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Tuesday, March 31, 1970
Chaitra 10, 1892 (Saka)

LOK SABHA DEBATES

(Tenth Session)



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**LOK SABHA SECRETARIAT
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LOK SABHA

Tuesday, March 31, 1970/Chaitra 10, 1892
(Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Opening of Exchanges for sub-Contracts
in India

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*691. SHRI VALMIKI CHOUDHARY:
SHRI MANIBHAI J. PATEL:

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

(a) whether Government's attention has been drawn to the views of Mr. Emrys Edwards, United Nations expert on Sub-contract Exchanges;

(b) if so, whether Government propose to consider the feasibility of its application to the Indian Industry;

(c) whether there is also a proposal to open Exchanges for Sub-contracts in India; and

(d) if so, the location thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH): (a) and (b). The Government of India feel that the establishment of sub-contracting exchanges would be an effective means to accelerate the development of ancillary relationship between the two sectors of the Indian Industry. For this purpose the services of Mr. Emrys Edwards have been obtained by the Government of India for advice on the establishment of sub-contracting exchanges.

(c) and (d). Two Pilot centres are proposed to be set up at Bombay and Madras and after their successful working, the scheme will be extended to other states.

श्री वाल्मीकी चौधरी : यह एक्चेंज कब तक खुल जायेंगे ?

श्री भानु प्रकाश सिंह : अभी श्री एमरीज एडवर्ड्स यहां आए हुए हैं और घूम रहे हैं। तीन, चार महीने में उनकी रिपोर्ट आएगी और उस पर विचार करने के बाद इन्हें खोला जायगा।

श्री वाल्मीकी चौधरी : उसका क्या कोई कांस्टीट्यूशन बन रहा है और उसमें कैसे लोग रखे जायेंगे ?

श्री भानु प्रकाश सिंह : इसमें कांस्टीट्यूशन का प्रश्न नहीं है वह एस० आई० एस० आई० सेंटर के अन्तर्गत ही रहेंगे।

श्री वाल्मीकी चौधरी : जब और मुल्कों में यह सक्सेसफुल हुआ है तब यहां पर पूर्ण-रूपेण इसे क्यों नहीं खोला जा रहा है और ऐक्सपैरिमेंटल क्यों खोला जा रहा है ?

अध्यक्ष महोदय : दो सप्लीमेंटरी प्रश्न पूछ लिए और मंत्रीजी ने उनका जवाब भी दे दिया। श्री मणिमाई जे० पटेल।

SHRI B. K. DASCHOWDHURY: Sir, I would like to mention here that there is a printing mistake in the second part of the Question. It says:

". . . and New Cooch Behar to Fakira Gram via Gulab Ganj;"

It should be "via Gulak Ganj"

SHRI R. L. CHATURVEDI: Yes.

Conversion of Metre Gauge Line to Broad Gauge Line from New Cooch Behar to Bamanhat and Gitaldah (N. E. F. Railway)

*692. **SHRI B. K. DASCHOWDHURY:** Will the Minister of RAILWAY be pleased to state:

(a) whether his Ministry will take up the schemes in view of the great public demand, to convert metre gauge line on the Northeast Frontier Railway from New Cooch Behar to Bamanhat and Gitaldah to broad gauge line;

(b) whether two new broad gauge lines will be taken up to connect New Cooch Behar and Hashimara, and New Cooch Behar to Fakira Gram *via* Gulab Ganj; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI): (a) and (b). No, Sir.

(c) Due to paucity of funds and lack of traffic justification the suggested conversions/new lines cannot be considered at present.

SHRI B. K. DASCHOWDHURY: Sir, the hon. Minister has stated that due to paucity of funds and lack of traffic justification, the suggested lines cannot be taken up. I can understand the question of paucity of funds. But what he means by lack of traffic justification I cannot understand. These are contradictory. Let the hon. Minister come straight and say, whether it is due to paucity of funds or lack of traffic justification.

Sir, I would like to submit to the hon. Minister, through you, the statement of the West Bengal Government that was submitted to the Fifth Finance Commission which I quote:

"The total agricultural income in the Cooch Behar district, according to 1962-63 statistics, is Rs. 20.22 crores."

According to the present market value, it will be about Rs. 35 crores to Rs. 40 crores. Agriculture is the main source of livelihood of the people in this district and a substantial portion of agricultural produce are the two

main cash crops of jute and tobacco. The line runs from New Cooch Behar to Bamanhat and Gitaldah, as mentioned in the Question, upto the East Pakistan border. The main cash crops of jute and tobacco are produced here. Unless the hon. Railway Minister offers certain facilities to poor agricultural producers in the locality to tranship their produce to better markets, how can these poor people earn their livelihood? The hon. Minister says that there is lack of traffic justification. I would like to know from the hon. Minister whether he is prepared to have a survey, whether there is really traffic justification or not.

SHRI R. L. CHATURVEDI: He has made two points. The hon. Member gave his own statistics, submitted by the West Bengal Government. But let me give my figures. About this Alipur Duar-Cooch Behar-Bamanhat Section for which conversion is suggested, the present carrying capacity is 11 trains, each way, per day. It is 53 KMs long. Now, actually, what we are carrying is, 3 passenger trains per day and 0.8 goods train per day, that is, a total of 3.8 per day. On this basis, I would humbly say that there is no justification.

Another point is about the Golakganj line for which the hon. Member has suggested conversion. There, the carrying capacity is eleven trains per day. Actually, 2 passenger trains run per day 0.7 goods train per day, that is a total of 2.7 per day. It is 47 KMs long. With the existing traffic, it is obvious, that there is hardly any justification for conversion or any construction, apart from the paucity of funds.

SHRI B. K. DASCHOWDHURY: The argument given by the hon. Minister is not correct. Unless there are railway lines, how can there be traffic justification? How can traffic justification come up? We have seen many cases there is lines are being converted from metre-gauge to broad-gauge even without proper justification. Unless there are lines in between New Cooch Behar to Fakira Gram *via* Gulab Ganj and from New Cooch Behar to Hashimara, the question of traffic justification cannot arise even. The hon. Minister, in his Budget Speech, has said that in the Fourth Plan, 750 route KMs. are intended to be converted from metre-gauge to broad-gauge and, again, about the new

lines, 800 KMs are intended to be constructed in the Fourth Plan. . .

MR. SPEAKER: I do not want any debate on this. Please put your question.

SHRI B. K. DASCHOWDHURY: Yes, kindly give me a minute only. Because of these metre-gauge lines running between New Cooch Behar to Bamanhat and Gitaldah, the jute and tobacco growers in the district are finding it very difficult to transport their produce. They are sending their produce through road carriers, on trucks. If this line is converted into broad-gauge, it will justify traffic. I would request the hon. Minister to make a survey and come with proper statistics whether it is justified or not.

SHRI R. L. CHATURVEDI: As I have already pointed out, the present line capacity is 11 trains per day and, even if that is not justified, how will it be possible for us to convert it? I fully share the sentiments expressed by the hon. Member. If he could give some better figures, better performance, naturally we will consider it.

SHRI R. K. AMIN: This is a very broad question which everybody in every State is facing, that is, the conversion of narrow-gauge into broad-gauge. The Minister has stated that there is paucity of funds and that, whenever it is possible, it will be done. Instead of that, will he kindly give us definite guidelines for the conversion of narrow-gauge lines into broad-gauge and put them before the House?

SHRI R. L. CHATURVEDI: I am sure, the hon. Member must have gone through the Report of the Uneconomic Branch Lines Committee, that all the narrow-gauge lines are being classified as uneconomic. That Report is under consideration. We have gone a step further. In his Budget Speech, the hon. Railway Minister, has announced the survey of certain lines also. So, we are fully seized of the matter. I fully appreciate the importance of even the existing narrow-gauge lines. All these things are under active consideration.

SHRIMATI JYOTSNA CHANDA: May I know from the hon. Minister whether the Government propose to convert any of the metre-gauge lines of the N.F. Railway in the

Fourth Plan and, if so, what are those lines?

MR. SPEAKER: You are widening the scope of this Question which relates to a particular area.

SHRI R. L. CHATURVEDI: It has already been explained during the reply on the General Budget that we are actively considering the conversion of the line from Bongaigaon to Gauhati.

SHRI HEM BARUA: It has been said on the floor of the House that it will be extended upto Dibrugarh.

SHRI R. L. CHATURVEDI: That line is separate.

श्री श्रीमत् प्रकाश त्यागी: जितनी उत्तर पूर्वी रेलवे की लाइन्स हैं उनके मीटर गेज और ब्राड गेज दोनों होने के कारण सुरक्षा को बहुत बड़ा खतरा है और एक गेज हो जाने से यानी ब्राड गेज हो जाने से सीमा की सुरक्षा रहेगी। इसलिए मैं जानना चाहता हूँ कि धार्मिक दृष्टिकोण के अलावा क्या सुरक्षा का दृष्टिकोण भी सरकार के सामने रहता है? यदि रहता है तो किन किन लाइनों को ब्राड गेज में परिवर्तित करने का प्रायका इरादा है और कितनी देर में?

MR. SPEAKER: That does not arise out of the Question. This is about Railway Line from New Cooch Behar. That is not relevant.

श्री श्रीमत् प्रकाश त्यागी: यह नहीं है। उत्तर पूर्व रेलवे है।

श्री रोहन लाल ज्युबेदी: हम लोगों के सामने धार्मिक दृष्टिकोण तो रहता ही है क्योंकि बगैर उसके कोई काम चल नहीं सकता, परन्तु सुरक्षा का दृष्टिकोण भी हम लोग सामने रखते हैं।

श्री श्रीमत् प्रकाश त्यागी: प्राय किन-किन लाइनों को परिवर्तित कर रहे हैं?

SHRI J. AHMED: Dhubri in Assam was the biggest jute exporting centre of Assam

before partition and 30 lakhs maunds of jute used to be transported from Dhubri Centre only. Now the business people are finding great difficulty to transport jute through the metre gauge due to paucity of accommodation in the Metre-gauge line. They are now carrying the jute through trucks from Dhubri to Cooch Behar to book it in the broad-gauge line. May I request the Minister to give serious consideration about connecting Dhubri to Cooch Behar by a broad-gauge line immediately?

SHRI R. L. CHATURVEDI: That is a suggestion for consideration.

SHRI J. M. BISWAS: A Committee was appointed with Mr. Chaturvedi as Chairman to convert unremunerative metre gauge and narrow gauge lines to broad gauge. We have seen the recommendation of the Committee. I want to know from the Minister about the fate of the recommendation made by that Committee to convert narrow gauge line to broad gauge line particularly with reference to Purulia Kotsella narrow-gauge line.

SHRI R. L. CHATURVEDI: The Minister has already said and explained this point very amply. For the information of the hon. Member I may just point out that Purulia Kotsella has been ordered for a survey.

श्री सीताराम केसरी: मंत्री महोदय ने मूल प्रश्न के उत्तर में जो यह कहा कि कूच बिहार बामनहाट और गितादलाह लाइन को मीटर गेज से ब्राड गेज कर देने से लाभ की दृष्टि से फायदा हो सकता है। मैं जानना चाहता हूँ कि इसी तरह से बरौनी से कटिहार तक जो मीटर गेज है, जिसके संबंध में सरकार ने सर्वे भी कराया है, जैसा कि भूतपूर्व रेलवे मंत्री ने आश्वासन दिया था, क्या आप उसको भी ब्राड गेज में बदलने की कोशिश करेंगे?

MR. SPEAKER: I am sorry that this question is not relevant to the main question. Very often, Ministers object on the grounds of irrelevancy. But I find on this occasion the hon. Minister is eager to answer the question. I leave it to the Member and the Minister, and they may decide between themselves.

श्री रोहन लाल चतुर्वेदी: बरौनी टु कटिहार सर्वे हो चुका है और जैसा पहले कहा जा चुका है, इसकी अभी और भी जांच हो रही है और अभी तक रिपोर्ट नहीं आई है।

MR. SPEAKER: The main question relates to a particular line, and I have been saying that the supplementary question should be relevant to the main question. But I find that the hon. Minister is all the time ready with information on all the railway lines.

श्री शिव नारायण: मैं पूर्वी उत्तर प्रदेश का रिप्रेजेंटेटिव हूँ। पिछली संसद के पांच वर्ष और इसके दो वर्ष, सात वर्ष हो चुके हैं जब से मैं इस गवर्नमेंट से डिमान्ड करता चला आया हूँ, चाहे श्री एस० के० पाटिल रेलवे मंत्री रहे हों, चाहे डा० राम सुभग सिंह रेलवे मंत्री रहे हों, चाहे श्री पुनाचा रहे हों। आज श्री नन्दा मिनिस्टर हैं। यह हमारी जेनुइन मांग रही है क्योंकि हम चीन और नेपाल के बार्डर पर बसते हैं। स्ट्रैटेजिक प्वाइंट ग्राफ व्यू से, देश की सुरक्षा के प्वाइंट ग्राफ व्यू से छोटी लाइन को बड़ी लाइन बनाया जाना चाहिए। मैं जानना चाहता हूँ कि यह काम कब तक पूरा हो जाएगा? मैं इसका डेफिनिट जवाब चाहता हूँ (ध्यान) यह उत्तर पूर्वी इलाके की मांग है, वर्ना 6 अप्रैल को एस० एस० पी० का जुनुस आ रहा है। मेरे प्रश्न का जवाब आना चाहिए, सरकार क्यों गूंगी बन कर बंटी है?

MR. SPEAKER: This question is not relevant.

Indo-Ceylon Railway Co-Ordinating Committee

*693. **SHRI N. R. LASKAR:**
SHRI CHENGALRAYA NAIDU:
SHRI SAMINATHAN:
SHRI DHANDAPANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Indo-Ceylon Railway Co-ordinating Committee had a meeting in Ceylon on smoothening the working of Railway and ferry boat services between the two countries;

(b) if so, what were the subjects discussed and decisions arrived at; and

(c) what were the objections raised by the Ceylonese delegation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI): (a) Yes, Sir. A coordination meeting was held from 3rd to 5th March, 1970 at Colombo at the instance of the General Manager, Ceylon Government Railways. Besides the representatives of the Southern Railway, the meeting was also attended by the representatives of the Shipping Corporation of India Limited and the Tamil Nadu Government. From the side of Ceylon, representatives of Ceylon Government Railway, the Customs, Immigration and Emigration, Exchange Control and Tourists departments of the Ceylon Government attended. The purpose of the meeting was to discuss problems relating to traffic between India and Ceylon.

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

(c) The meeting was held in a spirit of mutual understanding and goodwill.

Statement

The following subjects were discussed:—

- (1) Expediting of Custom's Immigration and Emigration, Health and other formalities;
- (2) Adjustment of train services and timings on Indian side for clearance of repatriates and through passengers from Rameswaram;
- (3) Introduction of through booking of parcels, goods and motor vehicles;
- (4) Issue of tickets in advance from Ceylon for journey to India;
- (5) Provision of Circular Tour Tickets for use on Indian Railways by passengers from Ceylon;
- (6) Through booking of passengers between stations on the Ceylon Government Railways and important stations on Indian Railways;
- (7) Settlement of Credit balance by Coaching Division sheets at the official rate of exchange;

(8) Supply of up-to-date passenger fares from Rameswaram to important stations on the Indian Railways;

(9) Finalisation of the tripartite agreement between the Ceylon Government Railway, Shipping Corporation of India Ltd., and the Southern Railway regarding Ferry Service;

(10) Provision of a Pier on the Indian side for the convenience of dealing of passengers, luggage, parcel and freight traffic; and

(11) Running of additional Ferry Services as warranted by the Shipping Corporation of India Ltd.

It was agreed that necessary steps would immediately be taken to ensure the punctual running of trains to Talaimannar and expedite the transit formalities both at Talaimannar Pier and at Rameswaram with the provision of adequate clearance of through passengers by trains from Rameswaram, so as to facilitate the movement of tourists and repatriates from Ceylon to India and of tourists from India to Ceylon. It was also decided that the through booking of freight and parcels traffic including motor vehicles should be introduced as quickly as possible.

SHRI N. R. LASKAR: Since Ceylon is a friendly neighbour of ours, the facilities for travel between India and Ceylon should be made easier. In that context, the holding of this conference was a good idea. Item 9 in the statement reads:

"Finalisation of the tripartite agreement between the Ceylon Government Railway, Shipping Corporation of India Ltd. and the Southern Railway regarding Ferry Service;"

I would like to know whether any concrete or specific or particular step has been taken in this regard.

SHRI R. L. CHATURVEDI: It is still under consideration. No particular step has been taken.

SHRI N. R. LASKAR: It is not only the railways that are concerned, but the Shipping Corporation is also concerned. I would like to know whether the railways are going to take up this matter immediately

with the Shipping Corporation so as to finalise the agreement and provide the necessary facilities. I have seen the conditions myself when I had occasion to visit Ceylon and Port Blair, and I find that the customs clearance on our side takes a lot of time. May I know whether the hon. Minister will look to the customs clearance on this side also so that people could go and have the customs clearance more quickly?

SHRI R. L. CHATURVEDI: This point was also considered at the meeting and the Shipping Corporation is fully seized of the matter.

SHRI SRADHAKAR SUPAKAR: May I know the time now taken by passengers to travel from the terminus of the Southern Railway to reach the first point in Ceylon, namely Talaimannar station? After the 11-point programme is implemented, what will be the saving in time for passengers? It has been stated that the provision of adequate clearance of through passengers by trains from Rameswaram would facilitate the movement of tourists and repatriates from Ceylon to India and of tourists from India to Ceylon. I would like to know the time now taken and the saving in time that will result if the 11-point programme is implemented.

SHRI R. L. CHATURVEDI: The ferry leaves Rameswaram at 14.00 hours and arrives at Talaimannar at 17.30 hours, thus taking 3½ hours; similarly, the ferry leaves Talaimannar at 10.00 hours and reaches Rameswaram at 13.30 hours, and in the reverse direction also, it takes 3½ hours.

SHRI SRADHAKAR SUPAKAR: What will be the saving that will be effected?

SHRI R. L. CHATURVEDI: That has to be seen. I cannot say it now.

Rise in Price of Paper

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*694. **SHRI INDRAJIT GUPTA:**
SHRI KANWAR LAL GUPTA:
SHRI BRIJ BHUSHAN LAL:

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

(a) whether his attention has been drawn

to the fact that prices of almost all varieties of paper have been increased more than once since the price control thereon was abolished;

(b) whether it is also a fact that over and above the enhanced mill prices, some dealers are charging a further premium of Rs. 200 to 500 per ton;

(c) whether the paper mills are exploiting the market shortage by changing nomenclatures and grammage of certain common varieties of printing paper used for educational purposes; and

(d) if so, the action proposed to be taken by Government to check such malpractices and profiteering?

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

(b) to (d). Since the decontrol of paper prices in May, 1968 the paper industry has increased the prices of paper twice, first by about Rs. 250/- per tonne and again in April, 1969, by about Rs. 150/- per tonne. When this came to the notice of the Government, the industry was asked not to enhance the prices further without prior consultation with the Government.

The complaints about over charging, change in the nomenclature and shortage of paper of substance below 60 gsm. which is used for printing purposes have come to the notice of Government. An *Ad Hoc* Committee has been set up consisting of the representatives of the Government and Paper Manufacturers, Paper Traders and Consumers to look into such complaints and suggest ways and means of eliminating these.

SHRI INDRAJIT GUPTA: If I understand the hon. Minister aright, Government have already acquiesced in the two price increases which the paper mills have already carried out, because all that they have said is that further increases should not be effected without consulting the government. This means that Government have swallowed the first two increases, and they have nothing to say about those increases.

I would like to know whether Government are aware of the fact that a large number of

these paper dealers and traders who were in the regular business are being displaced by certain hand-picked dealers who are favourites of these mills, and through these hand-picked dealers, some of these big mills are trying to market at premium rates thin varieties of paper to the exclusion of the ordinary varieties of white paper which are used for printing books and school text-books and exercise-books and so on, and if they are aware of this problem, I would like to know what Government are going to do to protect the legitimate rights of the regular dealers and traders who are facing the danger of being wiped out of business?

SHRI BHANU PRAKASH SINGH: Regarding giving these agencies to the dealers, it is a job of the manufacturers. I do not know how Government can ask them to appoint X instead of Y. If they are prepared to listen to Government, we will certainly be happy to do it.

SHRI INDERJIT GUPTA: Everybody knows that these varieties of ordinary white paper in our country are used mainly for educational purposes, for exercise books, text books etc. If this trend is allowed to continue, then education and cultural activities will also suffer a setback. The purchasing power of ordinary book readers in the country is also very limited and the book market has already begun to shrink. Have Government taken any long-term view of this? have they any policy in the matter or are they going to be content with appointing an *ad hoc* committee or some such thing? Are they prepared to take any strict and severe measures against this profiteering and malpractice of the paper mills?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): We have two proposals under consideration. One is to tackle the problem with immediate effect; the other is a long-term proposal. In pursuance of the first, we are constituting a committee in which representatives of traders, consumers and Government will be there. We shall discuss what steps we can take to get rid of these reported malpractices. The committee is meeting on 17 th April.

SHRI S. K. TAPURIAH: Which malpractices? Have they been proved?

SHRI F. A. AHMED: There is an allegation that low gram paper is charged more price than indication in the market by certain traders. So we have called a meeting of all the representatives to discuss these matters and see what action can be taken in that behalf.

The second thing is to increase the production of paper. We are setting up a Paper Corporation and also are encouraging others to undertake manufacture in the country.

श्री कंबर लाल गुप्त : व्हाइट पेपर की आज़ कमी अनुभव की जा रही है। यह पेपर मुख्यतः कापियां बनाने और किताबों आदि छापने के काम में आता है। मंत्री महोदय ने कहा है कि दो इन्क्रीज़िज़ के बाद भी कई मिलें ऐसी हैं जो उससे भी ज्यादा दाम अब भी उस क्वालिटी के पेपर को अलग नाम देकर बेच रही हैं और उसकी शिकायतें मंत्री महोदय के पास आज़ से काफ़ी दिन पहले आई हैं। क्या मंत्री महोदय विश्वास दिलायेंगे कि वह इसको ठीक कर देंगे। बानं करना या कमेटी बनाना, इसका मतलब है कि मामले को खटाई में डालना। अब कापियों का सीज़न आ गया है और किताबों छापने का सीज़न आ गया है। आज़ भी बहुत ज्यादा ब्लैकमार्किट दिल्ली में तथा इसके चारों तरफ हो रही है। सब लोगों को ठीक दामों पर कागज़ मिलेगा, क्या यह एम्प्लॉयर्स सरकार देगी और मैं जानना चाहता हूँ कि इसके बारे में सरकार क्या कार्रवाई कर रही है ?

पहले जो आप व्हाइट पेपर की पैदावार कर रहे थे, उसके मुकाबले में अब कितने व्हाइट पेपर की पैदावार कर रहे हैं ? क्या आप मिलों को बाध्य करेंगे कि वे पूरी पैदावार करें ? यह जो डी-लाइसेंसिंग किया गया है, इसके बाद भी नई मिलें नहीं खुली हैं, इसका क्या कारण है ?

श्री क़ब्ज़दहीन अली अहमद : हमारे पास एक तरफ से एलीगेशंज़ आए और दूसरी तरफ से कहा गया कि ये एलीगेशंज़ बिल्कुल झूठे हैं। इस वास्ते मैंने बेहतर समझा कि

मैनुस्क्रिप्ट्स, ट्रेडजं और कंज्यूमर्ज, तीनों के रिप्रिजेंटेटिव्स को बुलाकर एक मीटिंग करूँ और मीटिंग करने के बाद पक्के तौर पर पता चल जाए कि असलियत क्या है और सबको वह मालूम हो जाए तो फिर गवर्नमेंट को क्या इंजाम करना चाहिए, इस पर हम सोचेंगे।

जहां तक पेपर का ताल्लुक है, यह बहुत हीवी कैपिटल की इंडस्ट्री है, बहुत-सी मशीनें अभी तक हिन्दुस्तान में नहीं बनी हैं और उनको बाहर से इम्पोर्ट करना पड़ता है। रामेंटीरियल की दिक्कत भी है और स्टेट गवर्नमेंट्स के साथ नैगोशिएशंज वगैरह भी होती हैं और उसमें भी वक्त लगता है। इन सब दिक्कतों की वजह से कुछ पेपर प्लांट अभी आगे नहीं बढ़ सके हैं।

श्री कंबर लाल गुप्त : क्या आप आश्वासन देंगे कि इस सीजन में सबको कागज मिलेगा . . .

अध्यक्ष महोदय : श्री बृज भूषण लाल ।

श्री बृज भूषण लाल : कागज की कमी की वजह से ब्लैक मार्केट वगैरह सब कुछ हो रहा है। डा० आर० के० भागवं, प्रेजीडेंट, आल इंडिया पल्प एण्ड पेपर टेक्नोलॉजिकल एसोसिएशन ने इंटरनेशनल सेमिनार के इन-आगुरेशन के वक्त 6 दिसम्बर 1969 को पेपर की स्केरिसिटी की एलामिग कंडिशन के बारे में बताया था। उन्होंने कहा था:

“ . . . the alarming prospects that by the end of the Fourth Plan the country would run out of paper, the price of which would go sky-rocketing.”

क्या मंत्री महोदय का ध्यान इस तरफ गया है; अगर हां, तो मैं यह जानना चाहता हूँ कि जब फ़ोर्थ फ़ाइव-यीअर प्लान के बाद पेपर की शार्टेज के सम्बन्ध में इतमी सीरियस सिचु-एशन पैदा होने जा रही है, तो सरकार इस बारे में क्या कदम उठाने जा रही है, ताकि

उनकी मौजूदगी में मुल्क के सामने ऐसी मुसीबत न आए ?

श्री कृष्णदहीन अली अहमद : मैंने जवाब दिया है कि फ़ोर्थ फ़ाइव-यीअर प्लान के आखिर में हमें दो लाख टन पेपर की जरूरत होगी। इस वक्त हमारे सामने सिर्फ़ वह प्लान है, जिसमें हम पेपर कार्पोरेशन के ज़रिए प्रोडक्शन बढ़ाने जा रहे हैं। हम चाहते हैं कि प्राइवेट सेक्टर के लोग भी आगे आयें, ताकि दो लाख टन की शार्टेज पूरी हो सके। इसके लिए कोशिश की जा रही है। हम यह भी सोच रहे हैं कि अगर हो सके, तो किसी तरह से पब्लिक सेक्टर में भी प्राइवक्शन को बढ़ाया जाए।

श्री प्रेम चन्द वर्मा : यह साफ़ पता लग रहा है कि देश में कागज की किमत दिन-प्रति-दिन बढ़ती चली जा रही है और कीमतों के बढ़ने का यही कारण है कि जितनी पेपर की मांग बढ़ रही है, उसके मुताबिक उसकी प्राइवक्शन में बढ़ोतरी नहीं हो रही है। सरकार की तरफ़ से पिछले सात साल से यह एलान किया जाता रहा है कि वह हिमाचल प्रदेश में एक पेपर मिल लगाने के बारे में सोच-विचार कर रही है और इस बारे में बातचीत चल रही है, लेकिन आज तक वह मिल नहीं लगाई गई है। अगर वह मिल लगा दी जाती और प्राइवक्शन शुरू कर देती, तो उससे काफी फ़र्क पड़ता। मैं यह जानना चाहता हूँ कि पेपर की इस कमी को पूरा करने के लिए हिन्दुस्तान में कौन कौनसी नई पेपर मिलें कहां और कब चालू की जा रही हैं और उनका प्राइवक्शन क्या होगा।

श्री भानु प्रकाश सिंह : हिमाचल प्रदेश के न्यूज़प्रीट कारख़ाने का मसला काफी दिनों से चल रहा है, लेकिन वह अब इस स्थिति में पहुंच गया है कि जल्दी ही इस बात की सम्भावना है कि हिमाचल प्रदेश सरकार और थापर एंड कम्पनी के बीच में, जिनके द्वारा कारख़ाना सगाया जाना है, एक समझौता

हो जाएगा। यह सब मामला रा मैटीरियल के सवाल पर रुका हुआ था। इस बारे में हाल ही में भारत सरकार, हिमाचल प्रदेश सरकार और श्री थापर के बीच आपस में बातचीत हुई है और वह समझौता हिमाचल प्रदेश सरकार को भेज दिया गया है। मैं आशा करता हूँ कि निकट भविष्य में . . . (व्यवधान)

श्री प्रेम चन्द वर्मा : मैंने पूछा है कि वह कारखाना कब लग जाएगा।

श्री भानु प्रकाश सिंह : इस बारे में निर्णय तो हिमाचल प्रदेश सरकार पर निर्भर करता है। यह तो हिमाचल प्रदेश शासन ही बताएगा।

जहाँ तक नए प्राजेक्ट्स का सवाल है, सरकार फ़ोर्थ फ़ाइव-यीअर प्लान में पांच नए प्राजेक्ट लगाने का विचार कर रही है। वे प्राजेक्ट ये हैं: केरल प्राजेक्ट: न्यूज़प्रिन्ट, 75,000 टन प्रति वर्ष; आसाम प्राजेक्ट: पेपर 50,000 टन प्रति वर्ष और पल्प 30,000 टन प्रति वर्ष; नागालैंड प्राजेक्ट: पेपर, 30,000 टन प्रति वर्ष . . .

अध्यक्ष महोदय : मिनिस्टर साहब तो पूरी लिस्ट ही पढ़ने लग गए।

श्री भानु प्रकाश सिंह : माननीय सदस्य ने यह सब पूछा था।

श्री मधु लिमये : जब सरकार ने 1968 में दाम नियंत्रण हटा दिया, तो क्या उसको यह पता नहीं था कि दाम तेज़ी से बढ़ेंगे? मैं यह जानना चाहता हूँ कि पिछले दो वर्षों में दाम कितने प्रतिशत बढ़े हैं और क्या सरकार दरमियानी अर्से के लिए आयात की कोई योजना बनाएगी, ताकि पाठ्यपुस्तकों और कापियों के लिए पर्याप्त मात्रा में कागज़ उपलब्ध हो सके।

श्री कृष्णवर्दीन अली अहमद : जब 1960

में टैरिफ़ कमीशन की रिपोर्ट आई थी, तो उस वक्त पेपर के दाम फ़िक्स किए गए थे। उसके दो बरस बाद 1962 में कुछ थोड़ा-सा कास्ट ग्राफ़ प्राइकशन बढ़ने की वजह से कुछ दाम बढ़ाए गए थे। तब से लेकर 1968 तक पेपर के दामों में कोई इजाफ़ा नहीं हुआ था। यह ठीक है कि मिल वाले हमें प्रेस कर रहे थे कि कास्ट ग्राफ़ प्राइकशन बढ़ने की वजह से दाम 300 या 400 रुपये से ज्यादा बढ़ने चाहिए। हमने उस वक्त यह सोचा कि पेपर की काफ़ी प्राइकशन है, यानी जितनी सप्लाई है, उससे हम डिमांड को मीट कर रहे हैं। इसलिए हमने डीकंट्रोल कर दिया था। लेकिन उसके फ़ौरन बाद दो किस्म के पेपर के दाम 250 रुपये और 200 रुपये उन्होंने बढ़ा दिए। 1969 में उन्होंने 95 रुपये से लेकर 150 रुपये तक कागज़ के दाम बढ़ा दिए। उसके बाद हमने उनको बुलाया और कहा कि आईन्दा वे ऐसा नहीं कर सकते; जब तक इस बात का इत्मीनान न हो जाए कि कागज़ के दाम किस लिए बढ़ाए जा रहे हैं, तब तक ऐसा करना ठीक नहीं होगा और अगर वे दाम बढ़ायेंगे, तो हम कंट्रोल लागू कर देंगे।

श्री मधु लिमये : क्या दरमियानी अर्से में अभाव को पूरा करने के लिए सरकार के पास आयात, इम्पोर्ट, की कोई योजना है?

श्री कृष्णवर्दीन अली अहमद : अभी तक तो हमारा ख्याल था कि इम्पोर्ट की ज़रूरत नहीं है। अगर ज़रूरत हुई, तो वह करना पड़ेगा।

SHRI N. K. P. SALVE: I have heard very attentively to the various measures proposed by the hon. Minister to meet the shortage of paper. Unfortunately he happens to be the head of a department which has a devastating reputation of having a speed which will put even a shail to disgrace. Since the profiteering and racketeering is in respect of papers which are used for exercise books and books only, it is very sinful. We cannot barter away the rights of our students and this must be put an end to. May I know from the hon. Minister, if in the course of the next 15 days the shortage in this variety

is not brought to an end, would be clamp down control?

SHRI F. A. AHMED: I shall consider that suggestion.

SHRI S. K. TAPURIAH: The Government decontrolled paper three years ago so that the flow of supply and demand would determine the price. In spite of the price increase and delicensing of paper industry that was there till some time back, not a single proposal or mill came up in the country. Is it because of the fact that in spite of enhanced price the paper industry at present does not give enough return on the capital employed and that is why in spite of delicensing no new industry came up? Secondly, what steps are the Government going to take with regard to two small mills that are closed in Bihar? Would they take any effective steps by giving financial assistance to them so that they could be opened and the shortage could be mitigated?

SHRI BHANU PRAKASH SINGH: Although the industry was delicensed, the paper industry had to meet some hurdles according to the industrialists. These are: (1) These are capital intensive industries in nature and require about Rs. 20 crores for the establishment of an minimum economic priced unit; (2) the sources of raw materials come under the purview of the State Governments and regular supply of these raw materials on a long term basis at reasonable rates of royalty are not assured to the mill; and (3) all the equipment are not available from the indigenous machinery manufacturers and a considerable part of it has to be still imported.

These were the main hurdles which the industry has sought to bring before the Government. Government have put paper as high investment industry and put the news print in core industry and certain other concessions, such as 35 per cent rebate had been given. The industry wants more concessions from the Government and these are under consideration.

SHRI K. RAMANI: Due to acute scarcity of paper the owners of small printing presses and small book publishing houses are affected. In view of this situation will the Government try to procure all the paper

produced in the country using their powers under the Essential Commodities Act and try to have correct distribution of this stock?

Secondly, in Tamil Nadu there is only one paper mill which is in the private sector; it is a medium-sized mill. I want to know whether the Government is having any plan to expand that mill and also for any new paper mill unit to be established in Tamil Nadu, because there we are having the raw materials like bamboo, etc., to prepare pulp. Is there any such plan?

SHRI BHANU PRAKASH SINGH: A meeting on the 17th April, 1970 is being called for, and if the Government feels that there is still some special step to be taken because of the acute shortage of paper, as the hon. Member says, certainly after this meeting the Government will consider this.

SHRI K. RAMANI: I wanted to know whether there is any plan to expand that unit or to set up a new unit.

SHRI S. R. DAMANI: It is a fact that there is acute shortage of paper and that can be met only by increased production. According to the answer just now given, there are three mills proposed to be set up in the public sector, namely, the Kerala project, the Assam project and another in Nagaland. May I know from the Minister at what stage these projects stand at present: whether the orders for plant and machinery have been placed, whether a site has been selected and when are they likely to go into production?

SHRI BHANU PRAKASH SINGH: The Planning Commission has given us the clearance and the Government are soon going to set up a paper corporation, and after this is set up, these public sector projects will be taken under it.

Regarding the acute shortage of paper, the Government have recently granted an additional capacity of 45,000 tonnes to certain private mills.

SHRI S. R. DAMANI: I wanted to know at what stage do those projects stand and when they are going into production and whether any date has been fixed.

SHRI F. A. AHMED: As has already been pointed out by my colleague, the

Planning Commission and the Finance Ministry have given clearance and now steps are being taken for the purpose of establishing a corporation. As soon as the corporation is registered, action will be taken, and when the committee report is also available that also will be looked into.

श्री जनेश्वर मिश्र : मैं जानना चाहता हूँ कि कागज के जो दाम बढ़े हैं, इस समय जो उसका बिक्री मूल्य है और कागज का जो लागत मूल्य है, उनमें कितने गुने का फर्क है ? इसमें सरकार का टैक्स कितना है और मिलमालिकों का मुनाफ़ा कितना है ?

दूसरा सवाल—क्या बच्चों की तालीम के लिए कागज की जरूरत को महसूस करते हुए, उसके काला-बाजार को रोकने के लिए—तालीम के क्षेत्र में तो काला बाजार प्रत्यक्ष रूप से हो ही रहा है—क्या सरकार कागज के व्यापार का राष्ट्रीयकरण करने के बारे में सोच रही है ? क्योंकि अक्सर चीनी मिलों के राष्ट्रीयकरण की बात सुनने में आती है, चीनी से बच्चों को मिठाई मिलती है, लेकिन कागज के व्यापार का राष्ट्रीयकरण करने से उनको तालीम मिलेगी, जो कहीं ज्यादा अच्छी चीज होगी, इसलिए क्या सरकार उसका राष्ट्रीयकरण करेगी ?

श्री भानु प्रकाश सिंह : श्रीमन्, जहाँ तक पहले प्रश्न का सम्बन्ध है, उसकी सूचना अभी मेरे पास नहीं है, उसके लिए मैं नोटिस चाहता हूँ, सदन का बाद में सूचना दे दूंगा ।

जहाँ तक कागज की शार्टेज का प्रश्न है, मैंने अभी बतलाया है कि 17 अप्रैल को जो मीटिंग हो रही है, उसके पश्चात् जैसी स्थिति होगी, उसके अनुसार कदम उठाया जायगा ।

जहाँ तक राष्ट्रीयकरण का प्रश्न है, अभी हमारे पास ऐसा कोई प्रोजेक्ट नहीं है । इस वक़्त पब्लिक सैक्टर में न्यूज़-प्रिन्ट की पेपर-मिले हम चला रहे हैं ।

श्री रामाबतार शास्त्री : अभी मान-

नीय मंत्री महोदय ने बतलाया कि कच्चे माल की कमी के वजह से भी कागज की कमी हमारे देश में है । क्या मंत्री महोदय इस बात को जानते हैं कि बिहार में कच्चे माल की बहुत ज्यादा अधिभूता है—दक्षिण बिहार में भी और उत्तरी बिहार में भी बांस और ईख का छिंका त्रेकार जलाया जाता है । इस बात को ध्यान में रखते हुए क्या आप बिहार सरकार से बातचीत करके पब्लिक सैक्टर में दक्षिण बिहार, यदि वहाँ संभव न हो तो उत्तरी बिहार में कागज का कारखाना लगाने के लिए विचार करना चाहते हैं या नहीं ?

दूसरा सवाल—जो अशोक पेपर मिल वहाँ पर है, क्या सरकार उसको अपने कब्जे में लेकर वहाँ कागज के उत्पादन की व्यवस्था का विचार रखती है या नहीं ? अगर नहीं तो क्यों नहीं ?

श्री भानु प्रकाश सिंह : जैसा मैंने अभी बतलाया—केरल, आसाम, नागालैंड, मध्य-प्रदेश और काश्मीर में पब्लिक सैक्टर में कागज और पल्प-प्लांट लगाने का विचार है । बिहार के बारे में अभी ऐसा विचार नहीं है ।

जहाँ तक रा-मैटीरियल का सवाल है किसी राज्य में अधिक है किसी में कम है । यह राज्य सरकारों के अधिकार की बात है, केन्द्र सरकार की बात नहीं है, फिर भी माननीय सदस्य ने कहा है, उस पर विचार किया जा सकता है ।

SHRI HEM BARUA : Is it a fact that some of the foreign embassies operating in this country import newsprint for their journals the number of which is beyond the prescribed limit, sell the newsprint in the black market and stabilise the price of newsprint in the black market? If so, may I know what steps Government propose to take to stabilise the prices of papers including newsprint in this country, not through the black market but through the proper channel, by increasing production? If it is by increasing production, have Government decided already to set up paper mills in Assam and Nagaland?

SHRI F. A. AHMED: As already indicated by me, a decision has been taken by the Government to set up a paper mill in Assam, Nagaland and also in H. P. We are considering the proposal from the private sector also. There is also a proposal for a pulp plant in Kashmir. These are proposals by the Government. Through this process, we will be able to increase the production of paper. About newsprint, we have under consideration a project which will increase the present capacity to 175,000 tonnes.

About the first part of the question regarding foreign embassies, I have no such information.

SHRI TENNETI VISWANATHAM: The minister has been pleading shortage of paper; he has admitted that the market price is very high and there is racketing. But still he believes in a conference between the producers and the consumers and perhaps the Government—a conference between tigers and cows! How long is he going to rely upon this? About starting projects in the public sector, he has mentioned some States. But he has forgotten or omitted deliberately Andhra Pradesh. We have got plenty of raw material in our forests. There are only two paper mills. We have tried to pre-empt all the bamboo without any capacity to utilise it. Therefore, will Government think of including Andhra Pradesh also in their scheme of public sector projects for paper production?

SHRI F. A. AHMED: I have not got any project from Andhra Pradesh; if there is any suggestion, we will certainly consider it.

श्री हुकुम चन्व कछवाय : अध्यक्ष महोदय, कागज पर से सरकार ने जो नियंत्रण हटाया है, उसके बारे में सरकार को पहले से पता था कि नियंत्रण हटाने के बाद मूल्य बढ़ेंगे। परन्तु नियंत्रण हटाने के लिए व्यापारियों और उद्योगपतियों द्वारा सरकार पर काफी बड़ा दबाव डाला गया और यह सांठगांठ हुई कि यदि कांग्रेस को व्यापारी और उद्योगपति 10 करोड़ रुपया देंगे तो हम नियंत्रण हटायेंगे,

इसी कारण नियंत्रण हटा। क्या यह बात सही है ?

MR. SPEAKER: That is not relevant.

श्री शिकरे : अध्यक्ष महोदय, व्हाइट प्रिंटिंग पेपर किस्म का जो कागज है उसका उत्पादन कम हो रहा है जिसका एक कारण यह है कि पेपर मिलें व्हाइट प्रिंटिंग पेपर का उत्पादन कम करती हैं क्योंकि उसमें मुनाफा कम मिलता है लेकिन जो दूसरे प्रकार के कागज हैं जैसे कि बांड पेपर, उसमें ज्यादा मुनाफा मिलता है इसलिए इस कागज का उत्पादन ज्यादा होता है। ऐसी दशा में मैं मंत्री महोदय से जानना चाहता हूँ कि क्या वे पेपर मिलों को इस प्रकार के आदेश देंगे जिससे व्हाइट प्रिंटिंग पेपर किस्म का जो कागज है उसका आवश्यक कोटा फिक्स कर दिया जाए ताकि उसका उत्पादन अधिक हो सके ?

श्री भानु प्रकाश सिंह : इस मुद्दाव पर विचार किया जा सकता है।

Import Substitution Programme

*695. **SHRI SHARDA NAND:**

SHRI SURAJ BHAN:

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

(a) whether Government are aware of the fact that the Indian manufacturers switched from copper to aluminium and from imported steel to domestic steel without loss of efficiency during the 1965 embargo on India;

(b) if so, what are the other such items which were imported before and for which substitutes were found by the Indian manufacturers during this period;

(c) whether Government have made any survey about the items which are imported from outside to find out whether there can be some indigenous substitutes or whether Indian made goods can be produced from them;

(d) if so, the details thereof; and

(e) if the reply to part (c) above be in the negative, whether Government propose to make this survey to reduce imports?

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

(b) Although substitution, partial or total has been achieved in several industries, it is not possible to attempt to draw up any comprehensive lists of all such items as the "IMPORT SUBSTITUTION" Programme covers the entire gamut of industry and is a continuous process.

(c) and (d). Continuous efforts are being made in all the sectors of the industry to identify items which have been imported in the past and to organise developmental action for achieving their production within the country so that the import of such items whether they are end products or the raw material is progressively reduced to the minimum levels possible. As a result of this exercise more and more items are continuously being placed on the banned or restricted lists for import, consistent with the progress of their availability in the country.

(e) Does not arise.

