us came into politics when the country was in the throes of a fight for independence. The younger people came into politics when the country is trying for a new kind of life. We have other incentives, other than economic gain or that sort of thing. We are not in politics for the sake of a comfortable life. That is why I was so astonished when one of our colleagues in this House wrote in his paper—I would not mention his name as he is not here—‘MPs on beggar’s doles’ and he ended by saying ‘While the M. P. who represents one million people goes through this well-designed torture’. By ‘torture’ he means the kind of life which M. Ps in Delhi have to live. I do not know. I have never felt I am living a tortured life because of lack of amenities. Anyhow this is what he said. ‘The nation spends on the Minister over 100,000 rupees every year and pays a bureaucrat life—Rs. 56,700 on salaries and perquisites every year plus another Rs. 50,000 for overseas picnics.’ I am not reading the names. My question to men like Mr. Tulshidas Jadhav—I keep out Mr. Naidu—is: Do we not wish to have some kind of austerity ideal in this country? Do we not live in a country where we have heard from childhood such mottoes as “कौपीनवन्तः खलु साम्यवन्तः” I know it is not possible in modern times to go about in loin cloth although Gandhi made that gesture because he wanted to have some kind of link with the life of the people. I am not asking for the impossible. Mr. Jadhav seems to suggest that because our people live in sunshine and rain, we should not have this kind of canopy over our head and that we should hold our session in sunshine and rain. I do not say that. We will have to compromise in life. Should we have

an idea that affluent conditions should be available for us? Mr. Jadhav said that big capitalists do not care for us because we do not have money. Have I or you, Sir, or any Member of the House any consideration that our people respect us because we have money? Is that the way in which people look upon us? I remember those things in the Bible, what Jesus said about money-lenders and that sort of thing. If we have respect from our people, it is not because we have money. And once we begin to think in terms of money, where is the end of it? Napoleon was jealous of Julius Caesar; Julius Caesar was jealous of Hannibal; Hannibal was jealous of Alexander and Alexander was jealous of Hercules who did not exist. It we come to this sort of a thing, there is no end to it; there is no end to jealousy. This is the world in which we live.

I do not want to talk particularly in the atmosphere which has been created. But certain things have been said to which a reply has to be given. Let us remember that in this country of ours—I am quoting Dr. Chandrashekhar, the Minister of Health and Family Planning—six crores of our people go to bed every night hungry because they have not had enough to eat. This is the country in which we live; this is the country whose representatives we are supposed to be. Shall we be denigrating Parliament, blackening whatever the image of Parliament is, in the eyes of our people?

I read the other day how in the British Parliament one Member was constrained to call the House of Commons an idiotic circus. He said...I am quoting:

“I was elected to a serious body and not to be a Member of an idiotic circus. They elected me to do a serious job, not to be part of an idiotic circus.”

I am sure, when our people watch us performing, they might be making comments, something of that description. Are we going to aggravate that kind of an impression which has been produced in this country? Why do we not discuss these things?

I would say, let us have more amenities for better work. I don't object to that. Let

[Shri H. N. Mukerjee]

there be unanimous recommendations to provide amenities for better work. If the amenities asked for involve a very huge expenditure, I would wait, I would think twice, thrice, for it. Let us have amenities for better work, Let us not have any more money. Let us not think in terms of money, of any more provisions of money, when people are talking every-where how these provisions of money for Members of Parliament often lead to abuses.

In conclusion, I beseech this House to take a proper view of the position and to remember that parliamentary property requires respect to be given to those understandings which are reached by unanimous discussion in the presence of the Speaker. I would beseech this House to remember, while you are entitled to make provision which help better work, you cannot ask the country for money in the way in which this Bill has been brought forward. That is why I am entirely opposed to this Bill, to any kind of delay, short or long, and I want to push it out altogether and, if in regard to amenities some more thought has to be given in order to economise the amount of expenditure involved, I am ready to sit with the Government and discuss it with them.

SHRI J. B. KRIPALANI (Guna) : I am in entire agreement with what my friend, Prof. Mukerjee, has said, I do not, in many things, agree with him, but in this I entirely agree with every word that he has said.

It may be considered that I and my wife are getting twice the allowance that any Member in this House gets. That is true. Therefore, people might think that I have no right to talk on this subject. That is also true. But my right comes from this. There is a legal maxim that you cannot take advantage of your own sinful or unlawful actions. If people did not marry properly, they cannot take advantage of this : they cannot put the burden of their folly upon the poor tax-payer. If they go on increasing the home production in a country which is already overpopulated, it is their own fault and they cannot put the blame on the poor tax-payer. I tell this House that as soon as the daily allowance is increased to Rs. 51/-,

people will condemn us, people will talk evil of us, people will think that we have come here not to serve the country but to serve ourselves.

We have lived in pre-Independence days in poverty. Were we not respected then ? We were quite respectable. Why should money give respectability ? Suppose other people have got more money and they are in this House and they can afford to forego the increase how does that matter to us ? We have to look to ourselves and not to others. We do not go on comparing ourselves with Tatas and Birlas. Even if they were in the House, the allowance that they would get would go towards income-tax ; they would not get a single pie. A man like Mr. Chatterjee — he is not here—would not get a single pie from the allowance that he is getting. Are we to go after these people or are we to think about the millions that go without meals, who have no house to live in who do not know where they will rest their heads in the evening ? Even our Prime Minister who was brought up in affluence talked of the millions that live below the subsistence level. What right have we to ask for increased allowance ? If certain facilities are to be provided for our work, then let those facilities be provided to us ; I can understand that. How many of us keep stenographers ? I do not think that even 20 per cent of the members here keep stenographers. I also engage a stenographer, but a part-time one. If we two do not need a whole-time stenographer I do not see how the others will need one. But if they need a stenographer, let them keep one but it should not be their cousin or brother-in-law or cousin-in-law. Let them keep a stenographer and let them give the bill to the Parliament saying, 'Here is the bill ; I have kept a stenographer ; let the Parliament pay for it'. I can understand that. I can understand if the facilities for travelling are increased. If facilities are required for postage such facilities may be given. But it is bad to increase the allowance of the Members. I tell you, it will put us in an awkward position before the eyes of the public. Our Prime Minister says : 'Why did I nationalise the banks ?—In order to serve the poor.' Are we serving the poor ? This is what we have got to ask ourselves. If we are to serve the poor people, we must put some limit on our allowances. We are getting many facilities. We are living in house

[Shri J. B. Kripalani]

for which we pay Rs. 50 or 60 or Rs. 100 and it would cost others much more. Some homes will cost not less than Rs. 2,000 per month. You cannot get in Delhi a two room house unless you pay Rs. 200 and we are getting two-room houses for Rs. 60. We are getting free travelling facilities throughout India. We are getting double of what we spend. Why do we want a servant? We are already getting travel concession for First Class and one Third Class. Why do you require a servant? How many of us take a servant with ourselves? I tell you, it is my experience, to take a servant is an encumbrance. You have got to find out accommodation for him in the third class. This is our experience. For God's sake, have all the facilities you like. But do not show that you are after money, that you live in a better style than many people in this country, that you have no interest for the poor.

You call yourselves socialists. You call yourselves radicals. You nationalise the banks. But where did the Congressmen stand when the question of the Privy Purses of the Princes came before the House? This Socialism disappeared. Because, the Prime Minister did not want it. Congressmen used to tell their leaders freely what they felt on any subject. But this is not what is happening today. On the question of Privy Purses, Congressmen did not exercise their mind at all. They merely followed their leaders. I want congressmen to think a little for themselves and not be influenced by party whip; the whip is not one's conscience; let us have a clear conscience. If anybody has conscience, let him stand by it and say, this is wrong. Do we do that? Unless we do that, we cannot save this country from the degradation towards which it is going. I am very sorry to say that congressmen are under three or four cliques. Three or four cliques are ruling them. One is called...

AN HON. MEMBER : Syndicate.

SHRI J. B. KRIPALANI : Not one Syndicate; but the Congress has more than two syndicates, which are ruling over the Members. If they fail in the next election what will happen to the country? Their is the only consolidated party. They have to speak with one voice, the voice of

the masses, and not of the cliques that are ruling over them. If they fail in the next election, they will be doing the greatest injury to this country. I am an old Congressman. I have a right to tell them where they are going. There are so many parties in the country. If the Congress fails in the Centre, what will become of this country? We will have United Fronts under the Communists and there will be confusion and chaos in this country. I have no high words of praise for the Congress. But I want it to live. I want it to be here so that there may be some stability. But Congress members themselves are behaving in such a way that they are cutting the very branch of the tree on which they are sitting. They do not realise this.

I give them a warning. They must heed this warning, if they have any sense left in them.

श्री गंगा रेड्डी (आदिलाबाद) : जनाबे सदर, मैं आपका बहुत मशकूर हूँ कि आपने मुझे इस बिल पर बोलने का मौका दिया। मैं यह महसूस कर रहा हूँ कि यह सदन चन्द लोगों का है। जो यहाँ पर शोर मचाते हैं उसको गैलरीज में बँठकर लोग सुनते हैं और उनकी जो राय बनती है उसको मुनकर बहुत तकलीफ होती है। पार्लियामेंट में बँठकर जिस तरह से बिहेव करना चाहिए, वह चीज नहीं हो रही है। कम से कम जो लोग यहाँ गैलरीज में आकर बँठते हैं उनको यह महसूस नहीं होना चाहिए कि हम बिलो डिमिटी का काम कर रहे हैं।

इस बिल के बारे में यहाँ पर मैंने नेताओं को इसका विरोध करने हुए सुना। यह सही है कि हिन्दुस्तान एक गरीब मुल्क है, यहाँ पर तनख्वाह और भत्ते बढ़ाने की बात करना कोई मुनासिब बात नहीं होगी लेकिन मैं उस वक्त खुश होता जब कि कोई भी मेम्बर यह भी कहता कि आप जा भत्ता बढ़ाने जा रहे हैं वह मैं नहीं लूँगा। आंध्र में जब तनख्वाह और भत्ता बढ़ा था तो उस वक्त श्री टी० विश्वनाथन जो वहाँ के मेम्बर थे, उन्होंने उसकी मुखालिफत

की थी और साथ ही यह एलान किया था कि अगर तनख्वाह और भत्ते बढ़ेंगे तो मैं नहीं लूँगा और जब तक वह उस सदन के मेम्बर रहे, उन्होंने उसको नहीं लिया।

[श्री कृष्णमूर्ति—(आदल आदान)—

صدر۔۔۔ میں آپ کا بہت مشکور ہوں کہ آپ نے مجھے اس بل پر بولنے کا موقعہ دیا۔ میں یہ محسوس کر رہا ہوں کہ یہ سدن چند لوگوں کا ہے جو یہاں پر شور مچاتے ہیں اس کو گیلریز میں بیٹھ کر لڑک سکتے ہیں اور ان کی جو رائے بنتی ہے اس کو سن کر بہت تکلیف ہوتی ہے۔ پارلیمنٹ میں بیٹھ کر جس طرح سے بیٹھ کرنا چاہئے وہ چیز نہیں عورہی ہے۔ کم سے کم جو لوگ یہاں گیلریز میں آکر بیٹھتے ہیں ان کو یہ محسوس نہیں ہونا چاہیے کہ ہم بلو ڈکٹیٹی کا کام کر رہے ہیں۔ اس بل کے بارے میں یہاں پر میں نے نیتاؤں کو اسکا وردہہ کرتے ہوئے سنا۔ یہ صہیح ہے کہ ہندوستان ایک غریب ملک ہے یہاں پر تنخواہ اور بہتے بڑھانے کی بات کرنا کوئی مناسب بات نہیں ہوگی لیکن میں اس وقت خوش ہونا چہکے کوئی بھی ممبر یہ بھی کہتا کہ آپ جو بہتا بڑھانے جارہے ہیں وہ میں نہیں لونگا۔ آدھر میں جب تنخواہ اور بہتا بدھا تھا تو اس وقت شری تی۔ ٹی وشوناہین جو کہ وہاں ممبر تھے انہوں نے اس کی مخالفت کی تھی اور ساتھ ہی یہ اعلان کیا تھا کہ اگر تنخواہ اور بہتے بڑھائے تو میں نہیں لونگا اور جب تک وہ اس سدن کے ممبر رہے انہوں نے اس کو نہیں لیا۔]

SHRI J. B. KRIPALANI : I did not want to interrupt the hon. member. But I have this experience to tell him. When the Constituent Assembly was sitting, the daily allowance was Rs. 4.5 per months. Some of us took only Rs. 30. For three years we did this. We lost some Rs. 25.00. But to whom ? To our Government, this spendthrift Government. I might have spent that money better in public charities and done better than the Government. This

Government misspends, I will see to it, if these people vote for Rs. 50, that I take Rs. 50 and make better use of it than this Government would do with it. What is he taking about one member.

श्री गंगा रेड्डी : मैं यह कहना चाहूँगा कि जो इसका विरोध कर रहे हैं अगर वे कहेंगे कि हम इसको नहीं लेंगे तो मैं भी इसको नहीं लूँगा—ये मेरे अलफाज रिकार्ड पर आ गये हैं। मैं देखूँगा कि कितने लोग भत्ता नहीं लेंगे।

अगर सरकार कोई ऐसा सुभाव दे कि मेम्बर और उनकी फैमिली के लिए मामूली कपड़ा, खाना और दीगर सहूलियतें मोहैया करेगी तो फिर मैं नहीं समझता किसी को भी तनख्वाह, भत्ते या दूसरी एमेनिटीज की जरूरत होगी। अगर सरकार की तरफ से कोई ऐसा सुभाव हो तो वह सामने आना चाहिए। हमारे यहाँ के एक सियासतदार, श्री कासिम रिजवो ने कहा था कि जिसके आजाद कस्बे माश न हो, जिसकी इन्डेपेन्डेन्ट सोर्स ग्राफ लिविंग न हो उसको सियासत में नहीं आना चाहिए वरना वह बिना करप्ट हुए रह नहीं सकता है। आखिर हम लोगों के भी वीट्रो बच्चे और घर हैं। हम लोगों को दो तीन जगहों पर इस्टैब्लिशमेंट्स रखने पड़ते हैं। लिहाजा जं: कम से कम जरूरियात होती है उनके लिए तो इन्तजाम होना ही चाहिए वरना फिर उनको दूसरे तरीके अस्तियार करने पड़ेंगे।

सन् 64 में तनख्वाह और भत्ते में इजाफा हुआ था। इन पाँच सालों में जो कीमतें बढ़ी हैं उनको अगर आप सोचें तो हर चीज की कीमत दो तीन गुना बढ़ गई है। इस बीच आधे दिन गवर्नमेंट एम्प्लाइज की तनख्वाह और भत्तों में इजाफा किया गया है। मसानी साहब के सजेसन पर अगर इसको तीसरे आदमी के सुपुर्द कर दिया जाये तो मैं समझता हूँ वह इससे ज्यादा के लिए ही सिफारिशत करेगा। मैं चाहता हूँ कि एम० पी० ० को इन्डेपेन्डेन्ट तरीके से रहने के लिए और सही तरीके पर देश की सेवा करने के लिए—जो

کم سے کم जरوریات ہیں انکو پورا کرنا لازمی ہے۔ میں سمجھتا ہوں دہلی میں ۵۰ پیسہ کو ۱ روپیہ کا مکان بنگلہ اور پانی کے ساتھ فری دیا جائے۔ اور ہفتے میں 51 روپے تک جو ڈھانچا کیا گیا ہے وہ بڑھی ہوئی قیمتوں کو دیکھتے ہوئے لازمی ہے۔

15.55 hrs.