श्री शारदानन्द : अध्यक्ष महोदय, जब तांबे की कमी आई तो सरकार ने तांबे के प्रयोग पर प्रतिबन्ध लगाया और तब यहां के कुछ विशेषज्ञों ने एल्यूमिनियम और इस्पात से उस कमी को पूरा किया। तो मैं जानना चाहता हूँ कि इन लोगों ने किन-किन चीजों का निर्माण किया? और दूसरी चीज यह है कि क्या जिन विशेषज्ञों ने इस कठिनाई को दूर करने का प्रयत्न किया और उसमें वे सफल हुए तो उन विशेषज्ञों को सरकार की तरफ से क्या प्रोत्साहन दिया गया?

आंशिक विकास, आंतरिक व्यापार तथा समवाय कार्य मंत्री (श्री कृष्णवर्द्धन अली अहमद) : जहां तक डिटेल्स की बात है मैं उन डिटेल्स को रख दूंगा क्योंकि वह बहुत लम्बा है। वैसे जो इम्पोर्ट सब्स्टीट्यूशन होता

है और उसमें जो लोग सबसे अच्छा काम करते हैं उनको हम हर साल इनाम भी देते हैं। अभी हाल में कुछ इनाम दिए गए हैं, नाम तो याद नहीं है लेकिन बहुत सारे लोगों को इनाम दिए गए हैं।

श्री शारदा नन्द : अध्यक्ष महोदय, तांबे की कमी की पूर्ति के लिए जो तत्व उपयोग में लाए गए उसमें एल्यूमिनियम और इस्पात थे। तो मैं जानना चाहता हूँ कि एल्यूमिनियम के उत्पादन को बढ़ाने के लिए मंत्री महोदय के सामने कोई योजना है जिससे उसका उत्पादन और ज्यादा बढ़े? दूसरी चीज यह है कि जिस क्वालिटी का इस्पात हम बाहर से मंगते हैं उस क्वालिटी के इस्पात को, अपने यहां पर जो कारखाने चल रहे हैं वहां पर बनाने की कोई योजना सरकार बना रही है?

श्री कृष्णवर्द्धन अली अहमद : हम सोच रहे हैं कि किस तरह से एल्यूमिनियम का प्रोडक्शन बढ़ाया जाये। जहां तक दूसरे सवाल का ताल्लुक है, यहां पर भी क्वालिटी काफी अच्छी हो गई है, बाहर से जो चीजें आती हैं उसके मुकाबले में यहां भी चीजें बन रही हैं।

DR. RANEN SEN: Is it a fact that in spite of our scientists having prepared certain import substitutions, there is no proper coordination between the Government research workers and the business houses? If so, for the proper utilisation of the talent we have for import substitution, will the Government see that there is proper coordination between the research workers and the business houses?

SHRI F. A. AHMED: I am not aware of any lack of coordination between Government research centres and non-official research centres. So far as I know, whenever any attempt has been made, we have been getting very responsive approach from the private sector also for the purpose of improving research in the country.

Shri R. K. BIRLA: My question is very simple. According to the Planning Commission, we import Rs. 35 crores worth of wool from Australia. For the last 10 years, there

has been a scheme lying with the Government that they are going to improve the breed of our Indian sheep. I want to know from the hon. Minister what has been the progress made in this direction so that the foreign exchange worth Rs. 35 crores could be saved.

SHRI F. A. AHMED: It is a fact that the quality of wool is not good as that of imported from outside. For that purpose, for improving the quality, the breed, there is a proposal for importing sheep from Australia and other countries. I have not got the detail facts at the present moment.

SHRI R. K. BIRLA: Does it require 10 years to import sheep from Australia?

SHRI BEDABRATA BARUA: The position of the Government appears to be very formidable in this regard. In most of the cases, when something is not produced, that item has to be imported. I would like to know whether this lacuna is sought to be made up. Where the designing, engineering and consultancy service in the country is available for producing something, I want to know whether it is made use of and whether it is related to the production capacity and the demand in the country. I do not think any genuine effort has been made in this regard.

SHRI F. A. AHMED: The designing and consultancy service that is available is certainly taken advantage of by us.

SHRI N. K. SOMANI: As far as the capital equipment industry is concerned, the way the import substitution programme is being carried out leaves much to be desired. There are two common complaints. One is that the price charged for the Indian capital equipment is twice or thrice the landed c.i.f. cost of the imported equipment. The second is that there is no after-sale service by these suppliers which put the people who buy Indian capital equipment to a great deal of inconvenience and high cost. In view of that, the Government has recently established a Bureau of Costs and Prices under Mr. Wanchoo. May I know from the Government whether they will refer all such problems to this Bureau so that the needful could be done?

SHRI F. A. AHMED: It is a fact that with regard to certain capital equipment, the prices of indigenous equipment are more

than the imported one. There are many reasons for it. I would not like to go into them now. So far as the question raised by the hon. Member is concerned, I will, certainly refer it to the Bureau which has been set up and his suggestion will also be taken into consideration.

श्री राम चरण: ग्रह्यक्ष महोदय, इम्पोर्टेड मटीरियल्स के सब्स्टीट्यूशन के लिए इस देश के बहुत से बिजनेस हाउसेज ने अपने सजेसन्स गवर्नमेंट आफ इंडिया को भेजे हैं कि वे सब्स्टीट्यूट मैनुफैक्चर कर सकते हैं लेकिन इस सरकार के अधिकारियों ने जान बूझ कर उन चीजों को पब्लिक सेक्टर में डाल दिया है जहाँ पर कि उसमें बहुत टाइम लगेगा तो मैं जानना चाहता हूँ क्या सरकार प्रायर्टी देकर उन बिजनेस हाउसेज से वह सब्स्टीट्यूट मैनुफैक्चर करवायेगी?

श्री कृष्णहरीन शर्मा ग्रहमद: अगर कोई सब्स्टीट्यूट मैनुफैक्चर करना चाहता है तो उसको हर किस्म की इजाजत दी जाती है लेकिन पब्लिक सेक्टर में अगर कोई चीज हो तो उसका भी खयाल रखा जाता है।

श्री राम चरण: पब्लिक सेक्टर में बीस साल लगेगे जबकि वह बिजनेस हाउसेज शार्ट टाइम को उसको कर सकते हैं।

WRITTEN ANSWERS TO QUESTIONS

Issue of Industrial Licences to Big Business Houses

*696. **SHRI JYOTIRMOY BASU:** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the State-wise industrial licences issued during 1968-69 and 1969-70;

(b) the amount of capital involved;

(c) the share of 73 big business houses in the total licences issued, State-wise, during the above period; and

(d) the share of the Tata, Birla, Goenka and Shahu-Jain Groups of Companies in the total industrial licences issued, State-wise, during the same period?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-3034/70].

Harijans Prevented from Exercising Voting Right During Mid-Term Poll

*697. SHRI BEDABRATA BARUA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether Government have received reports that Harijans in some constituencies were prevented from exercising their voting right in the mid-term poll during 1969; and

(b) whether it is a fact that Government are now proposing to provide mobile polling booths in areas from where such complaints had been received?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON): (a) Some complaints were received by the Election Commission about intimidation and coercion of voters belonging to the Harijan and other weaker sections of the community.

(b) The Election Commission is framing proposals to provide more polling stations, including mobile polling stations, in areas where intimidation of voters belonging to the Harijan and other weaker sections of the community are likely to be resorted to.

Effect of Expansion of Tata and Birla Industrial Houses on their Profits

*698. SHRI SHIVA CHANDRA JHA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Tata and Birla industrial houses have ploughed back their profits in their further expansion within the last two years;

(b) if so, by how much, separately; and

(c) if not, the reasons therefor?

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

regarding total profits retained in business by companies of the Birla and Tata Groups during 1968-69 is not available as many of these companies have yet to file their Balance Sheets for the year. Total profits retained in business by the companies as indicated in the ILPIC Report in respect of the Industrial Houses of Birla and Tata During 1966-67 and 1967-68 are, however, as follows:

	Profits retained	
	(Rs. in crores)	
	1966-67	1967-68
Birla	15.40	12.73
Tata	7.73	4.87

(c) Does not arise.

छोटी लाइन पर स्थित रामबाग स्टेशन को बड़ी लाइन पर स्थित इलाहाबाद स्टेशन से जोड़ना

*699. श्री जनेश्वर मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार यात्रियों द्वारा अनुभव की जा रही कठिनाइयों को देखते हुए छोटी लाइन पर स्थित रामबाग स्टेशन को बड़ी लाइन पर स्थित इलाहाबाद स्टेशन से जोड़ने का है;

(ख) यदि हां, तो इन स्टेशनों को सम्भवतः कब तक जोड़ दिया जाएगा;

(ग) यदि नहीं, तो इसके क्या कारण हैं; और

(घ) क्या सरकार ने इन स्टेशनों को जोड़ने के लिए कोई योजना तैयार की थी ?

रेलवे मंत्री (श्री नन्दा) : (क) से (घ) सम्भवतः आशय इलाहाबाद सिटी स्टेशन (मीटर लाइन) को इलाहाबाद जंक्शन स्टेशन (बड़ी लाइन) के साथ जोड़ने के प्रस्ताव से है। 1964 में जो जांच की गई थी उससे पता चला था कि इस प्रस्ताव का आर्थिक नहीं है क्योंकि इन दो स्टेशनों के बीच केवल थोड़े से यात्री प्रतिदिन यात्रा करते हैं।

Cancellation of Tender for Railway Colony at Paradeep

*700. SHRI D. AMAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a tender amounting to Rs. 2 lakhs in respect of the proposed Railway Colony at Paradeep had been cancelled by the Engineer-in-Chief, Planning and Development, towards the end of the year 1969; and

(b) if so, the reasons for such cancellation?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) A tender notice issued in August, 1969, for the construction of staff quarters at Paradeep Port in connection with the Cuttack-Paradeep raillink was withdrawn on 13th August, 1969, even before the tenders were actually received.

(b) Some rethinking had to be done in the middle of last year regarding the Cuttack-Paradeep rail link. However, this tender has subsequently been finalised and the acceptance letter issued on 27th January, 1970.

Decline in Investment in Industries in West Bengal

*701. SHRI D. N. PATODIA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have made any assessment that there has been a sharp decline in investment in the industries in West Bengal;

(b) if so, what has been the break-up for the last three years, year-wise;

(c) whether the lack of investment will cause any economic imbalance of the State as compared to other States; and

(d) if so, the reasons therefor and Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). While no assessment as such has been made of the quantum of investment flowing into industries in West Bengal, the number of industrial applications

received and the number of letters of intent and licences issued in West Bengal in 1969 are more than in the two previous years as revealed from the statistics below:

	1967	1968	1969
Number of industrial applications received	86	96	110
Number of letters of intent issued.	30	18	26
Number of licences issued	48	34	64

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

Halt Stations at Seemapuri, Selampur and Gandhi Nagar Colonies in Delhi

*702. SHRI HARDAYAL DEVGUN:
SHRI YAJNA DATT SHARMA:
SHRI JAI SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that more than 5 lakh people of Delhi living in trans-Jumna colonies are served by the Railways in their to and fro journeys;

(b) whether it is also a fact that the passenger facilities at Shahadara station are extremely inadequate to cope with the ever increasing needs of the passengers;

(c) whether all the trunk trains do not halt at Shahadara at present and, if so, whether Government propose to halt all the trunk trains there;

(d) whether Government propose to introduce more Suburban trains between Meerut and Delhi to cater to the needs of the people and, if not the reasons therefor; and

(e) whether Government propose to open halt stations at Seemapuri, Selampur and Gandhi Nagar and, if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Sir, the population in trans-Jumna colonies has been estimated to be over 3 lakhs but the exact figure is not available with the Railways.

(b) No, Sir, but the need for augmenting the existing amenities is under consideration.

(c) Only 7 long distance Mail/Express trains out of a total of 22 such trains are not scheduled to stop at Delhi Shahdara station and it is not proposed to provide their halts at this station.

(d) Introduction of any more trains between Meerut and Delhi is not, at present, operationally feasible on account of strained line capacity on the Ghaziabad-Meerut single line section.

(e) No, Sir. The opening of train halts or flag stations at Seemapuri, Selampur and Gandhi Nagar has not been found feasible for operating reasons due to the suburban section between Delhi and Ghaziabad being very busy. The proposals have also not been found to be financially justified.

रेलवे सम्पत्ति की चोरी रोकना

* 703. श्री शिव कुमार शास्त्री:

श्री प्रकाश वीर शास्त्री:

श्री न० रा० देवघरे:

श्री रामगोपाल शालबाले :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे संपत्ति की चोरी रोकने के लिए कारगर उपाय किए गए हैं;

(ख) गत वर्ष रेलवे संपत्ति की कितनी चोरी हुई; और

(ग) क्या यह सच है कि अगर रेलवे सम्पत्ति की चोरी न होने दी गई तो सरकार को करोड़ों रुपये की बचत होगी और रेल-भाड़े में वृद्धि करना आवश्यक नहीं होगा ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां ।

(ख) 1969 में 31.71 लाख रुपये की रेल सम्पत्ति (जिसका स्वामित्व रेलों का है) की चोरी हुई ।

(ग) चोरी रोकने के लिए उपयुक्त निवारक कार्रवाई की जाती है । यद्यपि इससे चोरियां पूरी तरह नहीं रोकी जा सकतीं, फिर भी इनसे जितनी रकम की हानि होगी वह उतनी नहीं होगी जिससे करोड़ों रुपये की

बचत हो सके और किराये-भाड़े बढ़ाने की जरूरत न पड़े ।

Supreme Court Judgment in Case of Nathu Ram Mirdha Vs. Goverdhan Das Soni

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

(a) whether the Supreme Court has upheld the findings of the Rajasthan High Court in the case of Nathu Ram Mirdha vs. Goverdhan Das Soni that there has been tampering with the ballot papers;

(b) whether Government have received a demand that any enquiry should be conducted into this allegation; and

(c) whether Government have since held an enquiry in the matter and, if so, with what result ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON): (a) to (c). Yes, Sir. The Election Commission has taken action to have the matter fully investigated so that appropriate and effective action can be initiated for eliminating such malpractices in future.

Special Increments granted to Class III and Class IV Railway Employees

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

(a) whether it is a fact that the special increment granted to those Class III and Class IV Railway employees who were stagnating on maximum of the grade for the last two years or more, is being considered inadequate by the employees;

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

(c) whether the All India Railwaymen's Federation has already submitted a representation to this effect; and

(d) if so, the steps taken by Government thereon ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). A few represen-

tations have been received in this regard. Government do not propose to take further steps in this matter for the present in view of the fact that Government have already announced the setting up of a new pay Commission. No representation from the All-India Railway Federation has been received on the point.

विदेशों में रहने वाले भारतीय नागरिकों के मामले में पांच करोड़ रुपये तक की पूंजी वाले उद्योगों को लाइसेंस लेने से छूट

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

(क) क्या यह सच है कि लाइसेंस देने की अपनी नीति को उदार बनाने के लिए सरकार ने पांच करोड़ रुपये तक की पूंजी वाले उद्योगों को औद्योगिक लाइसेंस देने की छूट दे दी है;

(ख) क्या यह भी सच है कि इस छूट पर विदेशी मुद्रा संबंधी कुछ प्रतिबंध लगा दिए गए हैं;

(ग) क्या उक्त प्रतिबंध विदेश में रहने वाले उस भारतीय नागरिक पर भी लागू होंगे जो अपनी विदेशी मुद्रा में से पांच करोड़ रुपये की पूंजी लगाकर उद्योग स्थापित करना चाहता हो; और

(घ) यदि हां, तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कृष्णवर्द्धन अली-अहमद) : (क) से (घ). हाल ही में सरकार द्वारा घोषित संशोधित लाइसेंस नीति के अनुसार ऐसे औद्योगिक उपक्रमों, जिनकी भूमि, भवन संयंत्र तथा मशीनों के रूप में अचल आस्तियां 1 करोड़ ६० से कम हों, को उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के लाइसेंस प्राप्त करने के उपबन्धों से कुछ शर्तों के साथ मुक्त कर दिया गया है। इसी प्रकार कुछ शर्तों के अधीन ऐसे औद्योगिक उप-

क्रमों, जिनकी अचल आस्तियां 5 करोड़ से अधिक न हों, को वर्तमान उपक्रमों में अधिकतम कुल 1 करोड़ ६० तक का और विनियोजन करके उसके पर्याप्त विस्तार के लिए लाइसेंस प्राप्त करने की आवश्यकता नहीं है, बशर्ते कि इस विस्तार से उसकी अचल आस्तियों का मूल्य 5 करोड़ ६० से न बढ़ जाए। इन शर्तों में से एक शर्त यह है कि विनियोजन में प्रस्तावित विस्तार की राशि के 10 प्रतिशत से अधिक राशि की विदेशी मुद्रा मशीनों तथा उपकरणों के आयात के लिए न चाहिए हो और कच्चे माल इत्यादि के आयात के लिए उपांत राशि को छोड़कर, आवश्यकता न हो, इसके अतिरिक्त उपक्रमों के कुछ वर्गों जैसे विदेशी कम्पनियां (उनकी शाखाएं तथा भारत में उनकी सहायक कम्पनियों सहित), भी इस प्रकार की छूट की हकदार नहीं होगी। विदेशी कम्पनी की परिभाषा में ऐसी सभी कम्पनियां सम्मिलित हैं जिनमें प्रदत्त अंश पूंजी के 50 प्रतिशत से अधिक के अंश विदेशों में पंजीकृत कम्पनियों, विदेशियों अथवा विदेशों में रहने वाले भारतीयों के हाथ में हों। विदेशी मुद्रा की पेचदगियों को देखते हुए लाभांश और अन्य इसी प्रकार की राशि को भेजने के लिए विदेशों में रहने वाले भारतीयों को भी इस प्रयोजन के लिए विदेशी समझा जाता है।

Visit by West German Delegation to Rourkela Steel Plant

* 707. SHRI R. V. NAIK:
SHRI J. MOHAMED IMAM:
SHRI K. M. KUSHIK:
SHRI R. R. SINGH DEO:
SHRI K. P. SINGH DEO:

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

(a) whether the West German foreign Minister recently visited India along with financial and technical experts from his country;

(b) whether there were discussions between the Government of India and the West German Delegation regarding expansion of the Rourkela Steel Plant; and

(c) whether Government have accepted the West German offer for this purpose and, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) to (c). The Foreign Minister of the Federal Republic of West Germany visited India in February, 1970. No discussions were held with him regarding the expansion of the Rourkela Steel Plant.

Soviet Supplies for Bokaro Steel Plant

* 708. SHRI VIRENDRAKUMAR SHAH: Will the Minister of STEEL and HEAVY ENGINEERING be pleased to state:

(a) whether his attention has been drawn to the progress report of the Bokaro Steel Plant brought out in January, 1970, extracts from which were published in the *Hindu* of the 30th January, 1970 under the caption, "Soviet Promise to Expedite Supplies for Bokaro";

(b) whether it is a fact that against a target of 10,066 tonnes of structurals, only 3,700 tonnes of structurals were received by the Bokaro Steel Plant by January 1970 and that the structurals received were also not in the sequence in which they were required;

(c) if so, the reasons for such delays and details of the steps taken by Government to ensure that there would be no such delay in future; and

(d) whether the Bokaro Steel Plant would be completed at least as per the revised schedule and, if so, the date by which it is now expected to be commissioned and the expected total cost for the completion of its first stage?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) Yes, Sir.

(b) In accordance with Contract No. 7622-OC between Bokaro Steel Limited and the Soviet organisation 'Tiajpromexport' the USSR Organisation has to complete supply of 17,708 tonnes of steel structures by July, 1970. All these steel structures are required for the Steel Melting Shop. Till

the end of January, 1970, 6,900 tonnes and not 3,700 tonnes had been received from USSR. It is, however, true that these have not been received in the sequence in which they are required for erection.

(c) Bokaro Steel Limited have already taken up the matter with the USSR suppliers for expediting the supplies. The shipments have since improved, and upto the end of February, 1970, 8,100 tonnes of steel structures have been received from USSR, and shipping advices for another 1,400 tonnes have been received.

(d) According to the revised schedule, the erection of first blast furnace complex has to be completed by December, 1971, and the entire stage-I by March, 1973. Total cost for completion of first stage is now estimated at about Rs. 7,600 million by Bokaro Steel Limited.

Amendment of Representation of the People Act regarding six-year Disqualification of a Candidate

* 709. SHRI MAYAVAN: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether the Union Government have taken any decision to remove the clause regarding six-year disqualification of any candidate found guilty of indulging in corrupt practices under the Representation of the People Act;

(b) if so, when it is likely to take effect; and

(c) whether the removal of this clause will help to encourage the corrupt practices followed in the elections?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON): (a) No, Sir.

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

Amount of Commission Paid by M/s. A. H. Wheeler and Co.

* 710. SHRI DEVEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of commission paid by M/s. A. H. Wheeler and Company for

running their stalls on the Railway Stations;

(b) the total number of bookstalls run by the said Company in India;

(c) what is the percentage of commission paid to the Agents of M/s A. H. Wheeler and Company;

(d) whether it is a fact that books of famous writers and popular books are not supplied according to the indents of the agents; and

(e) whether it is also a fact that the Vigilance Inspectors of M/s A. H. Wheeler and Co. forcibly take away magazines from the book-stalls on the plea that they are not stamped?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) According to the information furnished by Messrs. A. H. Wheeler & Company, the total amount of commission paid by them to their agents for running the bookstalls at the Railway Stations for the years 1967, 1968 and 1969 was Rs. 10,76,046 Rs. 9,83,882 and Rs. 11,78,035 respectively.

(b) 368 book stalls are run by the Company on Indian Railways.

(c) A statement giving the information as furnished by the Company is laid on the Table of the Sabha.

(d) Books of famous writers and other popular books are generally supplied to bookstall agents on their requisition and even otherwise.

(e) The Vigilance Inspectors of M/s A. H. Wheeler & Co. Pvt. Ltd. have instructions from the Company to take away unauthorised unstamped magazines in order to stop unauthorised sales that deprive the Company of their revenues and Railways of their royalty.

Statement

The rates of commission generally paid by Messrs A. H. Wheeler & Co. (P) Ltd. to their bookstall agents are as under:—

1. For Bookstalls whose sales are over Rs. 5,000/- per month.

(i) 5% on a fixed amount of sales, varying from station to station.

(ii) 10% over and above these fixed amounts.

(iii) An additional 15% on sales over and above the sales of last year.

2. For bookstalls whose sales are between Rs. 1,501 to Rs. 5,000/- per month.

(i) 6% on a fixed amount of sales varying from station to station.

(ii) 10% over and above the fixed amounts.

(iii) An additional 15% on sales over and above the sales of last year.

3. For bookstalls whose sales are Rs. 1,500/- per month or below.

(i) 7½% on a fixed amount of sales varying from station to station.

(ii) 10% over and above the fixed amount.

(iii) An additional 15% on sales over and above the sales of last year.

In addition to the commission, certain out of pocket allowances are also paid to some of the bookstall agents.

रेलवे चिकित्सा अधिकारी संघ द्वारा ज्ञापन

* 711. श्री रघुबीर सिंह शास्त्री:

श्री रा० बरध्वा :

श्री हेमराज :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे चिकित्सा सेवा के अन्तर्गत कार्य कर रहे डाक्टर अपने पदों से त्याग पत्र दे रहे हैं;

(ख) यदि हां, तो इसके क्या कारण हैं;

(ग) क्या रेलवे मेडिकल आफिसर्स यूनियन (रेलवे चिकित्सा अधिकारी संघ) ने इस संबंध में उन्हें कोई ज्ञापन प्रस्तुत किया है;

(घ) यदि हां, तो उनके द्वारा उस ज्ञापन में की गई मांगों का ब्यौरा क्या है और सरकार की उस पर क्या प्रतिक्रिया है; और

(ङ) क्या यह भी सच है कि यदि रेलवे चिकित्सा अधिकारियों में इस प्रकार असंतोष

व्याप्त रहा तो इससे रेलवे चिकित्सा सेवा पर विपरीत प्रभाव पड़ेगा ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां ।

(ख) त्यागपत्र मुख्यतः वैयक्तिक-घरेलू कारणों से, देश में यह देश से बाहर उच्चतर शिक्षा-प्राप्त करने और अपनी उन्नति की सम्भावनायें बढ़ाने के उद्देश्य से विदेश जाने के लिए दिए गए ।

(ग) जी हां :

(घ) उक्त जापान की मुख्य मांगें इस प्रकार हैं:—

- (i) सहायक चिकित्सा अधिकारियों (द्वितीय श्रेणी) के लिए पदोन्नतिसारणी के रूप में केन्द्रीय स्वास्थ्य सेवाओं के अनुरूप 450-1250 रुपये का वेतनमान आरंभ किया जाये ।
- (ii) केन्द्रीय स्वास्थ्य सेवा के अनुरूप 600-1300 रुपये का विशेष संवर्ग आरंभ किया जाए ।
- (iii) पदोन्नति की बेहतर सरणी की व्यवस्था करने के लिए ऊंचे ग्रेड के पदों का प्रतिशत बढ़ाया जाए ।

रेलों का संगठनात्मक ढांचा और इसके वेतनमानों का स्वरूप केन्द्रीय स्वास्थ्य सेवाओं से भिन्न है । रेलों का गठन मंडलीय आधार पर किया गया है और 700-1250 रुपये के वरिष्ठ वेतनमान में मण्डल अधिकारी मण्डल अधीक्षक के अधीन काम करते हैं । कनिष्ठ वेतनमान (400-950 रु०) अथवा द्वितीय श्रेणी (350-900 रुपये) में सहायक अधिकारी वरिष्ठ वेतनमान अधिकारियों के अधीन काम करते हैं । केवल चिकित्सा अधिकारियों के लिए केन्द्रीय स्वास्थ्य सेवाओं के अनुरूप वेतनमान आरंभ करना सम्भव नहीं है । विशेष रूप से रेलों की वर्तमान वित्तीय स्थिति को देखते हुए चिकित्सा विभाग के लिए अधिक

संख्या में प्रथम श्रेणी के ऊंचे ग्रेड के पदों का भूजन करना भी संभव नहीं है ।

(ङ) त्यागपत्रों से रेलवे चिकित्सा सेवा पर कोई गंभीर प्रभाव पड़ने की संभावना नहीं है । त्यागपत्रों के कारण जो जगह खाली होती हैं, उन्हें संघ लोक सेवा आयोग के जरिए नियमित भर्तियों द्वारा भरा जा रहा है । रेल प्रशासनों को भी यह अधिकार है कि संघ लोक सेवा आयोग द्वारा नामित व्यक्तियों के उपलब्ध होने तक वे डाक्टरों की तदर्थ भर्तियाँ कर सकते हैं ।

Workers Representation in the Management of Indian Railways

*712. SHRI YASHPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is examining a proposal to associate workers with the management of Indian Railways by appointing a representative from their ranks on the Railway Board; and

(b) if so, by what time a final decision will be taken in the matter?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No Sir.

(b) Does not arise.

Applications for Industrial Licences from U.P.

*713. SHRI S. M. KRISHNA:
DR. SUSHILA NAYAR:

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

(a) whether it is a fact that a large number of applications have been received during the period from 1st April, 1969 to 31st December, 1969 from the State of Uttar Pradesh for the issue of licences for the setting up of new industries in that state;

(b) if so, the number of applications submitted to the Central Government together with the names of industries;

(c) the names and number of applicants to whom the licences have been issued and

the number of applications pending and rejected; and

(d) the reasons for rejection in each case and the time by which the remaining applications will be disposed of?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). 42 applications for licences for setting up new industrial undertakings in Uttar Pradesh were received during the period 1-4-1969 to 31-12-1969. The industries to which these applications relate are given in Statement I, is laid on the Table of the House. [Placed in Library. See No. LT-3035/70].

(c) Out of the 42 applications received, 18 have been rejected and in one case, that of M/S Amrit Foods (P) Ltd., Ghaziabad, a letter-of-intent has been issued. 23 applications are pending final disposal. Of these 23, 5 have already been placed before the Licensing Committee and decisions on them are expected to be communicated to the applicants shortly. Of the remaining 18 applications, 13 were received in the last quarter of 1969 and are still under examination.

(d) Statement II showing the reasons for rejection of the 18 applications is laid on the Table of the House. [Placed in Library. See No. LT-3035/70.]

It is difficult to indicate precisely the time by which the pending applications will be disposed of. However, Govt. are conscious of the need for expeditious disposal of all licence applications and efforts are made to dispose of the applications as quickly as possible.

Tannery and Footwear Corporation of India Ltd., Kanpur

* 714. SHRI DEVINDER SINGH GARCHA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether any detailed scheme has been formulated by Government to modernise the Tannery and Footwear Corporation of India Ltd., Kanpur;

(b) if so, the details thereof;

(c) the expenditure likely to be incurred on this;

(d) the time within which this scheme will be completed; and

(e) the details of orders received by TAFCO from May, 1969 so far?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). A scheme for modernisation is under consideration of the Tannery and Footwear Corporation of India Limited, Kanpur.

(e) The value of the total orders received upto 21-3-70 comes to Rs. 107.18 lakhs.

झांसी-बम्बई तथा इलाहाबाद-बम्बई रेलवे लाइनों का विस्तार तथा सुधार

* 715. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे में झांसी-बम्बई तथा इलाहाबाद-बम्बई रेलवे लाइनों का विस्तार तथा उसमें सुधार करने की योजना चौथी पंचवर्षीय योजना में शामिल की गई है; और

(ख) यदि हां, तो उसका व्यौरा क्या है?

रेलवे मंत्री (श्री मन्ना) : (क) और (ख). रेलों का विकास कार्यक्रम समूची रेलवे के आधार पर एकीकृत योजना के रूप में बनाया जाता है। यातायात के विकास और समग्र साधनों के भीतर सापेक्ष प्रगतिशीलों के आधार पर अलग-अलग खंडों पर सुविधाओं की व्यवस्था की जाती है। झांसी-बम्बई और इलाहाबाद-बम्बई मार्गों पर सुधार संबंधी जिन कार्यों की योजना बनाई गई है और जो कार्य किए जा रहे हैं, उनका उल्लेख सभा-पटल पर रखे विवरण में किया गया है। [प्रश्नालय में रखा गया। देखिये संख्या LT—3036/70]

Running of Electric Trains in Various Railway Zones

* 716. SHRI R. K. BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of electric trains at present running in each Zone;

(b) what is the estimated number of trains proposed to be provided under the Fourth Plan in each Zone; and

(c) what is the expenditure earmarked for the purpose under the Fourth Plan?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) The daily average number of electric trains run in each railway zone at present is indicated below:

Central Railway	859
Eastern Railway	743
Northern Railway	83
North Eastern Railway	nil
Northeast Frontier Railway	nil
Southern Railway	262
South-Central Railway	nil
South-Eastern Railway	484
Western Railway	442
	—
Total:	2873
	—

(b) and (c). The Railway's Fourth Five Year Plan envisages a total originating freight traffic of 265 million tonnes in 1973-74. Non-suburban passenger traffic is expected to increase by 23% during the Plan period. The increase in suburban traffic expected is somewhat more. It is difficult to make an estimate, at this stage, of the number of new electric trains that will have to be introduced to cater for the additional traffic anticipated, as this will depend on traffic requirements from time to time on the individual sections. However, an amount of about Rs. 92 crores has been provided in the Railway's Fourth Plan Programme for procurement of electric rolling stock, namely, electric locomotives and electric multiple coaches and Rs. 82 crores for electrification scheme.

Remuneration of Whole Time Directors in Indian Vegetable Products Ltd. and Gokak Mills

* 717. SHRI MADHU LIMAYE: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received from a Member of Parliament any letter on the remuneration of the whole time directors of the Indian Vegetable Products Ltd. and Gokak Mills;

(b) if so, what are the terms fixed;

(c) whether it is violative of the Government circular; and

(d) if so, the action taken in this regard?

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

(b) In the case of Gokak Mills Ltd., the Company Law Board has accorded approval to the appointment of a Chairman, a Vice Chairman and a Managing Director whose names and particulars are furnished as under:—

Shri F. H. Kemple (Chairman): Appointment for three years from 1-1-1970 on a salary of Rs. 3,000/- p.m. plus perquisites.

Shri G. Khandwala (Vice-Chairman): Appointment for 5 years from 1st January, 1970 on a salary of Rs. 2,000/- p.m. plus perquisites.

Shri D. J. Madan (Managing Director): Appointment for 5 years from 1-1-1970 on a salary of Rs. 5,000-250-6,000 p.m. plus perquisites.

The perquisites in each case as requested were towards medical expenses retiring benefits, leave salary, bonus, etc.

In the case of Indian Vegetable Products Ltd., the company has applied for approval of the appointment of Shri G. Khandwala as the Managing Director of the Company. The said application is being processed and the company is being addressed to furnish additional information, etc.

(c) No Sir.

(d) Does not arise.

Project Report on Expansion of Bokaro Steel Plant

* 718. SHRI RABI RAY: Will the Minister of STEEL and HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the Government of India entered into a contract with Dastur and Company in 1964 about the expansion of the Bokaro Steel Plant;

(b) if so, what are the main features of the agreement; and

(c) whether it is a fact that the said company reminded Government that the Bokaro Project report submitted by the U.S.S.R. would be both expensive and wasteful?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL and HEAVY ENGINEERING (SHRI K. C. PANT): (a) No Sir. Construction of the Bokaro Steel Plant, and not its expansion, was under consideration in 1964. Negotiations with a view to a Consultancy agreement for the construction of the Project, were held with M/s. Dastur & Co. for several months prior to April, 1964 but in the circumstances already explained in reply to the Unstarred Question No. 3922 answered on the 24th March, 1970, these negotiations could not mature into a legal contract.

(b) In view of the reply to part (a), this does not arise.

(c) The Bokaro Project Report submitted by the Soviet Organisation was accepted by Government after its examination and approval, with certain modifications, by a Technical Committee which included representatives from M/s Dastur & Co. M/s Dastur & Co. subsequently made certain suggestions for cost reduction which were fully discussed with the Soviet experts. As a result of these discussions, with which M/s Dastur and Co. were also associated, proposals for reduction of cost by Rs. 11.4 crores were accepted.

Suggestions for Economy in Fuel Consumption on Railways

* 719. SHRI S. KUNDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Study Group of the Railway Board and also the Public Accounts Committee had suggested methods to have economy on fuel consumption on the Railways;

(b) if so, the main suggestions made in this regard; and

(c) the steps taken to implement the suggestions ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, Sir. A Study Team appointed by the Railway Board examined the impact of various factors affecting coal consumption on some railways with the progressive increase in dieselisation and electrification and suggested a methodology for assessing the quantitative effect of such factors with a view to taking remedial measures. The Public Accounts Committee (IV Lok Sabha) in their 60th Report drew attention to the report of the Study Team for follow up action.

(b) and (c). A statement showing the main suggestions of the Study Team and the Public Accounts Committee and the action taken thereon is laid on the Table of the Sabha. [Placed in Library. See No. LT-3037/70].

भारतीय वाणिज्य मंडल द्वारा पश्चिम बंगाल से कार्यालयों को हटाकर अन्यत्र ले जाना

* 720. श्री क० मि० मधुकर: क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि 28 फरवरी, 1970 के दैनिक हिन्दुस्तान में इस आशय का समाचार प्रकाशित हुआ है कि भारतीय वाणिज्य मंडल ने अपने मुख्य कार्यालयों को पश्चिम बंगाल से हटाकर अन्यत्र ले जाने की धमकी दी है;

(ख) क्या उपरोक्त धमकी पश्चिम बंगाल सरकार के विरुद्ध एक संगठित षडयन्त्र है;

(ग) क्या केन्द्रीय सरकार का विचार इस धमकी को रोकने के लिए कुछ कार्यवाही करने का है;

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

(ङ) यदि नहीं, तो उसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा सन्नवाय-कार्य मंत्री (श्री फ़ख़रुद्दीन खली अहमद) : (क) से (ङ). 28 फरवरी, 1970 के 'हिन्दुस्तान' में छरी खबर के अनुसार भारतीय वाणिज्य मंडल ने कहा है कि बड़े औद्योगिक समूह पश्चिम बंगाल से अपने मुख्य कार्यालयों को हटा सकते हैं; मंडल के अध्यक्ष ने एक प्रेस विज्ञप्ति जारी की है कि कुछ औद्योगिक समूहों ने पहले से ही अपने मुख्य कार्यालयों को हटाना प्रारम्भ कर दिया है और यदि राज्य में स्थिति नहीं सुधरती तो संभवतः राज्य से और भी कार्यालय हटाए जा सकते हैं।

Railway Officials Injured During Recent Agitation in Haryana and Punjab

4526. SHRI V. NARASIMHA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Railway officials injured during the recent agitations in Haryana and Punjab; and

(b) the amount of compensation paid to them?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Six.

(b) No compensation has been paid to any of the injured officials.

Interpretation of Section 19 (B) of the Representation of the People Act, 1950.

4527. SHRI BABURAO PATEL: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) the period of minimum time that is implied or required by the words "ordinarily resident in a constituency" in Section 9(B) of the Representation of the People Act, 1950, to qualify for the membership of Rajya Sabha from any State;

(b) whether any judicial pronouncements have been made so far prescribing the minimum period in relation to the above; and

(c) if so, when and the names of members or parties concerned?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM): (a) No minimum period is implied or required by the words "ordinarily resident in a constituency" in section 19(b) of the Representation of the People Act, 1950 to qualify for registration in the electoral roll for the constituency. Apart from the meaning of the term "ordinarily resident" given in section 20 of the Representation of the People Act, 1950, there is no strict or definite rule for ascertaining one's ordinary residence. It is a question to be decided on the basis of relevant facts and circumstances. No rules have been made to define "ordinary residence" so far.

(b) No, Sir.

(c) Does not arise.

Relaxation of Age Limit for Engineering Services Examinations

4528. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Administrative Reforms Commission has in its report submitted to Government, recommended to raise the age limit for the U.P.S.C. Engineering Services Examinations from 25 years to 27 years;

(b) If so, whether Government intend to implement the said recommendation with effect from this year or next year and, if not, the reasons therefor; and

(c) the specific recommendations, if any, made by the Administrative Reforms Commission and Government's reaction thereto, regarding relaxation in age limit for various categories of Engineering Central Government Employees and the latest Rules and Regulations for direct recruitment to Class II Telegraph Engineering Services?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). The Administrative Reforms Commission have recommended that the upper age limit for entrance to the competitive examinations may be raised to

26. No decision has so far been taken on this recommendation.

The Recruitment Rules for the Telegraph Engineering Service, Class II, do not provide for any direct recruitment.

Excess payment made for Digging and Excavating at Rourkela Steel Plant

4529. SHRI BABURAO PATEL: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that a sum of Rs. 6 lakhs was paid to in excess for digging and excavating at the Rourkela Steel Plant;

(b) if so, when the payment was made;

(c) the names of the contractors and the amount paid to each;

(d) how such large payment came to be made in excess in spite of supervision by Engineers and internal audit; and

(e) whether the Central Bureau of Investigation has been asked to investigate this matter and, if so, with what result and, if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) No such case of excess payment has come to the notice of Government.

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

Theft cases of Steel in Bhilai Steel Plant

4530. SHRI BABURAO PATEL: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the total number of thefts of steel and the value of steel stolen from the Bhilai Steel Plant during the years 1968 and 1969;

(b) whether it is a fact that the Security Force of the Railways seized recently at Sarona five truck loads of iron thrown in the yard;

(c) whether it is also a fact that despite specific complaints of thefts made by the President of the Bhilai Engineering Workers' Union and some officers of different Trade

Unions, the authorities have turned a deaf ear to them; and

(d) the steps taken to prevent future thefts and if no steps have been taken in the matter, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) No theft of steel was reported from the Bhilai Steel Plant during the years 1968 and 1969. However, some cases of theft of pig iron, Railway plates iron angles and stopper rods etc. were reported. The details are as follows:—

Year	No. of cases registered by security	Value of property stolen	Value of the property recovered
1968	9	Rs. 760/-	Rs. 760/-
1969	4	Rs. 9870/-	Rs. 9870/-

The property stolen was recovered in all cases.

(b) According to Press reports some pig iron and other finished material were seized by the Railway police at Sarona near Raipur. The material did not belong to the Bhilai Steel Plant.

(c) There is no Union by the name of Bhilai Engineering Workers' Union functioning in the Bhilai Steel Plant, nor have complaints of such nature been received by the plant authorities, from any other Union.

(d) All cases of theft are promptly reported to the Security staff posted to various exit points who take appropriate action. In addition to extensive patrolling done by the security staff, surprise checks are also made by the security Officers.

Service Conditions of Railway Doctors

4531. SHRI BABURAO PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of resignations by the Railway Doctors during the last three years;

(b) the number of Railway Doctors, their pay scales and emoluments and reasons why their service conditions are not at par with either those in the Central Health Services or with the other Railway officials;

(c) the immediate demands of the Railway Medical Officers' Association; and

(d) whether Government would consider the merging of the Railway Medical Services with the Central Health Scheme and, if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) 192.

(b) The number of Gazetted posts of the Railway Medical Service is 2011. A statement showing the pay-scales and other emoluments of the Railway Doctors is laid on the Table of the House. [Placed in Library. See No. LT-3038/70]. The organisational structure of the Railways is different from that of the Central Health Services. Railways are organised on a Divisional pattern and Divisional Officers who are in the Senior Scale (Rs. 700-1250) work under the Divisional Superintendent. Assistant Officers in Junior Scale (Rs. 400-950) or Class II (Rs. 350-900) work under the Senior Scale officers. It is therefore, not possible to adopt exclusively for Railway Medical Officers the same scales of pay as obtaining in the Central Health Services. It is also not possible to create a large number of higher grade Class I posts for doctors, merely to provide them an avenue of promotion. Posts are created or upgraded only on the basis of worth of charge and any large-scale upgradation/creation of Class I gazetted posts is not considered possible, particularly in view of the present financial position of the Railways.

(c) The main demands made by them are as under:—

- (i) Introduction of the scale of Rs. 450-1250, as in the Central Health Services, as an avenue of promotion for Assistant Medical Officers, Class II.
- (ii) Introduction of a Specialists' Cadre of Rs. 600-1300, as in the Central Health Services; and
- (iii) Increase in the percentage of higher grade posts so as to provide better avenue of promotion.

(d) It would not be possible to merge the Railway Medical Service with the Central Health Services as the latter cannot adequately meet the requirements of the Railways.

Authorised and Paid up Capital of Film Companies

4532. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the authorised and paid-up capital of the four film companies, viz. A.V.M. Ltd., All India Film Distributors (P) Ltd., Goodwill India Ltd., and Great Arts (P) Ltd., at the time of their setting up and as on the 31st March, 1969;

(b) the amount of loans received by these Companies upto the year 1969 from Government, Banks or other parties, separately;

(c) the amount paid as interest by these Companies during the last three years;

(d) the names and addresses of the Directors of the above Companies together with the names and addresses of their shareholders; and

(e) the details of their performance during the same period and the estimates for the year 1969-70?

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

Economic Survey of Gujrat

4533. SHRI NARENDRA SINGH MAHIDA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to undertake economic survey of Gujrat with the help of the State Government;

(b) if so, the details thereof;

(c) the number of big industries established in Gujrat during the three Five Year Plans, Plan-wise;

(d) whether it is a fact that some areas in the State are fully capable of industrial development; and

(e) if so, whether any proposal has been included in the Fourth Plan for the establishment of industries in these areas?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Does not arise.

(c) One central industrial project viz. Koyali Refinery has been established in the Gujarat State during the Third Five Year Plan Period. In the private sector, a fertiliser factory near Baroda was commissioned in 1967.

(d) & (e). The entire area of a State is taken as one single unit in planning for industrial development. The Central industrial and mineral projects included in the Fourth Five Year Plan are indicated at pages 253—260 of the book 'Fourth Five Year Plan 1969—74—Draft' brought out by the Planning Commission. Among projects on which locational decisions have been taken, the Central projects located in the Gujarat State are Gujarat Aromatic Project, Koyali, Gujarat Naptha Cracker, Koyali for manufacture of ethylene, propylene, benzene extraction, butadiene (inclusive of synthetic rubber). A proposal to set up an alumina project in the State sector during the Fourth Plan with Central Government participation is also under consideration.