[SHRI K. N. TIWARY in the chair]

اسی طرح سے انٹریمنٹ کے لیے ہوا کی جگہ سے بجٹ سیشن میں چار بار اور دوسرے سیشن میں دو بار دی جانی چاہی ہے۔ اور ریلوے میں جہاز چلانا پڑتی ہے اس میں بھی کافی تکلیف رہتی ہے۔ اس لیے 'اے' کلاس سٹیپر پاس دیا جائے۔ میں انپوزیشن لیڈرس سے کہنا چاہتا ہوں کہ وہ اس بات کو سوچیں کہ کم سے کم ضروریات کے لیے کیا چاہیے، اسکو دینا چاہیے۔ مگر چونکہ یہ اس لیے ہے اس لیے اس کو دیکھنا چاہیے کہ اس سے زیادہ کے لئے ہی سفارشات کریں۔ میں چاہتا ہوں کہ اس میں کوئی تبدیلی طریقہ سے دہلی کے لئے اور صحیح طریقہ پر دیکھیں کہ اس کو پورا کرنے کے لئے جو کم سے کم ضروریات ہیں ان کو پورا کرنا لازمی ہے۔ میں سمجھتا ہوں دہلی میں انپوزیشن کو "اے" ٹائپ کا مکان بنگلہ اور پانی کے ساتھ فری دیا جائے۔ اور ہفتے میں 50 روپے تک جو اضافہ کیا گیا ہے وہ بدلی ہوئی قیمتوں کو دیکھتے ہوئے لازمی ہے۔ اسی طرح سے انٹریمنٹ جرنی کے لئے جیسا کہ کہا گیا ہے بجٹ سیشن میں چار بار اور دوسرے سیشن میں دو بار وہ ضروری ہے۔ اور ریلوے میں جو پانچ روپے پڑتی ہے اس میں بھی کافی سہولت دہنی ہے۔ میں انپوزیشن لیڈرس سے کہنا چاہتا ہوں کہ وہ اس بات کو سوچیں کہ کم سے کم ضروریات کے لئے کیا چاہئے کسی کو دینا چاہئے۔ محض چوں کہ روڈھی ہیں اس لئے کسی چیز کا روڈھی کرنا یہ جائز بات نہیں ہوتی ہے آخر میں ایک شعر پڑھ کر ختم کر رہا ہوں۔

انا چاہئے ورنہ وہ بنا کوپٹ ہوئے وہ نہیں سکتا ہے۔ آخر ہم لوگوں کے بھی بیوی بچے اور گھر ہیں۔ ہم لوگوں کو دو تین اسٹیبلشمنٹ کرنے پڑتے ہیں۔ لہذا جو کم سے کم ضروریات ہونی چاہئے ان کے لئے تو انتظام ہونا ہی چاہئے ورنہ پھر ان کو دوسرے طریقے اختیار کرنے پڑیں گے۔

1922 ع میں تلخوہ اور بہتہ میں اضافہ ہوا تھا۔ ان پانچ سالوں میں جو قیمتیں بدلتی ہیں ان کو اگر آپ سوچیں تو ہر چیز کی قیمت دو تین گنا بدلتی گئی ہے۔ اس لیے آئے دن گورنمنٹ انپوزیشن کی تلخوہ اور بہتوں میں اضافہ کیا گیا ہے۔ مسانی صاحب کے سیشن پر اگر اس کو دوسرے آدمی کے سپرد کر دیا جائے تو میں سمجھتا ہوں وہ اس سے زیادہ کے لئے ہی سفارشات کریں۔ میں چاہتا ہوں کہ اس میں کوئی تبدیلی طریقہ سے دہلی کے لئے اور صحیح طریقہ پر دیکھیں کہ اس کو پورا کرنے کے لئے جو کم سے کم ضروریات ہیں ان کو پورا کرنا لازمی ہے۔ میں سمجھتا ہوں دہلی میں انپوزیشن کو "اے" ٹائپ کا مکان بنگلہ اور پانی کے ساتھ فری دیا جائے۔ اور ہفتے میں 50 روپے تک جو اضافہ کیا گیا ہے وہ بدلی ہوئی قیمتوں کو دیکھتے ہوئے لازمی ہے۔ اسی طرح سے انٹریمنٹ جرنی کے لئے جیسا کہ کہا گیا ہے بجٹ سیشن میں چار بار اور دوسرے سیشن میں دو بار وہ ضروری ہے۔ اور ریلوے میں جو پانچ روپے پڑتی ہے اس میں بھی کافی سہولت دہنی ہے۔ میں انپوزیشن لیڈرس سے کہنا چاہتا ہوں کہ وہ اس بات کو سوچیں کہ کم سے کم ضروریات کے لئے کیا چاہئے کسی کو دینا چاہئے۔ محض چوں کہ روڈھی ہیں اس لئے کسی چیز کا روڈھی کرنا یہ جائز بات نہیں ہوتی ہے آخر میں ایک شعر پڑھ کر ختم کر رہا ہوں۔

بہری بزم میں راز کی بات کہنی
بڑا بے ادب ہوں سزا چاہتا ہوں

میری بزم میں راز کی بات کہ دی
بڑا بے ادب ہوں سزا چاہتا ہوں

[شری گلکا دیتی - میں یہ کہنا چاہتا ہوں کہ جو اس کا روڈھی کر رہے ہیں اگر وہ کہیں گے کہ ہم اس کو نہیں لیں گے تو میں بھی اس کو نہیں لوں گا۔ یہ میرے الفاظ ریکارڈ پر آگئے ہیں۔ میں دیکھوں گا کہ کتنے لوگ بہتہ نہیں لیں گے۔

اگر سرکار کوئی ایسا سبب دے کہ میں اور ان کی فہمیلی کے لئے معمولی کچرا، کھانا اور دیگر سہولتیں مہیا کرے گی تو پھر میں نہیں سمجھتا کسی کو بھی تلخوہ بہتے یا دوسری اسٹیبلشمنٹ کی ضرورت ہوگی۔ اگر سرکار کی طرف سے کوئی ایسا سبب ہو تو وہ سامنے آنا چاہئے۔ ہمارے یہاں کے ایک سہاست دان شری قاسم رضوی نے کہا تھا کہ جس کا آزاد کسب معاش نہیں ہو جس کی انڈپنڈنٹ سورس آف لیونگ نہ ہو اس کو سہاست میں نہیں

SHRI SAMAR GUHA (Contai) ; In no other occasion had I such a crushing sense of shame and humiliation as I have on this occasion due to the image of the Members of Parliament drawn by the Press critics as also the representatives of the different sections of the public in connection with this Bill. They have tried to delineate the image of the Members of Parliament as if they turned to be a sect of hedonists. Here is a pamphlet circulated by Shrimati Lilavati Munshi wife of Dr. Munshi in which the headline given is thus. 'All Members of Parliament be Ministers'. This is not the opinion of Mrs. Munshi only. I have not found one comment by any press critic in which they have tried to understand the position of the Members of Parliament.

My party was not represented in the Committee of Members of Parliament which voted unanimously for certain facilities to Members which we are considering today. I stand here on certain principles to oppose this Bill in the background of the wide spread criticism by the press and important men representing different sections of the public. The basic question is : who are we here ? As members of Parliament we must not forget that we are here trustees for five years of the scared 'Will of the people.' Only for five years people have invested their will with us. And what for ? To interpret their will or to exercise their will or to express their will, and for what purpose ? For the purpose of the benefit of the common people of our country. But this Bill will give an impression to common people as if the Members of Parliament have become too eager to usurp the scared trust that has been vested in them for their own benefit, for their personal luxury and self-interest. Therefore, the basic or the essential principle of our whole democracy particularly in our country is being challenged what we propose in increasing our allowances against repressed popular opinion.

16 hrs.

For that reason, I had given on behalf of my party an alternative amendment, in the form of a resolution, in which I have tried to suggest that; do not allow the people to abuse us; and do not let the press abuse us. Let them

be an independent committee to go into the issues involved in this Bill. Let this committee consider the economic conditions of India ; let them also consider the per capita income of India and let them further consider the prices and costs of living in India and also compare the position of the Members of this House with other Asiatic countries. Let them compare the salaries, allowances, benefits and other amenities that the Members of Parliament in other Asiatic and African countries enjoy, and considering the economic condition of the people in our country, let them compare the position of Indian MPs with that of other countries and arrive at the conclusions. Let an independent body suggest what salaries, allowances amenities and facilities the Members of Parliament should enjoy. On the basis of that, let a new Bill be drafted and introduced in the House and passed. This was the resolution that I placed, but unfortunately, it has not been accepted. It reads as follows :

"In view of the widespread press and public criticism against the Salaries and Allowances of Members of Parliament (Amendment) Bill, 1969, this House urges upon the Government to withdraw the Bill in the present form and recommends that a committee consisting of three experts on functioning of Parliament other than Members of either Lok Sabha or Rajya Sabha preferably with the former Speaker of Lok Sabha or the Chairman of Rajya Sabha as its Chairman be set up to go into the issues of salaries, allowances and other facilities to be enjoyed by Members of Parliament and members of the State Legislatures to enhance their efficiency in Parliamentary activities, keeping in mind the condition of the common people of our country, and further recommends that this committee will submit its report within 45 days after the adoption of the resolution and a Bill be introduced in the House on the basis of the suggestions made by this committee for the approval of the House."

Nobody need then accuse us of being thirsty for enjoying the privileges, which have been vested on us by our people, for our own benefit. But it has not been

accepted. I will still urge the Government to accept it.

I wish to disabuse the mind of the press critics and publicmen about what Shrimati Lilavati Munshi, has mentioned in this pamphlet. This lady has put it as if we are enjoying Rs.20,000 per year, besides other facilities. That is not a fact. Many people have commented as if we are enjoying a free house, everything free—enjoying a free car, etc. They say that in my constituency that you have a free house, a free car and so on. I want to disabuse the Members mind of all these things. For example, I will give a few comparative figures. In Ceylon, the Members of Parliament are getting Rs. 7,200 per year, in addition to an allowance of Rs. 1,200 for travelling, clerks, etc., besides free rail, free postage, free telephone and telegram. In Ghana, the salary is £1,200 and allowances, £300, besides free rail, free telephone, free house. In Kenya, the salary is £1,200—one pound is equal to Rs. 18—and an allowance of £6 per day, besides all other facilities which amount to a salary of £19,300 and £104 as daily allowance per annum. In Pakistan, the salary is Rs. 500 per month and Rs. 50 is the daily allowance, besides all other facilities which are enjoyed by Members of Indian Parliament.

Sir, I will conclude by mentioning about the allowances that are being given to Members in Communist countries. The idea that the emoluments are supposed only to cover the day-to-day express of the Members is found in USSR and People's Democracies where Members continue to carry on their profession and to receive their ordinary salaries. Compensation for loss of income is provided only for those who are in their particular trade and do not enjoy a fixed monthly salary in their trade. In USSR Members of the Supreme Soviet receive emoluments amounting to 100 roubles a month, besides what they are getting as salaries and other benefits, to cover their day-to-day expenses, to which is added 15 roubles a day. This applies to Rumania, Bulgaria, Poland, Hungary and other countries. I do not justify that because they are getting that we also should get similar amount. One rouble is equal to 100 rupees. That means they are getting Rs 150 a day in Communist countries as daily allowance, besides their fixed salaries and Rs. 1,000 every month. If they are in

trade and if they attend the Supreme Soviet the Government give them compensation for the loss they incur in the trade and business. I do not want to compare ourselves with Communist countries.

India is the land of Gandhiji, Vivekananda, Netaji and Fakirs. We have not come here for salaries. It is not a profession for us. It is with a spirit of dedication that we have come here. Let the press or the un-informed critics do not accuse us that we are trying to usurp the sacred trust vested on us—sacred trust means the will of the people for—our benefit, for our personal end. I would again appeal to Government to withdraw the Bill and leave it to an independent body to decide. Let them suggest having a comparison of conditions in different countries and then bring a Bill.

श्री शिव नारायण (बस्ती) : सभापति महोदय, मुझ को आज विरोधी दल के लोग क्षमा करेंगे। मैं उस कमेटी का मेम्बर रहा हूँ। इस लीबी में जब मैं तीन बजकर पैंतीस मिनट पर आखरी मीटिंग में जा रहा था तो कितने ही सदस्यों ने हाथ जोड़े और कहा कि 51 रु० होना चाहिए। मैं किसी माननीय सदस्य का नाम नहीं लेना चाहता। मैं माननीय हीरेन मुकर्जी साहब को जवाब देना चाहता हूँ जिन्होंने बड़ा उपदेश दिया। मैं बहुत ईमानदारी से कहना चाहता हूँ, अपने होम मिनिस्टर से दरखास्त करना चाहता हूँ कि पिछले जनरल इलेक्शन में जिन-जिन पार्टियों ने जहाँ से भी पैसा लिया है उसको सदन की टेबल पर रखें। विरोधी दल के माननीय सदस्य अपने दिल पर हाथ रखकर कहें कि बाहर से इनको पैसा मिलता है कि नहीं।

सभापति महोदय, हमने सैलरी नहीं बढ़ाई है। लोगों ने सैलरी का जिफ़ किया। आचार्य कृपालानी जी ने बड़ा उपदेश दिया। उन्होंने कहा कि हम अपने सिद्धान्त पर ऐकट नहीं कर रहे हैं। पर उपदेश कुशल बढ़तेरे। हम लोग बहुत ईमानदारी के साथ पब्लिक को फ़ैस करते हैं। न हम टाटा की जेब में रहे, न बिड़ला की और न साहू जेब की जेब में रहे। हमने बड़ी

[श्री शिव नारायण]

ईमानदारी से कमेटी में अच्छी फ़ाइट दी, और मैं अपने चीफ़ विप का अनुगृहीत हूँ कि पिछले सेशन में उन्होंने हमसे पूछा कि व्हाट इज योर फ़र्म ओपीनियन। मैंने कहा कि अगर आप 51 रु० कर देते हो तो सबका कमपेन्सेशन हो जाता है। निहायत ईमानदारी के साथ सरकार ने उसको मान लिया और जो माँग इनकी थी... (व्यवधान)

सभापति महोदय : माननीय शिव नारायण जी, आपको जो बोलना है बोलिये क्योंकि समय ज्यादा नहीं है। साढ़े चार बजे मैं मिनिस्टर साहब को बुला लूँगा।

श्री शिव नारायण : मैंने जो कुछ कहा। ईमानदारी से कहा। हमारे यहाँ 100 या 150 गरीब मेम्बर हैं, जो कि ईमानदारी से सर्व करते हैं मुल्क में। मैं भी गरीबों में से हूँ। मैं कोई बड़ा ताल्लुकदार नहीं हूँ। मेरे पास साहू जैन का पैसा नहीं आता है। श्री राम सेवक यादव मुझे माफ़ करेंगे।... (व्यवधान)।

मैं केवल यही प्रार्थना करूँगा कि हमारे जिन मित्रों ने विरोध किया है, जो बहुत ईमानदार हैं, वह प्लेज लें इस पार्लियामेंट के सामने कि वह 20 रु० ज्यादा नहीं लेंगे।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

श्री प० ला० बाबू पाल : सभापति महोदय, ..