In the small scale sector, the Small Industries Development Organisation has conducted surveys of the districts of Banaskantha, Bhavnagar, Bular, Junagarh and Sabarkantha in the Gujarat State at the instance of the State Government. These Survey reports give detailed information regarding demand and resource characteristics of the areas and also indicate the prospective small scale industries to be located there.

Licences for Industries in Gujarat

4534. SHRI NARENDRA SINGH MAHIDA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of applications received from Gujarat in 1969-70 for the grant of licences for setting up new industries; and

(b) the number of applicants who have been issued licences along with the names of industries for which these have been issued?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). 92 applications for industrial licences for the establishment of new industrial undertakings in Gujarat were received during the year 1969 and 1970 (upto 28-2-1970). 55 of these applications were received during the last 6 months. 3 of these applications have been withdrawn by the applicants and 15 have already been rejected. In respect of 5 applications, letters of intent have been issued and these relate to plastics, processed food, dyes and iron and steel industries. In addition, 5 licences for the establishment of new industrial undertakings in Gujarat were issued during 1969 in respect of applications received prior to 1st January, 1969. The remaining applications are under consideration, out of which 17 have already been considered by the Licensing Committee and decisions are expected to be communicated to the applicant parties shortly.

Industrial Projects in Gujarat

4535. SHRI NARENDRA SINGH MAHIDA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the names and number of industrial projects which have been sanctioned and licensed in the public or private sector to be put up in Gujarat, during the Fourth Five Year Plan; and

(b) whether they are evenly dispersed in that State or are centred in one or two districts only?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). During the period from 1-4-1969 to 28-2-1970, 19 industrial licences were issued for Gujarat. A statement showing the proposed location of the industrial undertakings, for which licences have been issued, is attached. Almost 50% of the licences are for locations in Baroda or Ahmedabad.

Besides, in the public sector, the Gujarat Aromatic Project and Gujarat Naptha Cracker Project at Koyali, are included in the Fourth Five Year Plan. A proposal for an Alumina Plant in that State, is also under consideration.

Statement

S. No.	Name of the Undertaking	Location (in Gujarat)
1.	M/s. Suhrid Geigy Ltd.	Ranoli, Baroda
2.	M/s. Saurashtra Chemicals. (Prop. Jiyajeerao Cotton Mills Ltd.)	Tehsil Porbander
3.	M/s. Bhupendra Kumar Navnitlal & Co.	Ahmedabad
4.	M/s. Mahendra Oil Cake Industries (P) Ltd.	Wankaner
5.	Shri Nemchand Karamshi Shah. C/o. Raja Trading Co. Bombay.	Ahmedabad
6.	M/s. Pioneer Equipment Co. (P) Ltd.	Baroda
7.	M/s. Sarabhai Merck Ltd.	Baroda
8.	M/s. Surat Diatt. Co. operative Milk Producers Union Ltd.	Surat
9.	M/s. Cibitol Ltd.	Atul, Distt. Bulsar
10.	M/s. Indo-Nippon Chemical	Koyali
11.	M/s. Sabarkanth Jilla Ru-Utpadakari Co-op. Spg. Mills Ltd.	Himatnagar
12.	M/s. Charotar Sahakari Khand Udyog Ltd.	Kaira
13.	M/s. Suhrid Geigy Ltd.	Ranoli, Baroda
14.	Shri Modu Timblo	Bhavnagar.
15.	M/s. Anil Starch Products	Ahmedabad
16.	M/s. Alembic Chemicals Works Co. Ltd.	Baroda.
17.	M/s. Bhupendra Kumar Navnit Lal & Co.	Ahmedabad
18.	M/s. Shree Khedut Sahakari Khand Udyog Mandal Ltd.	Bardoli
19.	M/s. Golden Tobacco Co. Pvt. Ltd.	Baroda

Development of Jehanabad Railway Station (E. Rly.)

4536. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the growing importance due to its having become a Sub-divisional Headquarters, the Railways have plans to expand the Railway Station premises at Jehanabad Station and also at Jehanabad Court on the Gaya-Patna section;

(b) whether there are any proposals to construct the Station Masters' Office, Travelling Ticket Examiner's Office, First Class Waiting Room etc. on the main platform itself on the above two stations, instead of the existing ones which are placed haphazardly and away from the main platform;

(c) if so, the probable date of completion; and

(d) if the replies to parts (a) and (b) above be in the negative, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). No.

(c) Does not arise.

(d) The Station Masters' Office and Upper Class Waiting Rooms at Jehanabad and similarly the Station Masters' Office at Jehanabad Court Station are just abutting the main entrance to the platform. The provision of an Upper Class Waiting Room at Jehanabad Court Station is not considered justified for the present level of traffic. There is also no justification for providing a separate office for the Travelling Ticket Examiners either at Jehanabad or at Jehanabad Court Stations.

Demand for fast trains upto Howrah on Gaya-Nawadah and Kial-Bhagalpur Sections (E. Rly)

4537. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Eastern Railway has any

proposal to run fast Mail/Express Trains on the Gaya-Nawadah and Kiul-Bhagalpur Sections and right upto Howrah and *vice-versa*;

(b) whether there has been a mounting demand for such train services on the above sections because lot of time of long distance passengers is wasted as connecting train services to distant stations is missed by them due to lack of fast trains at some of those sections;

(c) if so, when such trains would be provided for the convenience of passengers; and

(d) if the reply to part (a) above be in the negative, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No.

(b) No.

(c) Does not arise.

(d) A good number of Mail/Express trains is available between Howrah and Gaya on the one hand and Howrah and Kiul on the other. The passengers of Nawadah-Gaya section can avail of these services at Gaya and of Bhagalpur-Kiul section at Kiul. For Bhagalpur-Kiul section passengers a direct express train viz. 13 Up/14 Dn. Upper India Express is also available. For Nawadah-Gaya section passengers also 2 pairs of direct passenger trains viz. 337Up/338Dn. and 331Up/332Dn. are available. There is no justification for running a direct express train from Nawadah-Gaya section to Howrah.

Extension of shuttle service between Patna and Jehanabad upto Gaya Junction

4538. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Eastern Railway has received a large number of requests for extending the present Patna-Jehanabad Shuttle upto Gaya Jn. and *vice-versa*;

(b) if so, the action taken by the Railways in the matter; and

(c) by what time this Shuttle would be extended upto Gaya on the Up and Dn. schedules?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). The request for

extension of Patna-Jehanabad shuttle to Gaya has been examined but not found justified in view of underutilisation of existing 5 sectional trains each way running on Jehanabad-Gaya section.

(c) Does not arise.

Reinstatement of Railway Employees who took Part in 9th March, 1949 Strike

4539. SHRI CHANDRA SEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether his attention has been drawn to the demands of the South Eastern Railmen's Union, published on page 5 in the November, 1969 issue of the Indian Railwaymen of the A.I.R.F. demanding the reinstatement immediately of all the remaining discharged Railway employees who took part in the Railwaymen's strike of 9th March, 1949, in accordance with the latest Supreme Court's decision of the 25th August, 1969, under which all the discharged Railway employees were entitled to reinstatement with full benefits irrespective of the date of termination;

(b) if so, the action taken by Government in the matter and the number of Railwaymen who have been taken back into service;

(c) if no employee has been taken back into service, the reasons therefor; and

(d) by what time all such employees would be reinstated?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). The details of the demands referred to are being collected and would be examined.

Recommendations of Dutt Committee on Industrial Licensing

4540. SHRI S. K. TAPURIAH: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Union Cabinet does not consider the recommendations of the Dutt Committee on Industrial Licensing to be constitutionally consistent with the legislative competence of the Government; and

(b) if so, what are those recommendations, the doubts of Government and the solution thought of in regard thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Govt. does not consider that the recommendations of the Industrial Licensing Policy Inquiry Committee are not consistent with the legislative competence of Parliament.

(b) Does not arise.

देश में पिछड़े जिलों के लिए विकास योजनायें

4541. श्री नागेश्वर द्विवेदी: क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या केन्द्रीय सरकार का विचार देश में कुछ पिछड़े जिलों को एक विशेष विकास योजना के अन्तर्गत लाकर एक नए कार्यक्रम को क्रियान्वित करने का है, और यदि हां, तो उस योजना का व्यौरा क्या है;

(ख) उक्त योजना के अन्तर्गत किन जिलों को लिया जाएगा और उनकी राज्यवार संख्या कितनी है; और

(ग) क्या राज्य सरकारों की सिफारिशों के आधार पर पिछड़े जिलों की राज्यवार सूची तैयार की गई है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद): (क) जी हां। पिछड़े क्षेत्रों में उद्योग प्रारंभ करने के लिए राजकोषीय तथा वित्तीय प्रोत्साहनों संबंधी योजना कार्यकारी दल द्वारा सिफारिश किए गए विभिन्न वित्तीय प्रोत्साहन देने के बदले सरकार का विचार ऐसे नए एककों की स्थापना करने के लिए, जिनका कुल अचल पूंजी विनियोजन 50 लाख रु० से अधिक न हो, सीधे ही कुल अचल पूंजी की 1/10 राशि का अनुदान या राज्य सहायता

देने का है। यह व्यवस्था उन 9 राज्यों में जिन्हें पिछड़े क्षेत्रों के अभिनिर्धारण संबंधी कार्यकारी दल द्वारा औद्योगिक रूप से पिछड़ा हुआ समझा गया है, प्रत्येक के 2 चुने हुए जिलों, और अन्य राज्यों तथा संघ राज्य क्षेत्रों में से प्रत्येक में एक एक जिले के लिए होगी। 50 लाख रुपये से अधिक अचल पूंजी विनियोजन की योजनाओं तथा परियोजनाओं पर गुणावगुणों के आधार पर विचार किया जाना है। कार्यकारी दल की पिछड़े क्षेत्रों में स्थापित किए जाने वाले उद्योगों के लिए पूंजीगत उपकरणों के आयात हेतु विदेशी मुद्रा की सहायता तथा परिवहन संबंधी राज्य सहायता से संबंधित अन्य सिफारिशों पर सरकार द्वारा सक्रिय रूप से विचार किया जा रहा है।

(ख) और (ग). राज्य सरकारों संघ राज्य क्षेत्रों के प्रशासनों से अनुरोध किया गया है कि वे औद्योगिक रूप से पिछड़े जिलों का चयन करें जिनके साथ विशेष व्यवहार किया जाना है। इसमें से कुछ के उत्तर प्राप्त हो गए हैं, जिनके उत्तर नहीं मिले हैं उनसे अपने उत्तर शीघ्र ही भेजने के लिए फिर से अनुरोध किया गया है। ऐसी स्थिति में अभी पिछड़े समझे गए जिलों के नाम बता सकना संभव नहीं है।

Forward Trading in Gur

4542. DR. SUSHILA NAYAR:
SHRI S. M. KRISHNA:
SHRIMATI SAVITRI SHYAM:
SHRI N. R. DEOGHARE:

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

(a) whether some State Governments have approached the Central Government to allow forward trading in Gur;

(b) whether the Central Government have decided to allow forward trading in this commodity; and

(c) if so, the reasons for giving such permission?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The State Government of U.P. approached the Central Government to allow forward trading in Gur.

(b) Yes, Sir.

(c) In view of a bumper sugarcane crop and consequential slump in gur prices, the Government of India decided to lift the ban on forward trading in gur.

मलयेशिया में बायलर प्लांट स्थापित करना

4544. श्री जगेश्वर यादव : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत को मलेशिया में बिजली घरों पर बायलर प्लांट स्थापित करने का ठेका मिला है; और

(ख) यदि हां, तो उक्त ठेका कितने मूल्य का है और उक्त ठेके के पूर्ण होने पर कितना लाभ प्राप्त होने की सम्भावना है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) मलेशिया के राष्ट्रीय विद्युत मण्डल ने भारत हेवी इलेक्ट्रिकल्स लिमिटेड के हाई प्रेशर बायलर संयंत्र, तिरुची के 550,000 पीड, षण्टा क्षमता के दो बायलरों के सम्भरण, अधिष्ठापन तथा चालू करने की पेशकश को स्वीकार कर लिया है।

(ख) इस ठेके का मूल्य मलेशिया के सिक्के में 9,242,004 डालर अर्थात् 2.27 करोड़ रुपये (अनुमानित) है।

चूंकि एकक में प्रत्येक उत्पादित वस्तु का अलग-अलग से लाभ का अनुमान नहीं लगाया जाता। अतः उक्त ठेके के समापन पर होने वाले लाभ का अनुमान इस समय लगा पाना सम्भव नहीं है।

Establishment of a Cable Factory in Public Sector

4545. SHRI S. KUNDU: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Public Accounts Committee has adversely commented on the delay in finalising the establishment of another cable factory in the public sector;

(b) if so, the reason for the delay; and

(c) when and where the said factory will be established?

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

(b) and (c). Initially the delay was due to choosing a proper site as the sites in many different States had to be studied. After the site was chosen, there were many representations from private sector units requesting permission to utilise their existing capacity for the manufacture of Tele-communication cables as there was short-fall in demand for power cables. It has since been decided to develop capacity for Tele-communication cables in the Public Sector only and M/s. Hindustan Cables Ltd., have revised recently the Project Report for a second unit at Hyderabad which is under examination.

Scrapping of Prohibition in Haryana

4546. SHRI D. N. PATODIA:
SHRI S. M. KRIHANA:
DR. SUSHILA NAYAR:
SHRI RAM AVTAR SHARMA:

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

(a) whether it is a fact that recently Haryana has decided to go wet from April, 1970;

(b) if so, to what extent the decision of the State Government reduces the burden of the Central Government by way of giving assistance to States for enforcing prohibition; and

(c) whether in addition to Haryana some other State Governments have also taken any decision to follow suit?

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

(a) Total prohibition was never introduced in Haryana. The State Government desired to avail of the offer of the Central Government for 50% compensation for the loss of revenue proposed to be introduced in a phased manner through gradual increase in the number of dry days per week. The Government however has now replaced the policy of gradual increase in the number of dry days by that of introducing prohibition district-wise.

(b) The proportionate contribution of the Central Government to the State Government on the programme could only be worked out after knowing the details of the loss incurred by the State Government in introducing Prohibition in the manner proposed.

(c) Government of Rajasthan have taken similar decision.

Reimbursement of Loss to Rajasthan Incurred as a Result of Prohibition

4547. SHRI R. K. BIRLA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether the attention of Government has been drawn to a news-item published in the *Times of India* of the 25th February, 1970 in which it is stated that the Government of Rajasthan have reversed its earlier decision to enforce total prohibition from the 1st April, 1973;

(b) whether it is a fact that the State Minister of Finance has accused the Centre for not reimbursing 50 per cent of the loss suffered by the State Government on this account; and

(c) if so, the reaction of Government in the matter?

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

(a) Yes, Sir.

(b) No official communication containing such accusation has been received. The State Government has however intimated that it has replaced its policy of achieving complete

Prohibition through gradual increase of number of dry days in a week by a policy of gradually extending the area under total prohibition.

(c) Does not arise.

Profits Earned by Mysore Chemical Manufacturers

4548. SHRI G. Y. KRISHNAN: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the gross profit earned by the Mysore Chemical Manufacturers has been less; and

(b) if so, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). According to the Directors' Report, the sales of the Company's products were higher during the year ended 31st March, 1969 but the gross profits turned out to be lower than in the previous year owing to lower prices obtained for the finished products. This is mainly attributable to severe competition for marketing products and also the introduction of increased wages to the workers with retrospective effect from 1-4-1968 on the recommendation of Wage Board for Heavy Chemical Industry without corresponding increase in the output.

Centres for Testing of Electrical Appliances and Household Goods

4549. SHRI VALMIKI CHOUDHARY: SHRI MANIBHAI J. PATEL: SHRI DEVINDER SINGH GARCHA:

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

(a) whether Government have formulated a scheme for the setting up of special centres for testing household goods and electrical appliances manufactured by small scale industrial units in Delhi;

(b) if so, the details thereof; and

(c) the time within which, and the places where, special centres will be set up?

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

(b) and (c). The scheme aims at establishing four Centres all over the country for testing of Electrical Appliances on a voluntary basis. The Centres which will be set up at Calcutta, Bombay, Madras and Delhi will work under the supervision of technically qualified staff. The scheme is proposed to be implemented during 1970-71.

Conference on Rehabilitation of Handicapped Held in Delhi

4550. **SHRI VALMIKI CHOUDHARY:**
SHRI MANIBHAI J. PATEL:
SHRI DEVINDER SINGH
GARCHA:

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

(a) whether a Conference on rehabilitation of the handicapped organised by the Indian Society for the Rehabilitation of the Handicapped was held recently in New Delhi;

(b) whether the conference made any recommendations to Government;

(c) if so, the details of the recommendations;

(d) the progress since made in the development of centres for the handicapped;

(e) whether a blue print for centre for the orthopaedically handicapped is under consideration of Government; and

(f) 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) Yes, Sir.

(b) and (c). The recommendations of the conference have not been received by the Government of India, so far.

(d) to (f). A comprehensive National Centre for the Blind has been set up in Dehra Dun. The nuclei of National Centres for Mentally Retarded and the Deaf have come into being in New Delhi and Hyderabad respectively.

A Committee has been appointed to suggest the blue print of a National Centre for Orthopaedically Handicapped.

Relaying of Railway Line from Domohoni and Changrabandha (North-East Frontier Railway)

4551. **SHRI B. K. DASCHOWDHURY:**
Will the Minister of RAILWAYS be pleased to state:

(a) whether the North East Frontier Railway Administration will take up the scheme of reconstructing and relaying the Railway line between Domohoni and Changrabandha which was damaged during the flood in October, 1968; and

(b) the expected time by which the above work will be completed?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). The final report of the Technical Committee on problem of floods in North Bengal, appointed by the Ministry of Irrigation and Power has been received recently. The recommendations of the Committee, which will have a vital bearing on the stability of this line, are under examination by this Ministry, only after which a decision can be taken regarding restoration of this line.

Broadening of Gwalior-Shivpuri Rail Track

4552. **SHRI D. V. SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Madhya Pradesh had proposed to the Central Government the broadening of the Gwalior-Shivpuri Rail track and the introduction of a fast train between Raipur and Bhopal via Nagpur; and

(b) if so, Government's reaction thereto?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) the conversion of Gwalior-Shivpuri section is not justified on traffic or financial considerations at present.

The existing level of through traffic between Raipur and Bhopal via Nagpur (averaging 23 passengers per day) does not justify introduction of a direct train between these points, apart from non-availability of spare

line capacity on certain sections en route for running the proposed service.

भारत में गैर-सरकारी रेलों

4553. श्री श्रीकार लाल बोहरा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में कितनी गैर-सरकारी रेलें हैं;

(ख) उनको गैर-सरकारी हाथों में ही रहने देने के क्या कारण हैं;

(ग) क्या सरकार को पता है कि सरकार द्वारा इन रेल लाइनों को अपने हाथ में न लिए जाने के परिणाम स्वरूप इन रेलों के यात्रियों तथा कर्मचारियों को कठिनाई का सामना करना पड़ता है;

(घ) यदि हां, तो सरकार का इन रेलों को अपने हाथ में कब तक लेने का विचार है; और

(ङ) क्या सरकार को इस संबंध में कोई अभ्यावेदन प्राप्त हुआ है, यदि हां, तो उसका ब्यौरा क्या है और सरकार द्वारा उस पर क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री नन्दा) : (क) ग्यारह । इनके अलावा एक ट्राम-वे है जो तकनीकी दृष्टि से रेलवे ही है क्योंकि यह सुरेन्द्रनगर को वधवान शहर से मिलाती है ।

(ख) सरकार की नीति निजी स्वामित्व वाली रेलों के राष्ट्रीयकरण की नहीं है जब तक कि सभी संबंधित पहलुओं की जांच से यह सिद्ध न हो जाय कि ऐसा करना सार्वजनिक हित में होगा । इस बारे में सरकार को नियमित अन्तराल पर उस समय समीक्षा का अवसर मिल जाता है जब करार की शर्तों के अधीन निजी स्वामित्व वाली किसी रेलवे को

अपने हाथ में लेने का विकल्प आता है । अतीत में इस तरह की जो समीक्षाएँ की गई थीं, उनसे पता चला कि सार्वजनिक धन का इन रेलों में निवेश करना हमारे हित में नहीं होगा । करार के अनुसार जब भी अगला विकल्प देने का अवसर आएगा तो उस समय स्थिति की फिर से समीक्षा की जाएगी ।

(ग) सरकार को मालूम है कि निजी स्वामित्व वाली अनेक रेलों पर सेवक का स्तर उतना अच्छा नहीं है जितना कि सरकारी रेलों पर है । सरकार को यह भी मालूम है कि इनमें से कुछ रेलों के कर्मचारियों की सेवा की शर्तों की सरकारी स्वामित्व वाली रेलों के कर्मचारियों की सेवा की शर्तों के सभी पहलुओं से तुलना नहीं की जा सकती ।

(घ) सरकार के सामने इस समय इन रेलों के राष्ट्रीयकरण का कोई प्रस्ताव नहीं है । सरकार के साधन सीमित हैं और उनका अनिवार्यतः उन्हीं कर्मों के लिए उपयोक्त किया जाएगा जिनसे अधिकतम सन्माधिक लाभ प्राप्त हो । जैसा कि उपर्युक्त भाग (ख) के उत्तर में बताया गया है, अतीत में की गई समीक्षाओं से पता चला था कि इन रेलों का राष्ट्रीयकरण करना सार्वजनिक हित में नहीं होगा । भविष्य में समय-समय पर इस तरह की समीक्षाएँ की जायेंगी और उस समय सभी संबंधित पहलुओं को ध्यान में रखते हुए इनके राष्ट्रीयकरण की वांछनीयता पर विचार किया जाएगा ।

(ङ) पहले भी प्रश्नों और कटौती प्रस्तावों आदि के जरिए संसद् सदस्यों ने इन रेलों के राष्ट्रीयकरण या सुधार की मांग की है । संसद् के चालू सत्र में पहले जो कटौती प्रस्ताव रखे गए और जो प्रश्न पूछे गए, वे इस प्रकार हैं:—

कटौती प्रस्ताव

विषय

1. श्री श्रीम प्रकाश त्यागी

शाहदरा-सहारनपुर कास्ट रेलवे को बड़ी लाइन में न बदला जाना ।

कटौती प्रस्ताव	विषय
2. श्री रामावतार शास्त्री श्री योगेन्द्र शर्मा श्री कमला मिश्र मधुकर श्री चन्द्र शेखर सिंह	फतुघा-इसलामपुर रेलवे का राष्ट्रीयकरण और इसे बड़ी लाइन में बदलना ।
3. श्री रानेन सेन	हवड़ा की मार्टिन बर्न रेलवेज का राष्ट्रीयकरण ।
4. श्री समर गुह श्री जहानुद्दीन अहमद	सभी प्राइवेट रेलवे लाइनों का राष्ट्रीयकरण ।
प्रश्न	
1. श्री पी० के० मुखर्जी	पूछा गया था कि क्या सरकार को यह पता है कि हवड़ा-भामता और हवड़ा-श्याखला रेलें बन्द होने वाली हैं ।
2. श्री शशि भूषण	शाहदरा-सहारनपुर लाइट रेलवे का राष्ट्रीयकरण ।
3. श्री भगवान दास श्री गणेश घोष श्री मोहम्मद इस्माइल श्री बी० के० मोदक	हवड़ा-भामता और हवड़ा-श्याखला रेलों का राष्ट्रीयकरण ।

हाल में मिले कुछ अभ्यावेदनों का ब्यौरा नीचे दिया गया है:—

1. एस० एस० लाइट रेलवे के राष्ट्रीयकरण के संबंध में श्री जार्ज फरनेन्डीज, संसद् सदस्य और संयुक्त सोशलिस्ट पार्टी के महासचिव से ।
2. एस० एस० लाइट रेलवे पर गाड़ियों की चाल धीमी होने के संबंध में जिला कांग्रेस कमेटी, मुजफ्फरनगर से ।
3. एस० एस० लाइट रेलवे के कर्मचारियों की सेवा की शर्तों और दूसरी शिकायतों के संबंध में एस० एस० लाइट रेलवे के कर्मचारियों के संघ से ।
4. एस० एस० लाइट रेलवे के राष्ट्रीयकरण, उसका विस्तार और उसके कर्मचारियों की शिकायतों को पूरा

करने के संबंध में हरिद्वार विकास समिति से ।

5. हवड़ा-भामता लाइट रेलवे को मीटर लाइन से बड़ी लाइन में बदलने के संबंध में श्री ए० बी० बनर्जी से ।
6. हवड़ा-भामता और हवड़ा-श्याखला लाइट रेलों के राष्ट्रीयकरण के संबंध में यात्री समन्वय समिति से ।
7. भारा-सासाराम लाइट रेलवे को बड़ी लाइन में बदलने के संबंध में श्री एच० एन० सिंह से ।
8. भारा-सासाराम लाइट रेलवे को बड़ी लाइन में बदलने के संबंध में श्री विन्देश्वरी प्रसाद सिंह से ।
9. भारा-सासाराम लाइट रेलवे को बड़ी लाइन में बदलने के संबंध में श्री जगदीश नारायण चौबे से ।

10. आरा-सासाराम लाइट रेलवे के राष्ट्रीयकरण और वहाँ तेज गाड़ियां चलाने के संबंध में श्री बाली राम से ।
11. छ: रेलों, जो अभी मार्टिन बर्न लिमिटेड के अधीन हैं, के राष्ट्रीयकरण के संबंध में मार्टिन रेलवे के प्रधान कार्यालय के कर्मचारियों के संघ से ।

अभ्यावेदनों पर कार्यवाही के संबंध में यह उल्लेखनीय है कि राष्ट्रीयकरण से संबंधित स्थिति ऊपर भाग (ख) और (घ) के उत्तर में बतायी जा चुकी है। इनमें से प्रत्येक रेलवे के राष्ट्रीयकरण के प्रश्न की जब आवधिक जांच की जाती है तो इस संबंध में प्राप्त अभ्यावेदनों को ध्यान में रखा जाता है।

जहाँ तक कर्मचारियों का संबंध है, सरकार इस बारे में सीधे कोई कार्यवाही नहीं कर सकती, लेकिन औद्योगिक श्रमिकों की शिकायतों को दूर करने के लिए उपलब्ध सामान्य सरणियां इन रेलों के कर्मचारियों को भी सुलभ हैं। फिर भी यह उल्लेखनीय है कि भारतीय रेल अधिनियम के अध्याय VI-ए के अधीन कुछ लाइट रेलों के कर्मचारियों पर कार्य घंटे विनियम लागू करने का प्रश्न न्यायाधीन है। यह भी उल्लेखनीय है कि इनमें से पांच कंपनियों के, जो, यद्यपि हैं तो प्रायवेट कंपनियों के स्वामित्व में, लेकिन जिनका संचालन सरकार द्वारा होता है, कर्मचारी भारतीय सरकारी रेल कर्मचारी हैं।

यात्रियों की शिकायतों के संबंध में स्थिति यह है कि प्रायवेट रेलों का रेल संरक्षा आयुक्तों द्वारा निरीक्षण किया जाता है। सरकार इन आयुक्तों की रिपोर्टों की जांच करती है और रेलों की जो त्रुटियां होती हैं उनसे उन्हें बच करने के लिए कहती हैं। सरकार द्वारा संचालित पांच रेलों के मामले में, यात्रियों की शिकायतों पर संचालन करने वाली रेलवे कार्ट-वाई करती है। लेकिन कंपनियों के साथ हुए कार्यों के अनुसार, नये पूंजीगत खर्च के लिए

धनराशि की व्यवस्था उन्हें करनी होती है। अतः सरकार द्वारा संचालित प्राइवेट रेलों के मामले में भी, यात्रियों की शिकायतों को दूर करने के लिए सरकार को पैसा खर्च करने का पूरा प्राधिकार नहीं है।

तीसरी पंचवर्षीय योजना में राजस्थान में रेलवे लाइनों का विस्तार

4555. श्री अंकार लाल बोहरा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) तीसरी पंचवर्षीय योजना में देश में विशेष तथा राजस्थान में रेलवे लाइनों का कितना विस्तार किया गया था;

(ख) उक्त अवधि में देश में, विशेषकर राजस्थान में कितनी संकरी तथा छोटी लाइनों को बड़ी लाइनों में बदला गया; और

(ग) इस सम्बन्ध में वर्ष 1970-71 के लिए क्या कार्यक्रम तैयार किया गया है ?

रेलवे मंत्री (श्री नन्दा) : (क) रेलों के विकास का कार्यक्रम, प्रत्येक मामले के गुण-दोष को ध्यान में रखते हुए, समग्र राष्ट्रीय हित में तैयार किया जाता है। किन्तु यह उल्लेखनीय है कि तीसरी योजना के दौरान, देश में 1800 किलोमीटर नई रेलवे लाइनें बनाई गई थीं। इनमें से निम्नलिखित लाइनें पूर्णतः या अंशतः राजस्थान में पड़ती हैं:—

- | | |
|---|--------------|
| (i) उदयपुर-हिम्मत-नगर मीटर लाइन | 213.0 कि.मी. |
| (ii) हिन्दुमलकोट-श्री गंगानगर बड़ी लाइन | 27.56 कि.मी. |
| (iii) पोकरण-जैसलमेर मीटर लाइन | 105.0 कि.मी. |
| (ख) तीसरी योजना में केवल छे | |

मीटर लाइनों, अर्थात् सिलिगुड़ी-हल्दीवाड़ी (61.58 कि. मी.) और पुणे-मिरज (279.0 कि. मी.), को बढ़ी लाइनों में बदलने का काम शुरू किया गया था। इस प्रकार तीसरी योजना के दौरान, राजस्थान में किसी मीटर लाइन के अमान परिवर्तन का काम शुरू नहीं किया गया था।

(ग) 1970-71 के लिए राजस्थान में नई लाइनों के निर्माण या मीटर लाइनों को बढ़ी लाइनों में बदलने का कोई कार्यक्रम नहीं बनाया गया।

Central Agency for acquiring technical know-how

4556. SHRI N. R. LASKAR:
SHRI CHENGALRAYA NAIDU:
SHRI DHANDAPANI:

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

(a) whether there is a proposal under consideration of Government to set up a Central agency for acquiring technical know-how;

(b) if so, the main features thereof; and

(c) whether the State Governments have been consulted in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir. There is no proposal to set up an independent organisation in the country exclusively for the import of technical know-how. However, with a view to avoiding repetitive import of know-how and thereby reduce the outgo of foreign exchange and encourage indigenous research and development, Government have been of the view that coordinated negotiations should be conducted with foreign parties in fields where a number of new units in the same field are proposed to be set up in the country at about the same time. This decision is being applied in suitable cases.

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

Confirmation of Officers recruited through Union Public Service Commission

4557. SHRI INDRAJIT GUPTA:
SHRI VIDYA DHAR BAJPAI:
SHRI P. N. SOLANKI:
SHRI CHANDRIKA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that approximately 1,000 officers recruited from 1956 onwards through the Union Public Service Commission have not yet been confirmed;

(b) whether the said recruitment was done from the higher age-groups with the same qualifications and scales as Class I officers; and

(c) if so, the reason why these so-called "temporary" officers who are working continuously for 12 to 14 years are not being confirmed or even classified as Class I officers?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) 1068 officers were recruited during the period through the Union Public Service Commission as Temporary (unclassified) recruits. Out of this, 322 Temporary Assistant Officers have been permanently appointed in Class I uptill now on being selected by the Union Public Service Commission.

(b) Recruitment of Temporary officers was made to unclassified gazetted service in the Scale which corresponded to the Class I Junior Scale. The normal conditions of recruitment were relaxed in the case of recruitment of Temporary Assistant Officers in that:

(i) the upper age limit was fixed as 35 (as against 25 years for regular) direct recruits;

(ii) persons with previous experience were allowed by the Union Public Service Commission a higher initial start than the minimum;

(iii) they were not subjected to any written test but were selected on the basis of interviews only.

(c) Temporary officers recruited on Railways are not Class I officers and are not eligible for confirmation till they are selected for permanent appointment by the Union

Public Service Commission on the basis of their performance. Such of these Temporary officers who have put in 12 to 14 years as have not so far been appointed permanently in Class I have not been adjudged fit for permanent appointment.

Pending Applications for issue of licences for setting up Industries in Orissa

4558. SHRI SRADHAKAR SUPAKAR: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of applications for the issue of licences for setting up industries in Orissa State which are pending with Government at present; and

(b) the number of such applications which were rejected during the last one year?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) 9 applications for industrial licences for setting up of industries in Orissa are pending disposal.

(b) 9 applications were rejected during the year 1969.

Setting up of Public Sector Industries in Manipur

4559. SHRI M. MEGHACHANDRA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to set up any public sector industries in Manipur during the annual plan period 1970-71; and

(b) if so, the nature of proposed industries and whether Government have given their approval for the same?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The Manipur Administration have proposed the following schemes under 'Large and Medium Industries' in their Draft Annual Plan, 1970-71:—

1. Cement factory (30 tonnes per day)

2. Khandsari Sugar Mill (60 tonnes per day sugarcane crushing capacity).

3. Spinning mill (experimental-cum-demonstration scheme for cotton cultivation).

The above schemes have been approved in principle subject to their project reports being acceptable.

Closure of Companies in Manipur

4560. SHRI M. MEGHACHANDRA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Companies functioning in Manipur till date;

(b) the number of new Companies set up during 1969-70;

(c) the number of Companies liquidated during the last three years; and

(d) the total investments made by all the aforesaid companies?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) As on 31-12-69 five companies, limited by shares, were at work in the Union Territory of Manipur.

(b) No new company was set up in Manipur during 1969-70

(c) No company went into liquidation in Manipur during the last three years.

(d) the information in this regard is being collected and it will be laid on the Table of the House.

Development of Small Scale Industries in Manipur

4561. SHRI M. MEGHACHANDRA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the steps taken by the Government of Manipur and the aid given by Government for the development of Small Scale Industries in Manipur;

(b) the names of the industries getting loan from the State Bank of India or the

Nationalised Banks and their respective amount of loan during 1969-70;

(c) the financial aid given by Government for the year 1969-70; and

(d) the names of the industries and the quantum of financial aid given?

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

Issue of Industrial Licences to Companies in Assam

4562. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of industrial licences sanctioned in Assam to the Companies under the control of each business group (as per report of the Monopolies Inquiry Commission and Industrial Licensing Policy Inquiry Committee), year-wise, during the last three years;

(b) the amount of capital involved and items contemplated to be produced;

(c) the number of licences actually utilised by each business group; and

(d) the number of licences cancelled, business group-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No license was issued to any undertaking belonging to or controlled by the Large/Larger Industrial Groups as defined by the Industrial Licensing Policy Inquiry Committee, for industrial units in Assam during the last 3 years.

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

Refunds granted for Unused Tickets at Howrah Station due to Traffic Jam on Howrah Bridge

4563. SHRI JYOTIRMOY BASU: Will the Minister of RAILWAYS be pleased to state the number and total value of the tickets which could not be used and refunds had to be granted at Howrah Station during

the last one year, owing to traffic jams on the Howrah bridge?

THE MINISTER OF RAILWAYS (SHRI NANDA): No separate statistics are maintained for tickets not utilised by passengers due to traffic jam on the Howrah bridge. As per rules, refunds are granted by the Station Masters on unused tickets surrendered within three hours of the departure of the train, after deducting due cancellation charges. In the year 1969, refunds of fares on 58,444 tickets representing a value of Rs. 12,13,798.97 were granted at Howrah Station but the reasons for un-utilisation of these tickets are not known.

However, during the same year 1969, the Eastern Railway Administration had granted refund on 231 tickets of the value of Rs. 13,223.63 which were surrendered after the expiry of 3 hours from the time of departure of the train on the grounds of traffic jam at Howrah bridge. Refunds in such cases were granted deducting the due cancellation charges as per rules.

Orders Placed with Wagon Builders

4564. SHRI JYOTIRMOY BASU: Will the Minister of RAILWAYS be pleased to state:

(a) the total value of wagon orders placed with the wagon builders, State-wise and year-wise, from 1967-68 to 1969-70; and

(b) the value of orders supplied by the wagon builders, State-wise and year-wise, during the above period?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). Details regarding railway matters are not compiled State-wise. A detailed statement giving the information firm-wise is laid on the Table of the House. [Placed in Library. See No. LT-3039/70].

Enactment for Declaring Social Superstitions as Unlawful

4565. SHRI SHIVA CHANDRA JHA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether Government are planning to make any law for declaring certain social superstitions of one kind or another as unlawful;

- (b) if so, when; and
(c) if not, the reasons therefor?

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.

Monopoly Houses under Gandhian theory of Trusteeship

4566. SHRI SHIVA CHANDRA JHA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

- (a) whether Government are planning to bring the top monopoly houses under the Gandhian theory of Trusteeship;
(b) if so, when it will be done; and
(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Does not arise.

(c) The principles of trusteeship as enunciated by Gandhiji in relation to private ownership of wealth and property were basically for voluntary application by the interests concerned.

इलाहाबाद से लखनऊ तक मेल गाड़ी चलाना

4567. श्री जनेश्वर मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इलाहाबाद से लखनऊ तक एक मेल गाड़ी चलाने का सरकार का विचार है;

(ख) यदि हां, तो इसके कब तक चलाए जाने की संभावना है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री मन्दा) : (क) से (ग). 1-4-1970 से लागू होने वाली समय सारणी में इलाहाबाद और लखनऊ के बीच एक जोड़ी एक्सप्रेस गाड़ियां चालू की जा रही हैं।

Supply of Steel Materials to Ordnance Factories

4570. SHRI S. M. BANERJEE: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

- (a) whether it is a fact that the Director-General of Ordnance Factories is not getting material from the steel plants of Durgapur and Rourkela for the manufacture of Defence items;
(b) if so, the reason for not supplying the material in time; and
(c) the steps taken by Government to maintain regularity in the matter of supply?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) to (c). The information is being collected and will be placed on the Table of the House.

Donations given by certain Industrial Houses to Political Parties and Industrial Licences issued to them

4571. SHRI P. C. ADICHAN: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

- (a) the amount of donations given by the Commercial and Industrial firms of the Sahu-Jain Group, Dalmia-Group, Tata-Group, Kirloskar-Group, J. K. Singhania-Group, Birla-Group and Goenka Group to each of the political parties during the last three years;
(b) the year-wise number of industrial licences granted to each of them during the last three years; and
(c) whether any complaints of misuse of these licences have been received and, if so, the number and details thereof?

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

विधि मंत्रालय में हिन्दी तथा अंग्रेजी में प्राप्त पत्र

4572. श्री रमेश चन्द्र व्यास : क्या विधि तथा समाज-कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय में जनवरी 1969 से दिसम्बर 1969 तक कितने पत्र हिन्दी में प्राप्त हुए तथा कितने पत्रों का हिन्दी में उत्तर दिया गया;

(ख) हिन्दी तथा अंग्रेजी में भेजे गए पत्रों का अनुपात क्या है;

(ग) क्या हिन्दी में प्राप्त सभी पत्रों का हिन्दी में उत्तर दिया जाता है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

विधि तथा समाज-कल्याण मंत्री (श्री गोविन्द मेनन): (क) जनवरी, 1969 से दिसम्बर, 1969 की कालावधि के दौरान राज्य सरकारों, संघ राज्यक्षेत्रों और जनता आदि से विधि मंत्रालय (विधि कार्य विभाग और विधायी विभाग) में 2776 पत्र हिन्दी में प्राप्त हुए। इनमें से 1342 पत्र ऐसे थे जिनमें कोई भी उत्तर अपेक्षित नहीं था। बाकी 1434 में से 1405 पत्रों के उत्तर हिन्दी में दिए गए और 29 पत्रों के अंग्रेजी में।

(ख) 98 (हिन्दी); 2 (अंग्रेजी)।

(ग) और (घ). उन पत्रों को छोड़कर जिनमें विधियों का निर्वाचन किया जाना हो जिनमें संवैधानिक विधि और न्यायालयों में मुकदमेबाजी सम्बन्धी पत्र भी सम्मिलित हैं, सभी पत्रों के उत्तर हिन्दी में दिए जाते हैं।

Reduction in Commercial Clerks' Category on Southern Railway

4573. SHRI KIRUTTINAN: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for making reduction in the Commercial Clerks' Category alone in the name of economy in all the Divisions of the Southern Railway in recent years, and particularly in 1968;

(b) whether Government have received any representations from the All India Railway Commercial Clerks' Association on the subject; and

(c) if so, the nature of such representations and the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Some reduction in the strength of Commercial Clerks has been made in certain Divisions of the Southern Railway during the last few years on account of decrease in the goods and passenger traffic and earnings.

(b) Yes.

(c) It mainly related to shortage of staff as per the prescribed yardstick. No action is called for as staff have been provided wherever necessary according to the yardstick/workload.

Percentage of leave reserve Commercial Clerks (Southern Railway)

4574. SHRI KIRUTTINAN:
SHRI CHANDRIKA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of Leave Reserve Commercial Clerks to be kept as per rules;

(b) whether this is being followed in the Southern Railway; and

(c) the number of Commercial Clerks in each Division as on the 31st December, 1969 as also the number of Leave Reserve Commercial Clerks, Division-wise, on that date?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) The percentage of Leave Reserve for Commercial Clerks under the extant rules is 15 to 25.

(b) Yes.

(c) Division	Working posts	Leave Reserve
Madras	987	196
Guntakal	271	54
Ollavakot	709	150
Tiruchira palli	592	124
Madurai	467	94
Mysore	442	87

पहले दर्जे के डिब्बे में कंडक्टर-गाइड के लिए स्थान

4575. श्री श्रीम प्रकाश स्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को विदित है कि पहले दर्जे के डिब्बों में एटेंडेंट का स्थान निर्धारित तथा रक्षित किया जाता है परन्तु कंडक्टर गाइड के लिए कोई स्थान रक्षित नहीं किया जाता है जिससे पहले दर्जे के यात्रियों तथा कंडक्टर-गाइड दोनों को बहुत असुविधा होती है;

(ख) यदि हां, तो क्या सरकार पहले दर्जे के डिब्बे में कंडक्टर-गाइड के लिए भी स्थान रक्षित करेगी; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री नन्दा) : (क) कंडक्टरों के लिए स्थान की व्यवस्था ब्रेक यान में गाड़ी के गाइड के साथ की गई है। कंडक्टरों को एक बाजू-पट्टी लगानी पड़ती है जो स्पष्ट रूप से दिखाई पड़े और गाड़ी रुकने पर उन्हें स्टेशनों के प्लेटफार्म पर सभी श्रेणी के यात्रियों को सहायता करने के लिए चलना-फिरना पड़ता है।

(ख) और (ग). सवाल नहीं उठता।

मध्य रेलवे के कर्मचारियों को ओवर-कोट सप्लाई न किया जाना

4576. श्री श्रीम प्रकाश स्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे

के दिल्ली आने वाले कर्मचारियों को सर्दियों में ओवर-कोट दिया जाता है जबकि मध्य रेलवे में उन्हीं पदों पर कार्य करने वाले कर्मचारियों को वह ओवर-कोट नहीं दिया जाता है;

(ख) यदि हां, तो इस भेदभाव के क्या कारण हैं;

(ग) क्या मध्य रेलवे के कर्मचारियों को भी ओवर-कोट देने का सरकार का विचार है, यदि हां, तो कब तक; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां।

(ख) मध्य रेलवे के वर्दी विनियमों में इस तरह के कर्मचारियों को ओवर-कोट सप्लाई करने की व्यवस्था नहीं है जबकि पश्चिम रेलवे के वर्दी विनियमों के अनुसार ओवर-कोटों की सप्लाई स्वीकार्य है।

(ग) और (घ). रेल कर्मचारियों को वर्दियों की सप्लाई उनके डिजाइन और अनुसूची के प्रश्न पर विचार करने के लिए मार्च, 1969 में जो वर्दी समिति नियुक्त की गई थी, उसने हाल ही में अपनी रिपोर्ट प्रस्तुत की है और उसकी जांच की जा रही है।

Over-Bridge at Kadakavur Station (Southern Railway)

4577. SHRI K. ANIRUDHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether, in view of the increased traffic across the Railway lines at Kadakavur (Kerala) of the Southern Railway both by private buses, lorries and heavy passenger traffic, there is any proposal to construct an over-bridge near the Station;

(b) whether any survey has been made for this purpose; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). The Government of Kerala has tentatively proposed construction

of road overbridge in replacement of existing level crossing at Km. 795/10-11 near Kada-kavur during 1971-72. The work will be included by the Railway in their Works Programme for 1971-72 provided the State Government sponsor a firm proposal and allocate funds for their share of the cost which broadly, as per extant rules is, the cost of land required for the approaches plus 50% of the total cost of the bridge with 24ft. wide roadway and the approaches (excluding cost of land for the approaches).

The site for the proposed road overbridge has been jointly inspected by the representatives of the Railway and the State Government; but the detailed plan has not yet been finalised by the State Government.

**Construction of Retiring Rooms at Varkala
(Southern Railway)**

4578. SHRI K. ANIRUDHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether, in view of the fact that Varkala (Kerala) being a place of pilgrims importance as well as of tourist importance, his Ministry would take steps to construct a pilgrim siding there for the convenience of the tourists;

(b) whether there are any Retiring Rooms at Varkala for the convenience of the tourists;

(c) whether there is any proposal to construct retiring rooms; and

(d) if so, the time by which this will be done?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No. There is no justification as very few pilgrims and tourists travel by rail to visit Varkala.

(b) No. However, adequate waiting room facilities are provided.

(c) No.

(d) Does not arise.

Conversion of Metre-Gauge Line to Broad-Gauge between Viramgam-Rajkot and Rajkot-Veraval (Western Railway)

4579. SHRI VIRENDRA KUMAR SHAH: Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that Government are thinking of converting the existing metre-gauge Railway line between Viramgam-Rajkot and Rajkot-Veraval on the Western Railway into broad-gauge; and

(b) if so, the date by which the preliminary inspection work will be started and completed?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). Engineering and Traffic Surveys for the conversion of the direct metre gauge route from Viramgam to Rajkot and Okha (including Jamnagar-Bedi), together with the surveys for the Kanalus-Porbandar section, have been completed and the survey reports are under examination. A final decision regarding this conversion will be taken after this examination is completed. The actual conversion is also dependent on the priority this scheme will merit *vis-a-vis* other conversion proposals and the availability of funds.

The Rajkot-Veraval metre gauge section is not covered by the above mentioned surveys, and is also not being considered for conversion at present.

**Broad-Gauge Line from Okha to Porbandar
(Western Railway)**

4580. SHRI VIRENDRA KUMAR SHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering conversion of the metre-gauge Rail line between Okha and Porbandar into broad-gauge;

(b) if so, whether any action has been initiated and, if not, when Government expect to commence and complete the work; and

(c) if the reply to part (a) above be in the negative, the difficulties which prevent Government from undertaking the above work and the time by which the above difficulties could be obviated?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) Engineering and Traffic Surveys for the conversion of the direct metre gauge route from Viramgam to Okha *via* Rajkot and Jamnagar (including Jamnagar-Bedi) and Kanalus-Porbandar, to broad gauge have

been completed and the survey reports are under examination. A final decision regarding this conversion will be taken after the examination of the survey reports is completed, depending upon the priority this conversion scheme will merit *vis-a-vis* other conversion proposals and the availability of funds.

(c) Does not arise.

Shramadan by Villagers at Kotnath Road Railway Station (Western Railway) and Train Facilities.

4581. SHRI VIRENDRA KUMAR SHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Table No. 77 of the Western Railway Time Table of October, 1967 shows a Railway Station, namely, Kotnath Road in Gujarat in Junagadh District;

(b) whether it is also a fact that when the people of Bhalgam village in Kutiyana Taluq in Junagadh District had approached the Railway Board for the facility of the above Railway Station, they were asked to do self-labour for levelling etc. for the platform and that the villagers have already completed the job;

(c) whether it is further a fact that no train facilities have been given to that station till now;

(d) if replies to parts (a) to (c) above be in the affirmative the reasons therefor; and

(e) the steps taken to ensure facilities of a Railway station to Kotnath Road and the time by which it would be done?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes. The Station name was included in the October Time Table in the expectation that the station would be opened to traffic as the Time Table came into force.

(b) The local people had agreed to construct the platform by Shramdan but later refused to keep their promise.

(c) Yes.

(d) The proposal for opening a station or train halt at Kotnath Road, not being financially justified and the offer of Shramdan having been withdrawn, it had to be dropped.

(e) Does not arise in view of the reply to part (d).

Foreign Investment Board

4582. SHRI VIRENDRA KUMAR SHAH: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the objectives and functions of the Foreign Investment Board recently set up by Government;

(b) whether the objectives in setting up the said Board have been fulfilled, judging from the experience of its working so far; and

(c) whether it is a fact that there have been occasions when decisions which should have been normally taken by the Board have been referred to the Minister or the Cabinet and, if so, the number of cases so referred and the reasons for each such reference?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The Foreign Investment Board has been set up as an inter-departmental agency within the Government to examine and consider various matters relating to foreign private investment and collaboration. Its objectives are, *inter-alia*, to ensure that there is no undue delay in the disposal of applications for foreign collaboration, whether financial or technical, and that intending collaborators should be made aware of the procedures and facilities available for foreign investment and collaboration.

The Board deals with all cases relating to foreign investment and collaboration, except those which fall within the powers delegated to administrative Ministries in this regard. Various aspects of policy are also considered by the Board and put up thereafter to the Ministries concerned. Apart from examining and making recommendations to the Ministries concerned in respect of cases of foreign investment/collaboration, the Board keeps a close watch on the processing of each proposal with a view to ensure as expeditious disposal as possible.

(b) Yes, Sir. By and large, the objectives have been achieved.

(c) The Foreign Investment Board is an advisory body and final decisions are taken by the administrative Ministries in all cases.

Under the existing procedure, certain types of cases, where the total investment in an Indian Company exceeds Rs. 2 crores, or where the proposed foreign equity participation is more than 40%, require to be submitted to the Cabinet Committee for decision and, during the past one year, 11 such cases were put up.

Danger to Mansi Junction from Erosion by River Ganga

4583. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is imminent danger to the Mansi junction of the North Eastern Railway from erosion by the river Ganga which might result in incalculable loss to the Railways, in the delinking of Assam with the rest of the country;

(b) if so, the steps being taken to avert the same;

(c) whether a representation was submitted to Government on the 19th February, 1970; by the Mansi Bachao Sangharasa Samiti; and

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

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). River Ganga has been eroding the left bank near Mansi for the last 5 to 6 years. Work for retiring permanent diversion the Railway line towards north, between Khagaria and Mansi, has now been sanctioned in order to ensure uninterrupted through communication to Assam during the coming monsoon.

(c) Representation dated 9-12-1969 from the Mansi Bachao Sangharasa Samiti was received through the Prime Minister's Secretariat.

(d) In an Inter-Ministerial meeting held on 13-3-1970, which was also attended by the Irrigation Minister Bihar, it has been decided that model studies would be carried out by the Ministry of Irrigation & Power to formulate a scheme for permanent measures to combat the problem posed by erosion of river Ganga. It has also been decided that meanwhile immediate repairs to the existing spurs would be carried out by the Bihar Government, the cost thereof being shared

between the Bihar Government Railways and the Ministry of Transport in equal proportions.

विकलांगों तथा मानसिक दृष्टि से अस्वस्थ लोगों का पुनर्वास

4584. श्री रघुबीरसिंह शास्त्री: क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उन्होंने गत 7 मार्च, 1970 को दिल्ली में यह वक्तव्य दिया था कि विकलांगों तथा मानसिक दृष्टि से अस्वस्थ लोगों के पुनर्वास का वर्तमान कार्यक्रम सर्वथा अयथार्थ है;

(ख) क्या उन्होंने यह भी सुझाव दिया था कि इसके लिए एक अलग मंत्रालय गठित करने की आवश्यकता है; और

(ग) यदि हां, तो सरकार इस सम्बन्ध में क्या कार्यवाही कर रही है और क्या इस कार्यक्रम को सफल तथा प्रभावपूर्ण बनाने के लिए चौथी पंचवर्षीय योजना में कुछ विशेष व्यवस्था करने का विचार है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फुलरेणु गुप्ता: (क) और (ख) हां, श्रीमान्। उन्होंने कहा था कि विकलांग तथा मानसिक दृष्टि से अस्वस्थ व्यक्तियों के पुनर्वास की समस्या बड़ी समस्या है तथा इस देश में उनके पुनर्वास के लिए जो प्रबंध किए गए हैं वे इस स्थिति का सामना करने के लिए पर्याप्त नहीं हैं। उन्होंने यह भी कहा था कि एक कल्याणकारी राज्य में समाज कल्याण के लिए एक मंत्रालय का होना बांछनीय होगा।

(ग) शारीरिक तथा मानसिक रूप से विकलांग व्यक्तियों की शिक्षा, प्रशिक्षण तथा पुनर्वास के हेतु केन्द्रीय कार्यक्रमों के लिए चतुर्थ योजना में 250 लाख रुपये की राशि की व्यवस्था की गई है।

**Face-Lift to New Delhi Railway Station
and its Surroundings**

4585. SHRI YASHPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the surroundings of the New Delhi Railway Station are very dirty, especially the tonga stand, the garbage dumps nearby in the compound itself; and

(b) if so, the steps being taken to give a brighter look to the station?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) The surroundings of New Delhi station are not dirty. There is no garbage dump within the station compound. The tonga stand area does not always remain absolutely clean due to horses.

(b) It is proposed to provide barricades to keep tongas confined to the stand.

पूर्व रेलवे में राजगिर में पानी और बिजली का व्यवस्था तथा बख्तियारपुर से राजगिर तक चलने वाली गाड़ियों का डेर; से चलना

4586. श्री रामावतार शास्त्री: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पूर्व रेलवे में बख्तियारपुर स्टेशन से राजगिर स्टेशन तक चलने वाली गाड़ियां प्रायः बहुत देरी से रवाना होती हैं तथा उन्हें वहां पहुंचने में कम से कम चार घंटे लग जाते हैं;

(ख) क्या यह भी सच है कि राजगिर जाने वाली गाड़ियों में पानी और बिजली की कोई व्यवस्था नहीं होती है;

(ग) क्या यह भी सच है कि इस कारण यात्रियों को टैक्सियों और बसों से यात्रा करनी पड़ती है जिससे सरकार को प्रति वर्ष लगभग 15 लाख रुपये की हानि होती है; और

(घ) यदि हां, तो इन कठिनायियों को दूर करने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी नहीं। बख्तियारपुर राजगिर खण्ड पर चलने वाली तीन जोड़ी गाड़ियों का समय-पालन जून, 1969 को छोड़कर, 1969 के पूरे वर्ष और जनवरी, 1970 के दौरान काफी सन्तोषजनक रहा। जून, 1969 में राजगिर में 'मलमास' मेले के लिए यात्रियों की भीड़भाड़ के कारण, खतरे की जंजीर बहुत अधिक खींचे जाने के फलस्वरूप, इन गाड़ियों का समय-पालन 85 प्रतिशत रह गया था। वास्तव में, बख्तियारपुर में मुख्य लाइन की सभी गाड़ियों के साथ मेल होता रहा है। इन गाड़ियों की निर्धारित चालन-समय लगभग 2 1/2 घंटे है।

(ख) जी नहीं। इन गाड़ियों में पानी और बिजली की व्यवस्था है।

(ग) ऊपर भाग (क) और (ख) के उत्तर को देखते हुए, यह नहीं कहा जा सकता कि गाड़ियों के विलम्ब से चलने और उनमें पानी व बिजली की व्यवस्था न होने के कारण ही यात्री टैक्सी और बस से यात्रा करते हैं।

(घ) इस क्षेत्र में तथा अन्य क्षेत्रों में विश्वसनीय तथा आरामदेह रेल यात्रा की व्यवस्था करने के लिए यथासंभव प्रयास किया जाता है।

पलीजाघाट रेलवे स्टेशन (पूर्वोत्तर रेलवे) का विकास

4587. श्री रामावतार शास्त्री: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने पूर्वोत्तर रेलवे में पलीजाघाट रेलवे स्टेशन का विकास करने के लिए एक परियोजना तैयार की है;

(ख) यदि हां, तो इसके बारे में ब्यौरा क्या है; और

(ग) उक्त परियोजना को सरकार सम्भवतः कब तक क्रियान्वित करेगी ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां।

(ख) (i) मुख्य प्लेटफार्म को चौड़ा और ऊंचा करना ;

(ii) पटरी की सतह वाले दो अतिरिक्त प्लेटफार्मों की व्यवस्था करना ; और

(iii) मुख्य प्लेटफार्म पर एक अस्थायी यात्री शेड की व्यवस्था।

(ग) आशा है यह काम 31-12-70 तक पूरा हो जायेगा।

हरसूद स्टेशन (मध्य रेलवे) पर प्रतीक्षालय तथा अन्य यात्री सुविधायें प्रदान करना

4588. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) भुसावल-इटारसी खण्ड पर हरसूद रेलवे स्टेशन का नवीकरण करने तथा वहां प्रतीक्षालय तथा अन्य यात्री सुविधायें प्रदान करने के लिए सरकार का क्या कार्यवाही करने का विचार है क्योंकि वहां की जनसंख्या में बहुत वृद्धि हो गई है ; और

(ख) यदि इस बारे में कोई भी प्रस्ताव विचाराधीन नहीं है, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). हरसूद रेलवे स्टेशन का नवीकरण करने या वहां पर ऊंचे दर्जे के प्रतीक्षालय और अन्य यात्री सुविधाओं की व्यवस्था करने का कोई प्रस्ताव नहीं है, क्योंकि इस स्टेशन पर इस समय जितना यातायात होता है उसके लिए वहां वर्तमान सुविधायें पर्याप्त समझी जाती हैं।

मध्य प्रदेश में उद्योगों के विकास के लिए सहायता

4589. श्री गं० च० दीक्षित : क्या औद्योगिक विकास, अन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बतानेकी कृपा करेंगे कि :

(क) क्या मध्य प्रदेश राज्य ने अपने आदिवासी क्षेत्रों में उद्योगों के विकास के लिए केन्द्रीय वित्तीय सहायता अनुदान की मांग की है ; और

(ख) यदि हां, तो इस बारे में किए गए निर्णयों का व्यौरा क्या है ?

औद्योगिक विकास, अन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख) : आवश्यक जानकारी इकट्ठी की जा रही है तथा सभा पटल पर रख दी जायगी।

Connecting Mining Site of Khetri Project with Chirawa Railway Station

4590. SHRI R. K. BIRLA :
SHRI BENI SHANKER SHARMA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway Board, headed by the former Chairman Kirpal Singh, took a decision to connect the mining site of Khetri Project with Chirawa Railway Station on the Western Railway ;

(b) if so, when the decision was taken and the reasons for which the site has not yet been connected with Chirawa ;

(c) whether it is also a fact that after 1967 elections the Railway Board is thinking to reverse that decision and to connect the site with Dabla station and, if so, the reasons therefor ;

(d) whether it is further a fact that Chirawa is only 14 miles whereas Dabla is 25 miles from the mining site entailing less expenditure in connecting the site ; and

(e) whether the Railway Board is considering to connect the site with Chirawa as earlier decided and, if so, by what time the site will be connected ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No such decision was taken.

(b) Does not arise.

(c) The Dabla-Khetri Road-Singhana alignment was considered for the proposed rail link to serve the Khetri Copper Project,

in preference to the alignment taking off from Chirawa, as the former gave a better financial return.

(d) and (e). A link from Chirawa to the mining site would no doubt be shorter, but it would entail a longer lead by about 60 Kms., for long distance traffic. Besides, this alignment was found to give a poorer return than the Dabla-Khedi Road-Singhana. As the proposed rail link is otherwise uneconomic, the question of providing it either at the cost of the Project authorities, or on "assisted siding" terms can only be considered.

Introduction of Diesel Locomotives in Rajasthan and Gujarat States

4591. SHRI R. K. BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways are contemplating to replace coal locomotives with diesel engines in the States of Rajasthan and Gujarat;

(b) if so, what are the details thereof under the Fourth Plan;

(c) whether the Railway Administration has worked out the high cost of coal as compared to diesel in running trains in Rajasthan and Gujarat; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). Introduction of diesel traction is being undertaken on a planned basis depending on the requirements of different sections of the Indian Railways as a whole and not on the basis of States. Before diesel traction is introduced on a section, various factors like traffic requirements, comparative economics, availability of Diesel Locomotives, etc., are taken into consideration.

(c) and (d). Studies have been carried out of the comparative economics of steam and diesel traction on individual sections on the basis of not only the cost of fuel but also other factors like density of traffic, effects of grades on maximum loads etc. The results of these studies will be kept in view when introducing Diesels on a particular section.

Remuneration of whole time Directors in Baroda Rayon Ltd.

4592. SHRI MADHU LIMAYE: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have received from a Member of Parliament any letter about the remuneration of the whole time Directors in the Baroda Rayon Ltd;

(b) if so, the terms fixed;

(c) whether this is violative of the Government circular; and

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

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

(b) The proposals of the company are for the appointment of Shri V. K. Shah and Shri S. P. Gaekwad, as Managing Director and Joint Managing Director, of the company for a period of 5 years from 19-2-1970 on a remuneration (to each) of Rs. 7,500/- per month with an annual increment of Rs. 350/- plus commission and perquisites. The company has also applied for payment of the aforesaid remuneration as the minimum remuneration. The applications of the company are still being processed.

(c) The proposals of the company will be considered keeping in view the guide lines framed for the appointment of Managing Director etc. and payment of remuneration to them.

(d) Does not arise.

Remuneration of whole time Directors of Bombay Oxygen Ltd.

4593. SHRI MADHU LIMAYE: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received any letter from a Member of Parliament about the wholetime director's remuneration of Bombay Oxygen Corporation Ltd;

(b) if so, the terms fixed;

(c) whether this is violative of the Government circular; and

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

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

(b) The company has sought approval of the Company Law Board for the appointment of Shri Shyam Madanmohan Ruia as the Managing Director of the company for a period of 5 years from 4-4-1970 on a salary of Rs. 7,500/- p.m. and commission of 1% of the net profits of the company for each financial year and the total remuneration proposed to be paid is subject to the maximum limit of Rs. 1,35,000/- per annum. The Company has also proposed for perquisites to be provided to the said Managing Director and has applied for protection of remuneration and perquisites payable to the Managing Director as minimum remuneration in any particular year in the case of loss, absence or inadequacy of profits.

(c) The applications submitted by the company on 10-3-1970 are still being processed.

(d) Does not arise.

Letter from a M. P. regarding soaring prices of paper

4594. SHRI MADHU LIMAYE: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received from a Member of Parliament a letter about the soaring prices of paper;

(b) if so, the magnitude of this rise;

(c) the action taken to bring down the prices; and

(d) the action taken against the profiteering paper mills?

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

(b) Since the decontrol of paper prices in May, 1968, the paper industry increased the

prices of paper twice. First by Rs. 250/- per tonne and Second time in April, 1969 by about Rs. 150/- per tonne.

(c) and (d). The Paper Industry has been asked not to increase the prices further without prior consultation with the Government. An Ad hoc Committee on Paper, consisting of the representatives of the Government, paper industry, paper traders and consumers has been formed to look into the complaints of over-charging and other malpractices and to suggest ways and means to eliminate these.

बांदा स्टेशन के तांगा स्टेशन पर कचरा डालना

4595. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह सच है कि बांदा स्टेशन तथा बांदा नगर को जाने वाली सड़क पर खुले नाले के पास, जहाँ यात्रियों के परिवहन के लिए रिक्शा, तांगें, जॉर्जे आदि खड़ी की जाती हैं कचरा फेंका जाता है;

(ख) क्या यह भी सच है कि यह कचरे का ढेर लोगों के स्वास्थ्य पर बुरा प्रभाव डाल रहा है;

(ग) क्या रेलवे के पास कचरे के इस ढेर को डालने के लिए कोई अन्य स्थान नहीं है; और

(घ) एक वर्ष की अवधि में उक्त खुला नाला कितनी बार साफ किया जाता है ?

रेलवे मंत्री (श्री नन्दा) : (क) बांदा स्टेशन और कालोनी से इकट्ठा किया गया कूड़ा स्टेशन से 150 फुट और नाले से 5 फुट की दूरी पर स्थित एक 8 फुट व्यास वाले और 3 फुट ऊंचे कूड़ेदान में डाला जाता है जिसके चारों ओर दीवार बनी है। लेकिन यह कूड़ा नगरपालिका प्राधिकारियों द्वारा नियमित रूप से रोजाना हटवा दिया जाता है।

(ख) इस क्षेत्र के निवासियों या यात्रा करने वाली जनता के स्वास्थ्य पर प्रतिकूल

प्रभाव पड़ने की कोई शिकायत या प्रमाण नहीं मिला है।

(ग) कोई और स्थान व्यावहारिक या सुविधाजनक नहीं पाया गया है।

(घ) नाले की सफाई नियमित रूप से सप्ताह में दो बार की जाती है।

Statement made by Chairman H.S.L. on Social objectives of Public Sector Undertakings

4596. SHRI RABI RAY: 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 Chairman, Hindustan Steel Ltd., that Government should come out with a fresh policy statement on the Social objectives of the Public Sector Undertakings; and

(b) if so, what is the reaction of Government to that statement?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The Administrative Reforms Commission had recommended that Government should make a comprehensive and clear statement on the objectives and obligations of public undertakings. This recommendation has been accepted by Government.

राजस्थान में अनुसूचित जातियों तथा अनुसूचित आदिमजातियों के कल्याण के लिए जिला स्तर पर कल्याण समिति की नियुक्ति

4597. श्री मंडा लाल शर्मा : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान में अनुसूचित जातियों तथा अनुसूचित आदिमजातियों के लिए जिला स्तर पर कोई भी सलाहकार तथा कल्याण समितियों की नियुक्ति नहीं की जा रही है जैसा कि विभिन्न राज्यों में किया जा रहा है;

(ख) यदि हां, तो उसके क्या कारण हैं;

(ग) क्या सरकार का विचार निकट भविष्य में ऐसी समितियां नियुक्त करने का है; और

(घ) यदि हां, तो कब तक, और यदि नहीं, तो उसके क्या कारण हैं ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुहा) : (क) से (घ). राजस्थान सरकार को इस मामले में लिखा गया है। उनके उत्तर की प्रतीक्षा की जा रही है।

अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कल्याण के लिए सभी राज्यों में विधायकों की समिति की नियुक्ति

4598. श्री मंडा लाल शर्मा : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मुख्य मंत्रियों के पिछले सम्मेलन में केन्द्रीय गृहकार्य मंत्री द्वारा दिए गए इस सुझाव से सभी मुख्य मंत्री सहमत हो गए थे कि वे संसद की भांति अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कल्याण के लिए अपने अपने राज्यों में विधायकों की समिति नियुक्त करेंगे;

(ख) यदि हां, तो किन-किन राज्यों ने ऐसी समितियां नियुक्त कर दी हैं भ्रवया करने वाले हैं; और

(ग) यदि कुछ राज्यों ने अब तक ऐसी समितियां नियुक्त नहीं की हैं, तो उन्होंने ऐसा न करने के क्या कारण बताए हैं ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुहा) : (क) से (ग). मुख्य मंत्रियों के पिछले सम्मेलन में ऐसा कोई सुझाव नहीं दिया गया था। अलबत्ता, पिछड़े वर्गों के कल्याण के कार्यभारी राज्य सभियों के 29

जनवरी, 1970 को हुए सम्मेलन में इस पर विचार विमर्श किया था और राज्य मंत्रियों से अपने मत तुरन्त भेजने का अनुरोध किया गया था। यहां यह और कहा जा सकता है कि मैसूर, राजस्थान, उत्तर प्रदेश तथा मनिपुर ने ऐसी समितियों को नियुक्त करना स्वीकार कर लिया है।

राजस्थान और असम में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के छात्रों को समय पर छात्रवृत्तियां न देना

4599. श्री मंडा लाल मोना : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अनेक राज्यों में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के छात्रों को उचित समय पर अर्थात् स्कूल खुलने के समय छात्रवृत्तियां नहीं दी जाती हैं;

(ख) क्या यह भी सच है कि असम तथा राजस्थान में उक्त छात्रवृत्तियां शिक्षा वर्ष की समाप्ति के समीप ही दी जाती हैं;

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

(घ) क्या भविष्य में ये छात्रवृत्तियां उचित समय पर दी जायेंगी ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० (श्रीमती) फूलरेणु गुहा) : (क) से (घ). यह सूचना राज्यों/संघ राज्य क्षेत्रों से एकत्रित की जा रही है तथा यथासम्भव शीघ्र सभा पटल पर रख दी जाएगी।

Revision of Scale of pay of Station Master, Trivandrum Central (Kerala)

4600. SHRI MANGALATHUMADAM: Will the Minister of RAILWAYS be pleased to state:

(a) what is the grade of the Station Master of Trivandrum Central;

(b) whether in view of the importance of the Trivandrum city, being capital of Kerala State, it is considered feasible to upgrade the status of the Station Master to 'A' grade; and

(c) the difficulties being experienced in doing so?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) The Station Master of Trivandrum Central, Southern Railway is in the scale of Rs. 370-475.

(b) and (c). The question of upgrading the post is receiving consideration.

Grievances of Public of Trivandrum

4601. SHRI MANGALATHUMADAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the public of Trivandrum met and represented to the General Manager, Southern Railway recently;

(b) what are the important grievances mentioned in the representation; and

(c) the main points which were being considered by the Railway and which are being considered at the Railway Board level?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No representation has been made by the public of Trivandrum.

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

Broad-Gauge Line from Rupsa-Talband and Rail Link between Kharagpur and Bombay

4602. SHRI S. KUNDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee on uneconomic Branch lines has suggested broad-gauge line from Rupsa to Talband (South Eastern Railway) and to provide a link to the broad-gauge line from Kharagpur to Bombay;

(b) if so, the details thereof;

(c) what other recommendations have been made so far as the above line is concerned; and

(d) what steps have been taken to implement the suggestions made in this connection?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). In respect of the Rupsa-Talband line, the Uneconomic Branch Lines Committee, 1969 have made the following recommendations:

- (i) Goods traffic can be attracted by provision of better services;
- (ii) Track between Baripada and Bangriposi should be made fit for heavy type of engines;
- (iii) Passenger trains should be provided with vacuum;
- (iv) Conversion of the line to Broad Gauge should be surveyed;
- (v) Bangriposi to Talband should be reopened for traffic;
- (vi) Provision of a link between Budamara and Chakulia on the Howrah-Bombay section or Rajaluka and Kokpara should be surveyed;
- (vii) Extension of Rairangpur may be examined alongwith agencies concerned with development of tribal areas; and
- (viii) Track should be made fit for speeds of 50 Km. per hour.

(d) The Report of the Uneconomic Branch Lines Committee, 1969 is at present under examination.

Officiating chance to junior relieving Assistant Station Masters, Delhi Division (Northern Railway)

4603. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Junior Relieving Assistant Station Masters are officiating vice Station Masters and Assistant Station Masters in grade Rs. 205-280 in the Delhi Division of the Northern Railway;

(b) if so, the reasons why the senior most persons have not been provided as leave reserves to officiate vice grade Rs. 205-280;

(c) whether this arrangement causes loss to the administration as junior persons getting less pay are paid more officiating allowance than their seniors; and

(d) the justification for excess payment of officiating allowance to junior staff raised by the Accounts Department and the action proposed to be taken to remove the anomaly?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No.

(b) to (d). Leave reserve is provided in the lowest grade of Assistant Station Masters Rs. 130-240(AS). In a leave vacancy in grade Rs. 205-280(AS), the seniormost amongst the Relieving Assistant Station Masters and permanent Assistant Station Masters of the Station is put to work as Station Master/Assistant Station Master in grade Rs. 205-280(AS). In such cases officiating allowance is paid wherever it is admissible under the rules.

**मोतिहारी स्टेशन (पूर्वोत्तर रेलवे)
पर ऊपरी पुल**

4605. श्री क० वि० मधुकर: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पूर्वोत्तर रेलवे में मोतिहारी स्टेशन, जो चम्पारन जिले का मुख्यालय है, पर ऊपरी पुल न होने के कारण स्थानीय लोगों तथा सारे जिले से वहाँ आने वाले अन्य लोगों को भारी कठिनाई महसूस होती है;

(ख) यदि हाँ, तो इस सम्बन्ध में अब तक कोई कार्यवाही न करने के क्या कारण हैं;

(ग) क्या सरकार का विचार निकट भविष्य में मोतिहारी में एक ऊपरी पुल बनाने का है; और

(घ) यदि नहीं तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री नन्दा): (क) और (ख) चूंकि मोतिहारी स्टेशन पर केवल एक प्लेटफार्म है अतः वहाँ एक ऊपरी पैदल पुल की व्यवस्था करने का प्रश्न नहीं उठता। फिर भी यात्रियों को स्टेशन के एक ओर से दूसरी ओर जाने की सुविधा प्रदान करने के लिए स्टेशन के पश्चिमी सिरे पर एक समपार फिर से खोला जा रहा है।

(ग) और (घ). सवाल नहीं उठता ।

मेहासी (बिहार) में प्रोद्यस्टर बटन मैन्यु-फैक्चरिंग फैक्टरी में नियुक्तियां

4606. श्री क० मि० मधुकर : क्या औद्योगिक विकास, अंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार में मेहासी बाजार स्थित प्रोद्यस्टर बटन मैन्यु-फैक्चरिंग फैक्टरी के लिए संयुक्त सेवा प्रबंध के अन्तर्गत हाल में कुछ नए अधिकारी नियुक्त किए गए हैं ;

(ख) यदि हां, तो इन अधिकारियों की नियुक्ति के बाद उद्योग ने किस प्रकार की प्रगति की है तथा उस उद्योग के उद्योगपतियों ने कितना लाभ कमाया है ;

(ग) उसके उत्पादन, बिक्री और इस फैक्टरी में इन अधिकारियों के सेवा काल का व्यौरा क्या है ; और

(घ) उनको वहां रखने तथा सरकार से वेतन प्राप्त करने का औचित्य क्या है ?

औद्योगिक विकास, अंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी, नहीं ।

(ख) से (घ). प्रश्न ही नहीं उठते ।

मेहासी (बिहार) में प्रोद्यस्टर (शंख) बटन निर्माण उद्योग

4607. श्री क० मि० मधुकर : क्या औद्योगिक विकास, अंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के चम्पारन जिले में मेहासी स्थित प्रोद्यस्टर (शंख) बटन निर्माण उद्योग को लघु उद्योग माना जाता है ;

(ख) यदि हां, तो क्या सरकार ने कभी सरकारी तथा गैर-सरकारी सदस्यों की एक जांच समिति नियुक्त करके इस उद्योग द्वारा कच्चे माल ऋण-विक्रय कार्यकारी पूंजी तथा इसके प्रबन्ध के बारे में जांच करने का प्रयत्न किया है ;

(ग) यदि नहीं, तो क्या सरकार इस दुर्लभ उद्योग की भवति की जिम्मेवारी को स्वीकार करने को तैयार है ; और

(घ) इसकी दशा में सुधार करने के लिए क्या कार्यवाही की गई है ?

औद्योगिक विकास, अंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जब इसे बिजली की सहायता के बिना चलाया जाता है तो इसे कुटीर उद्योग समझा जाता है और जब बिजली की सहायता से चलाया जाता है तो इसे लघु उद्योग समझा जाता है ।

(ख) सरकार ने अभी तक इस प्रकार की किसी समिति के गठन की आवश्यकता नहीं समझी । सीप बटन उद्योग के लिए राज्य सरकार द्वारा स्थापित संयुक्त सेवा संगठन मेहासी में 1956 से काम कर रहा है ।

(ग) और (घ). राज्य सरकार इस उद्योग की कठिनाइयों से भली भांति परिचित है और इसकी परिस्थितियों को सुधारने के प्रयास किए जा रहे हैं । इस उद्योग का ह्रास नाइलोन तथा प्लास्टिक बटनों से प्रतिस्पर्धा के कारण हुआ है ।

Firms of Birlas and Tatas in India and Abroad

4608. SHRI K. N. PANDEY: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Companies, Mills and firms in India and abroad belonging to the Birlas and Tatas at present;

(b) the capital invested in these concerns at present;

(c) whether there has been any increase or decrease in their capital investments during 1967-68, 1968-69 and 1969-70; and

(d) the extent of this increase or decrease during the said years and the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) According to the Report of the Industrial Licensing Policy Inquiry Committee, 203 concerns comprised the Industrial House of Birlas and 70 concerns the Industrial House of Tatas. In addition, the Birla House has set up five Industrial Joint Ventures which have undergone production in foreign countries. No such ventures have been set up by the Tata House.

(b) The position regarding paid-up capital and total tangible assets for the year 1967-68 in respect of the companies shown by the ILPIC as belonging to the two Houses is as follows:

(Rs. in crores)

	The Industrial House of Tatas.	The Industrial House of Birlas.
(1) Paid-up Capital	134.8	117.6
(2) Total tangible assets (net of depreciation)	579.9	572.4

The equity participation of the House of Birlas in companies outside India is Rs. 54.3 lakhs.

(c) and (d). As the information regarding capital investments for the years 1968-69 and 1969-70 is not available for want of the annual accounts of the concerned companies for these two years, a comparative view in terms of increase or decrease in such investments since 1967-68 cannot be given.

Scarcity of Steel in Punjab

4609. SHRI GADILINGANA GOWD: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is paucity of steel in Punjab and that has hit the industries in that state; and

(b) if so, the reasons for the same and the steps taken by Government to supply scarce iron sheets to the Small-Scale Industries Corporation?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) There is shortage of certain categories of steel especially sheets, plates etc. which is felt by steel based industries in all parts of the country.

(b) While demand has gone up, production has not increased sufficiently. Efforts are also being made to meet the requirements of small scale industries by import of special quotas of steel out of which about 4,200 metric tonnes is proposed to be allocated to the Punjab State.

I.C.S./I.A.S. Officers in Hindustan Steel Ltd.

4610. SHRI GADILINGANA GOWD: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the Administrative Reforms Commission has recommended to do away with the I.C.S. and I.A.S. Cadre officials from the Public Undertakings;

(b) whether some officials of the I.A.S. Cadre are still being retained in the Hindustan Steel Ltd. in contravention of the above recommendation; and

(c) if so, the names of those officers and the detailed reasons for their retention?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) The Administrative Reforms Commission in its Report on Public Sector Undertakings had recommended that necessary steps should be taken to reduce and eliminate dependence on deputationists in manning posts in the Public Sector. This recommendation has been accepted by Government and it has been decided that Government Officers deputed to Public Enterprises should be asked to exercise an option between permanent absorption in the Public Enterprises and reversion to the parent cadres within a prescribed period.

(b) and (c). There are at present only 5 Officers of the IAS Cadre working on depu-

tation in Hindustan Steel Ltd. They are: S/Shri G. Jagathpathi, L. I. Parija, K. C. Singh Deo, S. C. Sarkar and C. V. S. Mani. The orders regarding exercise of option referred to in (a) above are applicable to them also.

Assault on Station Master and Cabin-man of Majerhat Railway Station (Sealdah Division of Eastern Railway)

4611. SHRI V. NARASIMHA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Majerhat Railway Station, about 17 Kilometres from Calcutta on the South Section of the Eastern Railway, Sealdah division, was ransacked and the Station Master and the Cabinman were severely assaulted by an angry mob;

(b) if so, the reasons for the trouble;

(c) the loss of life and property of the Railways;

(d) whether any inquiry has been conducted into the cause; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes. The incident occurred on 28-1-1970.

(b) The cause of hooliganism was detention of a train at Up Home Signal due to the signal being inoperative for some mechanical defects.

(c) There was no loss of life. Railway properties were damaged by the infuriated mob. The value of damage is not known.

(d) Yes.

(e) The cause of failure was due to mechanical defect. The passengers became infuriated for such detention and invaded the station building and ransacked the Station Master's office. The mob manhandled the Asstt. Station Master on duty and the leverman of the West Cabin and the latter was admitted in B. R. Singh Hospital for treatment.

New Railway Lines during Fourth Five Year Plan

4612. SHRI RAM KISHAN GUPTA:
SHRI J. H. PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the scheme for construction of new Railway lines during the Fourth Five Year Plan has been finalised;

(b) if so, the number of new metre-gauge and broad-gauge lines to be completed;

(c) the estimated cost of the programme; and

(d) the foreign exchange involved therein?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Not yet.

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

रेलवे अस्पतालों तथा औषधालयों में अनियमिततायें

4613. श्री भ्रोकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे कर्मचारी संघ ने एक पत्र में सरकार का ध्यान रेलवे औषधालयों तथा अस्पतालों में की जा रही अनेक अनियमितताओं की ओर दिलाया है;

(ख) यदि हां, तो इस सम्बन्ध में सरकार ने क्या कार्यवाही की है;

(ग) क्या यह भी सच है कि जब औषधालय में कीमती दवाइयां उपलब्ध नहीं होती, तो उन्हें उच्च अधिकारियों के लिए मुख्य चिकित्सा स्वास्थ्य अधिकारी तथा उसके निजी सहायक की सिफारिश से बाजार से खरीदा जाता है; और

(घ) यदि हां, तो पिछले तीन वर्षों में मुख्य चिकित्सा स्वास्थ्य अधिकारी तथा उसके निजी सहायक की सिफारिश पर ऐसी कितनी दवाइयां खरीदी गईं और वे किन-किन अधिकारियों तथा कर्मचारियों के लिए खरीदी गईं ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). उत्तर रेलवे मजदूर संघ ने फरवरी, 1970 में प्रायोजित स्थायी वार्तासत्र की एक बैठक की कार्यसूची में शामिल एक विषय के द्वारा उत्तर रेलवे में नई दिल्ली स्थित

सेन्दूल अस्पताल के कुप्रबन्ध और अनियमितताओं से संबंधित कुछ आरोपों की ओर उत्तर रेलवे का ध्यान दिलाया है। रेल प्रशासन ने उन आरोपों की जांच की लेकिन वे प्रभावित नहीं हो सके।

(ग) और (घ). जब कुछ शोधियां या उनके निकटतम अनुकल्प स्टॉक में उपबन्ध नहीं होते और इलाज के लिए अपरिहार्य समझे जाते हैं, तो निर्धारित विनियमों और उपयुक्त स्तरों पर प्रत्यायोजित अधिकारों के अनुसार वे स्थानीय रूप से खरीद लिए जाते हैं और इस बात का विचार नहीं किया जाता कि उनकी आवश्यकता अधिकारियों के लिए है या कर्मचारियों के लिए। अधिकारियों और कर्मचारियों के सम्बन्ध में इस प्रकार की स्थानीय खरीद के आंकड़े अलग-अलग नहीं रखे जाते।

Enquiry into fatal accident of two Americans travelling by Bhusawal-Allahabad Passenger Train

4614. SHRI J. K. CHOUDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any enquiry was held into the accident in which two American boys were killed while travelling on the roof of the Bhusawal-Allahabad Passenger train on the 24th February, 1970; and

(b) if so, the details thereof and the steps taken by Government to prevent the public from travelling on the roofs of the trains in future?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). This incident took place on 22-2-1970. An inquiry was, as usual, duly held in this case also. The finding of the inquiry committee was that these boys climbed on the roof of the carriage while the train was on run between Lagargawan and Satna stations and no railway employee saw them doing so.

Travelling on the roof, steps or foot-boards of any carriage or in any other part of a train not intended for the use of passengers is an offence punishable under the Indian Rail-

ways Act, 1890 (9 of 1890). Instructions already exist to give suitable publicity to the hazards of foot-board and roof travelling and, where such unauthorised travelling is noticed, to request those indulging in it to desist from it and to make efforts to dislodge such travellers from roof, foot-boards etc.

पीड़ी-गढ़वाल (उत्तर प्रदेश) में उद्योग

4615. श्री अर्जुन सिंह भदौरिया : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री पीड़ी-गढ़वाल (उत्तर प्रदेश) में उद्योगों के बारे में 25 नवम्बर, 1969 के अतारंकित प्रश्न संख्या 1222 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

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

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

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

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) अभी तक नहीं।

(ख) प्रश्न ही नहीं उठता।

(ग) उत्तर प्रदेश सरकार को पुनः कहा गया है तथा उन्होंने जानकारी भेजने का वचन दिया है।

भारत के संविधान का भारतीय भाषाओं में अनुवाद

4616. श्री प्रकाशबीर शास्त्री :
श्री रामगोपाल शालवाले :

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

(क) क्या सरकार भारत के संविधान का भारतीय भाषाओं में प्रमाणित संस्करण

प्रकाशित करने की योजना पर विचार कर रही है;

(ख) यदि हां, तो इस कार्य के कब तक पूरा होने की सम्भावना है;

(ग) क्या भारत के संविधान की प्रतियां साथ-साथ सभा-घटल पर रखी जायेंगी अथवा उन्हें उनके प्रकाशित होने पर प्रमाणित किया जाएगा; और

(घ) इस संबंध में अंतिम निर्णय कब तक लिए जाने की संभावना है ?

विधि तथा सवाज कल्याण मंत्री (श्री गोविन्द मेनन) : (क) जी हां ।

(ख) चूंकि हिन्दी और अन्य भारतीय भाषाओं में संविधान के प्राधिकृत अनुवाद तैयार किया जा सकें इसके लिए संसदीय विधान अधिनियमित करना होगा, अतः यह नहीं कहा जा सकता है कि यह कार्य कब तक पूरा किया जाना है ।

(ग) और (घ). इस प्रश्न पर उस समय विचार किया जाएगा जब हिन्दी और अन्य भारतीय भाषाओं में संविधान के प्राधिकृत रूपान्तर तैयार हो जायेंगे ।

Foreign Aid for Steel Plants in Public Sector

4617. SHRI N. R. DEOGHARE: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the amount of foreign aid received for each of the Steel Plants in the public sector;

(b) the names of, and the amount given by, each country;

(c) the portion of aid spent in each case; and

(d) the reasons for not utilising the unspent aid?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) to (d). The foreign exchange expenditure incurred on the establishment/expansion of the mild steel plants at Bhilai, Rourkela, Durgapur and the Alloy Steel Plant, Durgapur upto 31st March, 1969, comes to Rs. 1613.1 million, Rs. 1869.1 million, Rs. 1170 million and Rs. 219.6 million respectively. Almost the whole of this expenditure has been financed out of a number of tied credits/loans received from foreign countries. The position in respect of these credits for these Plants is as under:—

Plant	Amount of credits.	Amount utilised	Remarks
<i>Bhilai Steel Plant</i>	(a) Rs. 1380.5 million from USSR.	Rs. 1330.9 million.	Rs. 13.9 million are likely to be utilised by 1970-71.
	(b) 300 million Roubles from USSR.	—	This credit is meant for several proposals of Govt. of India. As far as Steel Ministry is concerned the mechanisation and expansion of Dhalli mines for Bhilai Steel Plant, the expansion of the capacity of Bhilai Steel Plant and the assistance in the field of Consultancy and designing for Central Engineering & Design Bureau (HSL) are to be financed out of this credit. These proposals are under consideration of Steel Ministry.
<i>Rourkela Steel Plant</i>	DM-1126 Million from West Germany.	DM-1107.51 Million.	Balance being utilised.

<i>Durgapur Steel Plant</i>	£ 48.5 Million from U. K.	£ 44.0 Million.	£ 1.5 million utilised by Government for other projects. £ 3.0 million proposed to be converted into a new loan for Durgapur Steel Plant.
<i>Bakaro Steel Plant</i>	Rs. 1666 million from USSR.	Rs. 1103 million.	Plant is still under construction and balance of credit will be utilised.