सभापति महोदय : मुझे कोई पुकारेगा नहीं। माननीय सदस्य खड़े हो जाया करें, मैं उनको पुकार लूँगा। हाउस को डिगनिटी के साथ चलने दिया जाए।

श्री यशवन्त सिंह कुशावाह (भिड) : सभापति महोदय, मैं विरोधी दल का सदस्य होने के बावजूद शासन द्वारा प्रस्तुत इस बिल का हृदय से समर्थन करता हूँ। इसलिए कि जो कुछ मेरे हृदय में है वही बाहर है। मैं इस बिल के सम्बन्ध में यह कहना चाहता हूँ कि

जितनी ठीक और सर्व-सम्मत या बहुमत के द्वारा समर्थित सिफारिशें थीं उन पर अमल किया जाना चाहिए था। शासन ने जो यह बिल पेश किया है उसमें उसने सर्व-सम्मत सिफारिशों में से भी कुछ को छोड़ दिया और बहुमत वाली सिफारिशों को भी अधिकांश छोड़ दिया। इसलिए मैं इस बिल को अपर्याप्त मानता हूँ और चाहता हूँ कि शासन-द्वारा पेश किये गए विधेयक में उन सुविधाओं को भी अवश्य बढ़ाया जाना चाहिए जिनका बढ़ना एक पार्लियामेंट के मेम्बर के काम के लिए अत्यन्त आवश्यक है।

उदाहरण के तौर पर मैं कहना चाहता हूँ कि एअर जर्नल सम्बन्धी फेसिलिटीज बढ़ाई गई हैं, लेकिन उनका फायदा कितने लोगों को मिलेगा? जो कुछ पैसे वाले लोग हैं, जो ज्यादा सफर करते हैं, केवल उनको ही मिलेगा। जो साधारण व मध्यम श्रेणी के कार्यकर्ता यहाँ सदस्य हंकर आये हुए हैं उन को हवाई जहाज की यात्रा कम ही करनी पड़ती है। उन्हें तो अपने निर्वाचन क्षेत्र में जाने के लिए बसों का सहारा लेना पड़ता है और गाँठ से पैसा देना पड़ता है। इस विधेयक में यह सहूलियत देनी चाहिये थी कि हर एम० पी० को उसके राजनीतिक क्षेत्र के भीतर जो शासकीय अथवा अशासकीय बसें हैं उनमें यात्रा करने की सहूलियत, जिससे वह अपने निर्वाचन क्षेत्र में लोगों की अधिक सेवा कर सकें।

इसी तरह से अधिक चिट्ठियाँ अपने निर्वाचन क्षेत्र में लोगों के साथ सम्पर्क स्थापित करने के लिए लिखी जा सकें इसके लिए फ्री पोस्टेज की सहूलियत मिलनी चाहिए। टेलीफोन की सहूलियत के बारे में मंत्री जी को स्पष्टीकरण करना है कि कहीं तक उस पर अमल होगा और कैसे होगा क्योंकि अभी तक इस पर अमल शुरू नहीं किया गया है।

मंत्री जी ने मिनिमम रिक्वायरमेंट्स की बात कही थी। मैं यह निवेदन करना चाहता हूँ कि कम से कम सहूलियत इस तरह की

हानी चाहिए कि जिसमें एम० पीज० ग्रासानी से अपने यहाँ दिये गए घरों में रह सकें और उनको किराया व नल बिजली के चार्ज देना भी मुश्किल न पड़े। साथ ही अगर एम० पीज० और मिनिस्टर की सहुलियतों के बीच में ज्यादा खाई रहेगी तो यह चलने वाली चीज नहीं है। इसलिए या तो मिनिस्ट्रों की सहुलियतों को घटाइये या फिर एम० पीज की कुछ सुविधायें बढ़ाइये। और नहीं तो कम से कम फ्री फर्निशड ए टाइप क्वार्टर के लिए और बिजली व पानी के 50 रु० माहवार तक देने की सुविधा होनी चाहिए। यह सहुलियतें जरूर दी जानी चाहिए नहीं तो यही दृश्य आप को देखने को मिलेगा कि बहुत से एम० पीज० हैं बड़े-बड़े शानदार नाम वाले हैं—मैं किसी का नाम नहीं लेना चाहता, अपने प्लेट्स में किरायेदार रखे हुए हैं, ऐसे किरायेदारों के रहने के कारण वातावरण बिगड़ा हुआ है और वे ग्रास पास के एम० पीज० को परेशान करते हैं।

मैं निवेदन करना चाहता हूँ कि इन चीजों को महसूस किया जाना चाहिए और जो कम से कम आवश्यकतायें हैं जो कि मानवता के लिए आवश्यक हैं और एक सदस्य के स्तर के साथ रहने के लिये आवश्यक हैं और उनके काम के लिए आवश्यक हैं वह दी जानी चाहिए।

श्री रणधीर सिंह (रोहतक) : सभापति महोदय, मेरा मुद्दा किसी भाई की दिलाजारी करना नहीं है। मैं वही कहूँगा जो हर एक के दिल की बात होगी। बात यह है कि हाथी के दाँत खाने के और होते हैं और दिखाने के और होते हैं। हर आदमी को चाहिए कि जो सही बात दिल में हो वही कह दे, सियासत को बीच में न लाए।

सब से पहले तो मैं यह कहना चाहता हूँ कि चीफ क्लिप ने कहा था कि इस मामले में सब पार्टीज का कान्सेसस लिया गया और सारी बात वही लिखी गई जो ग्राम तौर से

भाई चाहते थे। उसके बाद अगर इसके मुतालिक सब अलग-अलग बात कहें, कोई अपने घर की बात कहे, कोई दफतर की बात कहे, कोई प्लेटफार्म की बात कहे तो यह बात किसी को शोभा नहीं देती। जो पार्लियामेंट है वह देश का सब से बड़ा फोरम है और जितने लोग यहाँ पर बैठे हैं वह अगर सच्चे दिल से काम करना चाहें, जो जिम्मेदारी हमने उठा ली है, जो रुपया हम खर्च करके प्राये हैं, जितना-जितना कर्ज हमारे सिर पर है, और दो साल पहले एलेक्शन में जो हमने खर्च किया है, उसका हिसाब लगा लिया जाये, और उसके बाद हम लोग यहाँ पर मौजूदा तनख्वाह पर काम करें तो यह पाया जायेगा कि हर एक आदमी कम से कम दो-दो लाख रुपये का मकरूज होगा। अगर कोई सच्चे दिल से पूछना चाहे तो हमारी सात पुस्त भी इस कर्ज को नहीं उतार सकती। आचार्य कृपालानी ने अपनी बात कह दी। वह हमारे बुजुर्ग हैं, हम उनका आदर करते हैं, उनकी इज्जत करने में हम किसी से भी कम नहीं हैं। कांग्रेस बेंचेज उनका जो आदर करती है वह किसी दूसरे से कम नहीं है। हम उनकी हर बात के सामने सर झुकाते हैं, लेकिन आइडियल की बात और है और प्रैक्टिकल बात और है। मैं कोई बात छिपकर नहीं कहना चाहता। मैं तो जो ग्राम तकलीफ हमको है उसके बारे में कहना चाहता हूँ।

आप देखिये कि हिन्दुस्तान ही नहीं, पाकिस्तान में एम० पीज० का क्या मिलता है। विश्वने दो सालों से वहाँ पर 51 रु० डेली प्रलाउन्स मिल रहा है। और बातों का मुकाबला हम क्या करें? हमारा देश बहुत गरीब है, लेकिन हमारी जो दूसरी असम्बलीज हैं उनमें 40—40 रु० रोज प्रलाउन्स मिल रहा है और 500-500 रु० माहवार तनख्वाह मिल रही है। मैं किसी पार्टी की दिलाजारी नहीं करना चाहता। लेकिन मैं जानता हूँ कि वह लोग पार्टी में और बात कहते हैं और यहाँ पर कोई और। मैं तो

[श्री रणधीर सिंह]

कहता हूँ कि यहां पर बैठकर फैसला करना चाहिए। लेकिन हमारे जन संघ पार्टी ने यहाँ पर एक ऐसे आदमी को बोलने के लिए खड़ा कर दिया जो हमेशा टक्कर लेता रहता है। अगर कोई जिम्मेदार आदमी उनकी पार्टी की तरफ से कोई बात कहता तो हम सुनते और अपनी बात कहते। यहाँ तो जुम्बद न जुम्बद, गुलमोहम्मद वाली बात हो गई है।

मैं जो बात कहना चाहता हूँ वह यह कि हमें किसी बात की जिद पर नहीं जाना चाहिए। यह सही बात है कि जहाँ हमारी तनख्वाह बढ़े वहाँ बाकी देश की भी बढ़नी चाहिए, लेकिन जब हम इस काबिल नहीं होंगे कि किसी का काम कर सकें तब फिर हमारे यहाँ आने से क्या फायदा होगा? फिर देश की तनख्वाह बढ़ेगी कैसे नहीं? हमने दुनिया भर के काम किये हैं। नेशनलाइजेशन किया है। हम हरिजन को पंसा देंगे, किसान को पंसा देंगे, देहात को पंसा देंगे। वहाँ सड़क होगी, वहाँ इरिगेशन बढ़ेगा...। (व्यवधान) आदिवासी का नाम सबसे पहले आता है।

मैं जो बात यहाँ पर कहने वाला हूँ वह यह है कि जो हम देने जा रहे हैं वह भी कम है। पुलिस में और फौज में सिपाही लड़ते हैं और हम देश के सिपाही हैं। आज जो गरीब हरिजन हैं, गरीब किसान हैं और बैंकवर्ड लोग हैं, उन सबके लिए हम यहाँ पर लड़ते हैं, लेकिन हम यहाँ पर बहुत गरीबी की हालत में हैं। फौज का जो सिपाही होता है... (व्यवधान)

समापति महोदय : जो कोई भी बिना मेरे बुलाये हुए बोलेगा उसकी बात रेकार्ड पर नहीं जायेगी। इसलिए बिना बुलाये हुए कोई न बोले।

श्री रणधीर सिंह : मैं कहता हूँ कि हम भी सिपाही हैं, जनता के सिपाही हैं। जो सिपाही चीन और पाकिस्तान से लड़ते हैं

उनको भी अपने बच्चों को ले जाने का हक है, उनको भी पास मिलता है फैमिली के लिए, लेकिन अगर कोई पालियामेंट का मेम्बर अपनी बच्ची या औरत को ले जाना चाहे तो उसके लिए कोई भी पास नहीं है। मैं तो इस हद तक जाना चाहता हूँ कि उसको भी साल में एक आध बफे इसका मौका मिलना चाहिए। मैं एक कदम और आगे जाता हूँ। एक आदमी जो सौ रुपया तनख्वाह लेता है उसको पेंशन मिलती है। लेकिन जो इनक्लाबी हैं, सभापति महोदय, आप जैसे जिनका जिस्म देश के लिए लड़ा है और जो उधर भी हैं और इधर भी हैं, उनको तीस रुपया महीना पेंशन भी नहीं मिलती है। कहाँ का इसाफ है। कांस्टीट्यूशन में सब आदमियों को बराबर करार दिया गया है। अगर किसी को पचास रुपया माहवार पेंशन मिलती है तो जो इनक्लाबी लोग हैं, जिन्होंने सब कुछ देश के लिए न्योछावर कर दिया है, उनको कोई पेंशन क्यों न मिले? यहाँ पर लोग हैं जो दिल में तो कुछ रखते हैं, लेकिन मुंह से कहते कुछ और हैं। मुझमें खराबी यह है कि जो मेरे दिल में है वही मेरे मुंह पर भी है। हम कोई आसमान फोड़ने नहीं चले हैं, कोई जमीन मोड़ने नहीं चले हैं।

मैं एक बुनियादी बात कहता हूँ। जिन भाइयों ने उधर से इसका विरोध किया है उनको मैं बतलाना चाहता हूँ कि डाक्टर साहब के मैं भी बहुत नज़दीक रहा हूँ और मुझे मालूम है कि उनको लोग आकर कहा करते थे हाथ जोड़कर, उनके पाँव पकड़ कर कि कुछ तो कर दो, हम मर गए। यहाँ वही लोग घेर बबर बनबे की कोशिश कर रहे हैं। आचार्य कृपलानी जी की बात समझ में आती है। लेकिन हो सकता है कि सभी के वही हालात न हों जो कि भ्रष्टाचार्य जी के हैं। अस्सी परसेन्ट एम० पी० इधर के और उधर के भी ऐसे हैं जो कि घर-घर जाते हैं, गाँव-गाँव जाते हैं, हल्के में घूमते फिरते हैं, अपना व्यापार छोड़ते हैं, वकालत छोड़ते हैं, अपना पेशा छोड़ते हैं और तब अपना काम करते हैं। कौन माई का लाल है जो ऐसा कर

सकता है। अग्रर हिसाब लगाया जाए तो पता चलेगा कि कई हजार के नीचे वे आ जाते हैं। किसी के पास इतने साधन नहीं हैं कि वह खर्च करता जाए अपनी जिम्मेदारी को निभाता जाए। एम० पी० के बच्चों की भी वही हालत है जो कि सौ रुपये माहवार कमाने वाले लेबरर की है। मैं अस्सी परसेन्ट एम० पी० की बात कर रहा हूँ। पांच सौ रुपये की तो चाय जो दोस्त एम० पी० के घर आते हैं, वे पी जाते हैं। एम० पी० की जो अरतें हैं वे रोटियां प्रकाते-प्रकाते खक जाती हैं। वे बतौर कुक के काम करती हैं। मेम्बर पार्लियामेंट का चाहे वह इधर का हो या उधर का स्टैंडिंग आफ लाइफ एक मामूली मजदूर, मामूली क्लर्क, मामूली दूकानदार से भी कम है। अब जब गवर्नमेंट थोड़ा बहुत ठीक काम कर रही है तो ये हमारे भाई हैं जो कि इसको पोलिटिकल स्टंट बनाना चाहते हैं। ये बहुरूपिये हैं। इनके दिल में कुछ है और ये कहते कुछ और है। मैं कहूँगा कि एक मत से हमको इसको पास करना चाहिए। दादा की बात पूरी हो जाएगी अगर हम मास कांट्रैक्ट करें, देहातों में जायें, हरिजनों, आदिवासियों इत्यादि सब की सेवा करें। हम वेईमानी न करें, कुरप्शन न करें, इस्लामीकी तौर पर गिरें नहीं। तनख्वाह कोई चीज नहीं है। तनख्वाह अगर बढ़ जाएगी तो इस्लामीकी तौर पर जो गिरावट आ भी सकती है वह नहीं आएगी। हो सकता है कि हम में गिरावट हो। जो गरीब होता है, जो जरूरत-मन्द होता है, सब कुछ कर सकता है। मुझे एक फौजी कर्नल की बात मालूम है जिसके पास पैसे की तंगी थी, जिसके पास पैसे की कमी थी। उसने डाका डाला। तंग आमद बख्श आसद, भूखा आमदमी कुछ भी कर सकता है। हम में दोष होंगे लेकिन उनको दूर हमें करना चाहिए ताकि देश का मला हम कर सकें।

मैं इस बिल की पुरजोर हिमायत करता हूँ और प्राथना करता हूँ कि इसको युनिनिमसली पास किया जाए।

SHRI K. M. ABRAHAM (Kottayam) : Yesterday we nationalised banks and today we are distributing the amount ! This Bill seeks to increase the daily allowance of Members to Rs. 51 per day. I, on behalf of my Party, Communist Party (Marxists), oppose it. When I say that the existing amenities and the daily allowance need not be increased, my hon. friends on the other side may call it a cheap political propaganda ; they might say that even if we oppose the Bill, the Bill will be passed and we would also get the amount. That is not the case. What is the reality ? We are getting Rs. 500 as salary every month and a daily allowance of Rs. 31 per day. Is this a small amount ? I do not think that this is a small amount. It is a pretty good amount. We are representatives of the common people, the workers, the peasants, the unemployed and the tolling masses. What is the per capita income of these people ? It is 50 Paise per day. Compared to that, is the amount that we get small ? My hon. friend, Mr. Chengalraya Naidu, said that the Communist Party members had already decided to give Rs. 20 in this to our Party. (Interruptions) With pride I say that even now from the amount that we are getting we are giving Rs. 400 per month to the Party. And if we get additional amounts, we would not mind giving more and more to our Party (Interruptions) When the common people are struggling for their existence, for their need-based minimum wages, we are asking for an increase in our daily allowance ! Last year when the government employees struck for one day in connection with their demand for need-based minimum wages, how were they treated ? They were beaten up and put in the jail ; some were also shot dead ; the services of some were also terminated. But now are demanding an increase of our daily allowance to Rs. 51. An increase of Rs. 20 per day is not at all necessary and will not be acceptable to any reasonable man. Therefore, I, on behalf of my Party, oppose this Bill. I also oppose the amendment which seeks to provide for something more over and above the increased allowance and amenities.

सभमति महोदय : श्री बरूपान्न ।

इसके पहले कि वह बोलें मैं एक बात कहना चाहता हूँ। दो मिनट से ज्यादा कोई न

[सभापति महोदय]

ले। इस बहस को मैं साढ़े चार बजे खत्म करने वाला था। लेकिन चूँकि बहुत से माननीय बोलना चाहते हैं इस वास्ते मैं इसको पाँच दस मिनट के लिए बढ़ा रहा हूँ। अब जो भी माननीय सदस्य बोलें, दो मिनट ही बोलें।

श्री प० ला० बारपाल (गंगानगर) : सभापति महोदय, मैं इस विधेयक का समर्थन करता हूँ। पिछले सतरह सालों में जो थोड़ी बहुत घटनायें घटती रही हैं, वे मुझे मालूम हैं। पहले हमको 45 रुपया जब हम सदन में उपस्थित होते थे तो मिला करता था। सन् 1955 में एक विधेयक आया जिसमें 45 से घटा कर इसको 21 रुपया किया गया और चार सौ रुपया महीना किया गया। उस समय भी हमारे भाइयों ने उसका विरोध किया था। बाद में मेरा एक बिल आया। उस पर श्री रघुनाथ सिंह जी ने डाका डाला और मुझे कोई श्रेय नहीं मिला। उनका विधेयक पास हुआ और उस समय भी इन्होंने उसका विरोध किया। आज उसी प्रकार मेरे विधेयक के फलस्वरूप श्री रघुरमैया जी सरकारी विधेयक लाये। मैंने कहा था कि जो माननीय सदस्य भत्ता बढ़ाने के विरोधी हैं, अगर वे सचमुच ईमानदार और आदर्शवादी हैं, तो वे बड़ा हुआ भत्ता न लें और अन्य सुविधायें छोड़ दें, लेकिन किसी ने ऐसा नहीं किया। हम तो गरीब आदमी हैं। हम यहां पर गरीब जनता और किसानों का प्रतिनिधित्व करते हैं। हम चुनाव में मुश्किल से दो ढाई हजार रुपया लगाते हैं। परन्तु जो लोग चुनाव में लाखों रुपये खर्च करते हैं, वे कहां से पैसा लाते हैं ?

चूँकि इस विधेयक से मेरा पुराना संबंध रहा है, इसलिये मुझे अधिक समय मिलना चाहिए था। इस समय मैं इतना ही कहना चाहता हूँ कि इनकी करनी और कथनी में अन्तर है, क्योंकि इनके सिमरन-माला हाथ और कतरनी काख में ; आग बुझी मत जान, दबी है राख में ; चाले धीमी चाल, बोल है

मधुर मोर के ; यह दीखत के हैं सन्त, लक्षण हैं चोर के।

श्री स० मो० बनर्जी : तुलसीदास जी ने कहा है, "वानर बालक एक समान।"

श्री राम सेवक यादव (बाराबंकी) : "तुलसी बुरा न मानिये, जो गंवार कह जाये।"

सभापति महोदय, माननीय श्री रघु रामैया ने इस विधेयक के समर्थन में बोलते हुए यह दलील दी कि सब लोग यह चाहते हैं और उन्होंने इस बात पर जोर दिया कि जो लोग इसका विरोध कर रहे हैं, वे भी यही चाहते हैं। मैं उनसे एक प्रश्न पूछना चाहता हूँ कि अगर कुछ लोग किसी की जेब काटना चाहें, तो क्या मंत्री महोदय इस बारे में कोई कानून बनाने के लिए तैयार हो जायेंगे। इस तरह की दलील कभी भी नहीं दी जानी चाहिए कि चूँकि सब लोग अमुक बात को चाहते हैं, इसलिए उसके लिए कानून बनाया जा रहा है। सब लोग किसी बात को चाहते हैं, या नहीं चाहते हैं, इस आधार पर कोई कानून पेश करना उचित नहीं होगा। सरकार और मंत्री महोदय का देखना होगा कि उस कानून का लक्ष्य और उद्देश्य उचित है या नहीं।

जब मैं उत्तर प्रदेश विधान सभा में था, तो वहाँ पर किसी प्रधानाचार्य द्वारा अपने विद्यालय में गबन किये जाने का प्रश्न आया। उस अवसर पर शिक्षा मंत्री ने कहा कि गबन तो हुआ, लेकिन चूँकि वह पैसा अच्छे काम में खर्च हो गया, इसलिए वह बुरा नहीं है। इस पर मैंने यह सवाल किया था कि अगर कोई डकैत डकैती डाले और उसके बाद किसी मन्दिर या मस्जिद के बनाने के लिए चन्दा दे दे, तो क्या उस पर डकैती का मुकदमा चलेगा या नहीं। इसी तरह की दलील मंत्री महोदय ने दी है, जो कि उन्हें नहीं देनी चाहिए।

माननीय सदस्य, श्री कुशवाह के तर्क से तो मैं सहमत हूँ, लेकिन उनकी माँग से नहीं। आज हमारे देश में एक तरफ तो ब्यूरोक्रेट अर्थात् नौकरशाह है, दूसरी तरफ पूँजीपति हैं

और तीसरी तरफ़ मंत्री लॉग हैं। इसके अतिरिक्त काफी बड़ी ग्रामदनी वाले वकील और डाक्टर आदि हैं। उनके मेम्बर बनने के बाद जब हम उनके साथ उठते बैठते हैं, तो हम उनके स्तर और रहन-सहन को देखकर प्रभावित होते हैं और शायद फिर हमारे मन में भी वैसे ही रहने और उनकी नकल करने की इच्छा पैदा होती है।

मैं निवेदन करना चाहता हूँ कि मैं इस तर्क से सहमत नहीं हूँ कि या तो मंत्रियों के वेतन, भत्ते और सुविधायें घटाई जायें या हमारे वेतन, भत्ते और सुविधायें बढ़ाई जायें। आज हमारे देश में चारों तरफ़ एक ग़ैर-बराबरी का आर्थिक ढांचा खड़ा हुआ है। वास्तव में उस ढांचे पर चोट करने की मांग होनी चाहिए, न कि हमें भी उस ग़ैर-बराबरी के आर्थिक ढांचे का शिकार हो जाना चाहिए और इस प्रकार अपनी सुविधायें बढ़ाते चले जाना चाहिए। हमने एक बार अपना भत्ता 21 रुपये से 31 रुपये बढ़ाया और वेतन 400 रुपये से 500 रुपये बढ़ाया। अब हम अपने भत्ते को 31 रुपये से 51 रुपये करने जा रहे हैं और अन्य सुविधायें भी प्राप्त कर रहे हैं। अगर यही क्रम चलता रहा, तो इसका अन्त क्या होगा ? एक दिन ऐसा आयेगा, जब जनता रास्ते में हमें घेरेंगी और हम लोगों का चलना मुश्किल हो जायेगा।

एक और दलील दी गई कि सदस्य दूसरों से पैसा लेते हैं और अगर भत्ता 51 रुपये हो जायेगा, तो पैसा लेना बन्द हो जायेगा। माननीय सदस्य अपने सीने पर हाथ रखकर सोच लें कि जो सदस्य दूसरों से पैसा लेते हैं, क्या 51 रुपये मिलने पर वे साधू और ईमानदार बन जायेंगे और पैसा नहीं लेंगे। इस दलील में कोई वजन नहीं है। जो पैसा लेते हैं, जिनको इस तरह के पैसे का लालच है, वे 51 रुपये क्या, 500 रुपये मिलने पर भी दूसरों से पैसे लेंगे।

इस विधेयक में फ़र्क का पैसा देने पर हवाई जहाज़ की यात्रा करने की भी व्यवस्था की गई है। मैं जानता हूँ कि माननीय सदस्य श्री बारूपाल, फ़स्ट क्लास और एयर ट्रेवल के फ़र्क का पैसा देकर हवाई जहाज़ पर नहीं चलेंगे और हमारे जैसे लोग भी नहीं चलेंगे। इस व्यवस्था से फ़ायदा तो मंत्रियों, ब्यूरोक्रेट्स और पूंजीपतियों को पहुंचाया जा रहा है। उन्हीं को यह सुविधा मिलने वाली है और उन्हीं के लिए यह व्यवस्था की जा रही है।

यही स्थिति एयर-कन्डीशन में यात्रा की है। बजाये इसके कि हम एयर-कन्डीशन का फ़र्क देकर उसमें चलने की बात करें, हमें कोशिश करनी चाहिए कि एयर-कन्डीशन और तीसरे दर्जे आदि के विभेद को ख़त्म कर दिया जाये और सब लोगों को समान सुविधायें दी जायें।

मैं निवेदन करना चाहता हूँ कि चूँकि कानून बनाना हमारे हाथ में है, इसलिए अपना वेतन और अन्य सुविधायें बढ़ाने की व्यवस्था करना उचित नहीं है। इस लिए मैं मांग करता हूँ कि सरकार इस विधेयक को वापस ले ले। अगर उसको इस बारे में बड़ी जिद है, तो वह इसको जनमत जानने के लिए परिचालित करे।

श्री अ० सि० सहगल (बिलासपुर) :
समापति महोदय, जो माननीय सदस्य इस विधेयक का विरोध कर रहे हैं, मैं उनसे पूछना चाहता हूँ कि जिस वक्त यह विषय सिलेक्ट कमेटी के सामने गया था, उन्होंने उस वक्त उसका विरोध क्यों नहीं किया... (व्यवधान)। सिलेक्ट कमेटी ने इसको एक राय से मंजूर किया था। उसके बाद पार्लियामेंटरी कमेटी में भी इस बारे में एक राय हुई थी।

हमारे कुछ मित्र पोस्टल फैसिलिटीज, ट्रंक-काल की सुविधायें और स्टैनोग्राफ़िक एसिस्टेंट चाहते हैं और उनकी मांग थी कि इसके लिए सदस्यों को 300 रुपया दे दिया जाये। मैं अर्ज करना चाहता हूँ कि भत्ते में

[श्री प्र० सि० सहगल]

यह जो बीस रुपये की वृद्धि की जा रही है, उससे वे इन सुविधाओं की व्यवस्था कर सकते हैं।

हमारे दोस्त कहते हैं कि एयर-कन्डीशन में कौन जायेगा। जिसको जरूरत होगी, जिसको जल्दी जाना होगा, वह जायेगा और खर्च करेगा। ऐसे लोग आज भी खर्च करते हैं और कल भी करेंगे।

मैं सदन के सब माननीय सदस्यों से नम्रतापूर्वक कहना चाहता हूँ कि वे अपने रहने के स्थान और सर्वेंट्स क्वार्टरों को किराये पर न दें। चाहे कांग्रेस पार्टी के सदस्य ऐसा करते हों और चाहे अन्य दलों के सदस्य, मैं उन सब से अदब के साथ अर्ज करूँगा कि वे इसको बन्द कर दें। एक प्रेस्टिज कायम करिए। एक अपने यहाँ की सम्यता कायम करिए और आप उच्च कोटि की और जाइए, लोगों को ऊँचा ले जाइए। कृपालानी जी ने जो कहा, मैं उनसे निवेदन करूँगा कि यह जो 20 रुपये बढ़ रहे हैं मैं दावा करता हूँ कि यह 600 रुपये महीने की मेरी आमदनी अध्यात्म प्रचार पर खर्च होगी। अध्यात्म प्रचार में मैं इसको खर्च करूँगा। मैं आप से कहता हूँ कि इस तरह से काम नहीं होगा। हमें और आपको मिल कर काम करना होगा। आज अध्यात्मवाद की बहुत सख्त जरूरत है देश को। उसके लिए आपको प्रयत्न करना है। मैं कहता हूँ कि आप उस रुपये को और कामों में मत खर्च करिए, अध्यात्मवाद में लगाइए, लोगों को उच्च कोटि की तरफ ले जाइए, उनके आचरण को ऊँचा करिये।

इन शब्दों के साथ मैं इसका समर्थन करता हूँ।

श्री अब्दुल गनी डार (गुडगाँव) : संभाषित महोदय, मैं इस बिल की हिमायत के लिये खड़ा हुमा हूँ और मुझे रंज है कि सारी जिन्दगी में पहली बार आचार्य कृपालानी

जी के साथ मैं सहमत नहीं हो सकता। मैं कहता हूँ बिल यहाँ मौजूब है, सात वर्ष मुझे मेम्बर पालियामेंट बने हो गए अगर 30 परसेंट भी मेरी तनखाह मुझे मिली हो तो मैं रिजाइन करने के लिए तैयार हूँ। मिनिस्टर्स के बड़े रिसोर्सेज हैं, पार्टियों के बड़े रिसोर्सेज हैं मगर मैं कहता हूँ मेरे पास से हर खत का जवाब न गया हो मेरे स्टेंनों की तरफ से और मेरी तरफ से तो मैं जो सजा आप दें वह भुगतने के लिए तैयार हूँ। 7 सौ रुपये महीने में अपने दर्पेतर पर खर्च करता हूँ, दो सौ रुपये महीने अपने पार्टी की देता हूँ जिसका मैं मेम्बर हूँ... (व्यवधान)।

श्री हुकम चन्द कछबाय : खाते क्या है ? लख्ते जिगर ?

श्री अब्दुल गनी डार : लख्ते जिगर नहीं, 16 घंटे रोज काम करता हूँ, अपना बिजनेस करता हूँ, कमाता हूँ, कमा कर देश की खिदमत में भी पेश करता हूँ और कांस्टीट्यूएन्सी की सेवा भी करता हूँ। मैंने कभी कांस्टीट्यूएन्सी बदली नहीं। उसी कांस्टीट्यूएन्सी से आया हूँ जिससे 20 वर्ष से आ रहा हूँ। मैंने क्यों कहा कि इस से भी बढ़ाया जाय ? हमारे स्वर्गीय लोहिया जी कहते थे कि रुपये की कीमत ढाई आने की हो गई है। तो 30 रुपये के तो 5 ही रुपये रहे। गुस्सा करने की बात नहीं है। आप बिल निकाल लीजिए—जो हवाई जहाज से सफ़र करते हैं उनके भी निकाल लीजिये और मेरे भी निकाल लीजिए। अगर मेरा बिल सब मेम्बरों से कम निकले तो जो मंजी हो वह सजा दे दीजिये। अगर आप इस आगस्ट हाँउस की इन्जेंट बढ़ाना नहीं चाहते हैं, यह नहीं चाहते हैं कि इसके मेम्बर आसानी के साथ, इन्जेंट के साथ अपने हस्के की ही नहीं सारे देश की सेवा कर सकें तो मैं समझता हूँ कि आप देश के साथ इन्साफ नहीं करते क्योंकि कोई मेम्बर केवल अपने हस्के की सेवा के लिए ही नहीं है बल्कि वह 53 करोड़ देश की जनता की सेवा करने का हकदार है। और मिनिस्टर का जो

हम बीसवां हिस्सा ही लेंगे। मंम्बर और मिनिस्टर में एक और बीस का तो फर्क हो। तो इसको देखते हुए क्या यह कुछ ज्यादा है? अगर ज्यादा है तो आप बेशक कम कर दोजिए।

[श्री عبد الغنى دار (कोकानों): सभापति महोदय, मैं इस بل کی حمایت کے لئے کھڑا ہوا ہوں اور مجھے رنج ہے کہ ساری زندگی میں پہلی بار آجاریہ کرپالائی جی کے ساتھ میں سہمت نہیں ہو سکتا - میں کہتا ہوں بل یہاں موجود ہیں، سات ورش مجھے ممبر پارلیامینٹ بنے ہو گئے اگر ۳۰ پرسیڈنٹ بھی میری تذبذواہ مجھے ملی ہو تو میں رجائن کرنے کے لئے تیار ہوں - مڈسٹروں کے بڑے (سورسبز ہیں، پارٹیوں؟ بڑے سورسبز ہیں مگر میں کہتا ہوں میرے پاس سے ہر خت کا جواب نہ گیا ہو میرے سٹارو کی طرف سے اور میری طرف سے تو میں جو سزا آپ دیں وہ بھگتنے کے لئے تیار ہوں - ۷ سو روپیہ مہینے میں اپنے دفتر پر خرچا کرتا ہوں دو سو روپیہ مہینے اپنی پارٹی کو دیتا ہوں جس کا میں ممبر ہوں..... (ویوڈھان).....

श्री हुकम चंद कछवाय : खाते क्या है लख्ते जिगर ?