The USSR Government has recently agreed to make available Rs. 708 million for the expansion of the Plant to 4.0 million ingot tonne capacity.

<i>Alloy Steel Plant</i>	Y16, 096.91 million (Japan)	Y15,828.00 million	Balance being utilised.
	£ 0.45 million (U.K.)	£ 0.41 million	—do—
	CS 1.96 million (Canada)	CS 1.78 million	—do—

Elections to Lok Sabha and State Assemblies set aside from 1967 to 1969

4618. SHRI N. R. DEOGHARE: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) the number of elections to the Lok Sabha and State Legislative Assemblies which were set aside during the years 1967, 1968 and 1969;

(b) the number of those which were set aside on the ground of corrupt practices; and

(c) the names of candidates with party affiliation, whose elections were set aside for corrupt practices and the nature of corrupt practices involved therein?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM):

(a) (i) Lok Sabha	3
(ii) State Legislative Assemblies	44
(b) (i) Lok Sabha	2
(ii) State Legislative Assemblies	19

(c) A Statement is laid on the Table of the House. [Placed in Library. See No. LT-3040/70].

Foreign Exchange Earned by Steel Plants

4619. SHRI N. R. DEOGHARE: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the names of the Steel Plants in the public sector which have earned foreign exchange during the last three financial years;

(b) the amount of foreign exchange earned by each Steel Plant; and

(c) the action Government are taking for increasing exports?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) and (b). The required information is furnished in the attached statement.

(c) The policy for export of iron and steel is regulated so as to permit only the export of such categories for which the domestic supplies are in excess of the internal demand. The quantum of increase in exports will, therefore, depend mainly on the availability for exports and the demand in foreign countries. In order to build up exports of steel on a permanent basis, it is Government's policy to plan the growth of the steel industry with a suitable and expanding provision for exports and to assist the industry, in

every way, for competing in the world markets.

Statement

(in Rs. million)

	1967-68	1968-69	1969-70 (April '69 Feb. '70)
Rourkela	17.5	32.1	25.4
Bhilai	246.9	319.6	313.2
Durgapur	44.9	63.7	59.2
Mysore Iron & Steel Ltd.	7.6	1.5	3.8 (April- Dec. 1969)

Demands by Railway Employee's Organisations for Recognition of Unions, Category-wise

4620. SHRI SHRI CHAND GOYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received demands from various category-wise Organisations that the Unions should be recognised on the basis of categories;

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

(c) whether Government are contemplating to have a Federation of the various organisations;

(d) whether Government are aware that the various categories have their grievances, which are not effectively represented by the two recognised Unions that are existing today; and

(e) whether Government are willing to permit the various category-wise organisations to represent their grievances?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, Sir.

(b) It is not possible to agree to recognition being granted to the category-wise Associations on Railways as this leads to multiplicity of Unions.

(c) Already there are two Federations of Railway employees of all categories which enjoy negotiating facilities with the Government.

(d) Government do not consider that the grievances of the different categories are not effectively represented by the Unions recognised at present or the Federations which enjoy negotiating facilities.

(e) Even now category-wise Organisations do represent their grievances, which are attended to, although no correspondence is carried on.

Social Welfare Schemes for Punjab, Haryana, Jammu and Kashmir, Himachal Pradesh and Chandigarh during Fourth Five Year Plan

4621. SHRI SHRI CHAND GOYAL: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether there are some social welfare schemes for the States of Punjab, Haryana, Jammu and Kashmir, Himachal Pradesh and the Union Territory of Chandigarh under contemplation of Government for implementation during the Fourth Five Year Plan; and

(b) 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) Yes, Sir, excepting that there is no scheme for the Union Territory of Chandigarh exclusively.

(b) A statement indicating the requisite information is attached.

Statement

(Rs. in lakhs)

S. No.	Name of the Scheme	Jammu & Kashmir	Haryana	Punjab	Himachal Pradesh	Chandigarh
1.	Women Welfare	8.00	5.00	1.50	3.40	—
2.	Child Welfare	7.00	8.00	7.00	9.85	—
3.	Social Defence	4.50	8.30	12.50	8.82	—

1	2	3	4	5	6	7
4.	Grants-in-aid to Voluntary Organisations	2.00	5.00	5.00	0.80	—
5.	Welfare of the handicapped.	3.50	11.00	6.50	1.20	—
6.	Research, Training and Administration.	1.50	3.00	3.00	0.15	—
7.	Education for Prohibition.	0.25	0.50	—	—	—
8.	Training in Public Cooperation.	0.25	0.50	—	8.38	—
9.	Miscellaneous schemes	—	—	4.50	1.70	—
TOTAL		27.00	41.30	40.00	34.40	—

Utilization of Unqualified Staff as Guards on Eastern Railway

4622. SHRI ISHAQ SAMBHALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that unqualified staff is being utilised as Guards as a stop-gap measure on the Eastern Railway, particularly in the Danapur and Dhanbad Divisions;

(b) whether it is also a fact that several such Guards are not even examined medically in the required standard of vision and even a Box Porter is being utilised as Guard at Gaya (Danapur Division), without getting him medically examined and or making him undergo the requisite school Course;

(c) if so, the justification for endangering human lives if such stop-gap Guards miss the correct aspect of Signals or fail to perform the legitimate duties of Guards in case of accidents, thefts or any other incidents; and

(d) the remedial action taken by Government in the matter?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

All India Guards Council Abu Road Branch (Western Railway)

4623. SHRI ISHAQ SAMBHALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the All India Guards Council, Abu Road Branch (Western Railway) has issued a 'Demand Day Notification, on the 12th February, 1970 in connection with their minor and genuine demands;

(b) whether it is also a fact that Guards of Ajmer Division (Western Railway) decided to go on fast in a peaceful manner and without disturbing the running of trains on the 15th March, 1970 as a protest against the non-fulfilment of their long standing demands;

(c) whether it is further a fact that they have intimated to the authorities concerned in this regard; and

(d) if so, the action taken so far to avoid such mass protest and, if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir.

(d) The Railway have taken note of the grievances as indicated in the notice referred to in part (a) of the question and have taken action as necessary, on merits.

Incentive Schemes for Railway Running Staff

4624. SHRI ISHAQ SAMBHALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ashruff Committee recommended certain Incentive Schemes for the Running Staff for which the All India Guards Council had also requested

for immediate implementation with retrospective effect.

(b) whether it is also a fact that the Incentive Scheme is particularly applicable to Short Trip Goods Trains *vide* item No. 2 of the Railway Board's letter No. E(S) 62RS (Committee) 1, dated the 19th June, 1969;

(c) whether the non-implementation of the Incentive Scheme has hit hard on certain Railways e.g. Idgah Headquarters' Guards, Western Railway, who are hardly getting Rs. 15 to Rs. 20/- per month as running allowance under the new rules and have last represented to their General Manager on the 26th February, 1970; and

(d) if so, when the Incentive Scheme is likely to be implemented and action taken to protect a minimum daily mileage allowance of such affected Idgah Headquarters' Guards?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, the Ashruff Committee made such a recommendation. No records are traceable regarding the request of the All India Guards Council.

(b) Yes.

(c) and (d). Running Staff working certain short distance goods trains (including those headquartered at Idgah) suffered a loss in mileage earnings as a result of abolition of pre-departure detentions under the new rules. Instructions have been issued that, until further orders, the Running Staff of Idgah (and certain other sections on the Railways) may continue to be paid Running Allowance at the rates and under the rules existing prior to the revision sanctioned from 1-12-1968 inflated by the appropriate percentages that were sanctioned for purposes of payment of arrears for the period from 1-3-1968 to 30-11-1968. A representation was also received from the staff at Idgah in this respect.

The Incentive Scheme will be implemented as soon as possible, on completion of the fixation of norms.

Production of Steel

4625. **SHRI S. KUNDU:** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the corresponding employment in all categories generated by the expansion of production of Steel per half a million ton in the three Steel Plants of the Hindustan Steel Ltd;

(b) the comparative figures and ratio of employment as against the figures of employment the time of initial production of Steel per half million ton; and

(c) the employment per half a million ton production to be generated due to further production of steel envisaged in the Fourth and Fifth Plan periods?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) and (b). The total number of regular employees in the Works, Administration and Township Departments and Ores, Mines and Quarries in the Bhilai, Durgapur and Rourkela Steel Plants for the Million Tonnes Stage and as on 31-12-1969 (which more or less reflects the position as at the end of their expansion to 2.5, 1.6 and 1.8 million ingot tonne capacity respectively) was as under:—

	Million Tonnes Stage	As on 31-12-69
Bhilai Steel Plant	26,423	37,918
Durgapur Steel Plant*	22,512	27,076
Rourkela Steel Plant	24,181	29,677

The potential for employment generated by expansion of steel capacity depends on a variety of factors like inbuilt capacity at the initial stage, product-mix, equipment and technology used, extent of mechanisation and automation, source of supply of raw materials, extent of other facilities like housing, arrangements for medical attendance and education etc., etc.

(c) For the reasons mentioned against (a) and (b) above, it is difficult to make a proper estimate of employment opportunities as a result of expansion of steel capacity in the Fourth and Fifth Plan periods at this stage and can be attempted only after the Projects to be included therein have been determined and approved and feasibility studies/detailed project reports have become available.

* This Plant does not have any captive mines.

**Protection of Pay of Senior Works Mistries
(Central Railway)**

4626. SHRI RAM SWARUP VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that certain senior works, Mistries were rendered surplus and absorbed in the lower grade on the Central Railway and juniors are still continuing as Works Mistries in violation of extant orders on the subject;

(b) if so, the reasons therefor and the steps being taken to set right this discriminatory treatment;

(c) whether any steps have been taken to give protection of pay to such surplus works Mistries absorbed in the lower grade; and

(d) if so, the details thereof and, if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

**Absorption of Works Mistries as Assistant
Permanent Way Inspectors (Central Railway)**

4627. SHRI RAM SWARUP VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the surplus Works Mistries on the Central Railway are not absorbed in the Cadre of Assistant Permanent Way Inspectors;

(b) whether it is also a fact that the prescribed qualification and experience for Works Mistries and Assistant Permanent Way Inspectors are identical; and

(c) if so, the reasons for not absorbing the surplus Works Mistries in the cadre of Assistant Permanent Way Inspectors?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) No.

(c) Surplus staff are not considered for absorption in a grade higher than the one in which they are rendered surplus.

**Seniority List of Works Mistries
on Central Railway**

4628. SHRI RAM SWARUP VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the seniority list of the Works Mistries working in open line and Construction Branch has not been published so far on the Central Railway; and

(b) if so, the reasons therefor and the steps being taken in this direction?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). Seniority list of Works Mistries working on open line has been published. Such a list of the Works Mistries in the Construction Organisation is, however, under preparation and will be published shortly.

**चुनाव लड़ने के संबंध में सरकारी कर्म-
चारियों पर लगाए गए प्रतिबंध**

4629. श्री बंश नारायण सिंह: क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि ब्रिटिश सरकार अपने अधिकतर कर्मचारियों को चुनाव लड़ने की अनुमति देती है और कर्मचारियों को अपने पदों से त्यागपत्र तभी देना पड़ता है जबकि वे निर्वाचित हो जाते हैं;

(ख) क्या भारत सरकार का विचार भी अपने कर्मचारियों पर लगाए प्रतिबंधों को वापस लेने तथा उन्हें चुनावों में भाग लेने तथा लड़ने की अनुमति देने का है; और

(ग) यदि हां, तो किस तारीख से और यदि नहीं, तो उसके क्या कारण हैं?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० पूनुस सर्लाज):

(क) जी नहीं।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

भारत में सरकारी कर्मचारी निर्वाचनों में भाग तक तक नहीं ले सकते हैं और निर्वाचन लड़ सकते हैं जब तक कि भारत के संविधान के अनुच्छेद 102 और अनुच्छेद 191 तथा लोक प्रतिनिधित्व अधिनियम, 1951 की धारा 36 यथोचित रूप से संशोधित नहीं कर दी जाती है।

किशन गंज रेलवे कालोनी, दिल्ली: में कर्मचारियों के क्वार्टरों में सुविधायें

4630. श्री श्रींकार लाल बेरवा :

श्री रामगोपाल शासवाले :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली की किशनगंज रेलवे कालोनी में, जहां लगभग 5000 क्वार्टर हैं, सड़क पर बिजली, पेय जल, पार्क सामुदायिक भवन आदि जैसी सुविधाएं प्रदान नहीं की गई हैं;

(ख) यदि हां, तो क्या सरकार का विचार उस कालोनी में रहने वाले कर्मचारियों को उक्त सुविधायें देने का है, और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) जी नहीं।

(ख) और (ग). सवाल नहीं उठता।

सेवा निवृत्त रेलवे कर्मचारियों की पेंशन में वृद्धि

4631. श्री रामगोपाल शासवाले :

श्री श्रींकार लाल बेरवा :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे विभाग ने अपने सेवा निवृत्त कर्मचारियों की पेंशन में गत वर्ष प्रधान मंत्री द्वारा इस संबंध में की गई घोषणा के अनुसार वृद्धि नहीं की है;

(ख) क्या यह भी सच है कि रेलवे की पेंशन भोगियों ने इस संबंध में सरकार से मांग की है, और

(ग) यदि हां, तो इस संबंध में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी नहीं। इस संबंध में वित्त मंत्रालय द्वारा जारी किए गए आदेश रेलों पर पूर्ण रूप से अपनाए गए हैं।

(ख) और (ग). सवाल नहीं उठता।

Absorption of Deputationists in H.E. C., Ranchi

4632. SHRI BENISHANKER SHARMA: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the number of deputationists which have been absorbed by the Heavy Engineering Corporation, Ranchi, during the last three years;

(b) the terms and conditions on which such deputationists are absorbed by the Corporation;

(c) whether it is a fact that all such deputationists who opt for absorption in the Corporation are automatically taken in or their prayer is rejected and, if so, on what grounds; and

(d) the number and names of such deputationists who had offered to be absorbed and whose claims have been rejected during the year 1968-69, stating the grounds of rejection?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) to (d). The information is being collected to the extent possible, and will be laid on the Table of the House.

Income from Filing Fees for Income-tax returns and expenses incurred on Income-tax Appellate Tribunals

4633. SHRI BENI SHANKER SHARMA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) the income earned by the Income-tax Appellate Tribunals from filing fees during

the last three financial years and the expenses incurred Bench-wise;

(b) the reason why no fees are charged from the Department when they file an appeal or reference against the assessee; and

(c) what would be the amount of such fees if charged from Government during the last three years?

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 and will be laid on the Table of the House.

Cess on Taxes to Raise Resources for Welfare of Children

4634. SHRI BENI SHANKER SHARMA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether Government have been urged upon to levy a small cess on all taxes to raise resources for the welfare of Children;

(b) whether Government have considered the suggestion; and

(c) if so, the result thereof?

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.

Broad-Gauge Railway Connection for Bhavnagar-Tarapur

4635. SHRI S. M. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Bhavnagar-Tarapur broad-gauge connection has been under consideration of Government since long;

(b) whether it is a fact that Saurashtra has rich mineral wealth, cement, ground-nut oil cakes, salt and chemicals for the country's need and the proposed broad-gauge line will be useful for their transportation; and

(c) the latest decision of Government in the matter?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) and (c). To assess the estimated cost and traffic prospects for the construction of a broad gauge rail link between Bhavnagar and Tarapur, the work of carrying out a fresh traffic survey, with updating of the earlier engineering estimates, was recently completed and the survey report is under examination at present. A final decision regarding the construction of this line will be taken after this examination is completed. The actual construction of this line is also dependent upon the priority this proposal will merit *vis-a-vis* other proposals under consideration and the availability of funds.

पश्चिम रेलवे पर खान-पान की व्यवस्था करने वालों तथा पुस्तकें बेचने वाले अन्य व्यक्तियों को लाइसेंस

4636. श्री हुकूम चन्द कछवाय: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) पश्चिम रेलवे के स्टेशनों पर तथा रेलगाड़ियों में खान-पान की व्यवस्था करने और पुस्तकें तथा सामान्य वस्तुएं बेचने के लिए डिबीजन-वार कितने व्यक्तियों को लाइसेंस दिए गए;

(ख) ऐसे लाइसेंसधारियों का विवरण क्या है और क्या इन व्यक्तियों को ये ठेके उनकी योग्यताओं के आधार पर दिए जाते हैं;

(ग) यदि हां, तो उनकी योग्यताओं को ध्यान में रखने का आधार क्या है और उनमें कितने डिप्टी प्रथवा डिप्लोमाधारी हैं;

(घ) क्या यह सच है कि पश्चिम रेलवे में उनमें से अधिकांश इन कैटोनों को स्वयं चलाने की बजाय इनको चलाने के लिए अन्य व्यक्तियों को नौकर रख लेते हैं और उनसे किराए के रूप में कुछ निश्चित कमीशन लेते हैं;

(ङ) यदि हां, तो इस कदाचार को रोकने के लिए सरकार का क्या उपाय करने का विचार है; और

(च) यदि नहीं, तो 1967 में सरकार द्वारा नियुक्त की गई रेलवे खान-पान प्रबन्ध तथा यात्री सुविधा समिति की सिफारिश संख्या 33 के अनुसार उनके ठेकों को रद्द न करने के क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) से

• (च). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जाएगी।

मध्य रेलवे में बिना टिकट यात्रा रोकने की व्यवस्था तथा उस पर हुआ व्यय

4637. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे में गत तीन वर्षों में विद्यार्थियों, लिपिकों, सतर्कता विभाग और अन्य एजेंसियों ने बिना टिकट यात्रा करने वाले कितने व्यक्तियों को पकड़ा है;

(ख) उक्त यात्रियों से कुल कितना जुर्माना वसूल किया गया;

(ग) बिना टिकट यात्रा करने वाले यात्रियों से चल-टिकट निरीक्षकों द्वारा वसूल की गई राशि का ब्यौरा क्या है;

(घ) बिना टिकट यात्रा करने वाले व्यक्तियों की जांच के लिए चल-टिकट निरीक्षकों को छोड़कर अन्य एजेंसियों पर हुए व्यय का ब्यौरा क्या है, और क्या सरकार उक्त व्यय के संबंध में पूर्णतया संतुष्ट है, और

(ङ) यदि नहीं, तो इस पर सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (श्री नन्दा) : (क) 1967, 1968 और 1969 में की गई जांचों के दौरान जिनमें विद्यार्थियों, क्लर्कों और सतर्कता विभाग ने सहयोग दिया था, बिना टिकट यात्रा करते हुए पकड़े गए यात्रियों की संख्या 24,416 थी।

(ख) उक्त यात्रियों से 1,68,507 रु० की रकम वसूल की गई। इसमें अतिरिक्त किरोया तथा अतिरिक्त प्रभार शामिल हैं।

(ग) बिना टिकट यात्रा करने वाले यात्रियों से, टिकट जांच करने वाले कर्मचारियों द्वारा, जिनमें चल टिकट निरीक्षक भी शामिल है, वसूल की गई रकम का ब्यौरा इस प्रकार है:—

1967—48,58,967 रु०

1968—52,67,575 रु०

1969—54,02,411 रु०

(घ) और (ङ). टिकट जांच करने वाले कर्मचारियों से भिन्न अन्य एजेंसियों पर 3,747 रुपये खर्च हुए। इसमें उन सतर्कता कर्मचारियों की लागत शामिल नहीं है जिनका उपयोग टिकट जांच करने के लिए किया गया, क्योंकि वे सतर्कता कार्य से सम्बद्ध विभिन्न अन्य कार्य भी करते हैं।

इस लेख में हुआ खर्च आय की तुलना में बहुत थोड़ा और नगण्य है।

पूर्वोत्तर रेलवे में बिना टिकट यात्रा रोकने की व्यवस्था तथा उस पर हुआ व्यय

4638. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे में गत तीन वर्षों में विद्यार्थियों, लिपिकों, सतर्कता विभाग और अन्य एजेंसियों ने बिना टिकट यात्रा करने वाले कितने व्यक्ति पकड़े;

(ख) उक्त यात्रियों से कुल कितना जुर्माना वसूल किया गया;

(ग) बिना टिकट यात्रा करने वाले यात्रियों से चल-टिकट निरीक्षकों द्वारा वसूल की गई राशि का ब्यौरा क्या है;

(घ) बिना टिकट यात्रा करने वाले व्यक्तियों की जांच के लिए चल-टिकट निरीक्षकों को छोड़कर अन्य एजेंसियों पर हुए व्यय का ब्यौरा क्या है और क्या सरकार उक्त व्यय के संबंध में पूर्णतया संतुष्ट है; और

(ङ) यदि नहीं, तो इस पर सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (श्री नन्दा) : (क) 1967, 1968, और 1969 में की गई जांचों के दौरान जिनमें विद्यार्थियों, क्लर्कों और सतर्कता विभाग ने सहयोग दिया था, बिना टिकट यात्रा करते हुए पकड़े गए यात्रियों की संख्या 13,322 थी।

(ख) उक्त यात्रियों से 46,695 रु० की रकम वसूल की गई। इसमें अतिरिक्त किराया तथा अतिरिक्त प्रभार शामिल हैं।

(ग) बिना टिकट यात्रा करने वाले यात्रियों से, टिकट जांच करने वाले कर्मचारियों द्वारा, जिनमें चल टिकट निरीक्षक भी शामिल हैं, वसूल की गई रकम का ब्यौरा इस प्रकार है:—

1967—41,51,071 रु०

1968—46,88,833 रु०

1969—61,71,727 रु०

(घ) और (ङ). टिकट जांच करने वाले कर्मचारियों से भिन्न अन्य एजेंसियों पर 6,212 रु० खर्च हुए। इसमें उन सतर्कता कर्मचारियों की लागत शामिल नहीं है जिनका उपयोग टिकट जांच करने के लिए किया गया, क्योंकि वे सतर्कता कार्य से सम्बद्ध विभिन्न अन्य कार्य भी करते हैं।

इस लेख में हुआ खर्च प्राय की तुलना में बहुत थोड़ा और नगण्य है।

पूर्व रेलवे में बिना टिकट यात्रा को रोकने के लिए व्यवस्था तथा उस पर हुआ व्यय

4639. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में पूर्व रेलवे में विद्यार्थियों, क्लर्कों, सतर्कता विभाग तथा अन्य एजेंसियों ने बिना टिकट यात्रा करने वाले कितने यात्री पकड़े;

(ख) उक्त यात्रियों से कुल कितना जुर्माना वसूल किया गया;

(ग) बिना टिकट यात्रा करने वाले यात्रियों से चल-टिकट निरीक्षकों द्वारा इकट्ठी की गई राशि का ब्यौरा क्या है;

(घ) बिना टिकट यात्रा करने वाले यात्रियों का पता लगाने के बारे में चल-टिकट निरीक्षकों के अलावा अन्य एजेंसियों पर हुए व्यय का ब्यौरा क्या है और क्या सरकार उक्त व्यय के संबंध में पूर्णतया संतुष्ट है; और

(ङ) यदि नहीं, तो इस पर सरकार की क्या प्रतिक्रिया है।

रेलवे मंत्री (श्री नन्दा) : (क) 1967, 1968 और 1969 में की गई जांचों के दौरान जिनमें विद्यार्थियों, क्लर्कों और सतर्कता विभाग ने सहयोग दिया था, बिना टिकट यात्रा करते हुए पकड़े गए यात्रियों की संख्या 8,588 थी।

(ख) उक्त यात्रियों से 1,09,903 रु० की रकम वसूल की गई। इसमें अतिरिक्त किराया तथा अतिरिक्त प्रभार शामिल है।

(ग) बिना टिकट यात्रा करने वाले यात्रियों से, टिकट जांच करने वाले कर्मचारियों द्वारा, जिनमें चल टिकट निरीक्षक भी शामिल हैं, वसूल की गई रकम का ब्यौरा इस प्रकार है:—

1967— 88,23,253 रु०

1968—1,21,92,340 रु०

1969—1,16,03,201 रु०

(घ) और (ङ). टिकट जांच करने वाले कर्मचारियों से भिन्न अन्य एजेंसियों पर 3,670 रु० खर्च हुए। इसमें उन सतर्कता कर्मचारियों की लागत शामिल नहीं है जिनका उपयोग टिकट जांच करने के लिए किया गया, क्योंकि वे सतर्कता कार्य से सम्बद्ध विभिन्न अन्य कार्य भी करते हैं।

इस लेख में हुआ खर्च प्राय की तुलना में बहुत थोड़ा और नगण्य है।

बिना टिकट यात्रा (उत्तर रेलवे) को रोकने के लिए व्यवस्था और उस पर व्यय

1968—1,15,86,982 रु०

1969—1,22,35,773 रु०

4640. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे में गत तीन वर्षों में विद्यार्थियों, क्लकों, सतर्कता विभाग तथा अन्य एजेंसियों द्वारा बिना टिकट यात्रा करने वाले कितने व्यक्ति पकड़े गए;

(ख) इन यात्रियों पर जुर्माने से कितनी राशि प्राप्त हुई;

(ग) संगचल टिकट निरीक्षकों द्वारा बिना टिकट यात्रा करने वाले यात्रियों से वसूल की गई राशि का ब्यौरा क्या है;

(घ) बिना टिकट चलने वाले यात्रियों को पकड़ने के सम्बन्ध में संगचल टिकट निरीक्षकों के अतिरिक्त अन्य एजेंसियों पर किए गए व्यय का ब्यौरा क्या है; और क्या सरकार इस व्यय के संबंध में पूर्णतः संतुष्ट है; और

(ङ) यदि नहीं, तो इस पर सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (श्री नन्दा) : (क) 1967, 1968 और 1969 में की गई जांचों के दौरान जिनमें विद्यार्थियों, क्लकों और सतर्कता विभाग ने सहयोग दिया था, बिना टिकट यात्रा करते हुए पकड़े गए यात्रियों की संख्या 5,959 थी।

(ख) उक्त यात्रियों से 39,128 रु० की रकम वसूल की गई। इसमें अतिरिक्त किराया तथा अतिरिक्त प्रभार शामिल हैं।

(ग) बिना टिकट यात्रा करने वाले यात्रियों से, टिकट जांच करने वाले कर्मचारियों द्वारा, जिनमें चाल टिकट निरीक्षक भी शामिल हैं, वसूल की गई रकम का ब्यौरा इस प्रकार है—

1967—1,02,10,312 रु०

(घ) और (ङ). टिकट जांच करने वाले कर्मचारियों से भिन्न अन्य एजेंसियों पर 3,261 रु० खर्च हुए। इसमें उन सतर्कता कर्मचारियों की लागत शामिल नहीं है जिनका उपयोग टिकट जांच करने के लिए किया गया, क्योंकि वे सतर्कता कार्य से सम्बद्ध विभिन्न अन्य कार्य भी करते हैं।

इस लेख में हुआ खर्च आय की तुलना में बहुत थोड़ा और नगण्य है।

Directors and Shareholders of Film Companies

4641. SHRI ARJUN SINGH BHADORIA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 9541 on the 13th May, 1969 regarding Directors and Shareholders of Film Companies and State:

(a) the authorised and paid-up capital in respect of the seven film companies viz., the Vivek (P) Ltd., New Delhi; All India Film Corporation Ltd., New Delhi; Bengal Pictures (P) Ltd., New Delhi; General Talkies Ltd., New Delhi; Shanker Pictures (P) Ltd., Calcutta; Diamond Pictures (P) Ltd., Bombay and Gemini Pictures Circuit (P) Ltd., Bombay at the time of their setting up and as on the 31st March, 1969;

(b) the amount of loan received by those companies upto the year 1968-69 from Government, Banks or other parties separately;

(c) the amount paid as interest by these companies during the last three years; and

(d) the details of their performance during the same period and the estimates for the year 1969-70?

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

Suggestions by Commercial Clerks' Association of Ajmer Re: Economy and Efficiency on Railways

4642. SHRI ONKAR LAL BERWA:
Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that the Minister of State for Railways while in Ajmer on 29th September, 1969 met a deputation of Commercial Clerks and called for their suggestions on economy and efficiency on the Railways;

(b) whether it is also a fact that some suggestions were submitted to the Railway Minister (State), by the Secretary of the Commercial Clerks Association in response to his call directly as well as through the Divisional Superintendent, Ajmer;

(c) if so, the details of the suggestions so made; and

(d) the action taken by Government thereon?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). It is understood that a deputation of the Commercial Clerks Association met the then Minister of State for Railways on 29-9-69 at Ajmer, and submitted certain suggestions for bringing about efficiency and economy on the Railways. The Railway Administration is examining the suggestions.

On-the-Spot Settlement of Claims at Certain Stations of Western Railway

4643. SHRI ONKAR LAL BERWA:
SHRI P. N. SOLANKI:
SHRI CHANDRIKA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Western Railway has introduced a scheme to settle the claims up to Rs. 200/- on the spot;

(b) if so, the detailed arrangement made by the Railways to settle the claims at station;

(c) the names of the Stations where the facility has been provided and the number of staff provided for this purpose;

(d) whether it is also a fact that although 75 per cent of the work of claims has been

transferred on the stations by the Chief Commercial Superintendent's office, no reduction has been made in clerical cadre nor the staff is transferred to the station where the work is transferred, if so, the reasons therefor; and

(e) the steps taken by Government to provide the staff to deal with the claims work?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) A scheme of spot settlement of claims of value upto Rs. 200/- by the Divisional Commercial Superintendent or the Assistant Commercial Superintendent of the Divisions has been introduced at certain stations on the Western Railway from 1-11-1969 as a trial measure.

(b) The Divisional Commercial Superintendent or the Assistant Commercial Superintendent visits the nominated stations once a week and settles claims, to the extent feasible.

(c) The scheme has been introduced at Indore, Kotah, Ajmer, Gandhidham, Jaipur, Bhavnagar, Bhaktinagar, Lakhajinagar and Rajkot stations. No extra staff has so far been provided at these stations for this purpose. The question is under consideration.

(d) and (e). As stated in answer to Part (c) above, the scheme has been introduced only at nine stations on the Western Railway and only claims of value upto Rs. 200/- are settled at these stations. This is a small percentage of the total number of claims. Thus the relief to the Claims Branch in the headquarters of the Railway on this account is only notional. The question of providing extra staff to deal with the settlement of claims is under consideration.

Settlement of Claims of Rs 200/- at Certain Stations (Western Railway)

4644. SHRI ONKAR LAL BERWA:
SHRI P. N. SOLANKI:
SHRI CHANDRIKA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Western Railway has issued orders to settle the claims of Rs. 200/- at certain stations and, if so, the names of such stations where these claims will be settled now;

(b) the total number of claim cases dealt with from 1st January, 1969 to 31st December, 1969, by the Chief Commercial Superintendent's office of the Western Railway;

(c) the total number of the cases pertaining to the stations referred to in part (b) above;

(d) the total number of cases which were of less than Rs. 200/- for the stations referred to in part (b) above; and

(e) the total number of staff working in Claim Section of the Western Railway in different grades of pay scales and the number of staff rendered surplus due to transfer of work on the stations?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) A scheme of spot settlement of claims of value upto Rs. 200/- has been introduced at Indore, Kotah, Ajmer, Gandhidham, Jaipur, Bhavnagar, Bhaktinagar, Lakhajinagar and Rajkot stations on the Western Railway with effect from 1-11-1969. Under this scheme, the Divisional Commercial Superintendent or the Assistant Commercial Superintendent of the Division visits these stations once a week and settles claims on the spot.

(b) 95,583.

(c) and (d). This information is not readily available.

(e) The total staff strength, in different grades, in the office of the Chief Commercial Superintendent (Claims), Western Railway, is as under:—

(i) <i>Claims Settlement Sections.</i>	
Chief Clerks in grade Rs. 335-425	4
Head Clerks in grade Rs. 210-380	22
Senior Clerks in grade Rs. 130-300	112
Junior Clerks in grade Rs. 110-180	138
(ii) <i>Policy Section and Organisation and Methods Section.</i>	
Chief Clerk.	1
Head Clerks.	3
Senior Clerks.	16
Junior Clerks.	16
(iii) <i>Claims Prevention Section.</i>	
Chief Clerk.	1
Head Clerks.	3

Senior Clerks. 21

Junior Clerks. 22

No staff has been rendered surplus in the Claims Office. The question of providing extra staff for the spot settlement of claims at stations is under consideration.

रेलवे में पत्रों के लिए अंग्रेजी तथा हिन्दी के समाचार पत्रों में विज्ञापन देना

4645. श्री मोल्सह प्रसाद: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे सेवा आयोग, इलाहाबाद, बम्बई, कलकत्ता तथा मद्रास, रेलवे सेवा के तृतीय श्रेणी के पदों के लिए केवल अंग्रेजी में तथा अंग्रेजी समाचार पत्रों में विज्ञापन देते हैं;

(ख) यदि हां, तो क्या इस संबंध में तुरन्त आदेश जारी करने का विचार है कि राजभाषा (संशोधन) अधिनियम के उपबंधों के अनुसार सभी विज्ञापन सभी हिन्दी समाचार पत्रों में हिन्दी में छापे जायें तथा साथ-साथ अंग्रेजी में भी छापे जायें; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री नन्दा): (क) तृतीय श्रेणी के जिन पदों का प्राधिकृत वेतन-मान 375 रुपये से ऊपर जाता है अंग्रेजी में उनका विज्ञापन उन समाचार पत्रों में किया जाता है, जो संघ लोक सेवा आयोग द्वारा जारी किए जाने वाले विज्ञापनों के लिए गृह-मंत्रालय द्वारा अनुमोदित सूची में आते हैं। निचले ग्रेड के अन्य सभी पदों के लिए अंग्रेजी के साथ-साथ हिन्दी/अंग्रेजी भाषाओं के उन समाचार-पत्रों में केवल अंग्रेजी में विज्ञापन दिए जाते हैं जो उस क्षेत्र में आमतौर पर पढ़े जाते हैं जहाँ इस तरह की जगहें निकलती हैं।

(ख) और (ग). इस पर विचार किया जा रहा है।

Promotion of Commercial Clerks of Howrah Division (Eastern Railway)

4646. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Commercial Clerks working on the Eastern Railway Particularly in the Howrah Division;

(b) the total number of Commercial Clerks working in the grade of Rs. 110-200/-;

(c) the total number of Commercial Clerks who were appointed prior to 1955 and are still waiting for promotion from the initial grade to the next higher grade;

(d) the reasons for not promoting these persons for such a long time in the next higher grade; and

(e) the remedial measures taken by Government to promote all those who are waiting for promotion for the last ten years and above?

THE MINISTER OF RAILWAYS (SHRI NANDA):

(a) Eastern Railway — 5,169

Howrah Division — 2,149

(b) 2,914.

(c) 282.

(d) and (e). Promotion of staff depends upon availability of vacancies in the next higher grade. Higher grade posts of Clerks have been allotted to various promotional units according to the prescribed percentages recommended by the Sankar Saran Award, and promotions due according to these percentages have been made. It is not feasible to guarantee promotion to all the employees who have put in ten years service.

Grievances of All-India Railway Commercial Clerks Association (Eastern Railway)

4647. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the All India Railway Commercial Clerks' Association, Eastern Zone, has submitted a memorandum to the General Manager, Eastern Railway on the 30th October, 1969 in regard to the

grievances of the Commercial Clerks of the Dhanbad Division, Eastern Railway;

(b) if so, the details thereof; and

(c) the action taken by Government on the grievances referred to in the memorandum?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, Sir.

(b) The grievances related to the following:

(i) Percentage distribution of Commercial Clerks in the scale Rs. 250-380, and above.

(ii) Need for a separate pool of quarters of Commercial Clerks.

(iii) Recovery of penal rent for unauthorised occupation/retention of quarters from Commercial Clerks in certain cases.

(iv) Deficiency in leave reserve posts.

(v) Absence of facility for medical treatment of Commercial Clerks in certain cases.

(vi) Need for rescinding target for collection by travelling booking clerks from passengers.

(vii) Facilities for drinking water etc. at big stations like Dhanbad etc.

(viii) Protection for the booking counter at Dhanbad.

(ix) Time for taking and making over charges at busy stations.

(c) The Railway Administration have examined the grievances and have taken such action as was appropriate.

Fixing of Seniority of Commercial Clerks in Eastern Railway

4648. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that grievances of the Commercial Clerks in regard to the seniority list were represented on the 6th May, 1969;

(b) whether it is also a fact that the Minister of State for Railways sent a D.O. letter to the General Manager, Eastern Railway to regularise the seniority list of the Commercial clerks;

(c) if so, the details of the documents referred in parts (a) and (b) above;

(d) whether the seniority has since been regularised; and

(e) if not, the reasons therefor and the action taken by Government in the matter?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) No.

(c) The document referred to in part (a) was a memorandum sent by the unrecognised All India Railway Commercial Clerks Association dated 6th May 1969. Regarding (b), the question does not arise.

(d) and (e). A seniority list was published by the Railway in 1969. As this was correctly drawn up, the question of any further regularisation does not arise.

Utilisation of Services of Leave Reserve Commercial Clerks in Madurai Division (Southern Railway)

4649. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some of the leave reserve Commercial Clerks available in the Madurai Division are being utilised in permanent and unsanctioned posts and in posts like Station Masters, Clerks, Ticket Collectors etc. for the last many years;

(b) whether this practice results in hardships to the Commercial Clerks to avail leave in time.

(c) whether this resulted in making the Commercial Clerks work overtime for months together in sick vacancies etc. which in turn results not only in deterioration of their health, but in payment of heavy amount to them by way of overtime allowance; and

(d) the amount of overtime allowance paid to the Commercial Clerks in the Madurai Division in the years 1968 and 1969, and the reason for the steady increase, as also the steps proposed to be taken to remedy the situation?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Only against four additional posts in scale Rs. 110-200 required to be created at four stations due to increase in work.

(b) No.

(c) Commercial Clerks have to work overtime till relievers join duty from other stations during sick and leave vacancies.

(d) Overtime paid in:—

1968	1969
Rs 19,402/-	Rs. 23,010/-

The main reason for the increase is due to revision of Dearness Allowance, inclusion of Dearness Pay for calculation of overtime and increase in the rate of pay of staff deputed for overtime. Payment of overtime cannot be avoided altogether in view of the reasons explained in part (c) above.

Fixation of Seniority of Commercial Clerks Appointed to Fill War Reserved Vacancies on Southern Railway

4650. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Commercial Clerks appointed to fill the war reserved vacancies had been given seniority by including them in the 70 per cent vacancy accrued in every year from 1st June, 1942 to 21st December, 1945 as per orders of the Railway Board, so far as the Madurai Division of the Southern Railway was concerned; and

(b) the basis adopted to give seniority to these Commercial Clerks?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) The seniority was assigned with reference to assume date of appointment giving weightage for war service.

Training-Cum-Production Centre for Handicapped Women at Green Park, New Delhi

4651. SHRI GADILINGANA GOWD: SHRI MUHAMMAD SHERIFF:

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

(a) whether the Delhi Administration has set up a Training cum-production centre for physically handicapped women at Green Park, New Delhi;

(b) if so, the details thereof; and

(c) whether such centres will be opened in the States as well and, if so, the details thereof and, if not, 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) Started in December, 1969, the Centre is open to blind, deaf and orthopaedically handicapped adult women. It has 32 trainees on the roll and imparts training in tailoring, knitting and cottage industries like masala grinding etc. The Centre has capacity for 50 trainees. A sum of Rs. 75,000 has been provided in the budget for 1970-71 for the Centre. The duration of training is one year in a given trade followed by a maximum period of two years during which the trainees could engage in production work in the Centre.

(c) Training and employment of the physically handicapped is essentially the responsibility of the States in the Fourth Plan. It will be for them to take steps in this direction.

महाराष्ट्र में चंका से वानी तक नई रेलवे लाइन

4652. श्री बेवराब पाटिल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महाराष्ट्र में चंका से वानी तक नई रेलवे लाइन विद्यमान के लिए इंजीनियरिंग सर्वेक्षण कर लिया गया है; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री नंदा) : (क) और (ख). चंका से वानी तक रेलवे लाइन के निर्माण के लिए प्रारंभिक इंजीनियरी और यातायात सर्वेक्षण का काम मंजूर किया गया है और यह काम हो रहा है। सर्वेक्षण के परिणाम उपलब्ध होने पर इस प्रस्ताव पर आगे विचार किया जाएगा।

Grant of Special pay to Wireless Operators on Southern Railway

4653. SHRI C. CHITTYBABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Wireless Operators on the Southern Railway are working on wireless and also on Microwave Teleprinters since 17th November, 1969;

(b) whether their job on teleprinter is more arduous than that performed by them on Wireless, inasmuch as the workload, responsibility and the turnover ever since 17th November, 1969 on teleprinters is four-fold than that was performed by them on wireless prior to the 17th November, 1969;

(c) whether the Wireless Operators on the Southern Railway possess the requisite qualifications in typing (Teleprinter working) for the grant of special pay as granted to signallers vide Railway Board's letter No. PC-69/SP-1/ST-5, dated the 16th December, 1969;

(d) if so, whether the benefit of grant of special pay is intended to wireless operators on the Southern Railway with effect from 17th November, 1969, for their working on teleprinter circuit; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Normally, the Wireless Operators are working either on Wireless or on Teleprinting work in rotation.

(b) No.

(c) to (e). Wireless Operators are qualified in typewriting and are put to work on Microwave Teleprinting work. No special pay has been granted to wireless operators working on Teleprinter work for the reason that:—

(1) the scale of pay of Rs. 150-300 applicable to wireless operators is higher than the scales of pay of Rs. 110-200 plus special pay of Rs. 15/- P.M. and 150-240 plus special pay of Rs. 15/- P.M. applicable to Signallers working as Teleprinter operators; and

(2) on introduction of Microwave system on Southern Railway, Wireless Operators were rendered surplus

but they are, however, utilised on Teleprinting work, giving them full protection of the higher scale of Rs. 150-300 which they were enjoying before.

Joint Stock Companies Registered in West Bengal

4654. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the total number of Joint Stock Companies registered in West Bengal, month by month, during the years 1967, 1968, 1969 and in January, 1970;

(b) the industrial classification of the Companies registered;

(c) the authorised capital of the Joint Stock Companies registered in West Bengal, month by month, during 1967, 1968, 1969 and in January, 1970;

(d) the paid-up capital of the Joint Stock Companies at work in West Bengal, year-wise, from 1967-68 to 1969-70; and

(e) whether the rumour that "liquid capital had moved out of West Bengal and that which might have come in did not do" has any substance and, if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The month-wise details of the number and authorised capital of companies registered in the State of West Bengal during the years 1967, 1968, 1969 and in January, 1970 are given in the Statement No. I laid on the Table of the House. [Placed in Library. See No. LT-3041/70]. The industry-wise break-up of these companies is shown in the Statement No. II laid on the Table of the House. [Placed in Library. See No. LT-3041/70].

(d) The paid-up capital of Joint Stock Companies at work in the State of West Bengal for the years 1967-68, 1968-69 and 1969-70 was as under:

Year	Paid-up Capital (Rs. in crores)
1967-68	581.0
1968-69	603.6
1969-70 (as on 31-12-69)	602.0

(e) According to the information available, during the years 1967-68, 1968-69 and 1969-70 (upto January, 1970) 18 companies having an aggregate paid-up capital of Rs. 3.1 crores shifted their registered offices from West Bengal to other States. During the same period 31 companies (including 16 foreign companies) with a total paid-up capital of Rs. 7.3 crores shifted their registered offices from other States of West Bengal. The information about moving in of 'liquid capital' or moving out of the same from West Bengal is not available.

दिल्ली में मद्य निषेध

4655. श्री रघुबीर सिंह शास्त्री : क्या विधि तथा सम्मान कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में मद्यनिषेध लागू करने का कोई प्रस्ताव दिल्ली प्रशासन से प्राप्त हुआ है;

(ख) यदि हां, तो उसका व्यौरा क्या है और उस पर सरकार ने क्या फैसला किया है; और

(ग) सरकार ने अन्य संघ राज्य क्षेत्रों में मद्यनिषेध लागू करने के लिए क्या कार्यवाही की है ?