श्री عبد الغنى دار : لخصت جگر نہیں ۱۶ گڈنے روز کام کرتا ہوں ایلا بزنیس کرتا ہوں، کمانا ہوں، کما کر دیش کی خدمت میں بھی پیش کرتا ہوں اور کانسٹی-ٹیوہیلسی کی سیوا بھی کرتا ہوں - میں نے کبھی کانسٹی ٹیوہیلسی بدلی نہیں - اسی کانسٹی ٹیوہیلسی سے ایسا ہوں جس سے ۱۰ ورش سے آرہا ہوں - میں نے کیوں کہا کہ اس سے بھی بڑھایا جائے؟ ہمارے سورکیہ لوهیا جی کہتے تھے کہ روپیہ کی قیمت تھائی آنے ہو گئی ہے - تو ۳۰ روپیہ کے تو ۵ ہی روپیہ رہے - غصہ کرنے کی بات نہیں ہے - آپ بل نکال لھجئے - جو ہوائی جہاز سے سفر کرتے ہیں ان کے بھی نکال لھجئے اور مہرے بھی نکال لھجئے - اگر مہرا بل

سب ممبروں سے کم نہ نکلے تو جو مرضی ہو وہ سزا دے دیجئے - اگر آپ اس آگست ہاؤس کی عزت بڑھانا نہیں چاہتے ہیں، یہ نہیں چاہتے ہیں کہ اس کے ممبر آسانی کے ساتھ، عزت کے ساتھ ایلمے حلقہ کی ہی نہیں سارے دیش کی سیوا کر سکیں تو میں سمجھتا ہوں کہ آپ دیش کے ساتھ انصاف نہیں کرتے کہوں کہ کوئی ممبر کیوں ایلمے حلقہ کی سیوا کے لئے ہی نہیں ہے بلکہ وہ ۵۳ کروڑ دیش کی جلتنا کی سیوا کرنے کا بھی حقدار ہے - اور مڈسٹر کا تو ہم بیسوں حصہ ہی ہوں گے - ممبر اور مڈسٹر میں ایک اور ۶۰ کا تو فرق ہو - تو اس کو دیکھتے ہوئے کیا یہ کچھ زیادہ ہے؟ اگر زیادہ ہے تو آپ بھشک کم کر دیجئے۔]

श्री मु० अ० खां (कासगंज) : सभापति जी, सबसे पहले जब माननीय सदस्य नायडू ने अपनी स्पीच दी तो हमारे भ्रानरेबल मंम्बर श्री हीरेन्द्र मुकर्जी काफी बिगड़े, नाराज भी हुए। हमने अपनी तरफ से कोई बात नहीं कही। हम इस सदन में बराबर देखते बले आ रहे हैं कि उधर वाले लोगों पर अमेरिका की असिस्टेंस का इल्जाम लगाया जाता है, हम नहीं लगाते, वही लोग लगाते हैं, और उधर के ही लोगों पर चाइना और रशिया की असिस्टेंस का इल्जाम लगाया जाता है। हम नहीं कहते यह, उधर से ही माँग की गई है गवर्नमेंट आफ इंडिया से कि कितना रुपया किन-किन पार्टियों को किन-किन सोसॅज से आता है, इसकी जाँच की जाय।... (ब्यबधान)... यह बड़ी आवाजें लगा रहे हैं, चिल्ला रहे हैं। इनको उस दिन शर्म नहीं आई जब इन्होंने, सबने मिलकर मध्य प्रदेश में एलाबंस और सैलरीज अपनी बढ़ाई थी, उस समय हमारी सरकार वहाँ नहीं थी, इन्हीं की सरकार थी जिसमें यह सब शामिल थे... (ब्यबधान)... यह चीप पब्लिसिटी के लिए यहाँ इस तरह की बातें करते हैं। गैलरियों की तरफ मुँह उठाकर बोलते हैं और भ्रष्टाचारों में उनका नाम आ

[श्री मु० अ० खां]

जाय इस कोशिश में रहते हैं। यह धोखा देते हैं देश को (व्यवधान)...अभी कल इन्होंने मध्य प्रदेश में एलावेंसेज बढ़ाए तब नहीं इस तरह की बात की। तब वहाँ कांग्रेस की सरकार नहीं थी उन्हीं लोगों की सरकार थी।... (व्यवधान)... मैं चेयर को ही ऐड्रेस कर रहा हूँ। मैं यह अर्ज कर रहा था कि हम यहाँ जनता के प्रतिनिधि हो कर आए हैं। हमें ईमानदारी से अपने अखराजात को पूरा करने के लिए जितना जरूरी है वह मिलना चाहिए। करीब 70-75 फीसदी सदस्य गरीब हैं। गरीब जनता को रेप्रेजेंट करते हैं। जब तक उनकी सही तौर से जरूरतें पूरी न हों वह सही दिमाग से काम नहीं कर सकते, देश की सेवा नहीं कर सकते। लिहाजा इस किस्म का कदम जिससे सदस्यों का सहूलियत मिले और उनके अखराजात आसानी से चल सकें यह बहुत जरूरी है। इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH) : Mr. Chairman, Sir, I am extremely grateful for the support which most Members of the House have given to this Bill. I am equally grateful to all the Members of the Opposition who have given me greater support in the lobby. Sir, I can speak truly and truthfully that taking into account both the House and the lobby, 99.9 per cent of the Members are in favour of the Bill.

At the very outset, I begged of the Opposition leaders not to make political issue of it. I do not say they have, but it is for the House to judge. Some of the Opposition Members have dropped words of wisdom : that we should go to an impartial committee for its opinion, that it should be circulated for public opinion, and so on. May I, in all humility, ask, what happened to these words of wisdom at that time when the Select Committee was asked to consider this matter? It was a Joint Committee of both the Houses, and this Parliament had then thought it

prudent to entrust it to the Committee of Parliament, and now, here are some hon. Members who say it is improper of Parliament to consider this Bill, and that we should not consider our own salaries and allowances. Why did they not say it then?

This is not the first time that the Salaries and Allowances of Members of Parliament Act is being amended. It has been amended on a number of occasions before. It was done in 1962; it was done in 1965, and later on also. On all these three or four occasions, when the Act was amended, when salary was introduced, when the daily allowance was increased, from time to time when it was amended, did anybody object? Did they say that the dignity of the House was coming down? Did they say that the image of Parliament was going down. I would like hon. Members in the Opposition to place their hands on their conscience and say whether it is because of this that the image of Parliament has gone down or is it because of something else which happens every day in Parliament. The common man is not so much interested in what you draw, he is interested in what you do. When Shri Mukerjee talked of the last twenty years I wanted to tell him that I am also here for the last so many years, I would ask him one straight question, if the image of Parliament has gone down what is responsible for it? Let him answer it. It is certainly not the fact that you drew at one time Rs. 30 and at another time Rs. 40. Look at these paragons of virtue. They were all sitting in the Committee where a majority, 9 out of 12, voted for this increase from Rs. 31 to Rs. 51. It is not from our imagination that we have done it. We have tried to respect the wishes of the majority of members of this Committee. Is it a crime (*Interruption*)? I have got the proceedings here which says 'After carefully weighing the pros and cons of an increase in the rate of daily allowance the Committee recommended by a majority Ayes-9, Nays-3...'

AN HON. MEMBER : Who are the nine?

SHRI RAGHU RAMAIAH : That is not given here. Whoever was present in the Committee that day took part in the voting and by nine to three they decided this.

Sir, I must confess one thing. So far as Government is concerned we cannot be hypocritic. Hon. Members said they want secretarial assistance, free rail travel, free postal rates and all kinds of other facilities. Do they not cost money? If a stenographer is provided does it not cost money. If your postage comes to Rs. 1200 per year, is it not money? When I started speaking this afternoon I gave an evaluation of these facilities. What is the unanimous recommendation? These recommendations cost exactly the same. The figure is about Rs. 52 lakhs and odd. What is it that the Government have done? Considering the matter we found certain recommendations impossible, certain recommendations difficult of implementation. I mentioned this morning about secretarial assistance. Are you going to give one stenographer to each Member or a pool of stenographers? If it is a pool, Shri Limaye may want the steno at the same time as I want.

श्री मधु लिमये : मेरे लिए स्पेशल सैक्रेटरी दीजिये, आपका काम बढ़ाऊँगा, रोज 100 चिट्ठियाँ जायेंगी।

SHRI RAGHU RAMAIAH : I would like to inform all hon. Members that this Rs. 20 increase is not meant to go to their pockets; it is to be utilised for such assistance as they require and such facilities as they require. Shri Yadav asked, if somebody wants to pick the pocket will you do it. It is not a question of picking the pocket of anybody. Some people want money to be put into their pockets, but quietly. The facilities you have asked for will cost Government to the order of about Rs. 52 lakhs. Instead of that we trust you will utilise this for the very facilities you have mentioned in the unanimous recommendations.

Therefore, Sir, we done it in all

genuineness. We want to improve the conditions under which Members of Parliament work. We do not want membership of this House to be the monopoly of only a few rich people, who can afford to come without the payment of allowance. We want the common man to come and we want the common man to have such means of living to keep him above corruption, above wants and needs, so that he can look to the needs of the people and fulfil them for the welfare of the country.

I would only like to say that there can be honest difference of opinion on a Bill like this, but to castigate as if the Congress Party is looting public money and all others are paragons of virtue is the height of hypocrisy. I would beg of you to consider it in the spirit in which the government has brought forward these proposals. There is no question of amassing wealth by any member: it is a question of providing the minimum facilities. Instead of giving facilities, we give you a sum of money which you should utilize for having these facilities.

सभापति महोदय : अब मैं संशोधन संख्या 1, 9, 10, 20, तथा 52 सदन की राय के लिए रखता हूँ।...

श्री स० मो० बनर्जी : मैं अपने संशोधन सं० 1 पर अलग से विभाजन चाहता हूँ।

सभापति महोदय : ठीक है, मैं उसको अलग से रख रहा हूँ।

The question is :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 15th November, 1969." (1)

The Lok Sabha divided :

Division No. 17]

AYES

[17.00 hrs.

Abraham, Shri K. M.
Atam Das, Shri
Banerjee, Shri S. M.
Basu, Shri Jyotirmoy
Biswas, Shri J. M.
Chakrapani, Shri C. K.
Chandra Shekhar Singh, Shri

Daschowdhury, Shri B. K.
Esthose, Shri P. P.
Fernandes, Shri George
Ghosh, Shri Ganesh
Goyal, Shri Shri Claud
Halder, Shri K.
Jha, Shri Bhogendra

Jha, Shri Shiva Chandra
 Jharkhande Rai, Shri
 Joshi, Shri S. M.
 Kachwai, Shri Hukam Chand
 Khan, Shri Ghayoor Ali
 *Khanna, Shri P. K.
 Kikar Singh, Shri
 Limaye, Shri Madhu
 Meghachandra, Shri M.
 Menon, Shri Vishwanatha
 Misra, Shri Janeshwar
 Nambiar, Shri

Pandey, Shri Sarjoo
 *Pramanik, Shri J. N.
 Ramani, Shri K.
 Ray, Shri Rabi
 Satya Narain Singh, Shri
 Sen, Shri, Deven
 Sen, Dr. Ranen
 Sharma, Shri Yajna Datt
 Singh, Shri J. B.
 Viswanatham, Shri Tenneti
 Yadav, Shri Jageshwar
 Yadav, Shri Ram Sewak

NOES

Ashal Singh, Shri
 Ahirwar, Shri Nathu Ram
 Ahmed, Shri F. A.
 Amat, Shri D.
 Amin, Shri R. K.
 Ankineedu, Shri
 Azad, Shri Bhagwat Jha
 Babunath Singh, Shri
 Bajpai, Shri Vidya Dhar
 Bakshi, Shri Ghulam Mohammad
 Barua, Shri Bedabrata
 Barua, Shri R.
 Barupal, Shri P. L.
 Basu, Dr. Maitreyee
 Basumatari, Shri
 Bhagat, Shri B. R.
 Bhandare, Shri R. D.
 Bhanu Praksh Singh, Shri
 Bhargava, Shri B. N.
 Bist, Shri J. B. S.
 Buta Singh, Shri
 Chanda, Shri Anil K.
 Chanda, Shrimati Jyotsna
 Chandrika Prasad, Shri
 Chaturvedi, Shri R. L.
 Chaudhary, Shri Nitiraj Singh
 Chavan, Shri D. R.
 Chavan, Shri Y. B.

Choudhary, Shri Valmiki
 Choudhury, Shri J. K.
 Dalbir Singh, Shri
 Damani, Shri S. R.
 Dar, Shri Abdul Ghani
 Das, Shri N. T.
 Desai, Shri C. C.
 Deshmukh, Shri B. D.
 Deshmukh, Shri K. G.
 Dhillon, Shri G. S.
 Dhuleshwar Meena, Shri
 Digvijai Nath Shri, Mahant
 Dinesh Singh, Shri
 Dixit, Shri G. C.
 Dwivedi, Shri Nageshwar
 Gajraj Singh, Rao Shri,
 Ganesh, Shri K. R.
 Gautam, Shri C. D.
 Ghosh, Shri Bimalkanti
 Ghosh, Shri P. K.
 Ghosh, Shri Parimal
 Gupta, Shri Lakhan Lal
 Gupta, Shri Ram Kishan
 Hanumanthaiya, Shri
 Hari Krishna, Shri
 Hazarika, Shri J. N.
 Iqbal Singh, Shri
 Jadhav, Shri Tulshidas

*Wrongly voted for Ayes.

Jadhav, Shri V. N.	Oraon, Shri Kartik
Jamna Lal, Shri	Pahadia, Shri Jagannath
Kamble, Shri	Pandey, Shri Vishwa Nath
Karan Singh, Dr.	Pant, Shri K. C.
Kasture, Shri A. S.	Paokai Haokip, Shri
Katham, Shri B. N.	Parmar, Shri Bhaljibhai
Khan, Shri M. A.	Parmar, Shri D. R.
Khan, Shri Zulfiqar Ali	Partap Singh, Shri
Kinder Lal, Shri	Parthasarathy, Shri
Kotoki, Shri Liladhar	Patel, Shri Manibhai J.
Krishna, Shri M. R.	Patel, Shri Manubhai
Krishnan, Shri G. Y.	Patel, Shri N. N.
Kureel, Shri B. N.	Patil, Shri Deorao
Kushok Bakula, Shri	Patil Shri S. B.
Kushwah, Shri Yashwant Singh	Patil, Shri S. D.
Lakshmikanthamma, Shrimati	Patil, Shri T. A.
Lalit Sen, Shri	Poonacha, Shri C. M.
Laskar, Shri N. R.	Qureshi, Shri Mohd. Shaffi
Maharaj Singh, Shri	Radhabai, Shrimati B.
Malhotra, Shri Inder J.	Raghu Ramaiah, Shri
Mandal, Shri Yamuna Prasad	Raj Deo Singh, Shri
Marandi, Shri	Ram Dhani Das, Shri
Master, Shri Bhola Nath	Ram Sewak, Shri Chowdhury
Masuriya Din, Shri	Ram Subhag Singh, Dr.
Meena, Shri Meetha Lal	Ram Swarup, Shri
Metha, Shri P. M.	Ramshekhar Prasad Singh, Shri
Menon, Shri Govinda	Rana, Shri M. B.
Minjmata Agam Dass Guru, Shrimati	Ranga, Shri
Mirza, Shri Bakar Ali	Rao, Shri J. Ramapathi
Mishra, Shri Bibhuti	Rao, Shri V. Narasimha
Mishra, Shri G. S.	Reddi Shri G. S.
Mody, Shri Pилоo	Reddy, Shri Ganga
Mohamed Imam, Shri J.	Reddy, Shri P. Antony
Mohammad Yusuf, Shri	Roy, Shri Bishwanath
Mohsin, Shri	Sadhu Ram, Shri
Mrityunjay Prasad, Shri	Saha, Dr. S. K.
Mukerjee, Shrimati Sharda	Saigal, Shri A. S.
Mukne, Shri Yeshwantrao	Saleem, Shri M. Yunus
Muthusami, Shri C.	Salve, Shri N. K. P.
Naghnoor, Shri M. N.	Sambasivam, Shri
Naidu, Shri Chengalraya	Sankara Prasad, Dr.
Naik, Shri G. C.	Sayeed, Shri P. M.
Nayar, Dr. Sushila	Sen, Shri Dwaipayan

Sen, Shri P. G.
 Sethi Shri P. C.
 Sethuraman, Shri N.
 Shah, Shrimati Jayaben
 Shah, Sari Shantilal
 Shambhu Nath, Shri
 Sharma, Shri Nawal Kishore
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Shastri, Shri Shiv Kumar
 Sheo Narain, Shri
 Sber Singh, Shri
 Sheth, Shri T. M.
 Shinde, Shri Annasahib
 Shinkre, Shri
 Shiv Chandika Prasad, Shri
 Shukla, Shri S. N.
 Shukla, Shri Vidya Charan
 Siddheshwar Prasad, Shri
 Singh, Shri D. N.

Singh, Shri D. V.
 Sinha, Shri R. K.
 Snatak, Shri Nar Deo
 Solanki, Shri P. N.
 Somani, Shri N. K.
 Sonar, Dr. A. G.
 Sonavane, Shri
 Surendra Pal Singh, Shri
 Sursingh, Shri
 Swaran Singh, Shri
 Swell, Shri
 Tapuriah, Shri S. K.
 Tiwary, Shri D. N.
 Tula Ram, Shri
 Uikey, Shri M. G.
 Ulaka, Shri Ramachandra
 Verma, Shri Balgovind
 Virbhadra Singh, Shri
 Vyas, Shri Ramesh Chandra
 Yadab, Shri N. P.

MR. CHAIRMAN : The result* of the division is :

Ayes—38, and Noes—182.

The motion was negatived.

सभापति महोदय : अब मैं संशोधन संख्या 9, 10, 20, और 52 सदन की राय के लिये रखता हूँ ।

Amendments Nos. 9, 10, 20, and 52 were put and negatived.

MR. CHAIRMAN : The question is :

“That the Bill further to amend the Salaries and allowances of Members of Parliament Act, 1954, be taken into consideration.”

The motion was adopted.

Clause 2—(Amendment of section 3.)

SHRI MRITYUNJAY PRASAD (Maharajgang) : I move :

Page 1,

after line 10 insert—

“(ii) to section 3, the following proviso shall be added, namely :

“Provided that a member by writing to the Chairman, Council of States, or to the Speaker, House of the People, as the case may be, may continue to draw thirty-one rupees for each day during any period of residence on duty.”

SHRI T. M. SHETH (Kutch) : I move :

Page 1,

for lines 8 to 10, substitute—

“2. In the Salaries and Allowances of Members of Parliament Act, 1954 (herein-

*The following Members also recorded their votes :

AYES : Shri A. N. Mulla ;

NOES : Sarvashri P. K. Khanna, Rama Chandsa J. Amin and J. N. Pramanik.

after referred to as the principal Act) for section 3, the following section shall be substituted, namely :

"3. A member shall be entitled to receive a monthly salary and subject to any rules made under the Act, a daily allowance for each day during any period of residence on duty at such rates as may be notified by the Government from time to time based on the recommendations of a Committee that may be appointed by the Government for the purpose consisting of (a) a judge of the Supreme Court or a High Court of a State ; (b) an ex-Member of the Parliament ; and (c) an Accountant General." (15)

SHRI CHAUDHARY NITIRAJ SINGH (Hoshangabad) : I move :

Page 1, line 10,

(a) after "fifty-one rupees" insert—

"for each day the member attends the Parliament and also for the weekend and other holidays intervening between two sittings of Parliament" ; and

(b) after "substituted" insert—

"(ii) and the words 'for each day during any period of residence on duty' shall be omitted." (16)

SHRI GEORGE FERNANDES (Bombay South) : I move :

Page 1, line 10,—

(a) for "fifty-one rupees" substitute—

"twenty-one rupees" ; and

(b) after "substituted" insert—

"(ii) the following proviso shall be added to section 3, namely :—

"Provided that this allowance shall not be Payable to—

(1) Members who are former I.C.S. officials and other retired civil servants who may be drawing a pension from the Government or may have drawn any terminal benefits from the Government ;

(2) Such members as may be owning private motor cars ;

(3) Such members whose total assets in movable and immovable property exceed rupees one lakh ;

(4) Such members who are paying income tax of more than rupees one thousand per year ; and

(5) Such members who are directors, whether elected or nominated, of companies incorporated in India or abroad". (21)

17 hrs.

SHRI ABDUL GHANI DAR : I move :

Page 1, line 10,—

for "fifty-one rupees" substitute—

"sixty-one rupees" (36)

Page 1, line 10—

after "fifty-one rupees" insert—

"for each day the member attends the Parliament and also for the weekend and other holidays intervening between two sittings of Parliament" (37)

SHRI S. KUNDU : I move :

Page 1, line 10,—

for "fifty-one rupees" substitute—

"thirty-rupees" (49)

Page 1,—

after line 10, add—

"(ii) the following proviso shall be added to Section 3, namely :—

"Provided that this shall be applicable to those members who have no additional income to the tune of rupees two thousand per month from trade, business, land and profession or from any other source". (50)

समाप्ति महोदय : श्री फ०गो० सेन का जो संशोधन सं० 51 है वह स्कॉप के बाहर जाता है इसलिए घाउट भाफ़ घाडर है। (व्यवधान) मैं चाहता हूँ जिन माननीय सदस्यों को बोझना

है वह यहाँ डिग्निटी के साथ बोलें, ताकि बाहर के लोग भी समझें कि यहाँ पार्लियामेंट का अधिवेशन चल रहा है।

श्री स० मो० बनर्जी : समापति महोदय, इस समय क्लाज 2 सदन के सामने है और आज से यह 51 रु० रोज होने जा रहा है। हम देश में जो कुछ अक्सर कहा करते थे वही आज होने जा रहा है। लोग पूछते थे कि लोक सभा के सदस्य की परिभाषा क्या है, कौन होता है लोक सभा का सदस्य।

समापति महोदय : जिन सदस्यों को बाहर जाना है वह शांति पूर्वक जायें। सदन में बहुत शोर हो रहा है।

श्री स० मो० बनर्जी : मैं कहने वाला था कि यहाँ पर हमने देखा कि श्री मसानी के सुझाव को भी नहीं माना गया कि यह 16 दिन के लिए कम से कम कमीशन के सामने जाये फिर भले ही 31 रु० दे, 51 रु० दे, 52 रु० दे या 54 रु० दे। कम से कम इसको मान लिया जाना चाहिये था क्योंकि मैं समझता हूँ कि आज भी तकरीबन 22 लाख सरकारी कर्मचारियों की किस्मत का फंसला नेशनल कमीशन फार लेवर करने जा रहा है। अगर इसको नहीं माना गया तो देश में यही भावना होगी कि जो लोग यहाँ पर कानून बनाते हैं वह दूसरों के लिए ही बनाते हैं। जब खुद का सवाल आता है तो उसी कानून को रिजेक्ट कर देते हैं।

आपको ख्याल होगा कि ट्राइब्यूनल ने फंसला किया है कि दो साल तक वेज इन्क्रीज नहीं होगा। आज इस देश में ढाई लाख जूट कर्मचारी हड़ताल कर रहे हैं और चाहते हैं कि वेज बढ़ाई जायें। चूँकि वेज इन्क्रीज नहीं दिया जा रहा है इसलिए वह हड़ताल कर रहे हैं। लेकिन हमारे मंत्री लोग, हमारे सदस्य आज इस बात को नहीं कहते हैं कि नहीं हमारी तन्स्वाह नहीं बढ़नी चाहिए। मैं यह बात नहीं कहता कि लोक सभा के सदस्यों को कोई तकलीफ नहीं है। मैं इसको महसूस करता हूँ

कि हमको भी तकलीफ होती है। लेकिन कम से कम मैं यहाँ आने से पहले ज्यादा तनस्वाह नहीं पाता था। मेरी तनस्वाह कुल 350 रु० थी। मगर मैं कोई बड़ा काम भी नहीं करता था। इसलिए मैं कहना चाहता हूँ कि इस बिल के पास होने के बाद लोग कहेंगे कि संसद-सदस्य की परिभाषा क्या है? कौन संसद-सदस्य होता है? बच्चे गलियों में खड़े होकर कहेंगे कि

500 रु० माहवार, 51 रुपये रोज,

हां ना की नौकरी, राष्ट्रपति भवन में भोज।

और वह होगा संसद सदस्य। उनकी तनस्वाह होगी 500 रु० माहवार और 51 रु० रोज। जैसे अभी आपने किया है हां—ना और राष्ट्रपति भवन में भोज। इसलिए मैं इसका विरोध करना चाहता हूँ। सरकारी कर्मचारियों ने जब मांगा था तब उनको मिली थीं गोलियां। आज भी कर्मचारी नौकरी के बाहर हैं। वह मिनिमम वेज मांगने के लिए गए और उनकी नौकरियां चली गईं। मैं इस विधेयक का सिद्धान्त के ऊपर विरोध करता हूँ। लोग यह न समझें कि रूस से और चीन से पैसा मिलता है। जिनको मिलता होगा मिलता होगा हमको सादगी का मुजस्सम बनकर रहना होगा। मैं दावे के साथ कह सकता हूँ कि जितना पैसा हमको मिलता है उसमें हम लोग रह सकते हैं।

लोगों ने कुछ एग्नेटीज दिये जाने की मांग की थी। उसके बजाय रुपया दिया जा रहा है। मैं समझता हूँ कि यह जो रुपया है यह एग्नेटीज में खर्च नहीं होगा। जब जेबों में जाये, इसके गहने बनेंगे। यह मनी सक्युलेंट नहीं होगा। इससे घर के गहने बनेंगे।

श्री मूस्युंजय प्रसाद (महाराजगंज) : मेरा संशोधन बहुत सीधा-सादा है और इसके द्वारा मैंने अपने भाइयों को धर्मसंकट से बचाने का रास्ता बताया है। मैं किसी को दोष नहीं देता, किसी के बारे में झुग्रा नहीं कहता।

लेकिन एक बात स्पष्ट रूप से कहना चाहता हूँ। जिन भाइयों को दूसरों के कष्ट समझ में नहीं आते हैं, उसका कारण यह है कि वे कष्ट उनके सामने नहीं हैं। मैं सभी पक्षों की बात कह रहा हूँ। सभी दलों की बात कह रहा हूँ। सभी दलों के अन्दर अमीर लोग भी हैं और गरीब लोग भी। अमीर लोगों की बात तो यह है कि उनको अगर 51 रुपये या 31 रुपये न भी मिलें तब भी उनको कोई फर्क नहीं पड़ता है। उनको अपने घर से पांच सौ देना पड़े तब भी वे चूँकि यह आदर का पद है, इसको स्वीकार कर लेंगे। लेकिन कुछ ऐसे लोग भी हैं जिनके ऊपर परिवार का बोझ है और कुछ हैं जिन पर नहीं है या इतना कम है कि वे उसको समझ ही नहीं सकते हैं कि परिवार का बोझ होता क्या है। मैं आचार्य कृपलानी के बारे में क्या कहूँ। वे हम सबके लिए पूजनीय हैं, आदरणीय हैं। किन्तु परमात्मा ने उन्हें परिवार का बोझ दिया ही नहीं इसलिए परिवार का बोझ क्या होता है, इसको वह नहीं समझ सकते हैं। इससे अधिक मैं क्या कहूँ।

एक माननीय सदस्य : दोनों एम० पी० हैं।

श्री मधु लिये : आपके कितने बच्चे हैं ?

श्री स० मो० बनर्जी : उनको टेबल पर रखिये।

सभापति महोदय : यह जो आपने कहा है यह उचित नहीं है।

श्री स० मो० बनर्जी : मैं इसकी माफी मांगता हूँ। लेकिन चूँकि आचार्य कृपलानी जी के कोई बच्चा नहीं है, इसलिए उनको रिडिक्यूल नहीं किया जाना चाहिए।

श्री मृत्युंजय प्रसाद : मैंने केवल यह कहा है कि परमात्मा ने उनको परिवार का बोझ नहीं दिया है। वह हमारे आदरणीय हैं। उन पर परिवार का बोझ नहीं है, इसका

कहते हुए अगर मेरी भाषा में दोष था तो मैं माफी मांगने के लिए तैयार हूँ। लेकिन बात सच्ची है।

मैं कह रहा था कि ऐसे लोग भी हममें हैं जिनकी आमदनी दुनिया की नजरों में ज्यादा नहीं है लेकिन वे खर्च ज्यादा करते हैं उनके पास भी तो कुछ आमदनी के जरिये होंगे। जिनके पास आमदनी के जरिये हैं उनको किसी भी बात की कोई चिन्ता नहीं है। मैं एक पक्ष की बात नहीं कहता हूँ, सभी पक्षों में ऐसे लोग हैं जो यहां पहुंच चुके हैं लेकिन जिनका खर्च दूसरे उठाते हैं, चाहे लेबर यूनियन हो या उनके मित्र हों या कोई संगठन हों। वे सेठ साहूकार नहीं हैं। लेकिन कोई भी देख सकता है कि वे रोज धूम, पंद्रह, बीस रुपये चाय पानी आदि पर सैट्रल हाथ में खर्च कर देते हैं। जाहिर है कि 500 रुपये में तो वे यह सब कुछ नहीं कर सकते हैं। इसका अर्थ है कि उनके पास और कोई जरिये हैं। मैं नहीं कहता कि वे गलत जरिये हैं; वे वाजिब जरिये होंगे। शायद उनके कुछ भक्त लोग होंगे, उन्हें ट्रेड यूनियनों से सहायता मिलती होगी और उनके सहायक लोग उनका बोझ बर्दाश्त करते होंगे। ऐसे लोगों के लिए तो कोई कठिनाई नहीं है। वे तो 500 रुपये अपने पास से देकर यहाँ आने के लिए तैयार होंगे।

कठिनाई तो उन लोगों के लिए है, जिनके पास ये सब साधन नहीं हैं और ऐसे लोग सभी दलों में हैं।

जहाँ तक इस धर्म-संकट का प्रश्न है कि अगर किसी माननीय सदस्य का ईमान कहता है कि भक्त में इस वृद्धि और धन्य सुविधाओं को स्वीकार न किया जाये, तो उसके लिये क्या रास्ता है? मैंने अपना संशोधन रख कर एक रास्ता निकाला है। जो माननीय सदस्य नहीं चाहते हैं, वे दैनिक भक्त में वृद्धि कुबूल न करें। उन पर कोई प्रतिबन्ध नहीं है। लेकिन उनके लिए कानून को क्यों बदला

[श्री मृत्युंजय प्रसाद]

जाये ? चीफ़ व्हिप साहब ने बताया है कि कानून में हमेशा इस बात की गुंजायश है कि आदमी अपने प्राप्य को छोड़ सकता है, कम कर सकता है। लेकिन बढ़ा नहीं सकता है। जिन माननीय सदस्यों को आवश्यकता नहीं है, वे इन सुविधाओं और वेतन-भत्ते आदि को छोड़ दें। हमारे कई मिनिस्टर्स और राष्ट्रपतियों ने तो बिना किसी कानून के अपने वेतन आदि में कमी की है। माननीय सदस्यों को ऐसा करने से कौन रोकता है ? आचार्य कृपालानी ने ऐसा किया है और अन्य लोगों ने भी किया है। जब लोक सभा में यह सूची पढ़ी जायेगी कि किन लोगों ने कितना छोड़ा है, तो दुनिया को आनन्द होगा। लेकिन इस विधेयक के पास होने के बाद जिन सदस्यों को दरअसल दरकार है, उन्हें दूसरों के सामने हाथ पसारने की आवश्यकता नहीं पड़ेगी।

SHRI T. M. SHETH (Kutch) : Mr. Chairman, Sir, my amendment is on the ground of propriety. It has been said, this Parliament is sovereign, and this Parliament, in its wisdom, can lay down anything. What I submit is this : So far as things concerning oneself are concerned, it is very difficult for anybody to have an objective assessment of the things at issue. That is why every where it has been laid down that whenever there is a thing concerning oneself, one should leave the judgement of that to others. In Company law and in respect of all other enactments one finds that when a thing concerning oneself comes up it is provided that he is not entitled to vote or he elects not to vote in that particular matter. Therefore, I have submitted this amendment for the acceptance of the House. The question of emoluments, amenities, etc. could be left to a committee consisting of 3 persons,—one of them should be a judge of the Supreme Court or of a High Court, one of them should be an ex-Member of Parliament and another man should be either an Accountant General or somebody else. It is said that not only justice should be done, but it should appear that justice is done. In our

case we should also make the people feel that not only are we doing the right thing, but the people should feel that we are doing the right thing. For that purpose I have tabled this amendment and I commend it for the acceptance of the House.

SHRI S. KUNDU : Mr. Chairman, Sir, I have moved two amendments to this Clause. One amendment is to the effect that in place of Rs. 51, substitute Rs. 30. The other amendment is a crucial amendment. It says that this daily allowance should not be available to those Members who have additional income to the tune of Rs. 2,000 per month from any other profession whatever that may be.