विधि मंत्रालय और सम्मान कल्याण विभाग में राज्य मंत्री (डा० श्रीवर्मा कुल्लेणु गुह) : (क) और (ख) इस विषय पर दिल्ली प्रशासन से कोई औपचारिक प्रस्ताव प्राप्त नहीं हुआ है। भक्तवत्सल, कामेश्वरी पार्षद ने प्रधान मंत्री को इस विषय पर एक पत्र भेजा है।

(ग) जहाँ तक संघ राज्य क्षेत्रों का प्रश्न है, हिमाचल प्रदेश के कुछ इलाकों में मद्य निषेध लागू है तथा दिल्ली में सार्वजनिक मद्यपान पर प्रतिबन्ध है। अन्य संघ राज्य क्षेत्रों में कोई मद्यनिषेध नहीं है।

**Reorganisation of Divisions of Zonal Railways
According to Languages Areas**

4656. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) the principles governing the formation of Divisions of the Zonal Railways;

(b) whether it is a fact that the employees, specially Class III and Class IV, are greatly handicapped and suffer as a consequence of their transfer from one language area to another in the same division; and

(c) if so, whether the reorganisation of Divisions would be reconsidered and as far as possible each Division would be in one language area?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) The main considerations for formation of a division are the operating efficiency and administrative requirements consistent with economy in expenditure.

(b) As far as possible, employees with school-going children are not transferred from one linguistic area to another.

(c) No such reorganisation of divisions is contemplated.

**Length of Railway Lines under various
Divisions of Central Railways**

4657. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of Railway Lines in Kilometre in each Division of the Central Railway; and

(b) the names of those Divisions which have two language areas?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) The route length of each

Division of the Central Railway as on 31-3-1969 was as follows:—

<i>Division</i>	<i>Route length in Kilometres.</i>
Bombay	410
Bhusaval	1,769.
Nagpur	792
Jhansi	1,929
Jabalpur	872

(b) Bhusaval and Nagpur Divisions serve parts of Maharashtra and Madhya Pradesh where Marathi and Hindi respectively are commonly spoken.

**Railway Divisional Headquarters in State
Capitals**

4658. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the State capitals which do not have the Railway Divisional Headquarters; and

(b) the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Shillong (Assam), Patna (Bihar), Ahmedabad (Gujarat), Chandigarh (Punjab and Haryana), Srinagar (Jammu and Kashmir), Trivandrum (Kerala), Bhopal (Madhya Pradesh), Bangalore (Mysore), Kohima (Nagaland), Bhubaneswar (Orissa).

(b) the location of the headquarters of divisions is decided on considerations of operational efficiency and administrative requirements consistent with economy in expenditure and not on the consideration of whether a particular place is the Capital of a State or not.

**Recommendations of High Power Committee
on Security and Policing Regarding
Commercial Clerks**

4659. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the High Power Committee on Security and Policing in Paras 47-50 of its report made recommendations regarding the commercial clerks?

(b) if so, their broad details and Government's decision thereon; and

(c) if no decisions have so far been taken, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). No specific recommendation regarding commercial clerks as such has been made by the High Powered Committee in its Report. However, the Committee has recommended that—

- (i) The number of loading and unloading staff in goods shed should be sufficient to handle the traffic properly and to pay attention to the checking, weighing, packing, marking, storing, loading unloading and delivery of consignments. Care should be taken to repair damaged packages before they are re-loaded at transshipment points so as to prevent further pilferage *en-route*; and
- (ii) proper supervision should be exercised on the handling labour, emphasis being laid not so much on the fixation of personal responsibility as on effective supervision.

These recommendations are presently under consideration of the Railway Board.

(c) The recommendations require detailed scrutiny and consultation with different departments which takes time.

Application of Employee's Provident Funds Act 1952 to Casual Labour Employed on Indian Railways

4660. SHRI J. M. BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of workmen employed on casual labour terms and substitutes falling outside the purview of the Code Rules, are denied the benefits provided in the Employees' Provident Fund Act, 1952;

(b) whether the Railway Board had issued instructions in 1959 to the Zonal Railways that the provisions of the Employees' Provident Fund Act need not be observed;

(c) if so, whether the Railway Board has obtained final exemption from the Employees' Provident Fund Act in respect of the above categories; and

(d) whether the mandatory provisions of the Employees' Provident Fund Act are being implemented?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). The provisions of the Employees' Provident Funds Act, 1952 are applicable only to certain specified establishments on the Railways like the workshops, printing presses, power-houses canteens, hotels etc., which were granted ad-interim exemption from the main provisions of the Act on 12-11-1958. Instructions were issued to the Railways accordingly on 9-1-1959. The question regarding grant of final exemption is under Government's consideration.

However, casual labour when employed in these establishments on Railways for periods exceeding six months as well as the substitutes become eligible to the provident fund and other benefits which are allowed to the temporary regular staff. Other casual labour of Engineering and other Departments on the open line and construction are not at present covered by the Employees' Provident Funds Act and hence are not eligible for the benefits thereunder.

Authorised Scales of Pay for Casual Labour on Vijayawada Division (South Central Railway)

4661. SHRI J. M. BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) what are the terms and conditions for workmen employed as casual labour to become eligible for authorised scales of pay;

(b) whether the South Central Railway authorities in Vijayawada Division observe these conditions strictly; and

(c) if so, the reasons why a large number of casual labourers in the Division, who are on daily rates of pay, have not been given authorised scale of pay though they have put in more than six months of service?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Casual labour employed on works other than projects become eligible for Authorised scales of Pay on completion of six months' continuous service.

(b) and (c). In some cases on Vijayawada Division, casual labourers who became

eligible for Authorised Scales were not given the benefit due to them. The South Central Railway Administration has been asked to finalise their cases early.

Denial of Promotion to Firemen and Shunters Ignorant of English Language on Western Railway

4662. SHRI J. M. BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Firemen "B" and Shunters "B" Division-wise on the western Railway, who have been debarred from promotion on account of illiteracy in English;

(b) whether this is done in accordance with the orders issued by the Railway Board;

(c) whether the question of fixing a certain percentage of Drivers and Shunters "B" posts for English literates and illiterates has been considered; and

(d) if not, whether any other steps are being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

M/s Hind Galvanising and Engineering Co. (P) Ltd.

4663. SHRI GEORGE FERNANDES: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to starred Question No. 771 on the 26th August, 1969 regarding M/s. Hind Galvanising and Engineering Company Limited and State:

(a) whether all the information as asked for in parts (a) to (e) therein is covered by the Estimates Committee in their 85th Report presented to the Lok Sabha on the 30th April, 1969; and

(b) if not, the reasons for not giving specific replies to the questions as asked for?

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

(b) Does not arise.

Setting up of Industries in Maharashtra

4664. SHRI DEORAO PATIL: 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 for setting up major industries in Maharashtra during 1970-71 and 1971-72;

(b) if so the details thereof; and

(c) the districts in which they will be set up?

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

Residential accommodation for employees of Khadi and Village Industries Commission, Bombay

4665. SHRI GEORGE FERNANDES: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Khadi Commission Karmachari Union, Bombay has proposed construction of residential accommodation for their employees in Bombay;

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

(c) when was the proposal first mooted;

(d) when it is expected to be finally decided; and

(e) the number of employees of the Khadi and Village Industries Commission who have been provided with residential accommodation so far?

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

Annual Accounts filed with Registrars of Companies by Film Companies

4666. SHRI ARJUN SINGH BHADORA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that some Balance Sheets and Profit and Loss Accounts have been filed with the Registrar of Companies, Maharashtra by the (i) Filmistan Pvt. Ltd., Bombay; (ii) Filmalaya (P) Ltd., Bombay without maintaining proper accounts;

(b) whether varied nature of investments made by the Directors have been shown in different balance-sheets;

(c) if so, the names of these Directors at present and their investments in the companies;

(d) if the reply to part (a) above be in the negative, how do the authorities determine whether the above Companies maintain proper accounts; and

(e) the action Government propose to take against the Directors of the Company who maintain defective accounts?

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

Arrangements for safety of passengers in first class compartments

4667. SHRI K. N. PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government to secure the safety of passengers in the First class compartments during, 1969-70; and

(b) whether it is a fact that there are no Attendants in the night service of some trains in the first class bogies?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Important night trains are provided with Government Railway Police escorts. Railway Protection Force re-inforcement has also been given to Government

Railway Police, wherever it was necessary, to augment their arrangements. All doors and windows of 1st class compartments are provided with safety catches and window bars. Ladies compartments of all classes are provided with safety catches and window bars. At stations where Government Railway Police have been posted, Police personnel are deputed for platform duty to ensure safety of passengers.

(b) Attendants are provided both for the day and night journeys in first class corridor type coaches.

Collapse of super-structure of a construction work at Bokaro Steel Project

4668. SHRI C. K. BHATTACHARYYA: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Unstarred Question No. 3379 on the 9th December, 1969 regarding the collapse of super structure of a construction work at the Bokaro Steel Project and state:

(a) whether investigation has been completed about the causes and circumstances that led to the collapse of the super structure of a construction work at the Bokaro Steel project; and

(b) if so, the results of such inquiry?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) and (b). A Committee appointed to investigate the accident has since submitted its Report which is being examined by Hindustan Steelworks Construction Limited.

12 hrs.

RE: ATTEMPT ON THE LIFE OF SHRI JYOTI BASU

MR. SPEAKER: We now take up the Call Attention notice.

SHRI UMANATH (Pudukkottai): Sir, there is a very serious matter. Mr. Jyoti Basu was shot at Patna station this morning and an official who was by his side died. A very grave situation has developed. Only yesterday, we discussed the affairs of West Bengal

and today morning Mr. Jyoti Basu was shot at. (Interruptions) The other day, an attempt was made on the life of Dr. Ram Subhag Singh. . . (Interruptions)

श्री रवि राय (गुरी) : अध्यक्ष महोदय, यह बहुत गम्भीर मसला है और खराब भी है। इसकी जांच होनी चाहिए। राजनीतिक हत्याएं नहीं होनी चाहिए। यह पोलिटिकल एसेसिनेशन है।

SHRI RANDHIR SINGH (Rohtak): Sir, a serious notice of this event should be taken. . . (Interruptions)

अध्यक्ष महोदय : बगैर पूर्ण सूचना के इस तरह से यहाँ पर कोई मामला उठा देना कुछ ठीक नहीं जंचता है। अगर मुझे पता हो कि मामलीय सदस्य सदन में क्या चीज उठाये वाले हैं तो मैं उसके लिए पहले से तैयार हो सकता हूँ।

श्री रवि राय : आज सुबह ग्यारह बजे ही खबर मिली है। पटना में जो चीज हुई है वह बहुत ही खतरनाक है। इस तरह से राजनीतिक एसेसिनेशन नहीं होना चाहिए।

MR. SPEAKER: I will look into it.

SHRI HEM BARUA (Mangaldai): You direct the Government spokesman to make a statement on this.

श्री रवि राय : आज सरकार की ओर से दो बजे बयान हो जाना चाहिए कि पटना में क्या घटना हुई है। उनके पास जो सज्जन थे वह खबर गए लेकिन ज्योति बसु का कुछ नहीं हुआ। होम मिनिस्टर को स्टेटमेंट देना चाहिए कि कैसे क्या हुआ।

DR. RAM SUBHAG SINGH (Buxar): This is a very serious matter. Mr. Jyoti Basu was shot at at Patna station and an official accompanying him died. A very serious notice should be taken of it.

MR. SPEAKER: I will look into it. Let me know the facts about the whole case.

SHRI H. N. MUKERJEE (Calcutta North-East): I hope, Sir, you are directing the Railway Minister or the Home Minister to make a statement on it as soon as possible. This is a matter of serious nature.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA): We are collecting the information and, we hope, we shall get the information from the Bihar Government by this evening.

श्री अटल बिहारी वाजपेयी (बलरामपुर) : आप सरकार से एक बात और कहें। हमारे पास जो खबर आई है उसके अनुसार जिसने गोली चलाई वह अपनी पिस्तोल घुमाता हुआ प्लेटफार्म से भाग गया। उसके पकड़ने के लिए क्या किया जा रहा है ?

SHRI VIDYA CHARAN SHUKLA: We will get all the information.

MR. SPEAKER: He will make a statement.

SHRI HEM BARUA: This political assassination must not be encouraged. Here is a case of a man shooting at the ex-Deputy Chief Minister of West Bengal and the man who accompanies him dies. Mr. Jyoti Basu pointed out the man who used the pistol but that man evaporated from there.

SHRI NAMBIAR (Tiruchurapalli): They did not even care to catch him. . . (Interruptions)

MR. SPEAKER: I have asked him to make a statement in the House. Now, we take up the Call Attention notice.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED UNRESOLVED BORDER DISPUTE BETWEEN U.P. AND BIHAR AND POSSIBILITIES OF CLASHES OVER HARVESTING

श्री शम्भू बाबू (सैदपुर) : मैं अखिल भारतीय लोक महत्व के निम्नलिखित विषय की ओर गृह-कार्य मंत्री का ध्यान दिलाना

[श्री शम्भूनाथ]

चाहता हूँ और प्रार्थना करता हूँ कि वह इस धारे में एक वक्तव्य दें:

“उत्तर प्रदेश और बिहार के बीच कथित सीमा विवाद के हल न किए जाने और फसल की कटाई पर भयंकर झगड़े होने की संभावनायें।”

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA): Mr. Speaker Sir, At present the deep-stream of river Ganga is the boundary between Ballia district of Uttar Pradesh and Shahabad district of Bihar. The course of the river in this area fluctuates from year to year, with the result that the deep-stream also undergoes changes from time to time. When the river subsides after the monsoon, at some places it may flow in more than one stream and if there is doubt as to which of them should be taken as the deep-stream the verification is done by officers of the two State Governments in accordance with the rules on the subject.

According to reports received, some doubt had arisen regarding the actual locus of the deep-stream as emerged after the last monsoon at certain points along the course of the river. The State Governments have been in touch with each other and our information is that the concerned Commissioners of the two Governments would be meeting soon for the verification of the deep-stream. The need for carrying out this work immediately and before the harvesting of crops in this area has been impressed upon the State Governments.

श्री शम्भू नाथ : अध्यक्ष महोदय, इस समय देश में सीमा विवाद का मसला खड़ा हो गया है और कई राज्यों में इस तरह का तनाव फैला हुआ है। हमारे उत्तर प्रदेश और बिहार में भी इस तरह का सीमा विवाद उठ खड़ा हुआ है। उत्तर प्रदेश के बलिया जिले और बिहार के शाहाबाद जिले, इन दोनों के बीच में गंगा नदी बहती है, करीब 60 मील की लम्बाई में दोनों तरफ यह पी० ए० सी० खड़ी हुई है।

इस तनाव को देखते हुए त्रिवेदी कमेटी बनाई गई थी। उसने अपनी रिपोर्ट दी, पार्लियामेंट में उस पर बहस भी हुई और पार्लियामेंट में वह एप्रूव भी हुई लेकिन चूँकि बहुत सारे गांव जो पहले उत्तर प्रदेश के थे आज भी हैं और एवार्ड के जरिए भी और कटाव के जरिए जो गांव उत्तर प्रदेश को मिले हैं लेकिन बिहार के कुछ लोगों ने त्रिवेदी एवार्ड के खिलाफ रिट पेटिशन दायर कर दी है जिसकी वजह से उसका इम्प्लीमेंटेशन रुक गया है। मिनिस्टर महोदय ने अपने स्टेटमेंट में एक बात कही है:

The State Governments have been in touch with each other and our information is that the concerned commissioners of two Governments would be meeting soon for the verification of the deep stream.

उसको पढ़ने से ऐसा लगता है कि इस मामले में जानकारी हासिल नहीं की गई। असलियत यह है कि इस विवाद को खत्म करने के लिए 1968 में उत्तर प्रदेश की सरकार और बिहार की सरकार, दोनों ने मिड डीप स्ट्रीम वैरिफिकेशन करना माना और कुछ मिड डीप सर्वे का काम किया भी लेकिन चूँकि उसके बाद वे गांव उत्तर प्रदेश को मिलते थे इसलिए बिहार की सरकार ने उसको नहीं माना। उसके बाद उत्तर प्रदेश की सरकार ने सन् 1969-70 में सेंटर को लिखा कि फिर से वैरिफिकेशन होना चाहिए और वह सेंटर के जरिए होना चाहिए। लेकिन सेंटर की सरकार ने आज तक कुछ नहीं किया। यह कहना कि दोनों सरकारों के कमिश्नर्स आपस में बैठकर यह मामला तय कर लेंगे ऐसी कोई संभावना नहीं है।

गत वर्ष 14 हरिजन जो अपनी जीविका की रक्षा के लिए फसल काटने के लिए गए थे उनकी हत्या की गई। बिहार के लोगों ने की . . . (ब्यवधान) मैं यह बात सही कह रहा हूँ। शाहाबाद जिले के लोगों ने की। मैं सीमा सबाल पूछना चाहता हूँ कि ऐसी परि-

स्थिति में जब बिहार हर मसले को इवेड कर रहा है और पी० ए० सी० के द्वारा जो उत्तर-प्रदेश के किसानों ने फसल को बोया है और कटना चाहते हैं मगर बिहार की सरकार डिले करती जा रही है तो ऐसी हालत में क्या केन्द्रीय सरकार अपने जनरल सर्वेयर को भेजकर यह सीमा तय करेगी और जो किसानों ने बोया है उनकी उस फसल को कटवाने की व्यवस्था करेगी ?

श्री विद्याचरण शुक्ल : माननीय सदस्य ने जो प्रश्न उठाया है उसमें एक बात तो उनको यह खयाल रखनी चाहिए कि जो सीमा की समस्या थी वह सीमा की समस्या इस माननीय सदन द्वारा एक बिल पारित कर देने के बाद तय हो गई है। हमने संसद् के द्वारा एक विधेयक पास किया है जिसके अन्तर्गत वहां पर सीमा निर्धारित करने की हमने एक प्रक्रिया निर्धारित कर दी है। उसके अन्दर काम भी हुआ है। जहां पर बाऊंडरी पिलर्स फिक्स करने हैं वह स्थान भी निर्धारित कर दिए गए हैं। उसके बाद बाऊंडरी पिलर्स लगाने लगे और पिछले साल वह बाऊंडरी पिलर्स लगाने का काम पूरा भी हो जाता लेकिन दुर्भाग्यवश पटना हाईकोर्ट में कुछ याचिकाएं रखी गईं और उसके कारण स्टे आर्डर दिया गया। यह काम अभी पूरा नहीं हो पाया है।

उसके बाद जो दूसरा सवाल उन्होंने उठाया अर्थात् जो गहरी नदी का निर्धारण करना था वह वहां सन् 1968 में हुआ था अब दुबारा उसके निर्धारण करने की क्या जरूरत है। जो माननीय सदस्य इस बारे में कुछ जानते हैं उनको मालूम ही है कि हर साल उस चीज में फर्क होता है। जहां पर पिछले साल डीप स्ट्रीम हो वहीं पर इस साल डीप स्ट्रीम हो यह आवश्यक नहीं है। इसलिए इसको हर साल निर्धारित करना पड़ता है। जिस समय यह झगड़ा शुरू हुआ, हम लोगों ने दोनों राज्य सरकारों से कहा कि उनको जल्दी से जल्दी निर्णय लेना चाहिए। इसके लिए पुराने

नियम बने हुए हैं, जिनके अन्तर्गत यह निर्णय लेना पड़ता है। उन नियमों के अन्तर्गत वहां के रेवेन्यू आफिसर मिलकर इस बात को तय करते हैं। अगर दोनों जगहों के रेवेन्यू आफिसर्स में कोई समझौता न हो तो राज्य सरकारों के ज्यादा वरिष्ठ अधिकारी समझौता करके निर्णय करते हैं कि कहां पर स्ट्रीम है और कहां पर बाऊंड्री होनी चाहिए और कहां तक किस राज्य सरकार का किमिनल और सिविल जूरिजिडिक्शन चलता है। इसके बाद सारी कार्रवाई होती है। स्टे आर्डर के कारण सर्वेयर जनरल को वहां काम करने का अधिकार नहीं है।

जैसा मैंने अभी कहा बिहार के कमिश्नर और उत्तर प्रदेश के कमिश्नर दोनों मिलकर इस बात को तय कर रहे हैं। हमने इस बात का प्रयत्न किया है कि वहां पर इस बीच में कोई ऐसी कार्यवाही न की जाय जिसके कारण दोनों तरफ से किसी तरह की कोई उकसाहट हो या झगड़ा हो। अगर कोई झगड़ा है तो उसको मिटा कर हम जल्दी से जल्दी इस बात की कोशिश कर रहे हैं कि इस बारे में निर्णय हो सके। केवल उच्च न्यायालय के स्टे आर्डर के कारण यह चीज वहां पूर्ण रूप से तय नहीं हो पाई है, नहीं तो माननीय सदन द्वारा जो निर्णय लिया गया था, उससे यह चीज पूरी तरह पर तय हो सकती थी।

DR. RAM SUBHAGH SINGH (Buxar):
Regarding the crop that has been sown, it is the people of those villages who are on that side of the Ganga who have been doing that crop. The crops are now ripe. May I know whether any arrangement will be made soon to have it harvested by the persons who have sown that crop because they belong to that village?

एक माननीय सदस्य : बिहार के जमींदारों ने ऐसा किया है। उनके खिलाफ कोई कार्रवाई नहीं की गई है। (व्यवधान)

श्री शम्भूनाथ : अभी मंत्री महोदय ने कहा कि बिबेदी भवांड के खिलाफ रिट लाई गई। जहां तक मुझे मालूम है कि रिट का

[श्री शम्भूनाथ]

फसला हो चुका है। लेकिन अगर फसला नहीं हुआ है तो मैं जानना चाहता हूँ कि यह रिट कब दाखिल हुई और कितनी रिट्स दाखिल हुई। उनमें से कितनों का फसला हो चुका है। और कितनी बाकी हैं, क्योंकि बिहार सरकार बराबर चाहती रही है कि उनका फसला जल्दी न हो क्योंकि बहुत से गांव उत्तर प्रदेश के थे और आज भी उत्तर प्रदेश को मिले हुए हैं। बिहार सरकार जान बूझ कर देर कर रही है। मैं जानना चाहता हूँ कि अगर इसका फसला नहीं हुआ है और देर की जा रही है, रिट पेंडिंग हैं तो उसका फसला जल्दी से जल्दी करवाने के लिए सरकार क्या कार्रवाई कर रही है? (व्यवधान)

श्री बिद्या चरण शुक्ल : यह कहना गलत होगा कि बिहार सरकार इसमें हस्तक्षेप कर रही है। मैं इतना बतलाना चाहता हूँ कि अभी बिहार हाई कोर्ट के सामने पांच याचिकायें जारी हैं। बाकी का फसला हो चुका है। केवल पांच पेंडिंग हैं, और भेरी वर्तमान सूचना के अनुसार शायद आज उनका फसला होगा। चूंकि यह चीज हाई कोर्ट के सामने है, उस पर हमारा भी कोई जोर नहीं है और बिहार सरकार का भी कोई जोर नहीं है। अगर हाई कोर्ट वाले फिर उसको स्पगित कर दें तो भी हमारा कोई हकम नहीं चल सकता, लेकिन उम्मीद है कि जो पांच याचिकायें बची हुई हैं उनका फसला आज हो जाएगा।

श्री रघुबीर सिंह शास्त्री (बागपत) : अभी मंत्री महोदय ने जो उत्तर दिया है उसमें उन्होंने कहा है कि दोनों सरकारों ने कह दिया कि फसल कटने से रोकी जाय, फसल न काटी जाय। क्या मंत्री महोदय को यह ज्ञात है कि उत्तर प्रदेश और बिहार के उस भाग में लगाभग होली के बाद फसल कटनी शुरू हो जाती है और कुछ फसल कट भी गई है। जब फसल कट गई है तब आप आज यह कह रहे हैं कि हमने कह दिया है कि फसल कटने से रोकी जाय, यह क्या बात है?।

दूसरी बात मंत्री महोदय यह बतलायें कि उत्तर प्रदेश के किसानों ने जो फसल बोई थी क्या बिहार की पी० ए० सी० उसको जबरदस्ती कटवा रही है (व्यवधान)? मैंने पूछा था कि जो फसल उत्तर प्रदेश के किसानों ने बोई थी . . . (व्यवधान). . . यह चोरी भी करते हैं और सीनाजोरी भी करते हैं।

अध्यक्ष महोदय : मैं नहीं चाहता कि दो शास्त्री आपस में लड़ें।

श्री योगेश्वर शर्मा (बेगुसराय) : बिहार के पट्टेदार हैं जिन्होंने जमीन पर दखल किया हुआ है। उनके दस लोगों का यहां के जमींदारों ने खून करवा दिया है। दस पट्टेदार हैं। यहां यू० पी० और बिहार का सवाल नहीं है, जमीन और किसान का सवाल है (व्यवधान)।

अध्यक्ष महोदय : बार बार दखल न दिया जाय। थोड़ा बहुत ठीक है। आप तो रुकते ही नहीं हैं। फिर आप दोनों शास्त्री हैं। शास्त्री को शास्त्री का लिहाज करना चाहिए।

श्री रघुबीर सिंह शास्त्री : हमारी मुश्किल यह है कि चोर की दाढ़ी में तिनका। यह चोरी भी करते हैं और सीनाजोरी भी करते हैं।

श्री योगेश्वर शर्मा : यह बहुत गलत है। दस किसान बिहार के खत्म कर दिए गए हैं उनके जमींदारों के जरिए से।

DR. RAM SUBHAG SINGH: The crops have been sown by those people who belong to that village.

श्री रघुबीर सिंह शास्त्री : मैं मंत्री महोदय से पूछ रहा था कि क्या यह ठीक है कि वहां जो फसल उत्तर प्रदेश के किसानों ने बोई थी उसको आज बिहार की पी० ए० सी० खड़ी होकर कटवा रही है। दूसरी बात मैं यह कहना चाहता हूँ कि मुझे भी बड़ा अफसोस हुआ, जैसा हमारे माननीय सदस्य कह रहे हैं, कि गत वर्ष 14 व्यक्ति मारे गए। यह किसी

स्यान के लोग मारे गए हों, वह हमारे भाई मारे गए हैं, वह भारत के लोग मारे गए हैं।
(व्यवधान)

श्री योगेश्वर शर्मा : नरही के बाबू ने कत्ल करवाया है किसानों का।

श्री रघुबीर सिंह शास्त्री : मैं तो आपकी ही बात कह रहा हूँ।

श्री प्रकाशबीर शास्त्री (हापुड़) : मैं आपसे प्रार्थना करता हूँ कि आप एक बाल श्री शर्मा से जरूर कह दें कि जिन्होंने कत्ल किया है या जिन्होंने यह पाप किया है हम उनको उतना ही कंडेम करते हैं जितना श्री शर्मा।
(व्यवधान)

श्री रामावतार शास्त्री (पटना) : उन्होंने बिल्कुल ठीक कहा।

अध्यक्ष महोदय : इससे आपका कोई मसला हल नहीं होगा। आप दूसरों को बोलने क्यों नहीं देते ? क्यों बार-बार रुकावट डालते हैं ?

श्री रघुबीर सिंह शास्त्री : मैं मंत्री महोदय से यह भी पूछ रहा था कि गत वर्ष ऐसी भीषण घटना वहां हो चुकी है और दूसरे फसल भी कट गई है। इस एक साल तक भारत सरकार क्यों सोती रही ? दोनों प्रदेशों के लोग मरते रहे, उनका कत्ल होता रहा, भारत सरकार ने इतने दिन से कोई कार्रवाई क्यों नहीं की ? जब दो राज्यों में लड़ाई हो तब भारत सरकार को बीच में आकर तत्परता के साथ उसका समाधान करना चाहिए। फिर अब फसल कट रही है, तब भारत सरकार कह रही है, जैसे पहले के नवाब घर फुंक जाने के बाद घाईर देते थे कि पानी भेजा जाना चाहिए, कि हुकम दिया जाता है कि फसल को कटने से रोका जाय। मैं पूछना चाहता हूँ कि एक साल तक भारत सरकार क्या करती रही ?

श्री विद्या चरण शुक्ल : बड़ी भ्रजीब बात कही माननीय सदस्य ने। एक ओर तो खुद उन्होंने कहा कि वहाँ फसल कट चुकी है और वहाँ कुछ हो नहीं सकता, दूसरी ओर वह कहते हैं कि इसमें भारत सरकार एक साल से क्या करती रही। माननीय सदस्य को यह मालूम होना चाहिए कि भारत सरकार का जो कार्य था वह उसने पूरा कर दिया। वहाँ जो कानून और व्यवस्था का कार्य था वह भारत सरकार का नहीं था, वहाँ जो फसल बोई जाय या काटी जाय, यह भी भारत सरकार का काम नहीं है।

श्री रघुबीर सिंह शास्त्री : जब दो स्टेट्स में लड़ाई हो तब भारत सरकार को बीच में आना चाहिए।

श्री विद्या चरण शुक्ल : लड़ाई हुई कहां ?

श्री रघुबीर सिंह शास्त्री : दोनों की पी० ए० सी० खड़ी हुई है, आप कहते हैं कि लड़ाई नहीं हुई।

श्री विद्या चरण शुक्ल : जब लड़ाई होने की आशंका हो गई तब हमने तत्काल कार्रवाई शुरू की और उसी कार्रवाई के अन्तर्गत हमने कहा है, और आज भी आप समझ सकते हैं कि यदि वहाँ खेतों पर इस बात का झगड़ा हो कि किसको बोना है और किसको काटना है और उसको हम चालू रखने दें तो झगड़ा तत्काल शुरू हो जावेगा, चाहे जितनी पी० ए० सी० लगायें या कितना ही इन्तजाम करें। किसान के लिए खेती से बड़ी दूसरी कोई चीज नहीं हो सकती। यदि दूसरे लोग आकर उसकी फसल को काटने लगेंगे तो वह कैसे काटने देगा। इसलिए जब तक अभी इस बात को तय न कर दें कि किसका सिविल जूरिजिडिक्शन है और किसका क्रिमिनल जूरिजिडिक्शन है, या किसकी फसल है किसकी नहीं तब तक अन्धधुन्ध कटाई नहीं की जा सकती। बिना गा फसाद हुए हमको वहाँ पर इस बात का अधिकार नहीं है कि हम कटाई को रोक सकें। मैं केवल इतना ही निवेदन कर सकता हूँ कि वहाँ शांति व्यवस्था बनाने रखने के लिए इस कार्रवाई के

[श्री विद्या चरण शुक्ल]

अन्तर्गत कमिश्नरों को लिखा गया कि एक ब्राह्म दिन में इस बात का फैसला करें और उस फैसले के अन्तर्गत जैसी कार्रवाही करनी हो एग्जीमेंट के अनुसार वह की जाय। अभी यही काम हमने किया है।

श्री: चंद्रिका प्रसाद (बलिया): सबसे पहले तो मैं यह कहना चाहता हूँ कि हमारे सवाल हिन्दी में होते हैं और हमको जवाब अंग्रेजी में दिया जाता है। यह बड़े ही खेद की बात है और इस पर इस मंत्रालय को शर्म आनी चाहिए।

अध्यक्ष महोदय, आपने देख ही लिया कि पार्लियामेंट के मेम्बरों को जो यू० पी० से आते हैं, इस समस्या पर बोलने नहीं दिया जाता है बिहार वालों की तरफ से। इसी से आप अनुमान लगा सकते हैं कि वहाँ पर जहाँ यह सीमा विवाद है, लोगों के साथ कितनी ज्यादाती होती होगी। वहाँ पर चपरासी से लेकर जज तक उन लोगों के साथ कैसा व्यवहार करते होंगे।

डा० राम सुभग सिंह: बिहार वाले मारे गए हैं। आप कायदे के खिलाफ मांग करते हैं।

श्री: चंद्रिका प्रसाद: उत्तर प्रदेश और बिहार का यह जो मामला है यह दो सूबों के बीच तय होने वाला मामला नहीं है। अगर वे मिलकर इसको तय कर लेते तो पंडित जवाहरलाल नेहरू को वे दोनों सरकारें पंच क्यों बनातीं और पंडित नेहरू श्री त्रिवेदी को इस काम के लिए नियुक्त क्यों करते? अगर दो स्टेटों का यह मामला होता और अगर यह तय हो सकता तो आज तक तय हो जाता और एवाइड देने की जरूरत क्यों पड़ती? इस वास्ते केन्द्र को इस मामले को निपटाना होगा।

मैने डी० एम० आरा से बात की है। एस० डी० श्री० ब्रह्मर से मैने बात की है।

सेक्रेटरी से मैने टेलीफोन पर बात की थी। सभी हमारी बात का समर्थन करते हैं लेकिन कोई भी करता कुछ नहीं है। कर्नलिस तो सब ही जाते हैं लेकिन फिर भी पक्षपात से काम ले रहे हैं। दोनों कलेक्टर मिले भी हैं लेकिन बिहार के रवैए के कारण कोई समाधान नहीं निकल सका है। आप यह भी देखें कि जंवल, हांसनगर (नैनीजोर), पचसखिया तथा अमरपुर दियारा, बियारे की जमीन डीप स्ट्रीम वेरिफिकेशन के अनुसार उत्तर प्रदेश की है। उत्तर प्रदेश के किसानों ने वहाँ बूवाई की है। इस वास्ते फसल काटने का अधिकार भी उनका ही है। 1968 के वेरिफिकेशन के अनुसार भी वह उत्तर प्रदेश की है। हम लोग जो हैं और उत्तर प्रदेश की सरकार जो है वह कायदे कानून जो हैं उनका पालन करती है लेकिन बिहार नहीं करता है। हमारे पास परमानेंट रिकार्ड है लेकिन बिहार के पास परमानेंट रिकार्ड भी नहीं है। हर साल वहाँ फर्जी सबूत कराया जाता है और 145 के अन्तर्गत 1,000 बीघा जमीन जब्त थी लेकिन उसको बिहार की बता दिया गया है, और दस हजार बीघा से अधिक और पी० ए० सी० लगवा कर उस जमीन में बोई गई फसलों को वे कटवा रहे हैं। अगर उन्होंने पी० ए० सी० को नहीं लगाया होता तो हम उनके साथ निपट सकते थे। तब कोई समस्या नहीं थी।

त्रिवेदी एवाइड को भ्राए हुए भी काफी समय हो गया है। सरकारी कार्रवाई पूरी हो गई थी। लेकिन उसके खिलाफ भी रिट पड़ी हुई है और उसका कोई फैसला नहीं किया गया है। ये जो न्यायालय हैं वे ग्रेटर गुड के लिए हैं और उसके लिए ही इनको काम करना चाहिए। लेकिन वे नहीं कर रहे हैं। नेशनल-लाइज्ड बैंक्स सम्बन्धी जो कानून बनाया गया था उसको आप जानते ही हैं कि सुप्रीम कोर्ट ने रद्द कर दिया था। उत्तर प्रदेश की शुगर फैक्टरीज को अपने हाथ में लेने के लिए वहाँ सरकार ने जो निर्णय किया था, उसके

खिलाफ भी जजों ने फंसला दिया। त्रिवेदी एवार्ड भी इसी वास्ते आया कि उत्तर प्रदेश और बिहार के बीच जो सीमा विवाद है वह हल हो जाए, शांतिपूर्वक हल हो जाए लेकिन वह मामला भी अभी तक न्यायालय में लटका हुआ है, कोई परवाह नहीं कर रहा है। अपील दाखिल करवा कर उसको लटक दिया गया है। हम लोग मर जायेंगे, मिट जायेंगे शगर यही हालत रही। मैं सरकार से प्रार्थना करूंगा कि वह इसको देखे। जज भी पक्षपात कर रहे हैं और वे भी इसमें दिलचस्पी लेकर इसको लटकाए रखना चाहते हैं। इससे प्रेटर गुड नहीं होता है। मैं चाहता हूँ कि जो हमारे न्यायालय हैं, जो हमारे जज हैं, उन पर भी किसी प्रकार की पाबन्दी लगाई जाए, उनके अधिकारों को भी सीमित किया जाए। अगर उनके अधिकार इसी तरह से असीमित रहे तो यह प्रजातंत्र जो है यह नहीं चल पाएगा।

मैं प्रश्न पूछना चाहता हूँ। बिहार सरकार ने 145 में जिस दियारे की जमीन को जब्त किया है और जो फर्जी सर्वे करके ऐसा किया है, क्या मंत्री महोदय इसके लिए तैयार हैं कि उाको मान्यता नहीं दी जाएगी ?

दो स्टेट्स के बीच में मतभेद हैं। वे आपस में उनको दूर नहीं कर पाए हैं। आरा के डी० एम० और बलिया के डी० एम०, दोनों डी० एम० मिले थे। उन लोगों से यह मामला तय नहीं हो पाया। अब आपने कहा है कि कमिश्नर मिलने जा रहे हैं। लेकिन उससे भी मामला तय नहीं हो पाएगा। इसका कारण यह है कि बिहार का प्रोपन माइंड नहीं है। इस वास्ते उनके मिलने से कोई फायदा नहीं होगा। ऐसी स्थिति में क्या केन्द्रीय सरकार सोती रहेगी ? जो सर्वेअर था उसके काम को भी हाई कोर्ट ने रोक दिया। अब सर्वेअर जाकर सर्वे नहीं करा पाएगा। त्रिवेदी एवार्ड रिट के कारण लटका हुआ है। इस सबको देखते हुए क्या आप किसी मिनिस्टर को भेजकर, तीसरे प्रादमी को भेजकर गंगा का

मिड डीप स्ट्रीम वेरिफिकेशन करा कर सीमा सम्बन्धी झगड़े को सुलझायेंगे ?

श्री योगेश्वर शर्मा : मेरा एक प्वाइन्ट आफ ऑर्डर है। माननीय सदस्य ने कहा है कि वहां पर बिहार सरकार ने फर्जी सर्वे कराया है। फर्जी सर्वे का मतलब है नकली सर्वे। लेकिन हकीकत यह है कि बिहार सर्वे सेटलमेंट एक्ट के मुताबिक बिहार सरकार ने सर्वे कराया। उस सर्वे में अमरपुर दियारा के किसानों की जमीन . . .

अध्यक्ष महोदय : नो नो। आपका नाम नहीं है। इसमें कोई प्वाइन्ट आफ ऑर्डर नहीं।

श्री योगेश्वर शर्मा : आप तो निष्पक्ष हैं। आप सुन तो लें।

श्री रामावतार शास्त्री : मेरा भी प्वाइन्ट आफ ऑर्डर है।

अध्यक्ष महोदय : ऐसा ही होगा जैसा उनका था।

श्री रामावतार शास्त्री : ये मामला तय करने की बात कर रहे थे या दो राज्यों को आपस में लड़ाने की बात कर रहे थे, आप इसका निर्णय दें।

श्री सुरेन्द्रनाथ द्विवेदी (केन्द्रपाड़ा) : और क्वेश्चन बन्द कर दिए जाने चाहियें।

अध्यक्ष महोदय : बात यहां नहीं करने देते और वहां वे क्या करते होंगे ?

श्री चन्द्रिका प्रसाद : निर्णय हो गया है। मालूम हो गया है कि कौन ज्यादाती कर रहा है।

श्री विद्या चरण शुक्ल : इस मामले में माननीय सदस्य बहुत पहले से रुचि लेते आ रहे हैं। इस समस्या को कई बार उन्होंने हमारे ध्यान में लाया है। इसके बारे में क्या कुछ कार्रवाई की जानी चाहिए, इसके बारे में भी उन्होंने कई बार हमसे कहा है। उनको

[श्री विद्या चरण शुक्ल]

अच्छी तरह से मालूम है कि तत्काल जहां पर भी हम लोगों को कार्रवाई करने की गुंजाइश थी, वहां हमने की है। जहां तक झगड़े का संबंध है, यह झगड़ा सदियों से चलता आ रहा है। अब भाग्यवश इसका निर्णय हो गया है और संसद के द्वारा एक विधेयक भी पारित हो गया है और उसके अन्तर्गत इस मामले को पूरी तरह से हल कर दिया जाएगा। चूंकि न्यायालय में पेश की गई याचिकाओं के कारण कुछ झगड़ा बीच में पैदा हो गया है इसलिए कुछ देर हुई और कुछ समय के बाद जब परमानेंट बाउंडरी बन जाएगी तो कोई झगड़ा विशेष बाकी नहीं रह जाएगा।

वहां के जो स्थानीय अधिकारी हैं वे अभी तक इस बात को निर्धारित नहीं कर पाए हैं और न ही उनको ऐसा करने का मौका मिला है कि कौनसा खेत किस किसान ने बोया और वह खेत उत्तर प्रदेश में है या बिहार में है। इसका निर्धारण हो और इस समस्या का हल शांतिपूर्ण ढंग से हो, इसलिए इसमें हस्तक्षेप करने की आवश्यकता पड़ती है और वह हस्तक्षेप दोनों सरकार द्वारा शांतिपूर्ण ढंग से किया जा रहा है। इसमें इस तरह के आरोप लगाना कि फलां सरकार ने गलती की है, उचित नहीं होगा। दोनों ओर से कोशिश इस बात की की जा रही है कि यह समस्या ठीक से हल हो और इस काम में हम दोनों राज्य सरकारों की सहायता कर रहे हैं। मुझे विश्वास है कि माननीय सदस्य जो इस मामले में इतनी रुचि लेते आए हैं, वह भी कुछ और रुचि लेकर यत्न करेंगे कि जब तक विवेदी एवार्ड के अनुसार वहां बाउंडरी फिक्स नहीं हो जाती—जिसकी आशा है कि कुछ ही महीनों के अन्दर हो जाएगी—स्वयं जाकर प्रयत्न करेंगे कि वहां पर लोगों में झगड़ा न हो और शांतिपूर्वक तथा न्यायपूर्वक यह समस्या हल हो।

श्री योगेश्वर शर्मा : चौदह हत्याओं को अभी

तक क्यों गिरफ्तार नहीं किया है ? कैसे शांति होगी ?

श्री मोलहू प्रसाद (बांसगांव) : अध्यक्ष महोदय, ऐसे उत्तर से काम नहीं चलेगा। मेरा निवेदन है कि जब दो राज्यों का मामला है, तो केन्द्रीय सरकार को वहां शांति बनाए रखने की पूरी व्यवस्था करनी चाहिए और यह देखना चाहिए कि दोनों राज्यों की पुलिस अपने-अपने राज्य के साथ पक्षपात न कर सके. . . (व्यवधान)

MR. SPEAKER: If you defy the Chair, I shall not allow your remarks to go on record.

श्री मोलहू प्रसाद : . . .

अध्यक्ष महोदय : माननीय सदस्य बैठ जायें। वह जानते हैं कि कार्लिंग एटेंशन नोटिस में हर एक मेम्बर सवाल नहीं पूछ सकता है। वह बीच में कैसे आ गए ? (व्यवधान)

श्री चन्द्रिका प्रसाद : अध्यक्ष महोदय, मेरे सवाल का जवाब नहीं आया है।

श्री प्रकाशवीर शास्त्री : अध्यक्ष महोदय, बिहार और उत्तर प्रदेश के रिश्ते बहुत पुराने हैं। इन दोनों में आपस में कुछ विवाद न हो, इसलिए आगे केन्द्रीय सरकार से कहें कि वह बीच में पड़कर जल्दी इस समस्या का समाधान करें। (व्यवधान)

श्री जनेश्वर मिश्र (फूलपुर) : बिहार और उत्तर प्रदेश में जो विवाद चल रहा है, केन्द्रीय सरकार उसमें हस्तक्षेप करने में बिलम्ब कर रही है। क्या उसका एक कारण यह भी है कि गृह मंत्रालय के कुछ बड़े अफसर बिहार के पक्ष में दिलचस्पी लेते हैं ?