I am surprised to see this matter discussed with so much passion here. We should remember that we MPs have the right to increase or decrease our allowances, amenities and privileges. So when we discuss this matter, we must be very cautious in sponsoring legislation conferring financial benefit to us, because the people who have sent us here are the final judges. In India, at least in the State from which I come, 25 per cent. of the people have a daily *per capita* income of 15 P. In such circumstances, we should be very wary in proceeding with this matter.

17.52 hrs.

[SHRI PRAKASH VIR SHASTRI *In the Chair.*]

I agree that the money which Members get there is not adequate. According to my calculation, we get between Rs. 700 and Rs. 900 per month including DA.

AN HON. MEMBER : More.

SHRI S. KUNDU : When we say that Rs. 1,000 is not adequate for us, we must seriously consider which is the class of people we are going to represent. The hon. Minister while moving the motion for consideration said that we must ensure a decent living for ourselves. A decent living will include a big bungalow, a beautiful car and such other benefits, security for the future, hordes of assistants and other things. Nobody here has come to live a decent life ; we are here to project the hopes and aspirations of the people and to serve them. 90

per cent of our people are suffering. According to a WHO report, two-thirds of our people have to go to bed without a night meal. In such circumstances, it is not desirous that we should decide to give ourselves a decent living as long as we are not able to give a decent living to the people we represent.

It has been said that there are various people from the professions here, legal and other professions, who have had to give up those professions. It is true there are members from the professions here who earn Rs. 30,000, Rs. 40,000 or Rs. 50,000 from their businesses, trade and so forth. They are in a different category. They did not take interest in the proceedings. They can choose which they would have, either to be an MP or engage in their professions. This House is not there to give a decent life to them. This is the root question.

I know the allowance and money I get is not adequate. But many people have funny notions of what sort of amenities we get. One of my friends told me that we get a free house, free air travel, free telephones, free postage and other things. At least something should be done to dispel such impression. Instead of that, we are trying to enhance these perquisites. I resist the proposal to enhance the DA as long as we have not been able to provide a decent living or some sort of a living wage to the hundreds, thousands and millions of people in our country. On these principles I am opposing it. The great votaries of Gandhiji in the Gandhij centenary year come and give some sort of a theory that unless "we have adequate allowances, we will be drawn towards corruption". There cannot be a more humiliating suggestion. They have seen Gandhiji live with a loin cloth and sleep on the floor in wardha and know how he resisted all the temptations. He lived in Birla House but I do not think that anybody will accuse him of doing thing at the dictates of Birla. It is the moral training which the Congress has failed to give to its members. Will Mr. Raghuramaiah take care of it by increasing their allowances by Rs. 20 ?

Coming to my amendment, those who have an income of Rs. 2000 should not get this daily allowance. Some hon. Members say that there are three or four

classes of Members. Some have two or three private assistants and get all the benefits of expert advice, file questions and take part in the debates, get their speeches prepared and come out very efficient. Whatever benefit they get from trade or commerce or their private profession and to the extent it is reflected on the working of Parliament those allowances should not be given.

SHRI BISWANARAYAN SHASTRI (Lakhimpur) : On a point of order. Is a Member within his right to move an amendment which seeks to create distinctions between Member and Member ?... (Interruptions)

SHRI S. KUNDU : Many friends ask : why do you set the limit at Rs. 2,000 why not bring it down to Rs. 1,500 ? I would be happy if the Government accepts at least this figure of Rs. 2,000. There are many Members like Mr. Tapuriah or Mr. Mody who readily agree not to take money because their income is more than Rs. 2,000.

SHRI S. K. TAPURIAH : Some people succeed in life ; others do not.

SHRI S. KUNDU : So, I request hon. Members to accept my amendment.

सभापति महोदय : आप एक बात का ध्यान रखिये—संशोधन पर मापण नहीं होना चाहिये, आप का जो भी मुकाब है, उसको संक्षेप में रखिये ।

SHRI S. KUNDU : We do not want to increase amenities ; but we want to increase the facilities. In the South Avenue there are about 200 Members of Parliament. If 20 stenographers are employed there, they would be able to meet the needs of the Members there. I do not think the need of the Members is more than twenty per cent for the total of the House. Such things should be done and infructuous expenses could have been avoided.

श्री नीतिराज सिंह चौधरी (होशंगाबाद) : सभापति महोदय, इस सदन में मेरे थोड़े समय के अनुभव ने मुझे इस संशोधन को यहाँ रखने के लिए बाध्य किया है। मैंने यह अनुभव किया है कि हम लोग जो 10-10 लाख जनता

[श्री नीतिराज सिंह चौधरी]

के प्रतिनिधि बनकर यहाँ आये हैं, संसदीय कार्य में दिलचस्पी न लेकर अपने मकानों में सोते रहते हैं, सैन्ट्रल हाल में गप्पें करते हैं, हम लोगों में बहुत से दिल्ली के बाहर घूमते रहते हैं और यहाँ आकर 14 दिन में हाजरी मर कर भत्ता ले लेते हैं। इस परम्परा को बन्द करने के लिए मैंने इस संशोधन को रखा है। मेरा संशोधन इस प्रकार है—

“For each day a Member attends Parliament and also for the weekend and other holidays intervening between two sittings of Parliament.”

मैं समझता हूँ कि मेरा संशोधन मेरे मित्र स्वीकार करेंगे।

श्री जाजं फरनेन्डीज (बम्बई-दक्षिण) : अध्यक्ष महोदय, मैं अपने संशोधन नं० 21 का पेश कर रहा हूँ। मुझे आज कई तकरीरों को सुनकर परेशानी हुई लेकिन सबसे ज्यादा परेशानी मंत्री महोदय को सुनकर हुई जबकि वे, इस सदन में इस विधेयक पर जो बहस चली, उसका उत्तर दे रहे थे। मंत्री महोदय ने कहा कि तनखाह और भत्ता इसलिये बढ़ना चाहिए ताकि सदस्य यहाँ पर ठीक ढंग से काम कर सकें और जो अच्छे किस्म का जीवन स्तर उनको रखना चाहिए उसको रख सकें। मैं समझता हूँ श्री रघुरमैया जी बहुत ही पुराने कांग्रेस के सदस्य हैं। उनको इतनी जानकारी रखनी चाहिये कि आजादी की लड़ाई इस देश में चली उस लड़ाई में लोगों ने त्याग, बलिदान और कुर्बानी की दृष्टि से काम किया। इस देश को बनाने में जो उनका हिस्सा रहा या जो उनकी जिम्मेदारी रही वह आज इस संसद में बैठे हुए लोगों से कम नहीं थी। उन लोगों के त्याग और कुर्बानी से यह देश आजाद हो गया और आज उस आजाद देश का चलाने वाले इस संसद के सदस्यों के बारे में, उनके जीवन स्तर, उनके सुखी जीवन, उन्हें कोई परेशानी न रहे अपना काम करने के लिए, इस तरह की बातें मैं समझता हूँ मंत्री महोदय के मुँह से शोभा नहीं देती हैं।

मंत्रियों की तनखाह क्या होनी चाहिए, इसके बारे में भी गांधीजी ने कहा था—पांच सौ रुपये की बात उन्होंने रखी थी। यह गांधी शताब्दी का साल है, इस साल इस चीज से बड़ी तकलीफ होती है (व्यवधान)... कराची से दिल्ली कितनी दूर है वह मैं जानता हूँ, मैं इतिहास और भूगोल आप लोगों से ज्यादा पढ़ा हूँ। इस कांग्रेस पार्टी के लोगों का अगर आज भी यह कहना है कि वे गांधीजी के वाक्यों और शब्दों को भ्रमल में लाना चाहते हैं तो फिर उस समय गांधीजी ने जो कहा था उसे आपको स्वीकार करना चाहिए। .. (व्यवधान)... इस विधेयक पर जनता में बहस चले, करांची से लेकर दिल्ली तक, कि रुपये का क्या दाम हो गया है और आज मंत्रियों और संसद सदस्यों को मिलने वाली सुविधायें क्या हैं— इस मामले का सिर्फ तनखाह पर ही नहीं रखना है। गांधीजी ने इस दिल्ली के बारे में क्या कहा था, राजकर्ताओं को कम से कम उसके बारे में भी, यदि यहाँ पर बहस न हो, तो सोचने का काम जरूर करना चाहिए। .. (व्यवधान)... इसमें सिर्फ तनखाह की ही बात नहीं है, सुविधाओं का मामला है। मकान, टेलीफोन, रेल का किराया, इन सारी चीजों को देखा जाये और उसके साथ तनखाह भी जोड़ी जाये तब फिर गांधीजी ने उस समय जो वाक्य कहा था, उसको आज ठीक तरह से समझने में आसानी होगी।

मैंने जो संशोधन दिये हैं, उनमें एक तो यह है कि आज का जो दैनिक भत्ता है उसको कम किया जाये। उसके आगे जो संशोधन का महत्त्वपूर्ण भाग है, मैं चाहता हूँ उसको सदन जरूर स्वीकार करले। आज दोपहर से जितनी भी तकरीरें इस सदन में हुई हैं उनमें सबका कहना यह था कि सदस्यों को ठीक ढंग से रहने का मौका हो, ठीक ढंग से काम करने का मौका हो, उसको कोई तकलीफ न हो और बाहर जाकर किसी से रुपया लेने की जरूरत न पड़े। अगर यह सरकार, इस विधेयक को समर्थन करने वाले अन्य दल के सदस्य,

फिर चाहे वे स्वतंत्र पार्टी के हों कांग्रेस पार्टी के हों या निर्दलीय हों, अगर सचमुच में अपने मुँह से इस बात को मानते हैं तो फिर मेरे प्रमोशन के जो पाँच खंड हैं—(1)—रिटायर्ड ब्राईं सी० एस० जिनको पेंशन मिली है या ग्राज मिलती है, उनको यह रूपया स्वीकार नहीं करना चाहिए, बड़ा हुआ भत्ता स्वीकार नहीं करना चाहिए। (2) जिन सदस्यों के पास निजी गाड़ी है, जिनके चलाने का खर्चा महीना का 500 रु० होता है, ऐसे सदस्यों को संसद का काम करने में तकलीफ हो सकती है यह मैं नहीं मानता हूँ। इसलिये निजी गाड़ी रखने वाले सदस्य यह रूपया न लें।

(3) ऐसे सदस्य जिनके पास एक लाख रुपये की सम्पत्ति हो, रुपये में हो, जमीन के रूप में हो या मकान के रूप में हो उस सदस्य को यह बड़ा हुआ रूपया नहीं लेना चाहिये।

श्री रणधीर सिंह : जिसके पास 2000 आदमियों का सेक्रेटेरियट हो, प्राइम मिनिस्टर से भी बड़ा 50,000 रु० माहवार जिसकी तनखाह बनती हो, उसको भी नहीं लेना चाहिये।

श्री जाज फर्नेंडीज : चौथा मेरा संशोधन यह है कि ऐसा सदस्य जो सालाना 1,000 रु० इन्कम टैक्स देता हो, जाहिर है उस की कमाई काफी होगी, उस आमदनी में तथा यहाँ से जो अभी मिलने वाला भत्ता और तनखाह है, वह सदस्य अपना काम अच्छे ढंग से कर सकता है और उसको बड़ा हुआ महँगाई भत्ता देने का कोई औचित्य नहीं है। पाँचवाँ मेरा संशोधन यह है कि ऐसे सदस्य जो विदेशी ग्रथवा देशी कम्पनियों के डायरेक्टर हों, लेकिन वह चुने हुए डायरेक्टर हों या सरकार के जरिये नियुक्त किये हुए डायरेक्टर हों, ऐसे लोगों को जो कम्पनियों से भत्ता मिलता है वह भी यह बड़ा हुआ भत्ता न लें और अपनी बाहर की कमाई पर यहाँ के काम को सुचारु रूप से चलायें।

श्री मानुभाई पटेल (डभोई) : जिन लोगों को ट्रेड यूनियन से रूपया मिलता है और उसके जरिये सारी ऐक्टिविटी चलाते हैं उनको भी नहीं लेना चाहिये।

SHRI RAGHU RAMAIAH : Mr. Chairman, Sir, most of the points raised by hon. Members have already been covered by me earlier. Shri Kundu said about "decent provisions" for Members. I do not quite remember whether I used that word 'decent.' If I did use it is in juxtaposition to 'indecent'.

SHRI S. KUNDU : Sir, by giving this clarification he has put himself in further difficulty. Does he mean to say that so far the Members are leading an indecent life ?

SHRI RAGHU RAMAIAH : I said, if I used the word decent it must have been in juxtaposition to indecent and not in reference to Members.

I made it very clear this morning that the intention is to make both ends meet. I also made it abundantly clear that the intention of the Government in increasing the daily allowance from Rs. 31 to Rs. 51 is to cover the various facilities which the members of the Committee themselves have recommended. Therefore, there is no question of enriching anybody or giving them more than what should be given.

Shri Benerjee raised the point about government employees. He knows how much government is doing for various categories of employees. I am sorry he has tried to make political capital out of this Bill.

Shri Fernandes tried to make a distinction between ex-civilian officers, ex-civil service officers and certain other categories of well-to-do people and ill-to-do people. All that I can say is, we have tried to follow the pattern in the existing Act which does not make any such distinction.

The other points have already been covered and I have nothing to add. Sir, I oppose all the amendments.

श्री जाज फर्नेंडीज : पहले के तर्क का कोई मतलब नहीं रहा है।

सभापति महोदय : इस विधेयक की धारा सं० 2 पर जो संशोधन आये हैं उनकी संख्या है 2, 15, 16, 21, 36, 37, 49 और 50 में इन को सम्मिलित रूप से स्वीकृति के लिये प्रस्तुत करता हूँ।

Amendments Nos. 2, 15, 16, 21, 36, 37, 49 and 50 were put and negatived.

MR. CHAIRMAN : The question is :
"That clause 2 stand part of the Bill"

*The motion was adopted.
Clause 2 was added to the Bill.*

Clause 3—(Amendment of section 6.)

सभापति महोदय : अब हम धारा 3 लेते हैं।

SHRI C. C. DESAI (Sabarkantur) : What about my amendment No. 22, clause 2A ?

सभापति महोदय : श्री सी० सी० देसाई का संशोधन सं० 22 अर्बुध घोषित हो चुका है। इसलिये उस पर चर्चा नहीं हो सकती।

श्री नन्द कुमार सोमानी (नागौर) : किस कारण से ?

सभापति महोदय : यह संशोधन जो है वह इस विधेयक को परिधि के बाहर जाता है, इसलिये अर्बुध घोषित किया जा चुका है और इस पर चर्चा नहीं हो सकती।

SHRI R. K. AMIN (Dhandhuka) : What about my amendment No. 44 ?