श्री विद्या चरण शुक्ल : वह गलत बात है।

12.31 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF KHADI AND VILLAGE INDUSTRIES COMMISSION

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): I beg to lay on the Table a copy of the Annual Report of the Khadi and Village Industries Commission, Bombay, for the year 1968-69 under sub-section(3) of section 24 of the Khadi and Village Industries Commission Act, 1956, along with the Statistical Statement. [Placed in Library. See No. LT-3032/70].

NOTIFICATION UNDER MINIMUM WAGES ACT

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI S. C. JAMIR): I beg to lay on the Table a copy of the Minimum Wages (Central) Amendment Rules, 1969 (Hindi and English versions) published in Notification No. G.S.R. 466 in Gazette of India dated the 21st March, 1970, under section 30A of the Minimum Wages Act, 1948 [Placed in Library. See No. LT-3033/70].

12.32 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following messages received from the Secretary of Rajya Sabha:—

- (i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 25th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no re-

commendations to make to the Lok Sabha in regard to the said Bill."

- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Manipur Appropriation Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 25th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."
- (iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Manipur Appropriation (No. 2) Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 25th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.33 hrs.

PUBLIC ACCOUNTS COMMITTEE

HUNDRED AND FIRST REPORT

श्री अटल बिहारी वाजपेयी (बलरामपुर): अध्यक्ष महोदय, मैं राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम (स्वास्थ्य विभाग) से संबंधित लेखा-परीक्षा प्रतिवेदन (सिविल), 1969 के पं.नाम्नांक 107 के बारे में लोक लेखा समिति का 101वां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ।

श्री प्रकाशवीर शास्त्री (हापुड़): अभी श्री वाजपेयी ने लोक लेखा समिति के प्रतिवेदन

[श्री प्रकाशवीर शास्त्री]

के हिन्दी संस्करण को प्रस्तुत करने की बात कही है। मैं आपके माध्यम से यह जानना चाहता हूँ कि क्या हिन्दी संस्करण उतना ही पूर्ण है, जितना कि अंग्रेजी संस्करण पूर्ण है, या वह अंग्रेजी संस्करण का सारांश है और केवल सदस्यों को संतुष्ट करने के लिए दो चार पन्ने साइक्लोस्टाइल कर दिए गए हैं।

अध्यक्ष महोदय : पूरा है।

श्री अटल बिहारी वाजपेयी : पूरा है। श्री शास्त्री पहले इसको देख लें और फिर टिप्पणी करें। इस प्रकार संशय करना ठीक नहीं है।

12.35 hrs.

STATEMENT UNDER DIRECTION 115

INCOME-TAX RETURNS OF MPs

SHRI N. K. SANGHI (Jodhpur): During the discussion in this House, on 24-12-1969, on resolution regarding Income-tax and Wealth-tax payments, Shri P.C. Sethi, the Hon. Minister of State in the Ministry of Finance, stated that 350 members of Parliament did not file income-tax returns or filed the returns late under section 139(1).

Under section 139(1) no one is to file any return, if his or her income is below the taxable limit. Here in this House, the income of majority of members, I believe, is not above the taxable limit.

The monthly payments made to the Members of Parliament are treated as income from 'Other Sources.' Income from 'other sources' is subject to deductions and the residual income, if it exceeds the taxable limit, then only a member of Parliament needs filing a return. This is the legal position. This being the legal position, merely because a member receives Rs. 500/- per month does not make it obligatory on his or her part to file a return. Any member receiving Rs. 6,000/- a year may have to spend a good part of it in the discharge of his or her obligations and duties as a member. He or she, under the law, is to

file a return *only* if the residual or net income after meeting these expenses, is above the taxable limit.

About two years ago, the Secretariat of the Lok Sabha while effecting monthly payments to the members was deducting income-tax construing the payment as 'Salary'. Later on, on the advice of the Advocate General and the Law Ministry, it was classified as income from 'Other Sources'. Income from 'Other Sources' is subject to several deductions for determination of taxable income whereas such deductions are not allowed in the case of 'Salary.'

Subsequently to the discussion on 24-12-1969, in answer to my Unstarred Question No. 89 of 23-2-1970 asking for a list of those members who did not file or filed the returns late, the Hon. Minister stated that, 'a list of MP's who had not filed the returns or filed late, under section 139(1) had been furnished to the Speaker.'

I presume, the Hon. Minister was wrongly advised and consequently misinformed the House. His statement has created a wrong impression all over the country that Hon. members of Parliament who are so vigilant in discharging their duties have failed to discharge their reasonable obligation like regular filing of returns payment of income-tax and thereby becoming defaulters.

My purpose of this statement is simple, as I am sure this House will agree, that this wrong impression should be corrected. I might have taken this matter to the Privileges Committee but I feel this statement will put an end to this slanderous campaign by certain people against the Members of Parliament.

श्री प्रेम चन्द वर्मा (हमीरपुर) : अध्यक्ष महोदय, मेरा प्वाइन्ट ऑफ ऑर्डर है। प्रधानमंत्री जी ने मेरे एक सवाल के जवाब में कहा था कि 350 मंत्रियों की लिस्ट एक महीने तक टेबल पर रख दी जायेगी। लेकिन अभी तक ऐसा नहीं किया गया है। अध्यक्ष महोदय, आप मुझे मिनिस्टर साहब के बोलने से पहले अपनी बात कहने का मौका दीजिए।

MR. SPEAKER: I have to observe the procedure. No points of order are allowed after the statement.

SHRI N. K. SANGHI: Sir, I rise to a point of order about the next item of business. (*Interruption*)

MR. SPEAKER: Order, order. Let the Minister reply.

SHRI N. K. SANGHI: I rise to a point of order. It is a very important one; it is a matter of the rights of the Members.

SHRI ATAL BIHARI VAJPAYEE (Balrampur): How can he rise to a point of order when he has made a statement now?

SHRI N. K. SANGHI: Sir, it is very important. You cannot differentiate between the rights of Members and the rights of Ministers. (*Interruption*)

MR. SPEAKER: You have made a statement, and you yourself want to raise a point of order. I think it is extraordinary. Let the Minister reply.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI P. C. SETHI): While making the statement on the Floor of the House on 24-12-1969 during the discussion on the Private Member's Resolution (Shri J. M. Imam's Resolution on income-tax matters of Shri Jagjivan Ram, Union Minister of Food & Agriculture), I had stated that more than 350 Members of Parliament had either not filed their income-tax returns or filed them late. In making this statement I was not trying to create any wrong impression or speaking derogatorily of the Members of Parliament for whom I have the highest respect, but was merely stating the facts. Subsequently, a list of Members of Parliament who had not filed their income-tax returns or filed them late had been submitted to the Hon'ble Speaker of the Lok Sabha and the Hon'ble Chairman of the Rajya Sabha. According to this list, 260 Members of Parliament had not filed their income-tax returns and 213 had filed them late.

The legal position u/s 139(1) of the Income-tax Act, 1961 is that every person whose total income during the previous year ex-

ceeded the maximum amount which is not chargeable to income-tax, has to furnish a return of his income by the prescribed date which is generally the 30th June of the assessment year. However, on an application from the assessee, the date for filing the return can be extended by the Income-tax Officer. This applies to all those also whose tax is deducted at source.

The statement submitted to the Hon'ble Speaker of the Lok Sabha relates to assessment years 1966-67 to 1968-69. Upto March, 1968, the fixed allowance of Rs. 500 per month which the Members of Parliament were receiving was treated as income from "salary" and tax was being deducted at source. The person paying the salary could make standard deduction in respect of Life Insurance premia for these years. The I.T.O., however, could allow expenses within certain limits in respect of conveyance, books, etc. A statement showing tax deducted at source from the salary of Members of Parliament sent to the I.T.O., Salary Circle, Delhi, by the Pay and Accounts Officer, Lok Sabha, shows that tax was deducted at source in the case of 516 M. Ps. out of a total membership of Lok Sabha 523 (including the Speaker). According to section 139(1) even if tax had been deducted at source, these Hon'ble Members were required to file their returns.

In October, 1967, one of the Hon'ble Members (Shri C. C. Desai) made a representation in which he claimed that—

- (a) The salary received by him was not taxable under the head "Salaries" but should be taxed either under the head "Profits and gains of business or profession" or as "income from other sources"; and
- (b) The expenses incurred on the maintenance of an office in Delhi and another in the constituency should be allowed as also election expenses, expenses incurred on nursing the constituency and expenses on the maintenance of conveyance for attending Parliament.

The matter was referred to the Ministry of Law and it advised that the salary of M.Ps was assessable under the head "income from other sources" and hence was not subject to deduction of tax at source. From 1-4-1968, therefore, no tax was deducted

[Shri P. C. Sethi]

from the monthly remuneration received by M. Ps.

As regards the deductions allowable out of the allowance received by the M. Ps., the Attorney General's advice was sought, according to which, the following expenses are allowable as deduction:—

- (a) Expenses incurred in maintaining an office in Delhi;
- (b) Expenses incurred in maintaining an office in his constituency; and
- (c) Expenses incurred on postage, stationery, conveyance, telephone, stenographic assistance etc., in Delhi or in his constituency.

The following expenses were held to be not allowable:—

- (i) Expenses incurred by a Member of Parliament in contesting the election.
- (ii) Expenses incurred in nursing the constituency.
- (iii) Expenses incurred regarding conveyance for attending Parliament from his place of residence in Delhi; and
- (iv) Expenses incurred in travelling from his place of residence to Delhi and vice-versa.

The Law Minister agreed with the opinion of the Attorney General.

On the basis of this advice, instructions have been issued by the Central Board of Direct Taxes elucidating the scope for allowable expenses. This was for the guidance of the assessing officers. In the light of this decision, if an Hon'ble Member has no other income except that Rs. 500/- as a Member of Parliament and he has expenses worth Rs. 1,000/- per year as to be allowed, he need not file the return under section 139(1).

The Law Minister while endorsing the Attorney General's opinion had advised that it may be appropriate to consider allowance of a portion of the salary on a flat basis as expenditure. This aspect of the matter was referred to the Parliamentary Committee on Subordinate Legislation. The Committee

in its report have expressed their view that instead of laying down any general formula, for allowance of expenses with a fixed part of M.P's. salary, the allowance of expenses may be left to be determined on the merits of each case. The question of formulating general guidelines in the form of rules is under consideration.

In a recent case (Shri C. C. Desai's case), the Income-tax Appellate Tribunal, Delhi, has held that the monthly allowance received by M. Ps. was assessable under the head "Profits and gains of business or profession". On receipt of the Tribunal's decision, the Ministry of Law were consulted about its correctness. That Ministry has advised that the decision was not correct and they adhered to their earlier advice that salary of M.Ps. was properly assessable under the head "other sources". Accordingly, a reference from the Tribunal's decision has been filed by the Department, for getting the issue adjudicated upon by the High Court.

As regards deductions while computing the income under the various heads, I may point out that the scope of deduction of expenses varies with the head of income under which the income is computed. If the income is computed under the head "salary", the deductions are allowable only in respect of Life Insurance premium, Provident Fund, conveyance and books etc. If the same income is treated to the "income from other sources", then, expenses which are incurred for earning the relevant income are allowable. If, however, the income is assessable under the head "business, profession or vocation", then expenses incurred for the relevant business, profession or vocation (even though not for the particular item of income) are allowable.

But I must again emphasise here that since upto assessment year 1968-69 the allowance received by M. Ps. was assessable as income from "salary" and as the statement of tax deducted at source by the Pay & Accounts Officer, Lok Sabha, showed, the income of most of the M. Ps. was above the minimum taxable limit, returns u/s 139(1) should have been filed which were either not filed or filed late. Thus, in giving information regarding non-filing or late filing of returns by M. Ps., I was neither misinforming the House nor

trying to create wrong impression about the Hon'ble Members.

श्री कंबर लाल गुप्त (दिल्ली सदर) :
अध्यक्ष महोदय, यह सारे पार्लियामेंट के मेम्बरो
की इज्जत की बात है। अगर आप मुझे एक
मिनट दे दें तो अच्छा होगा।

Sir, you permit me only one minute. It
is a very serious matter.

MR. SPEAKER: I have to remind him
every time that no questions can be asked
on a statement.

SHRI PILOO MODY (Godhra): We
are not interested in a detailed statement
on what the law on the question is. Our
charge is that he has deliberately tried to
mislead the House and the Public by making
this infructuous charge. It is a cheap stunt.

SHRI KANWAR LAL GUPTA: Sir
I am asking a question to you.

MR. SPEAKER: I do not know how I...

श्री कंबर लाल गुप्त : मंत्री महोदय ने
उस दिन यह कहा कि तीन सौ से ज्यादा
पार्लियामेंट के मेम्बरो ने अभी तक इन्कम
टैक्स का नक्शा दाखिल नहीं किया, हालांकि
उनकी इन्कम टैक्सेबिल लिमिट से ज्यादा थी।
वस्तु स्थिति यह है कि जैसा अभी मंत्री महोदय
ने माना . . . (अवधान)

अध्यक्ष महोदय : मैं इस बारे में क्या
बताऊँ। मैं बात कलंगा आपको बुला कर।

SHRI PILOO MODY: He has made a
false statement. How do you expect us to
accept it. The law as it stands today was
not the law earlier.

MR. SPEAKER: The Finance Minister
has made the position clear. I would request
Shri Gupta to speak on the next item which
is standing in his name.

SHRI RANDHIR SINGH (Rohtak):
Sir, the income-tax paid by us should be
refunded. . . (Interruptions)

SHRI PILOO MODY: Why should he
try to equate us with Shri Jagjivan Ram?
Who the devil is he to equate us with Shri
Jagjivan Ram?

श्री कंबर लाल गुप्त : अभी भी यह गलत
कह रहे हैं, और अननेसेसरी मलाइन करने के
लिए ऐसा कहा है। हर एक मेम्बर को इन्होंने
श्री जगजीवन राम बना दिया।

MR. SPEAKER: I have passed on to
item No. 9. Is Shri Gupta going to speak
on that or not?

SHRI S. K. TAPURIAH (Pali): Sir,
the names of those Members should be made
public. . . (Interruptions)

श्री प्रेम चन्द्र बर्मा : अध्यक्ष महोदय,
मुझे 350 मेम्बरो की लिस्ट चाहिए। मुझे
प्राइम मिनिस्टर ने इसी सदन में कहा था कि
एक माह के अन्दर उन 350 मेम्बरो की लिस्ट
दे दी जायगी, मुझे वह लिस्ट चाहिए. . .
(अवधान). . . अध्यक्ष महोदय, यह
मेरा हक है, आप मेहरबानी कीजिए, मुझे जो
एणोरेस दी गई थी, उसको पूरा कराइए. . .
(अवधान). . . 3 महीने गुजर जाने
के बाद भी वह लिस्ट मुझे नहीं मिली। यह
बड़ा महत्वपूर्ण मामला है, जब प्राइम मिनिस्टर
ने यहां पर एणोरेस दी थी, तो मुझे वह लिस्ट
क्यों नहीं दी गई, मुझे लिस्ट दिलवाइए।

SHRI MORARJI DESAI (Surat): I
would like to make one request. That is that
the request of the members to get the list
of those who have not filled in their forms is
very legitimate and that ought to be supplied
by the Minister.

श्री कंबर लाल गुप्त : माननीय मंत्री जी
ने जो बयान आज दिया है, उसमें फिर यही
कहा है कि जो बयान उस दिन दिया गया था,
वह ठीक था। लेकिन, अध्यक्ष महोदय, मैं आपके
जरिए यह कहना चाहता हूँ कि यह गलत
है, चाहे सैलरी के हेड को ले लीजिए, चाहे
प्रोफेशन के हेड को ले लीजिए, चाहे अदर-
सर्विसिज के हेड को ले लीजिए। जिस मेम्बर

[श्री कंवरलाल गुप्त]

की कोई और इनकम नहीं है, 500 रु० के अलावा, उसके लिए 139 (1) के तहत इनकम टैक्स रिटर्न फाइल करने की जरूरत नहीं है और उस वक्त भी नहीं थी, पहले भी नहीं थी, जिसका खर्चा 100 रु० महीना हो। अध्यक्ष महोदय, यहां हमको मैलाइन करने की कोशिश की गई है, जगजीवन राम के साथ हमको इक्वेट करने की कोशिश की गई है। कानून यही है कि अगर 100 रु० महीना किसी मेम्बर का खर्च हो, तो उसको नक्शा दाखिल करने की जरूरत नहीं है और पहले भी नहीं थी। मंत्री महोदय ने अभी जो बयान दिया वह भी गलत है और पहले जो बयान दिया वह भी गलत था, इन्होंने जान बूझकर गलती की है। मंत्री महोदय को यहां पर कहना चाहिए था कि अगर किसी की और सोर्स से इनकम नहीं है, तो उसको नक्शा दाखिल करने की जरूरत नहीं है, लेकिन अगर इनकम ज्यादा है तो उसको नक्शा दाखिल करना चाहिए।

SHRI S. M. BANERJEE (Kanpur): Kindly hear my submission. I wanted your permission.

SHRI RANDHIR SINGH: No MP is a defaulter.

SHRIMATI SHARDA MUKERJEE (Ratanagiri): We have a right from this side of the House.

MR. SPEAKER: You may have a right, but I am calling Mr. Banerjee.

SHRI S. M. BANERJEE: That day, when the hon. Minister wanted to make a statement and he has made a statement when he was replying to the debate on the non-official resolution moved by Mr. Mohd. Imam, he mentioned that there were some 300 MPs or something like that, who have not filed their returns. That day itself I wanted your permission and I wanted to bring to your kind notice that we wanted this money to be deducted from our salary. The day it was stopped either at the instance of Mr. C. C. Desai or somebody else, we knew it was impossible for us to file the returns not

do we have the time at our disposal. I hardly get Rs. 100 as salary and everything is deducted. We are prepared for incometax being deducted from our salary. If it is not deducted from our salary, to malign us before our constituents and before the people is very wrong. It should be deducted from our salary in future.

SHRI N. K. P. SALVE (Betul): It is a matter connected with income-tax. Will you allow me to make a submission?

SHRIMATI SHARDA MUKERJEE: I want to make a submission, Sir. Because of one dishonest Minister, the hon. Minister is casting an aspersion on the entire House and he is not even prepared to give the details.

Another point I would like to submit. If one is late by one month or two months, it is not the same thing as not filing returns, for ten long years. Most of our friends, here, have filed their returns. But one of our friends here has been served with a summons. This sort of victimisation is going on in the House. To cover up that thing they want to put the whole House under a cloud.

SHRI N. K. P. SALVE: We do not want the law to be any different for the MPS as against what it is for individual citizens. The law must be uniform whether he is a Minister or an MP. (Interruptions) I am not standing here to justify any Minister or any MP or anybody. I am explaining the basis of law. The law is uniformly administered and the income tax law is very clear that a person cannot be held to be in default for filing a return until the Department finds the person concerned as having income above the exemption limit. Unless the income is above the exemption limit there is no liability for a Member of Parliament or any other citizen to file a return. Now a member gets a salary of Rs. 500 and out of that. . .

MR. SPEAKER: No, No. What is the point of order?

SHRI N. K. P. SALVE: Under Section 139(2) unless the Minister has issued or unless his Department has issued a notice and ascertained the income of each of the Members, it cannot be determined whether a

Member is in default or not. This is the clear position. We do not want any special privileges for us. At the same time, we do not want to be condemned for no fault of ours. Therefore, let him call for returns of all the members. Then only it will be determined as to who are the Members who are in default and as to who are the members who are not in default. (Interruptions)

श्री मोल्लू प्रसाद (बांसगांव) : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न यह है कि कानून बनाने का काम विधान-पालिका का है, व्याख्या करने का काम न्यायपालिका का है और उसे कार्यान्वित करने का काम कार्यपालिका का है। मैं आपके माध्यम से जानना चाहता हूँ कि इन्कम टैक्स अफसरों को इन्कम टैक्स वसूल करने में स्वविवेक कैसे हासिल है, यह कैसे न्यायसंगत है, मैं इसका खुलासा चाहता हूँ। स्वविवेक का अधिकार इन्कम टैक्स अफसरों को कैसे दिया गया है ?

SHRI NAMBIAR (Tiruchirappalli): My submission is this. Let us not make a storm out of a tea cup. Here the point is if the hon. Members are liable to pay income tax and they are liable to submit returns, let them submit. If they are not, why do you make a noise here ? You tell them that you are not liable. There it ends.

SHRI PILOO MODY: Mr. Jagjivan Ram's advocacy.

SHRI NAMBIAR: We do not want ourselves to be treated in any way different from the citizens of the country. Everybody must submit his return.

श्री प्रेम लाल वर्मा : अध्यक्ष महोदय, मैं डिटेल् में नहीं जानना चाहता हूँ, मैं तो एक सीट्री सी बात जानना चाहता हूँ। इस सदन में प्रधान मंत्री जी ने यह आश्वासन दिया था—24-12-1969 को मेरे एक सवाल के जवाब में—कि 350 मेम्बरों की लिस्ट हमको एक महीने में दे दी जायगी, लेकिन वह लिस्ट मुझे अभी तक नहीं मिली है, मैं इसका जवाब

चाहता हूँ। यह हमारे प्रिविलेज का प्रश्न है, हमें वह लिस्ट चाहिए, वरना मैं भी उन लोगों में शामिल हो जाऊंगा, जिनको जनता चोर कहेगी। यह चीज साफ़ होनी चाहिए।

SHRI RANDHIR SINGH: There is no defaulter in this House now.

SHRI PILOO MODY: We want an apology.

SHRI RANDHIR SINGH: The income tax deducted should be refunded with interest.

श्री शिव नारायण (बस्ती) : अध्यक्ष महोदय, आपके द्वारा इस सरकार से मेरी रिक्वेस्ट है कि वह कुछ कामनेसेन्स से काम ले और इन्कम टैक्स हमारी तनख्वाह से काट लिया जाए। हम इतने गए गुजरे नहीं हैं कि टैक्स भी न दें लेकिन उसको आप हमारी तनख्वाह से काट लीजिए। और इस तरह से हमको जलील और बेइज्जत न किया जाए।
... (व्यवधान) ...

MR. SPEAKER: I would request you to please listen to me. After this question was asked and replied to this list of Members as already stated in the House was sent to the Speaker, and the Speaker called a meeting of all the party leaders and group leaders, and the whole position was explained to them and as the exact legal position was still pending and the whole matter was under examination, with the consensus of the leaders, as I see in the proceedings here. . .

SHRI N. K. P. SALVE: Is the legal position now examined properly? Is the position settled and well understood?

MR. SPEAKER: It was under examination and the Minister wanted that those names should not be mentioned in the House unless the whole legal position came out very clearly and this I did not accept, I said, unless I consult the party leaders. I consulted all the party leaders and the group leaders. Their names are there; everything is there and when that position was laid before them, the Minister was allowed not to present the list before the House unless the whole position was not examined. This is the position.

श्री प्रेम चन्द वर्मा : लेकिन हमको वायदा किया है। . . . (व्यवधान) . . .

MR. SPEAKER: The list was to be sent to each Member. Normally we don't allow any questions. And, as the questions were addressed to me, to get out of the procedure, that was the only procedure I adopted, and so I hope the questions addressed to me were also heard by the Minister. And, if he likes, he can also make his observations. That is the only way I can cover this.

SHRI P. C. SETHI: I would like to clarify one point if you permit.

MR. SPEAKER: The House stands adjourned for lunch to meet at 2 P.M.

13.05 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at six minutes past Fourteen of the Clock.

[SHRI VASUDEVAN NAIR *In the Chair*]

PAPER LAID ON THE TABLE—*Contd.*

IMPORT TRADE CONTROL POLICY

THE MINISTER OF FOREIGN TRADE (SHRI B. R. BHAGAT): I beg to lay on the Table a copy of the Import Trade Control Policy for the year 1970-71. [*Placed in Library. See No. LT-3031/70.*]

14.07 hrs.

STATUTORY RESOLUTION RE: CALCUTTA PORT (AMENDMENT) ORDINANCE

&
CALCUTTA PORT (AMMENDMENT) BILL

MR. CHAIRMAN: The House will now take up Shri Kanwar Lal Gupta's resolution regarding disapproval of the Calcutta Port (Amendment) Ordinance.

SHRI S. M. BANERJEE (Kanpur): I rise on a point of order.

MR. CHAIRMAN: On what?

SHRI S. M. BANERJEE: On this particular motion, I have a point of order. Has he moved his motion or not? After he moves the motion, I have a submission to make.

श्री कंवर लाल गुप्त (दिल्ली सदर) : सभापति जी, मैं आपकी आज्ञा से निम्नलिखित प्रस्ताव प्रस्तुत करता हूँ कि :

“यह सभा कलकत्ता पत्तन (संशोधन) अध्यादेश, 1970 (1970 का अध्यादेश संख्या 2) का, जो 2 फरवरी, 1970 को राष्ट्रपति द्वारा प्रख्यापित किया गया था, निरनुमोदन करती है।”

SHRI S. M. BANERJEE: I rise on a point of order. May I invite your kind attention to rule 340 which says that:

“At any time after a motion has been made, a member may move that the debate on the motion be adjourned.”?

I have received so many telegrams today from various places in UP, from the Central Government employees as well as, the State Government employees, in regard to the levy of professional tax from 1965.

MR. CHAIRMAN: Order. . .

SHRI S. M. BANERJEE: Kindly hear me. . .

MR. CHAIRMAN: No, I do not think that it is important enough for this kind of interruption.

SHRI S. M. BANERJEE: I am moving the motion under rule 340.

MR. CHAIRMAN: Order, please. Shri Kanwar Lal Gupta.

SHRI S. M. BANERJEE: I want that the Finance Minister should make a statement here.

MR. CHAIRMAN: I am sorry.

SHRI KANWAR LAL GUPTA: This is a very important thing, and I also support him.

MR. CHAIRMAN: This is not the occasion for it. This is not important enough for the interruption of the business of the House.

SHRI S. M. BANERJEE: I have given it under rule 340. You can rule me out after hearing me, and I shall abide by your ruling.

MR. CHAIRMAN: I have heard him sufficiently to understand that it is not important enough for the interruption of the normal business of the House.

SHRI S. M. BANERJEE: This matter relates to UP and professional tax has been levied on the Central Government as well as State Government employees.

MR. CHAIRMAN: There are many other occasions when he can raise it.

SHRI S. M. BANERJEE: Unless we raise it now, the mischief will be done.

MR. CHAIRMAN: It is not necessary that the business of the House should be adjourned. It is an important point. But my point is that this is not important enough for the adjournment of the normal business of the House. I do not deny its importance. I only say that it is not important enough for the adjournment of the normal business of the House at this time of the day.

SHRI S. M. BANERJEE: Let the House be adjourned for two hours.

श्री प्रकाश बीर शास्त्री (हापुड़): सभापति जी, इनको यह कह दीजिए कि उत्तर प्रदेश में एक बड़ी समझदार सरकार है। उनको लिखें वह उनका समाधान कर देंगे।

SHRI S. M. BANERJEE: We have already written to the Chief Minister. I am not allergic to Shri Charan Singh.

MR. CHAIRMAN: He may raise it on other occasions.

श्री कंबर लाल गुप्त: सभापतिजी, बहुत महत्व की बात है, हजारों केन्द्रीय सरकारी कर्मचारियों पर यह प्रोफेशन टैक्स लगाया जा रहा है जो नहीं होना चाहिए। और पुराना पिछले चार, पांच साल का लगाया जा रहा है।

SHRI S. M. BANERJEE: There are all-India services also. How can this tax be levied on them?

MR. CHAIRMAN: Is Shri Kanwar Lal Gupta speaking on his resolution or not?

SHRI S. M. BANERJEE: He is speaking on profession tax.

श्री कंबर लाल गुप्त: सभापति जी, मैं कलकत्ता पोर्ट (संशोधन) अध्यादेश, 1970 का निरनुमोदन दो कारणों से करना चाहता हूँ। उसका एक कारण तो यह है कि लगभग आठ साल पहले एक मेजर पोर्ट ट्रस्ट ऐक्ट सरकार ने पास किया था और उसके तहत सरकार ने पोर्ट कमिश्नर्स को अधिकार दिए थे कि जो भी वह काम करना चाहें कर सकते हैं। मेरा कहना यह है कि सात साल से जब से यह ऐक्ट पास है, सरकार ने कलकत्ता पोर्ट कमिश्नर को जो अधिकार देना चाहिए था वह क्यों नहीं दिया? यह जबर्दस्त भ्रमिशन है। सरकार सात साल तक क्यों सोती रही और कोई कार्रवाई नहीं की? हो सकता है कि कलकत्ता के भलावा और भी पोर्ट ऐसे हों देश में जहाँ के कमिश्नरों को इस प्रकार की पावर्स अभी तक नहीं हैं, लेकिन अच्छा यह होता कि या तो इस बिल को पास करते समय या उसके तुरन्त बाद सरकार यह पावर्स कमिश्नर को दे देती।

मेरी दूसरी भ्रापत्ति यह है कि जब सबन मिलने जा रहा है तब सरकार की यह तो प्रवृत्ति है कि अध्यादेश जारी कर दे, यह बहुत गलत बात है। बास्तव में यह एक तरफ तो सदन का अपमान है और दूसरी तरफ पार्लियामेन्टी प्रेक्टिस, पार्लियामेन्टी डिकोरम

[श्री कंबर लाल गुप्त]

श्रीर पार्लियामेन्टी प्रोप्रायटी का भी क्लिअर बायोलेसन है। अच्छा यह होता कि सदन के सामने यह बिल आता और सदन इसको पास करता। अध्यादेश की कोई आवश्यकता नहीं थी। यह बिल किस लिए लाया गया है कि कलकत्ता पोर्ट कमिश्नर को यह अधिकार दिया जाय कि हुगली पर दूसरा पुल बनाया जाय। यह मामला कई सालों से चल रहा है, तब फिर इसको एकदम से लाने की जरूरत क्यों पड़ी? सरकार पहले से क्यों नहीं जगी? जब यह सरकार पहले बिल लाई थी तभी उसको यह चीज सामने रखनी चाहिए थी। उस समय यदि वह सदन के सामने आती तब यह पास हो जाता, इसमें कोई दिक्कत नहीं होती। लेकिन सरकार ने अपनी इनक्विटिविटी की वजह से, अपने प्रोमिशन एंड कमिशन की वजह से, अपनी क्रिमिनल नेग्लिजेंस की वजह से ऐसा नहीं किया। जो अधिकार सरकार को या राष्ट्रपति को दिए जाते हैं, जो कि बहुत कम इस्तेमाल किए जाने चाहिये, जिनको केवल इमर्जेंसी में इस्तेमाल किया जाना चाहिए, उनको छोटे-छोटे तरीकों से इस्तेमाल करके पार्लियामेन्टी डिकोरम, पार्लियामेन्टी प्रोप्रायटी की अवहेलना करती है। उसकी यह आदत पड़ गई है कि जिन चीजों की ओर उसका ध्यान जाना चाहिए उनकी ओर ध्यान नहीं देती है। इसलिए मैंने यह डिसेम्बल का प्रस्ताव रखा है।

जहां तक इस बिल का सम्बन्ध है, मैं सरकार के साथ पूर्णतया सहमत हूँ। मैं इस बिल का स्वागत करता हूँ और उसका कारण साफ है। समर्थन और स्वागत मैं इसलिए करता हूँ कि हुगली पर दूसरा पुल बनने से कलकत्ता की भीड़ में भी कमी होगी और कलकत्ता की जो तकलीफें हैं वह भी दूर हो जायेंगी। साथ ही जो कलकत्ता का पोर्ट है उसको भी काफी लाभ होगा। आपको मालूम है कि यू. पी., बिहार तथा उत्तर भारत के सभी

राज्यों का माल कलकत्ता पोर्ट पर जाता है, और जितना ही कलकत्ते का पोर्ट विकसित होगा उतना ही लाभ देश के इस भाग को बंगाल को होगा और देश की एकानामी के साथ वेस्ट बंगाल की एकानामी और उत्तर भारत की एकानामी काफ़ी निर्भर करती है कलकत्ता पोर्ट पर। इसलिए जरूरी है कि कलकत्ता पोर्ट को वेल डेवेलप्ड और माडर्न पोर्ट बनाया जाय। इसलिए हमको इस बिधेयक का स्वागत करना ही चाहिए।

लेकिन इसके साथ-साथ मैं दो-एक बातें भी कहना चाहता हूँ। सरकार अभी तक कलकत्ता पोर्ट की सिल्टिंग को नहीं रोक पाई है, दूसरे उस पर करीब 7 करोड़ रुपये खर्च करती है, और यह चीज काफ़ी दिनों से चलती आई है। मैं जानना चाहता हूँ कि यह बिल पास होने के बाद भी इसमें कोई फर्क पड़ने वाला है या उस पर 7 करोड़ रुपये ही खर्च होता रहेगा, जिस तरह से आज हो रहा है। इस 7 करोड़ रुपये की राशि को कम करने के लिए सरकार क्या व्यवस्था करने जा रही है? पहले इसका एस्टिमेट 7 करोड़ २० था, उसके बाद 22 करोड़ २० का एस्टिमेट बन गया। आखिर जो तीन गुना एस्टिमेट बढ़ा है तो यह क्यों हुआ, सरकार को इसकी जांच करनी चाहिए। कोई कहता है कि इस पुल को ऊंचा करने के कारण बढ़ा है ताकि जहाज उसके नीचे से निकल सकें। मेरा खयाल यह है कि अभी भी जो पुल है उसके नीचे से शायद जहाज नहीं निकल सकते हैं।

श्री इन्द्रजीत गुप्ता (अलीपुर):
जरूरत ही नहीं है निकलने की।

श्री कंबर लाल गुप्त: इसके बारे में मुझे ज्यादा मालूम नहीं है, मंत्री महोदय बतलायेंगे, लेकिन मैं समझता हूँ कि जो यह 15 करोड़ २० खर्च अधिक किया गया वह इसलिए किया गया कि अगर किन्हीं जहाजों को नीचे

से निकलने की जरूरत पड़े तो भी उसकी व्यवस्था हो सके। यह 15 करोड़ २० लाख करने के बाद क्या जो कलकत्ता का पोर्ट है वह अच्छी तरह डेवेलप हो जाएगा और क्या वहां जहाजों के आने जाने की सुविधा ठीक प्रकार से होगी? इस सम्बन्ध में भी मंत्री महोदय से मैं पूछना चाहता हूँ।

एक चीज जो मुझे खटक रही है वह यह कि फरवका वीराज बनने में पाकिस्तान के झगड़े की वजह से देर हो रही है। जैसा पहले खयाल था, और जैसा मंत्री महोदय ने यहां भी कहा था, कि शेडयूल्ड टाइम से पहले यह बंदर बन जाएगा। लेकिन अब सरकार यह कहती है कि इसमें कुछ देर होगी। अब अगर देर होगी तो कलकत्ते पोर्ट में उतना काम नहीं हो सकता जितना होना चाहिए। मैं जानना चाहता हूँ कि इसके लिए सरकार ने क्या अल्टरनेटिव रक्खा है? अगर इसमें देर हुई तो कलकत्ता पोर्ट पर ज्यादा माल आ जा सके या जहाज आ जा सकें इसका ठीक इन्तजाम करने के लिए सरकार ने क्या अल्टरनेटिव रक्खा है?

मैं एक और चीज की ओर सरकार का ध्यान दिलाना चाहता हूँ। कलकत्ते में भी और जहां जहां बन्दरगाह हैं वहां सामान की चोरी बहुत होती है। जहां-जहां पर भी बन्दरगाह हैं, वहां आप शहरों में जाकर देखिए दुकानें लगी होती हैं और खुल्लमखुल्ला इम्पोर्टेड माल बिकता है। सरकार से बार बार कहने के बाद उसने कहा कि हमने एक कमेटी बनायी है, वह इसको रोक रही है। मेरा कहना यह है कि जो कदम सरकार ने उठाया वह ठीक नहीं था और अगर ठीक कदम उठाया है तो वह इतना नाकाफी है कि करोड़ों रुपये का माल बन्दरगाहों से बाजार में आता है और बिकता है। इसको रोकने की बहुत ज्यादा जरूरत है। यही नहीं कि इसमें नीचे के कर्मचारी शामिल हैं, बल्कि इसमें ऊपर से लेकर नीचे तक लोगों की स्पर्शरत्नी के साथ कॉम्प्लेक्सिटी होती है। जब तक इस कॉम्प्लेक्सिटी

को नहीं तोड़ा जाएगा तब तक यह चीज ठीक नहीं होगी। मैं मंत्री महोदय से कहूंगा कि वह कोई इस तरह की मशीनरी बनाये, कोई इंटेलिजेंस सेल बनाये, जिससे कि जो चोरी कलकत्ता पोर्ट या दूसरे बन्दरगाहों पर होती है उसको रोका जा सके और जो करोड़ों रुपयों का नुकसान होता है वह न हो।

मुझे पिछले महीने कलकत्ता जाने का मौका मिला था। मैं डाक को भी देखने गया। वहां मैंने देखा कि एक बहुत बड़ी बिल्डिंग खड़ी है जो कि कई मंजिली बिल्डिंग है और शायद स्टोरींग के लिए बनाई गई थी। इतनी बड़ी बिल्डिंग शायद 5 या 6 करोड़ २० से बनेगी। वह किस की है। वह डाक के पास ही है लेकिन पता यह लगा कि यह बिल्डिंग दो या तीन साल से बनी खड़ी है लेकिन उसका कोई इस्तेमाल नहीं हो रहा है। क्योंकि वह डिफेक्टिव है। समझ में नहीं आ सकता कि 5-6 करोड़ रुपये का वेस्टेज किसने किया और कौन इसके लिए जिम्मेदार हैं। मैं जानना चाहता हूँ कि सरकार ने इसकी एन्वयरी की या नहीं। अगर की तो क्या मालूम हुआ? जिन लोगों ने यह बिल्डिंग डिफेक्टिव तरीके से बनाई उनको सजा दी गई या नहीं? मैं मांग करता हूँ कि जो भी इसके लिए जिम्मेदार हैं, ठेकेदार हों, काम करने वाले हों, सरकारी अफसर हों, जिन लोगों ने भी ऐसा काम किया है, उनको कड़ी सजा दी जाय। आपको या इस सरकार को या किसी एक व्यक्ति को इस बात का अधिकार नहीं है कि जो लोग पसीना बहा-बहा कर पैसा कमाते हैं उनकी मेहनत की कमाई को इस तरीके से पानी में मिला दें।

संसद् कार्य विभाग और नौबहन तथा परिवहन मंत्रालय में उपमंत्री (और इकॉनॉमिस्ट्स) : कौन सी बिल्डिंग है?

श्री कौबर लाल गुप्त : डाक के पास है। मेरा खयाल है एक फरमान पर होगी।

[श्री कंबर लाल गुप्त]

ज्यादा दूर नहीं है। वहां पर बंगलोज भी हैं जहां पर आपके पोर्ट पर काम करने वाले भ्रमसर रहते हैं।

कलकत्ता पोर्ट को डिवेलेप करने के लिए सरकार को जल्दीसे जल्दीकदम उठाने चाहिये। इसको सबसे पहले प्रायोरिटी देनी चाहिए। पहला कारण तो यह है कि यह बोर्डर है और दूसरा यह कि इससे कलकत्ता की इकोनोमी भी अच्छी होगी। कलकत्ता शहर के बारे में यह कहा जाता है कि वर्स्ट स्लम है, दुनिया का सबसे खराब स्लम भ्रगर कहीं है तो कलकत्ता में है। जब मैंकनमारा कलकत्ता आए और बापिस यू० एस० ए० जाकर उन्होंने जो बयान दिया उसमें भी यही कहा कि दुनिया के बड़े शहरों में कलकत्ता शहर सबसे गंदा शहर है। कलकत्ता को भ्रगर आप डिवेलेप करना चाहते हैं तो कलकत्ता पोर्ट को भी आपको डिवेलेप करना होगा। उसके लिए सरकार को शीघ्र ही कोई कदम उठाना चाहिए।

फरक्का बैरेज के बारे में मैंने पूछा है कि भास्टरनेटिव सरकार के पास क्या है, यह सरकार बताये।

इन शब्दों के साथ मैं इस विधेयक का तो समर्थन करता हूँ लेकिन जिस ढंग से यह विधेयक लाया गया है, उसका अनुमोदन मैं नहीं कर सकता।

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS, AND THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI IQBAL SINGH): I beg to move:

"That the Bill further to amend the Calcutta Port Act, 1890, as passed by Rajya Sabha, be taken into consideration."

This is a small and simple Bill. It seeks to amend the Calcutta Port Act, 1890 with a view to confer powers on the Commissioners of Calcutta Port to undertake works or ser-

vices on behalf of other authorities, including the State Government. A similar provision exists in the Major Port Trusts Act, but that Act does not apply to Calcutta Port which is governed by its own Act.

The question was raised by the Mover of the Resolution why this had not been taken up earlier. Actually, when the Major Port Trusts Act was framed in 1963, the question was considered whether it should apply to Calcutta Port also, but because of the situation in Calcutta being different, we wanted to bring a new Act. For that purpose, the Major Ports Commission is sitting, and it is going to give its report in a few months and based on that report, we propose to amend all the Major ports Acts, including the Calcutta Port Act, comprehensively.

This amendment has assumed importance because the West Bengal Government is considering the construction of a second bridge on the river Hoogly. For that project they wanted to give some portion of the work to the Calcutta Port Commissioners, but the Commissioners cannot take up the job unless the Calcutta Port Act is amended.

In January 1969 it was decided to give a non-plan loan for a second bridge on the river Hoogly. Earlier the West Bengal Government wanted to pass the Hoogly River Bridge Act. At that time the President's rule came and that Act was passed by the Consultative Committee. But after the election the new Government wanted to make some amendment and they passed a new Act in replacement of the President's Act. When the new Act was passed and assented to by the President, certain consequential things arose. What will be the composition of the Bridge Commissioners? For that they asked us to amend the Calcutta Port Act. We had introduced a similar Bill in Rajya Sabha on the last day of the last session, 24th December, 1969. It could not be passed. We did not want to delay the work on the Second bridge on Hoogly. For that purpose the West Bengal Government has asked the Central Government to bring this Ordinance so that powers may be given to the Calcutta Port Commissioners and they could undertake this work. If there was no provision, they could not do it. That is why we brought this Ordinance.

There can be no two opinions on bringing forward an Ordinance for development purposes, for expediting the matter. The hon. Mover of the Resolution also said that it was a very important work and he agreed with the purpose of the Bill. An enabling clause had been put in this Bill so that all things done during that time may also be incorporated. Section 35 of that Act does not provide that the Port Commissioners can do any work on behalf of the State Government. We are giving that power to the Port Commissioner so that they can do any work on behalf of the State Government. It is a small and simple measure and I request the House to pass it.

SHRI KANWAR LAL GUPTA: What about the points raised by me?

SHRI IQBAL SINGH: He says, why we had not brought any amendment before. There was no necessity for this. The Second Hoogly bridge was sanctioned and the West Bengal Government wanted to construct that bridge. That is why the necessity has arisen. We do not want to amend every Act unnecessarily. When a contingency arises, we amend the Act. He says that Calcutta port should be modernised. That is what we are doing. The Farraka barrage is being constructed; more than Rs. 150 crores are provided so that water is there in the port for sufficient depth. In Haldia we are constructing a most modern port. Now Hoogly brings 12 million tonnes of silt every year and de-silting it is a problem. Some part of it is pushed out with the river force and some taken in by the sea force also. For desilting it we have provided one of the biggest dredger fleet and we have sanctioned one more big estuarian dredger. Still it is a fight against nature; and within the available resources we are trying to help them. About 12 millions tonnes of silt come to be removed annually Farraka barrage is being constructed for that purpose.

Then, the hon. Member has referred to pilferage. In this matter, we have taken steps not only in the Calcutta port but in other ports also. There is also some improvement. In Calcutta, we have appointed an anti-pilferage Committee, as also in other ports. They meet every month and take stock of the things and formulate measures as to how to stop pilferage, and whoever

helps them, we also reward them: We have taken a definite step for preventing pilferage in the ports through anti-pilferage measures. With that, there is some improvement in the situation. I cannot say that there is a total improvement. Let us wait for some time more and see how this menace can be met.