सभापति महोदय : यह संशोधन धारा 4 के ऊपर है।

SHRI YASWANT SINGH KUSHWAH : I beg to move :

Page 2, line 1,—

after 'Act' insert—

'(i) in sub-section (1), after the word "India" the following words shall be added, namely :—

"With one attendant in third class".
(4)

SHRI DEORAO PATIL (Yeotmal) : I beg to move :

Page 2, line 1,—

after "Act" insert—

'(i) in sub-section (1), after the word "India" the following words shall be added, namely :—

"With one attendant free in the third class". (12)

SHRI ABDUL GHANI DAR : I beg to move :

Page 2,— far lines 1 to 4, substitute—

"3. In section 6 of the principal Act, in sub-section (1), for the words "by any railway in India" the words "By any railway in India in first class or, if he pays half of the difference between the fare for first class, in first class, air-conditioned, or by air and shall be allowed a free pass for his family members once a year," shall be substituted." (39)

Page 2, line 1,— after "Act" insert—

"(1) in sub-section (1) after the word "India" the following words shall be added, namely :—

"with one attendant free in third class sleeper" (40)

श्री यशवन्त सिंह कुशवाह : मैंने अपने संशोधन में माँग की है कि रेल के फर्स्ट क्लास के पास के साथ एक थर्ड क्लास का पास भी दिया जाना चाहिए ताकि एटेंडेंट भी एम० पी० के साथ जा सकें और मैं समझता हूँ कि इसको स्वीकार कर लिया जाएगा।

मैंने यह भी चाहा है कि रेलवे स्टेशनों पर रिटायरिंग रूम प्राप्त करने में जो एम० पी० को तकलीफ होती है उसका भी हल निकाला जाना चाहिए और कम से कम वे दो दिन उसमें ठहर

सकें, इसकी सहूलियत उनको दी जानी चाहिए। उनको यह सहूलियत केवल सर्विसेज का उनसे चार्ज करके दी जा सकती है। बस के पास की सहूलियत भी बहुत जरूरी है और वह भी उनको मिलनी चाहिए।

श्री ब्रह्मकुल गनी डार : शुरू में मैंने अज्ञ किया था कि मैं इसको मारल स्पॉर्ट देना चाहता हूँ। मैं ममभ्रता हूँ कि आपने जो 51 रुपये रखे हैं, अगर हिसाब लगाया जाए तो 61 रुपये रखे जाने चाहिए थे।

आप रेल कर्मचारियों को साल में चार बार अपने बच्चों को हिन्दुस्तान में कहीं भी घुमाने का मौका देते हैं। मैं चाहता हूँ कि एम पीज को कम से कम एक दफा तो ऐसा मौका दिया जाना चाहिए ताकि वे अपने बच्चों को तीर्थस्थानों पर, मन्दिरों में या पब्लिक सेक्टर अंडरटेकिंग में, जहाँ कहीं भी चाहें जा सकें।

लैपट हो या राइट सभी इसको मानें कि बच्चों का जनरल नालेज बढ़े। जो जैनरेशन आने वाली है, देश का बोझा उसी पर पड़ने वाला है। उसको ही तमाम जिम्मेदारियों निभानी होंगी। जिन्दगी मर की मेहनत के बाद कोई आदमी एम० पी० बनकर यहाँ तशरीफ लाता है। उसके बच्चों को फायदा पहुँच सके, उनकी ट्रेनिंग हो सके, इसके लिए जरूरी है कि एक बार एम० पी० को अपने बच्चों को देश के किसी भी भाग में घुमाने का मौका मिले। हम चाहते हैं कि नेशनल इंटरेशन हों। बच्चे अगर सारे मुल्क में घूमेंगे तो उनके दिल में देश के लिए प्यार पैदा होगा, ईस्ट, वेस्ट, नार्थ, साउथ को वे देखेंगे और इससे नेशनल इंटरेशन लाने में मदद मिलेगी। मैं ममभ्रता हूँ कि इनको मान लिया जाएगा।

एयर के बारे में आपने मान लिया है। यह अच्छी बात है। मैं अपनी बात आपको बताता हूँ। मैंने सात वर्ष में एक बार हवाई जहाज से सफर किया है। बाकी कभी हवाई जहाज का फायदा मैंने नहीं उठाया है।

थर्ड क्लास के पास के लिए जो माँग की गई है, उसका भी मैं समर्थन करता हूँ।

[श्री عبدالغنى دار : شروع میں میں نے عرض کیا تھا کہ میں اس کو مارل سہورت دینا چاہتا ہوں۔ میں سمجھتا ہوں کہ آپ نے جو 51 روپے رکھے ہیں اگر حساب لگایا جائے تو 61 روپے رکھے جانے چاہئے تھے۔

آپ ریل کورپوریشن کو سال میں چار بار اپنے بچوں کو ہندوستان میں کہیں بھی گھمانے کا موقع دیتے ہیں۔ میں چاہتا ہوں کہ ایم پیج کو کم سے کم ایک دفعہ تو ایسا موقع دیا جانا چاہئے تاکہ وہ اپنے بچوں کو تیرتھ ستھانوں پر۔ ملدروں میں یا پبلک سیکٹر انڈرٹیکینگ میں۔ جہاں کہیں بھی چاہیں لے جا سکیں۔ لیفٹ ہو یا رائٹ سبھی سکو مائیں گے کہ بچوں کا جنرل نالےج بڑے۔ جو جنریشن آنے والی ہے دیس کا بوجھا اس پر پڑنے والا ہے۔ اسکو ہی تمام زمکداریاں نبھانی سونتی۔ زندگی بھر کی محنت نے بعد کوئی آدمی ایم۔ پی۔ بن کر یہاں تشریف لانا ہے۔ اس کے بچوں کو فایده پہنچ سکے۔ ان کی تربیت ہو سکے۔ اس نے لئے ضروری ہے کہ ایک بار ایم۔ پی۔ کو اپنے بچوں کو دیس کے کسی بھی بھاگ میں گھمانے کا موقع ملے۔ ہم چاہتے ہیں کہ نیشنل انٹیریشن ہو۔ بچے اگر سارے ملک میں گھومیں گے تو ان کے دل میں دیس کے لئے پیار پیدا ہوگا۔ ایسٹ۔ ویسٹ۔ نارنہ۔ ساؤتھ کو وہ دیکھیں گے اور اس سے نیشنل انٹیریشن لانے میں مدد ملے گی۔ میں سمجھتا ہوں کہ اس کو مان لیا جائیگا۔

ایر کے بارے میں آپ نے مان لیا ہے۔ یہ اچھی بات ہے۔ میں اپنی بات آپکو بتاتا ہوں۔ میں نے سات برس میں ایک بار ہوائی جہاز سے سفر کیا ہے۔ باقی کہیں ہوائی جہاز کا فائدہ میں نے نہیں اٹھایا۔

[شری عبدالغنی دار]

بہت کلاس کے پاس کے لئے جو مانگ
کی گئی ہے اسکا بھی میں سمجھتا ہوں
ہوں۔ [

श्री देवराव पाटिल (यवतमाल) : मेरा संशोधन बारह नम्बर का है और वह इस आशय का है कि थर्ड क्लास के एक अटेंडेंट को फ्री ले जाने की सुविधा हो जहाँ आपने एयर ट्रेवल के अमेंडमेंट नम्बर 53 में प्रोवाइड किया है वह इस क्लाज में एक एटेंडेंट की व्यवस्था कर दें ताकि वह थर्ड क्लास में जा सके ।

मेरा दूसरा संशोधन तेरह नम्बर का है जिसको आपने अर्बैंध घोषित कर दिया है ।

सभापति महोदय : जो अर्बैंध घोषित कर दिया गया है, उसके बारे में आप न बोलें ।

श्री देवराव पाटिल : संशोधन 12 रखने का एक कारण यह है कि संसद सदस्यों के साथ भेद-भाव किया जाता है रेलवे जॉनल कमिटी के संसद सदस्यों को कमिटी की मीटिंग में जाने के लिए थर्ड क्लास में एक एटेंडेंट के फ्री जाने का प्राविजन है, लेकिन संसद के लिए आने के लिए ऐसी कोई व्यवस्था नहीं है ।

सरकार की तरफ से जो संशोधन नम्बर 53 रखा गया है, वह अलग है । सरकार ने "ट्रेवल बाई एयर" का प्राविजन किया है । कमिटी की सिफारिशों में ट्रेवल बाई एयर की सिफारिश नहीं थी । इसलिए हम वह सुविधा नहीं माँगते हैं । संसद के लिए आने और जाने के लिए अब भी वह सुविधा उपलब्ध है, लेकिन साधारण सदस्य उसका उपयोग नहीं करते हैं । इसलिए मैंने ट्रेवल बाई एयर को डिलीट करके 'विद वन एटेंडेंट फ्री इन थर्ड क्लास' की व्यवस्था करने के लिए जो संशोधन रखा है, सरकार को उसे स्वीकार कर लेना चाहिए ।

SHRI RAGHU RAMAIAH : Sir, it is always possible to have a difference of opinion in a matter like this. Some Members may feel that no additional allowances should be given and some Members may feel that more some facilities should be given. As I explained at the outset, the Government has to take a balance view of the various requirements and it has come to the conclusion that just now this would be in the best interest of the Members and the Parliament. Therefore, I oppose the amendments moved.

सभापति महोदय : मैं सब संशोधनों को सदन के मत के लिए रखता हूँ ।

Amendments Nos. 4, 12, 39, and 40 were put and negatived.

सभापति महोदय : प्रश्न यह है कि "धारा 3 इस विधेयक का भाग हो जाये ।"

The motion was adopted

Clause 3 was added to the Bill

Clause 4—(Insertion of new section 6A.

SHRI R. K. AMIN : I beg to move :

Page 2,—

for lines 5 to 13, substitute—

Insertion 4. After section 6 of the principal Act, the following section shall be inserted, namely :—

"Travel 6A. (1) Without prejudice to the facilities to provisions of section 6, every Members member shall be entitled—

(i) to travel by air from any place in India to any other place in India on payment of the difference between the air fare and the first class railway fare for the journey between the aforesaid places,

(ii) to travel by any railway in India in first class air-conditioned on payment of one-third of the difference between the railway fares for first class air-conditioned and first class ; and

(iii) to one free third class railway pass for one attendant to accompany the member when he travels by rail.

(2) Nothing in this section shall apply to a journey of the nature referred to in sub-section (1) of section 4 or section 5 performed by a member." (44)

SHRI K. RAGHU RAMAIAH : I beg to move :

Page 2,—

for lines 5 to 13, substitute—

'Insertion 4. After section 6 of the principal Act, the following section shall be inserted, namely :—

"Travel 6A. Without prejudice to the facilities to other provisions of this Act, every member shall be entitled—

(i) to travel by air at any time from any place in India to any other place in India on payment of the difference between the air fare and the first class railway fare for the journey between the aforesaid places ;

(ii) to travel by any railway in India at any time in first class air-conditioned on payment of the difference between the railway fares for first class air-conditioned and first class ; and

(iii) to one free third class railway pass for one person to accompany the member when he travels by rail :

Provided that where a member performs a journey under clause (i), then, for the purpose of section 4 and 5 he shall be deemed to have performed such journey by rail :

Provided further that where a member travels by rail in first class air-conditioned and no person accompanies that member in that journey in third class, by virtue of the free third class railway pass referred to in clause

(iii), then, in determining the amount payable by the member under clause (ii), the amount of third class fare for such journey shall be deducted from the difference referred to in that clause." (53)

श्री स० मो० बनर्जी : सभापति जी, मुझे गवर्नमेंट प्रमेंडमेंट नम्बर 53 के संबंध में यह प्रश्न करना है, इसमें पहला हिस्सा तो ठीक है, दूसरे हिस्से के बारे में कहना चाहता हूँ कि वह रिडिंडेंट है। इसमें है :

"(ii) to travel by any railway in India at any time in first class air-conditioned on payment of the difference between the railway fares for first class air-conditioned and first class;"

17.55 hrs.

[SHRI K. N. TIWARY in the Chair]

तो फर्स्ट क्लास का पास हमारे पास है। अगर एयरकंडीशन से चलना चाहें तो फर्स्ट क्लास और एयर कंडीशन का डिफरेंस देकर उसमें जा सकते हैं। तो वह इसको पढ़ लें और पढ़ कर वापस ले लें नहीं तो लोग हमको मूर्ख समझेंगे।

SHRI SONAVANE (Pandharpur) : Regarding amendment No. 53, moved by Shri Raghu Ramaiah on behalf of the Government, I have to say something. Part (i) of this amendment relates to travel by air at any time from any place in India to any other place in India on payment of the difference between the air fare and the first class railway fare for the journey between the aforesaid places. I would like to oppose this part (i) because this amendment entitles any Member to travel by air throughout the year whether there is session or no session. The existing facilities of air travel are quite sufficient. We go once in a session of six weeks and twice in a session of ten weeks. Besides this, while coming for the session and while returning from the session, we have the facility of air travel. When these facilities are there, I do not understand why this particular facility mentioned in part (i) of this amendment is being provided. Is it intended for the luxury of the rich people ? Because we, Members of Parliament, who

[Shri Sonavane]

come from low-income group, will not be able to take advantage of this. I would, therefore, make this humble submission to the Government. Let us not waste the exchequer, the money of the poor people. Some members might say, 'Let us have this facility'. But I would submit that this facility is not at all necessary in the performance of our duties. We have been given adequate travel facilities as I have mentioned earlier. Let us save the money of the exchequer, let us not waste the money of the exchequer. Here is a Member of the Congress Party who is coming forward with this suggestion. Let the members Opposite support this move. I move :

"That part (i) of Amendment 53, moved by Shri Raghu Ramaiah, be deleted."

18 hrs.

SHRI R. K. AMIN : I rise to say economics and not politics. I whole-hearted support Mr. Sonavane, when he says that the facilities of the air travel by paying the difference between the air charges and the first class will only be utilised by the rich people among us or by the party leaders for the party purposes. Ordinary MPs will not spend their money from their pocket in order to travel by air. He will use his first class pass whenever he wants to travel on private account. I would not have envied this facility had there been simultaneously some facilities for travel provided to ordinary MPs but they have not been provided. I would suggest one thing. Whatever amount of money the Government is going to spend on this amenity of air travel, for that amount they could give more facilities for the needy MPs such as free third-class pass or additional first-class ticket for the members of the family to travel with the Members. Otherwise only the rich people will get the advantage of it. The money from the public exchequer will go to the private companies. That is not the intention of the Government to do. I hope the hon. Minister will take this into account and delete the particular portion in this amendment or he will accept my amendment, No. 44.

SHRI RAGHU RAMAIAH : So far as the point raised by Shri Banerjee is concerned I would like to apprise him that this is provided for under the Railway Rules. But there is no provision in the Act. Now we are providing that. Therefore, there is nothing foolish about it. Regarding clause (i) if it is the general opinion...

SOME HON. MEMBERS : Yes.

SHRI RAGHU RAMAIAH : ...with your permission, I shall delete clause (i). Consequently, certain consequential changes have to be made and the first proviso will go. (ii) will become (i) and (iii) will become (ii). In the second proviso, the word 'further' will go. Instead of clause (iii), the reference will be to the concerned clause. The necessary consequential renumbering will be made. I seek the permission of the House to make these changes.

SOME HON. MEMBERS : Yes.

MR. CHAIRMAN : I shall now put the amendment No. 53 as now modified by the hon. Minister with the permission of the House. The question is :*

Page 2,—

for lines 5 to 13, substitute—

'Insertion 4. After section 6 of the principal of new Act, the following section shall section 6A be inserted, namely :—

"Travel 6A. Without prejudice to the facilities to other provisions of this Act, members. every member shall be entitled—

- (i) to travel by any railway in India at any time in first class air-conditioned on payment of the difference between the railway fares for first class air-conditioned and first class ; and
- (ii) to one free third class railway pass for one person to accompany the member when he travels by rail :

Provided that where a member travels by rail in first class air-conditioned and no person accompanies that member in that journey in third

* [The Amendment No. 53, adopted here, was subsequently reindented on 7-8-69.]

class, by virtue of the free third class railway pass referred to in clause (ii) then, in determining the amount payable by the member under clause (i) the amount of third class fare for such journey shall be deducted from the difference referred to in that clause." [(53) as modified.]

The motion was adopted.

श्री हुकम चन्द कछवाय : सभापति जी, 6 बज गए हैं, अब इसको कल रखिए ।

सभापति महोदय : इसको आज ही समाप्त करना है ।

श्री रवि राय : हाउस को एक्सटेंड करने की बात तो [तय नहीं हुई थी। इसलिए आप सदन को एडजर्न कीजिए, 6 बज चुके हैं। इसको कल लीजिए ।

सभापति महोदय : मैं हाउस का टाइम एक घंटे एक्सटेंड किये देता हूँ ।

श्री मधु सिमये : हम देर तक बैठने के लिए तैयार नहीं हैं ।

SHRI SURENDRANATH DWIVEDY (Kendrapara): It would be unfair to us if you were to put to vote things like this. The clauses have been adopted. If we spend half an hour on this Bill tomorrow, heavens would not fall.

श्री रवि राय : यह भ्रगर आज नहीं पास होगा तो कौन सा प्रासमान टपक पड़ेगा । रघुरमैया जी इसको कल तक के लिए स्थगित कर दें ।

MR. CHAIRMAN : The House stands adjourned till 11 A. M. tomorrow.

18.07 hrs

The Lok Sabha then adjourned till Eleven of the clock on Wednesday, August 6, 1969/Sravana 15, 1891 (Saka) .