Regarding the building, if he can write to me, giving me the name of the building, I shall look into it, because the Calcutta port has got a big area; it may be a private or government building. I will certainly look into it and see to it. If you can give me definite information.

SHRI KANWAR LAL GUPTA: Let him make enquiries; what else can I give; there is no name of the building. It is within a radius of four furlongs from the docks. This building is owned by the Shipping Department of the Government of India.

SHRI IQBAL SINGH: Perhaps in the radius of four furlongs, even the whole of the Dalhousie Square is situated. If he can write to me giving the particulars, I shall see.

Sir, these are the points which hon. Members have made and I have replied to them. I commend the Bill for the consideration of the House.

MR. CHAIRMAN: Both the resolution and the Bill are before the House. The discussion will be on both. The total time is two hours. I think for the first reading we may take an hour and a half, because there are only a very few amendments.

SHRI M. S. MURTI (Anakapalli): Mr. Chairman, Sir, I commend the purpose of this Bill but I have certain doubts regarding the actual necessity for amending the Calcutta Port Act of 1890. I feel that the Government has asked these Port Commissioners to construct this bridge on their behalf. I do not quite understand the meaning of the words "The Commissioners may undertake to carry out on behalf of any person (including any State Government)" I do not know whether this Ministry wanted to convert the Port Commissioners into a contract building worker. The Port Commissioners have got their own work to do and they are notable to do it. They are not able to remove the silt from the river at the Calcutta port. The

[Shri M. S. Murti]

Calcutta Port Commissioners have not yet been able to cope with the silt problem. Even the World Bank has given them a loan. Even as long ago as 1964, it was pointed out that the Calcutta port should be improved and the construction should be improved. Ships with a draught of 36 feet can not get into the Calcutta port as such, and for obtaining this draught, big dredgers have to be brought there. All the silt has also to be removed. At present, there are only certain portions over which the ships can sail and enter the port. When there is enough work for the Calcutta Port Commissioners which they are not able to fulfil, I do not know why this work also is being entrusted to them.

There may be certain technical difficulties in constructing the second bridge on the Hoogly. I have no objection in that regard. It is very necessary, and even in 1964 the Estimates Committee had gone into the details of this work and they had recommended to this Government, but the Government have been sleeping over it all these days; and that is probably for want of finance. Now that the State Government has taken up the work, they can readily call for tenders and ask them to carry on the work. If there is anything technical and there is some difficulty, there must be some sort of understanding between the State Government and the Port Commissioners so that both of them can co-ordinate the work and conduct the work peacefully there. I do not know why this thing has been given to the Port Commissioners.

Pilferage has been referred to. As pointed out by Shri Kanwar Lal Gupta, especially during the recent months, there has been an increase in pilferage cases. I request that this should be looked into. The Minister himself has agreed that there is pilferage at the Calcutta port and said that it has been reduced. It is not a question of reduction; it must be completely eliminated from there.

Then there is the wording "of any person" and "such person." If it is for a particular purpose, I can as well understand it, because it is part and parcel of their work also, and because ships have to go under this bridge. I can understand it in that case. But when you ask them to construct it, any such people to construct, I do not know how the Govern-

ment allows the Port Commissioners to take upon themselves this contract. The second bridge on the Hoogly is a work of public concern. It is an essential thing. I welcome the purpose for which this power is being given to the Port Commissioner, but I cannot understand the term "any person". That means, any private person also can ask the Port Commissioner to construct a building for him. In that case, the Port Commissioners will convert themselves into a contract business. That is why I object to the words "any person."

The improvement of the port as such should also be taken up. The Haldia port has not been completed up till now; it has been pending for so many years. Originally it was intended to be a lightening port and not a modern port. I do not know whether it has been revised. In an area of 80 miles from the mouth of the river up to the Calcutta port, the sand bars should be removed. Then only ships with 36 ft. Draft can come easily. In present day shipping, the DWT is increasing up to 1 lakh tonnes. Unless the sandbars are removed, and the port is modernised, we cannot bring in the ships there and carry on import-export business. I appreciate the amendment sought to be made, but I object to the words "any person". It should be specifically mentioned that for this purpose alone it should be done and not for any other private business. No private person should be brought into this thing.

SHRIMATI ILA PALCHOUHURI (Krishnagar): Sir, I am glad that this amendment is being made, because it will enable the Commissioners to take up certain work which is very necessary to do. I would remind the House that Calcutta Port actually earns for the country Rs. 300 crores of foreign exchange every year. Through the Calcutta Port, nearly 42 per cent of our exports and 25 per cent of our imports take place. Therefore, the Calcutta port is very important. We want Haldia and we want a second bridge over the Hoogly. But the sand bars have to be dredged effectively. Quite often the dredgers, that have been provided, are not commissioned, because they go out of order. They are very specialised dredgers and I congratulate the minister for getting these dredgers. But sometimes they are not able

to function. I hope they would have lesser periods of non-functioning and the sand bars will be quickly removed.

Coming to the pilots, piloting of the ships in the Hoogly is one of the most specialised jobs in the world and I hope the pilots would be kept satisfied in every way, because if they are not satisfied, the whole port cannot function. Therefore, I would plead that the grievances of the pilots should be removed as quickly as possible.

There is a commission going into the pay structure of all dock workers. Whether Calcutta port dock workers are going to be assimilated into that structure is yet to be settled. I hope the Calcutta port dock workers will get their full dues and the Calcutta port, with all its possibilities will be fully developed and be the pride of Calcutta and India.

SHRI LOBO PRABHU (Udipi): Sir, the story of Calcutta is a sad one. Having been the first port in this country, it is now the fourth. Out of a total of 550 lakh tonnes of freight, Calcutta now has only 90 lakh tonnes while Bombay has 180 lakh tonnes. It is a matter for serious consideration for this ministry, which has a direct responsibility because the port commission is under it. The port commission of Calcutta was the first port commission and it should have deserved more attention than what the ministry has given to it.

Five causes can be isolated because of which we can say the ministry has not paid attention to Calcutta port. Calcutta port is congested with barges. There is no means yet discovered of reducing the time lost by the barges, which obstruct the steamers from coming into the berths. This is a long-standing complaint on which no action has been taken.

Secondly, there is the question of inadequate storage. Although the Calcutta dock freight has been going down, it happens that the storage provided is still inadequate and that much of the freight has to be exposed to the elements and is also subject to, as my hon. friend has mentioned, pilferage on a very large and almost organised scale.

Thirdly, there is the question of mechanised aids. Although Calcutta was the first

port in respect of establishment and in respect of size it is now the last port in the way of mechanised aids. You have no proper lifting arrangements, you have no cranes and there is such a woeful lack of these things that you have the position that steamers have to take on an average 2.6 days for berthing. This is the figure for 1966-67. I may mention here that so inefficient is this port that the latest report available in our library, received in December, 1969, is or the year 1966-67. We are no more up to date than that and the Ministry has not seen that the Annual Report is promptly sent every year. According to that report, you have this position that it takes 2.6 days for berthing, and each day lost means an expenditure of Rs. 11,000 to 12,000. This is increasing from day to day and the turn-round is becoming a serious burden due to the inefficiency of the Port Commission.

Fourthly, since my hon. friends are here I am glad to point out this, we have the worst kind of labour organisation and the most worst kind of labour troubles in Calcutta. I would like to give some figures. I have already mentioned that Calcutta handles only half the freight of Bombay. But the labour employed in Calcutta is 42,000 as against 30,000 in Bombay and 20,000 in Madras which handles 60 lakhs tonnes. There is no proportion in the work done and the labour employed in the port.

I am glad the lady Member raised the question of equating of salary of port workers in Calcutta with those obtaining in the rest of the country. But I wish they would also equate the return, the productivity of the labour of Calcutta, with those in the rest of the country.

SHRIMATI ILA PALCHOUDHURI: I was referring to equating the salaries of port workers with those of port and dock workers in other ports of India. Calcutta port workers do as good work as anybody else.

SHRI LOBO PRABHU: Then, the biggest problem is that Calcutta is a sick river. I do not say the Province but the river.

SHRI INDRAJIT GUPTA (Aizopore): Calcutta is not a river.

SHRI LOBO PRABHU: Calcutta port is on a sick river; I would like to amend it for the benefit of my hon. friend. Now this river has to be seen how revived.

I am glad my hon. friend has raised the question of the Farraka barrage, which is a relevant one. Why is it that this barrage, which was supposed to be completed this year, does not seem to be in the process of completion even for another two years. You have every reason to expedite the construction of this barrage because time only means accumulation of more objections from Pakistan. They claimed only 3 million cusecs earlier. Now they have gone up to 40 million cusecs. If you delay the physical construction you are likely to allow the accumulation of larger claims by Pakistan. So, I would like to enter a very strong plea here that whatever finance is required must be found so that the Farraka barrage is completed as quickly as we can. If we fail to do that, Bhagirathi river will not be able to flush the port and the Hooghli river will not be able to do its share work.

At the moment the port can take ships of only 26 feet draft and that only for a few months a year. Mention has been made of the 11 bars which exist. Then, there is continuous bore in this river unknown anywhere, which means this is the most hazardous port in the world and also the most expensive port in the world. Between 1946 and 1966-67 the freight has been raised ten times and the freight cost now is nearly double the freight cost of any other port in the world. You cannot expect this port to improve until you reduce the freight costs. Along with the Farrakka barrage you have to expedite also the work of Haldia port. This is a matter where again the Ministry has slipped up. The construction has been slow.

Thirdly I come to the subject of dredging. The Minister has informed us that there is a dredging job unit there. But we have to remember that 10 million tonnes of sand or earth has to be taken out every year.

Have you considered if you have that amount of dredging capacity?—not only the capacity of the vessels you engage but the capacity of those vessels as demonstrated and as it is brought into play? My information is that they do not dredge even 5 million

tonnes and the result is that the port every day is getting silted more and more. The subject of dredging is important not only here but to all ports in the country. It is my own calculations that it is unadequate I would like the Minister to consult his officials there and satisfy this House that it is adequate. You make the mistake of not providing enough dredgers. There is work now in Mangalore port, in Tuticorin port and in Paradeep for excavation of something like 25 million cubic ft. There are only two dredging vessels—MOT I & MOT II. You have placed an order for one dredger with the Garden Reach Workshops. Now that workshop has a record of taking 34 months to complete a dredger for Paradeep with the result that that port has almost become a total loss. This Garden Reach workshop promised that within 9 months of getting the plans, they will get this dredger. This is impossible. I would like you here now that you get a commitment from the Defence Ministry that they could complete that dredger. If not, you may buy a dredger from abroad as you proposed to do. You had a contract. You buy a dredger from Yugoslavia or some far-eastern country, which you cancelled because of the hope of getting this dredger from Garden Reach. Otherwise, there is a dredger available with the Madras port which may be available in the month of May at a lower cost than what they contracted five years ago. Now if you do not engage that dredger, what is going to be the result? Your work will come to a standstill.

I am speaking of Mangalore port. I have some knowledge of development of that port. Mangalore requires an excavation of ten million tonnes of earth. They are providing one dredger only. Even that has not yet arrived although they said that it would arrive on 1st April. This dredger can only excavate 1.25 million tonnes of earth. The Garden Reach Cutter dredger may not be available for years and you have placed an order only for a hopper dredger. A hopper dredger does not arise now. We want a cutter dredger at once. If you fail to provide them a cutter dredger immediately, the result will be that the amount of Rs. 25 crores which is being spent on Mangalore will be an idle investment from 1972, the scheduled date. Just calculate the interest and see to yourself as to how you can say that two small dredgers and a hypothetical problematic dredger from

the Garden Reach workshop plus a hopper dredger can complete this work. These dredgers can only do, according to my calculation—I would like to be corrected if I am wrong—even if we include the Garden Reach workshop dredger, 5 million cubic feet of earth whereas you have a job of 25 million cubic feet. At this rate it will five years for you to complete the work of Tuticorin and at Mangalore which will mean in other words that you have to pay interest for 3 years amounting to perhaps 10 or 12 crores of rupees because you will not spend Rs. 3 crores and acquire a dredger here and now. Therefore, I warn you, I warn this country and this Government which has failed to anticipate the requirements of the ports. I might mention here that because the Madras port work was not taken up quickly and was not completed in 1968, the cost has arisen from Rs. 4.6 crores to Rs. 15 crores. It is one small work and that work is so bad that they have to employ tugs to take the ships into the port and these tugs are not going to be ready for 2 years. It means that instead of 1968 your port will be working only in 1973. This is a disgrace. This is almost something to condemn the Ministry, to condemn the Minister, not the particular Ministers, but the whole line of Ministers who have failed the country in anticipating the just requirements of our ports.

SHRI INDRAJIT GUPTA: Mr. Chairman, Sir, I admire Mr. Lobo Prabhu for the industriousness with which he has tried to study the problems of Calcutta port. (*Interruptions*)

SHRI IQBAL SINGH: He was talking more of Mangalore port than of Calcutta port.

SHRI INDRAJIT GUPTA: I cannot resist the temptation to just mention two points because I do not think he is aware of this, while I agree with what he has said. One is that the existing dredger fleet of Calcutta port has not been utilised to the maximum possible capacity apart from the question of acquiring new dredgers. There are reports of Estimates committee and other bodies which show that the existing dredgers are being wasted. Second thing I may tell Mr. Lobo Prabhu is that however many dredgers you acquire, there will not be much

of a qualitative improvement because the mud, the silt, which is taken out of the river by the dredger is put back into the river. This is not a new thing. This is a thing which I have been raising for last 15 years. The mud is taken out and it is put back into the river at another place. There is no arrangement by which you adopt modern methods for dumping this silt on the shore and use that for some other purpose. This is a perpetual vicious circle going on like this. However, this is not the purpose of this amending Bill on which I want to say a few words. The Minister has not given a convincing reply to Mr. Kanwar Lal Gupta's objection as to why there has been a delay in bringing the ordinance. He has also taken objection to the ordinance being promulgated during inter-session. But I say there has been a great amount of delay in bringing forward this Bill because this Second Hooghly Bridge Act was passed by the West Bengal Government in July, 1969. It was enacted. Once that Act was passed, immediately it was necessary to amend this Bill so that the Bridge Commissioners could be appointed. In that case it would have very well been done in the last session of Parliament. There was no need of delay and in passing an ordinance and then this amending Bill. However, better late than never.

The only point I wish to deal with in a few minutes at my disposal is that the UF Government before appointing the Bridge Commissioners which was done only recently after the Ordinance was promulgated, had been carrying on a long dialogue and discussion with the Government of India regarding what type of bridge should be built. Two questions had been raised. The Port Commissioners were insisting for a long time and they are still insisting that the new bridge must be a high bridge, a bridge under which ocean-going steamers can pass. That means to say that it has to be a bridge of 125' above the river. The present Howrah bridge which many of you must have seen and crossed also is 35' above the water surface. The probable height will be, if the Calcutta Port Commissioners' plan is accepted, 120' and in terms of expenditure, this means the difference between building a high and a low bridge will be somewhere in the neighbourhood of between Rs. 8 to 10 crores. Why are the Port Commissioners insisting on a high bridge?

[Shri Indrajit Gupta]

I do not know. If you are familiar with the topography of the river there, the bridge is to be built south of the Howrah bridge and between the existing Howrah bridge and the proposed new bridge there are what are known as jetties belonging to the Calcutta Port Commissioners which are not part of the docks proper but some old jetties which are there on the riverfront, which are used for loading and unloading of the ships. These jetties are very old—I don't know how many years old, probably, nearly 100 years old. They are in very bad shape. They are out of date. They badly require renovation. In fact, the expert view of engineers is that these jetties are obsolete now and they should be gradually dismantled. But the Port Commissioners have been insisting that because these jetties are being used and continue to be used, therefore, the new bridge, when it is built, must be high enough to allow the ocean going vessels which come up the river to cross under that bridge to go up to the jetties. The United Front Government had been arguing with them that the Port Commissioner's own report—they have got a term called projection report—upto the year 1980 showed that whatever work of loading and unloading and handling of cargo will be done by these jetties right up to 1980 would easily be accommodated in the King George's Dock. The King George's Dock which is in the Docks proper can accommodate that amount of work which the Port Commissioners themselves project as the capacity of the jetties right up to the year 1980. Still they go on insisting that those old obsolete jetties must be kept working and therefore there must be a high bridge and therefore the money of Rs. 8 to Rs. 10 crores extra must be found and West Bengal must be saddled with that burden. I could not understand this. If the Port Commissioners had their own plans for renovating and modernising the jetties then there would be some force in their arguments. They have got to such plan. They were asked to produce whatever plan they have got for renovating the jetties. They said, we have no plan. That means, these jetties will naturally be dismantled, have to be dismantled, and abandoned, but simply in the name of those jetties this 120' high bridge is being insisted upon and ultimately, Sir, I regret to say this,—I asked our own United Front Government Ministers: Why did you agree to this?

You should insist on a low bridge which is much cheaper. You can have two low bridges across the river for the price of one high bridge; and everybody knows from the traffic problems of Calcutta that only one more bridge is not what is required. For any city like Calcutta in other parts of the world they have half a dozen bridges across the river. They said that they found ultimately that if they did not agree, if they went on arguing and pressing for a low bridge ultimately this would become an excuse for the Government of India to shelve the whole thing altogether and no bridge would be built for another 10 or 20 years. The Minister in charge had come here last year at the time when Mr. Morarji Desai was still the Finance Minister. He came to discuss with him the question of sharing the expenses of this and when he raised then the question of the high bridge versus the low bridge—I heard it from himself—Mr. Morarji Desai immediately jumped at the idea and said: Oh, there is a controversy about high bridge and low bridge; very good, let us put the whole thing into cold storage and have a fresh survey. Then he hurriedly said; "All right, does not matter, let us have a high bridge; something is better than nothing. We cannot go on with that one Howrah bridge any more." Now, Sir, everybody knows, the Minister also knows, that the high bridge of 120' above the river water really requires a vast approach work. The bridge itself is not the problem. The problem is the approaches to the bridge. A 120 feet high bridge will require vast area on both sides of the bridge which would have to be taken over and developed as the approach to the bridge. And, the calculation is that out of 16.5 crores which is now the total estimate for the new bridge, only Rs. 4 crores will be spent on the bridge itself. The remaining amount of Rs. 12 crores or Rs. 11 1/2 crores will be required for all the approach work. It will become a bottleneck in traffic. It is not going to assist traffic at all. It will become a bottle-neck; but all this has been due to this obstinate interference by the Port Commissioners that they must have a bridge under which the vessels can reach those obsolete jetties which are going to be dismantled anyhow.

Therefore, Sir, my contention is that if you insist on having this high level bridge

because of the Port Commissioner's so-called expert advice then, the West Bengal budget should not be saddled with this burden.

Why should we be saddled with this? In that case you have agreed to give a loan towards the expenses of construction. I would demand and plead that instead of a loan, they should be given an outright grant if you are going to carry on with this scheme of the high-level bridge.

The other point is to mitigate to some extent the bottleneck which is going to be caused, this project is going to cause you more complications than anything else the way it is being designed. There is a point at the Howrah end of the proposed bridge. It is National Highway Number Six. That connection has to be made. Otherwise there is no point in having this bridge also. As the hon. Minister knows, there is a scheme which is pending for a long time, called the Kona Express Way. This Kona Express-way's total cost is Rs. 5 crores which can provide a link between the Howrah-end of the proposed bridge and the National Highway Number 6. So, my submission is that the Kona Express Way should not be seen in isolation as a separate project of its own but as part and parcel of this new project. The bridge is not something in isolation. It has to be connected with the whole surrounding traffic network. Otherwise, it makes no sense at all.

Therefore, I would request the Government to see that the cost of this Kona Express Way which is estimated at Rs. 5 crores to link the Howrah-end of the bridge with National Highway Number 6 should be taken up as part of the bridge project and that should also be financed by the Central Government because this is part of a National Highway and National artery which serves not only one Calcutta city but it has the outlet and inlet for the vast amount of trade and commerce which is of national importance. That is all I have got to say. I would once again—I do not know if it is too late—plead with you to please consult some other engineers—there are expert engineers in the world—apart from the Port Commissioner and ask them whether these high bridges are essential or not. Why should this huge expenditure be gone in for a high bridge? Two low bridges can be constructed at the same cost and those bridges would greatly assist the flow of tra-

ffic across the river from both directions and ease the congestion problems of the Calcutta City when there is no plan either to renovate the jetties or to scrap them by taking over their work to King George's Dock, otherwise the second bridge is going to prove a white elephant.

15.00 hrs.

श्री शिव चन्द्र झा (मधुबनी) : मान्यवर, कलकत्ता पोर्ट की उपेक्षा अभी भी बहुत हो रही है जिसकी कि तस्वीर माननीय इन्द्रजीत गुप्ताजी ने पेश की। 1948 में मुझे कलकत्ता पोर्ट ही जाने का मौका नहीं मिला, बल्कि वहां से बाहर निकलने का भी मौका मिला। हम लोगों का जहाज एस० एस० ग्रंगोला था जो बहुत दूर पानी में रहा और पोर्ट से हम लोग छोटे जहाज पर गए। वह इतना बड़ा जहाज कलकत्ता पोर्ट में नहीं आ सकता, दूर ही रहता है। यह समस्या अभी भी है। कलकत्ता पोर्ट बहुत पुराना है, प्रथम श्रेणी का पोर्ट है, लेकिन समय का तकाजा है कि उसको मोडर्नाइज किया जाय। अभी चूँकि बड़े बड़े जहाज वहां नहीं आ सकते इसका नतीजा यह होता है कि माल की लोडिंग और अनलोडिंग में इन-एफिशियेंसी होती है और काम भी ठीक से नहीं चलता। माल ही नहीं बल्कि पैसेंजर ट्रेफिक में भी कमी होती है।

मेरे पास "इंडियन शिपिंग" नाम की मैगज़ीन है जिसमें लिखा है कि कलकत्ता पोर्ट ट्रेफिक में भारत के सब पोर्टों से 17-18 साल पीछे है। कलकत्ता में 1951-52 में ट्रेफिक हैबॉलिंग 9.58 मिलियन टनेज का हुआ और 1968-69 में 7.95 मिलियन टनेज हुआ। बम्बई पोर्ट बड़ा है, मद्रास, कोचीन और बिषाखापटनम के पोर्ट बड़े हैं लेकिन कलकत्ता पोर्ट की प्रगति पीछे है। तो यह समस्या है जिसकी ओर सरकार का ध्यान नहीं जा रहा है। हालांकि इसके मुताबिक बहुत सी रिपोर्टें हैं। "रिसर्च बुक" साराभाई मैनेजमेंट कारपोरेशन ने भी कहा है, और यह लोग जो ऐनुअल कान्फ्रेंस करते हैं, मीटिंग करते हैं हार्बर बोर्ड की, जैसे 17 वीं कान्फ्रेंस

[श्री शिव चन्द्र झा]

नेशनल हार्बर बोर्ड की डा० राव की अध्यक्षता में बम्बई में हुई, उसमें भी कहा गया है कि लोडिंग और अनलोडिंग में इनएफिशियेंसी होती है। 18वीं कानफ्रेंस भुवनेश्वर में माननीय रघुरमैया की अध्यक्षता में हुई, उन्होंने भी वही बात कबूल की। लेकिन कोई सार्थक कदम नहीं उठाए जाते हैं।

इस कठिनाई को दूर करने के दो तरीके हैं। एक तरीका तो सैटलाइट पोर्ट का है जो कुछ हद तक ठीक है। लेकिन उसमें भी मुस्ती हो रही है। जैसे हल्दिया पोर्ट को बढ़ाने की रफ्तार कम हो रही है। इसी तरह से बम्बई में नवमिवा सैटलाइट पोर्ट की रफ्तार भी तेज नहीं हो रही है। अगर इन सैटलाइट पोर्ट्स को तेजी से डेवलप किया जाय तो उससे कलकत्ता पोर्ट का बोझ कम हो सकेगा। दूसरी बात यह है कि कलकत्ता पोर्ट के विकास के काम के लिए सरकार रकम भी ज्यादा नहीं दे रही है। जो बकिंग ग्रुप है यूनियन मिनिसट्री का उसने रिकमेन्ड किया कि 296.83 करोड़ रु० आने वाली चौथी प्लान में खर्च करना होगा। लेकिन प्लानिंग कमीशन ने उसको घटाकर 280 करोड़ रु० कर दिया है। मेरी समझ में नहीं आता कि ऐसा क्यों कर दिया है। साथ ही यह भी नहीं मालूम कि कलकत्ता पोर्ट का कितना हिस्सा है, और किन किन महकमों का है। सिल्टिंग की बात उठाई गई, और ड्रजर को यहां से उठाकर वहां रख दिया जाता है जिसकी वजह से बड़े जहाज नहीं आ सकते हैं। जैटी भी वहां की प्राउट-डेटेड हैं जिनको डिस्पैटिल करना चाहिए। यह निर्विवाद है कि कलकत्ता पोर्ट की रकम औरों के मुकाबले में कम ही होगी।

ग्राप लन्दन पोर्ट, हालीफ़ाक्स पोर्ट की बात छोड़ दीजिए। करांची पोर्ट को मैंने देखा है जो बहुत अच्छा पोर्ट है। हालांकि वह नैचुरल पोर्ट है लेकिन फिर भी करांची पोर्ट की जो बनावट है उसकी वजह से जैटी से लेकर

बड़े-बड़े जहाज नजदीक आने की बात को लेकर कलकत्ता पोर्ट से करांची पोर्ट की कहीं ज्यादा अच्छी हालत है। कलकत्ता पोर्ट इतना पुराना होते हुए और फ्रस्ट क्लास पोर्ट होते हुए भी सरकार उस पर ध्यान नहीं देती। इसलिए मेरा कहना है कि कलकत्ता पोर्ट की उपेक्षा जो हो रही है उसको सरकार खत्म करे और उसको मोडर्नाइज करने की कोशिश करे। दुनिया के और दूसरे पोर्टों पर गौर करें और किसी माननीय सदस्य ने ठीक ही कहा है कि दुनिया के जो और इंजीनियर्स हैं उनसे पूछा जाय कि कलकत्ता पोर्ट किस तरह का बनना चाहिए। तभी कलकत्ता पोर्ट, जो अंग्रेजों के समय से ही बड़ा पोर्ट रहा है, उसका विकास हो सकेगा और साथ ही साथ कारगो और पैसेन्जर ट्रैफिक, दोनों में अधिक तरक्की होगी जिससे आपका ऐक्सपोर्ट बढ़ेगा और फ़ॉरेन ऐसवेन्ज भी आएगा तथा देश की अर्थव्यवस्था भी आगे बढ़ेगी।

मैं चाहूंगा कि चौथी योजना में जितना आप खर्च कर रहे हैं उसको अपटू डेट बनाने के लिए हल्दिया सैटलाइट पोर्ट की तरक्की होनी चाहिए। इन सब बातों को सामने रख कर मंत्री महोदय जवाब दें।

श्री भगवान दास (ग्रीसग्राम) : सभापति जी, अभी सरकार जो कलकत्ता पोर्ट से संबंधित बिल हाउस के सामने लाई है और उसके द्वारा जो पोर्ट कमिश्नर को अधिकार दिए जा रहे हैं, उसका हम स्वागत करते हैं। यह बिल जो कि बहुत देर से आया, बहुत पहले ही आना चाहिए था।

कलकत्ता पोर्ट की हालत ऐसी है कि यह पोर्ट जो पहले दर्जे का था, जैसा माननीय शिव चन्द्र झा ने भी बताया, अब उसका स्थान चौथे नम्बर पर आ गया है। इसलिए आ गया है कि सरकार इस पोर्ट की तरफ़ ज्यादा ध्यान नहीं देती है। आप उचित ध्यान देते तो कलकत्ता ऐसे इम्पोर्टेन्ट सिटी और पोर्ट

की ऐसी हालत न होती। कलकत्ता बड़ा इम्पोर्टेंट पोर्ट है, अगर इसकी तरफ़ ध्यान दिया जाता तो सरकार को इससे ज्यादा भ्राय होती, एक्सपोर्ट और इम्पोर्ट के जरिए। लेकिन सरकार ने उस तरफ़ ध्यान नहीं दिया। अब जो उसके नवीनीकरण के बारे में सरकार विचार कर रही है, जैसा दूसरे साक्षियों ने बताया, उसका मैं समर्थन करता हूँ। यह सरकार इस पोर्ट का माडर्नाइजेशन करने की सोच रही है। मैं जानना चाहता हूँ कि वह इसको कब तक करेगी? जल्दी करेगी या नहीं।

हुगली नदी के ऊपर जो नया पुल बनने जा रहा है, जिसके लिए मंत्री महोदय ने बतलाया कि जनवरी, 1968 में तय किया गया था कि बनाया जाएगा, उसको जितनी जल्दी हो सके पूरा किया जाना चाहिए।

मैं यह भी जानना चाहता हूँ कि इस पुल को बनाने में सरकार का कितना खर्चा होगा और इस ब्रिज को शुरू करने के बाद कितने सालों में वह इस काम को खत्म कर लेगी?

इस संबंध में यह भी देखना होगा कि जो पोर्ट के वर्कर हैं, वहाँ जो आदमी काम करते हैं, उनकी मजदूरी बहुत कम है। उनकी मजदूरी कैसे बढ़े इस पर ध्यान दिया जाना चाहिए।

सरकार से मैं यह भी जानना चाहता हूँ कि कलकत्ता पोर्ट पर साल में कितना खर्चा होता है? इसके लिए कितना प्रावधान किया गया है और यह एम्प्लेन्डिचर उससे ज्यादा है या कम है? इसकी क्या वजह है और इसको कम करने के लिए सरकार के पास क्या रास्ता है?

SHRI H. N. MUKERJEE (Calcutta North-East): I am very grateful to you for having given me this opportunity, because I want to take advantage of it to draw the attention of the hon. Minister to a matter

which I have previously tried to bring before the notice of his predecessors like Shri Raj Bahadur but in which nothing very much has been done.

I take it that Government are sincere in the assumption that the Calcutta port, in spite of the sickness and decay to which it has been subjected of late continues to play a very large part in the economy of our country and deserves to be protected and even expanded to the extent possible. But that brings into focus an idea of the future of the river.

I have my doubts in regard to even the Farakka barrage being an answer to the questions that beset this very difficult river. I remember having read in some technical dissertations how the nature of the river is such that at the mouth of the river—and there are so many branches and sub-branches of the mighty rivers which congeal so to speak on the Bay of Bengal at what is called the continental shelf of the Bay of Bengal—the currents operate in such a way that sand and silt accumulate and rush through the Hoogly and the Bhagirath unlike in the eastern part of the country; Pakistan is lucky in that regard. The continental shelf is such that the sand and the silt come to our part of the country and they rush inside whenever the flow-tide takes place. The Farakka barrage is not likely to be an adequate answer because the bed of the river has risen considerably and it is very uneven, with the result that the volume of water which is likely to be released by the Farakka barrage is not very likely to be able to counteract the pressure of sand and silt which the flow-tide brings from the Bay of Bengal into the river. And the result is that according to scientific dissertations, the remedy ought to be hydrological investigations at the continental shelf of the Bay of Bengal in order to make it impossible for that stupendous invasion of sand and silt into our river. Till this is done, not very much is likely to happen and the Calcutta port is not going to be saved.

Besides, there are other rivers like the Rupnarain, which are wide but which are not at all deep except perhaps in some areas. River training schemes are not there at all. Those rivers have to be narrowed so that the flow of the water can be very much quicker than it is.

[Shri H. N. Mukerjee]

There are many other branches of rivers and sub-rivers which have not been trained and tamed at all, with the result that the flow of water with which we can counteract the rush of silt and sand from the ocean can be stronger than it is. This part of the subject is not discussed at all. We think of the Farakka Barrage as a sort of talisman, but this talisman may not work. Many of our engineers turn a blind eye on future difficulties; only they take hold of the problem of the present and try to get an *ad hoc* solution, which would be no solution at all. Just as in the case of the bridges, we know how the thing is going to be shelved. We know that the approach roads to a 120 ft. high bridge can never be manipulated out of the land which can be scooped out of that part of Calcutta. You cannot just get it even if you do away with the Calcutta Maidan which is the lungs of the city. You will never be able to have that kind of approach to the bridge if the bridge is going to be 120 ft. high.

So all these gimmickries, so to speak, on the part of our technicians and engineers do not appear to lead to some very tangible result. My suggestion to the Minister is that these things have to be considered very carefully. Certain things which need to be done at once must have priority, but let us not also forget some of the long-term aspects of the problem, and I do hope that if Calcutta port is to be saved, we do not depend entirely on the Farakka Barrage matter. That would not be a solution of the problem; other concomitant jobs have got to be taken hold of as soon as ever that is possible.

I thank you for the opportunity given to me to butt in to say a few words.

SHRI S. KUNDU (Balasore): I take the liberty to speak on certain matters connected with the port workers. There is a news in the press today that the Port and Dock Workers' Wage Board has given certain recommendations. When we think of port development, we should not forget that a vital part of it is connected with the living condition of port workers.

In these recommendations given after a prolonged period of four to five years. The Government have excepted with 'ifs' and 'buts'. One of the recommendations says

that it should be implemented with retrospective effect from 1st January, 1969. The Wage Board has been sitting for the last four years. In this one-clause Bill there is absolutely nothing about it. This would have been generally welcomed all over by the two lakh port and dock workers if retrospective effect had been given from the time the Board was constituted.

There is another snag so far as the port workers of Calcutta are concerned. The Govt. have said as follows, I quote "The question of the fitment of the dock workers at Calcutta port in the wage structure recommended by the Board will be examined separately with a view to ascertaining whether any adjustments need to be made in their case, and orders in this regard would be issued soon." I do not know how many years it will take for another inquiry to make these adjustments about their different salary and wage grades. They have been told they will continue to pay the house rent which they are paying now regarding the house which have been allotted to them by the port authorities, till a decision is taken in this regard. That decision also has been avoided in these recommendations.

Though belated, still I welcome the majority decisions of the Wage Board and urge Government not to sit over its 'ifs' and 'buts' but try to immediately implement it and help the 2 lakh port and dock workers

While speaking about Paradeep ports, naturally a reference to Paradeep which is the deepest port in India is irresistible.

MR. CHAIRMAN: I do not think that the Minister will be in a position to answer your point because we are concerned with a small point regarding Calcutta.

SHRI S. KUNDU: The Minister ought to know it thoroughly and let us hope he can answer.

SHRI S. K. TAPURIAH (Pali): That is what you think.

SHRI S. KUNDU: He will prove it, let us hope.

Paradeep is one of the deepest ports in India where the bottom is completely of soil content. That means that this port can be excavated to any depth and I am told that the experts have said that this port can be made one of the deepest ports in the world and big tankers up to two lakh tonnes can come to this port. But I am surprised to see that the Government is showing such a step-motherly attitude to this port and is not looking into its problem. I am told no serious study has been made. There has been development of other ports, but correspondingly the money which has been allotted to Paradeep is very small. Though recently the construction of a cargo berth was inaugurated, there ought to be several such berths constructed there so that the requirements of the port could be met. Orissa being a backward State, its industrial development depends on the quick progress of this port and other minor ports. Therefore, I would urge that the Minister, while replying, should give a specific assurance that he will take some definite steps to see that this port is developed and built quickly so as to catch up with the major ports of India because with its development it will become one of the biggest ports not only in India but in the world.

SHRI IQBAL SINGH: All the Members who have spoken on this Bill have supported the laudable objective of constructing the second bridge on the river Hoogly.

Some other points were also made. Most of the Members, especially Shri Indrajit Gupta and Prof. Mukerjee, have spoken about the high level and low level bridge. This question of the high level and low level bridge has been thoroughly sorted out in the last ten years and more. In 1964 the CMPO, their consultants, the West Bengal Government and all parties considered all the aspects, technical and non-technical. Not being a technical man I cannot say much. After that when the decision was taken, again the West Bengal Government asked us to re-think on this. We have again examined it in consultation with the technical people of the Roads Wing along with others and I can assure my hon. friend Shri Indrajit Gupta that I have myself read the whole thing from A to Z and re-examined it from all aspects and how for it is going to affect Calcutta port by siltation. Not only is Calcutta a port

one of the most important institutions through which the trade and commerce of North Indian States passes, but for the development of Bengal and that part of the country there should be no hazard to this port. No other port has to encounter such natural hazards as the Calcutta port has to. There may be a saving of Rs. 5 crores today but tomorrow history will say that the persons who decided on those matters had not taken the wider interest into consideration. It was considered; we considered Outram ghat and Prince ghat also. With the flushing of the Hooghly by Farakka water we propose to solve some problems. We should not put impediments in that. It is practically accepted by every hydrological engineer that if we put it at a low level the piers will increase the silt. We are spending Rs. 150 crores for the solution of that problem. It is 4,000 feet from the main turning circle. If we put another big impediment, it is bound to increase silt.

SHRI INDRAJIT GUPTA: Has the present Howrah bridge got any piers? You can build bridges without piers.

SHRI IQBAL SINGH: As I explained, it had been gone through. Mr. Lobo Prabhu pointed out that it takes 2.6 days to bring a ship from the main sea to Calcutta port. There must be holding capacity in Calcutta port; mooring must be there. We cannot take all the ships inside; we have to berth them at the outside moorings. 38 moorings out of the 85 moorings which Calcutta port has got will be beyond this bridge. This bridge will be about 4,000 feet from the main turning circle. When the ship is brought to the port, it is not done on its own force. You cannot apply the brakes and ask them to stop. This is not a big margin by international standards. Perhaps it is below the minimum. Our pilots are operating there. As I said, the ship is not moved on its own force; it is done by tugs. In these circumstances, should we increase their hazards? I had myself gone to Calcutta and consulted them and in fact cross-examined them: why are you objecting to a low level bridge when the State Government wanted it? After considering their explanation, I am convinced that it is in the interest of Bengal and Calcutta and also North-east India to do like this. The hon. Member said that we wanted to shelve it. We are the first persons to say that this will solve some problems. We have seen the pro-

[Shri Iqbal Singh]

blem from all angles. There was a big engineer who also supported that view. Not only our people in the Roads Wing but also the Calcutta Port Commissioner, their consultants, their hydraulic department, the Calcutta Metropolitan Organisation, all these have supported us. If the technical persons say something and I feel it is in the interest of Calcutta, should I agree to something else? Tomorrow if siltation increases, people will ask: why have you spent Rs. 150 crores and then put up another obstacle? That is the whole point. The hon. Member says we should also give a grant. I do not know where it will lead to. The loan which we have provided is outside the plan. We have provided for a loan of this size because that was a special problem. We cannot compare this problem with any other problem. Calcutta being a premier city, the biggest city of this country, it is our endeavour to find a solution to its problems. For that purpose, we have provided a loan.

Another point was made out. Mr. Indrajit Gupta has already informed us that in July, 1969, that Act was passed by the West Bengal Assembly. That Act was assented to. In the last session itself we had introduced this Bill, but we could not find time to take it up. It is entirely for this House, for the Business Advisory Committee; but this was introduced in the other House and passed. There was a delay of two months. Even if we were parties to the delay of two months, we have brought out the Ordinance so that Bridge Commissioners were appointed in order that they could start the work.

Regarding siltation in the Hoogly, it is quite a major problem; there is the problem of bore-tides and bars. I have seen them myself. I have taken the engineers with me and asked them what could be the solution. We are giving them all possible assistance. We have given to the Calcutta port one of the biggest estuarian dredgers, which is the biggest not only in this country but in this part of the world, so that these problems could be solved if not totally, at least, partially thus giving some relief.

There are 14 bars. Every bar is an obstacle, and every bar create a problem. Sometimes their behaviour changes. Sometimes when you deal with them in one way, the hydraulic

pressure acts in the other way. When we are taking away the silt from one place and are putting it in another place, we require some land. And after a long study, we are dealing with the silt problem in such a way that the silt does not return again to the same place. The experts have studied this problem and we have taken their advice also. Calcutta has got a number of dredgers, big, small and medium-sized. It has the biggest dredger fleet in India. But still the problem is great.

Reference was made that Calcutta port is not running at a profit. Shri Bhagaban Das made a point about it. We appointed the Bhattacharya Committee, and it gave us the report, and we have accepted most of its recommendations. We give 50 per cent of the cost for river maintenance and entire cost of Bhagirathi-Hooghly river training works amounting to Rs. 11 crores. All these problems are sought to be solved and these projects are going to help Calcutta port.

We are taking steps on our side also. It is not that we are simply not agreeing to the low level bridge. We are taking from our side also a big programme for helping the Calcutta port. Haldia is there, which is being appreciated by all. We are going to spend about Rs. 58 crores on it. We have taken it up on a priority basis; so that it may be completed and a satellite port may be created. I hope that with all these things, increasing the draught at Calcutta port, training of the rivers Hoogly and Bhagirathi, flushing of the waters from the Farakka, and with the increase in the dredging fleet at the Calcutta port, Calcutta port is bound to improve, and that all these improvement will have a good effect on the Calcutta port, and we hope to restore to it the old glory: it is one of the major ports, and a premier port of our country.

In the fourth Five Year Plan also, one-fifth of the amount for the ports is being spent for the Calcutta port and Haldia and these training works. There are eight major ports, and one-fifth is being spent on Calcutta. The problems are big; they require big assistance. Without that, there could be no solution.

Some Members asked why we are putting in these words, "any person." That is be-

cause a similar clause does exist in the major Port Trusts Acts. We have put in those words, because it is not only the State Government. The river Hoogly and Bagirathi, upto Farakka will be under the river regime, under the Port Commissioners. Suppose somebody wants to construct a small jetty. He will be doing the work in his own area. The Calcutta Port Commissioners do not want to become contractors. But in the river regime, it is proper that the Port Commissioners do the work and nobody else should be allowed to do the work. The work may be done for the Corporation, for the State Government or for an individual, but it should be done by the Port Commissioners. There is a similar provision in the Major Port Trusts Act. I hope those friends who were having some misapprehension on this point will be now satisfied.

Mr. Lobo Prabhu talked about Mangalore port. I do not know, Mr. Chairman, whether I should reply to that, but he is an ex-ICS man and he should give the figures rightly. In Mangalore, we are dredging only 11 million cubic metres. For that we are making all efforts. We have sorted out the problems of Mangalore and Paradeep also. We have sanctioned a new cargo berth for Paradeep. We have again restored the depth to 39'. That is a big help. We employed contractors and restored it in 1½ years.

SHRI S. KUNDU: It is your duty to do it. What is the help?

SHRI IQBAL SINGH: I mean help to the port. I am not talking of the State Government. We did it in spite of the State Government not giving the land to us.

SHRI S. KUNDU: What about the rock free bottom port to which I referred?

SHRI IQBAL SINGH: This is the first time you have brought it to my notice. I am not an expert. I cannot reply to it off hand.

Sir, I have replied to most of the points and I move that the Bill may be taken into consideration.

श्री कंठर लाल गुप्त : सभापति महोदय, अब मुझे कुछ विशेष नहीं कहना है। मंत्री महोदय ने बताया है कि फ़रक्का बैराज के

बनाने में एक साल की देरी होगी। लेकिन मुझे लगता है कि इसमें और भी ज्यादा देर होगी। हो सकता है कि इसमें दो साल की देर हो जाए। मैं यह जानना चाहता हूँ कि इस इन्टरिम पीरियड में जो दिक्कतें आने वाली हैं, उनके सम्बन्ध में सरकार क्या कदम उठा रही है।

मंत्री महोदय ने कहा है कि पिलफ़ॉज, चोरी, को रोकने के लिए एक कमेटी बना दी गई है। लेकिन उस कमेटी को बनाए जाने के बाद भी कोई सबस्टेंशियल इफ़ेक्ट नहीं पड़ा है और चोरी पहले की तरह जारी है।

15.38 hrs.

[MR. SPEAKER in the chair]

मंत्री महोदय ने यह नहीं बताया है कि कलकत्ता पोर्ट को माडर्नाइज़ करने के लिए सरकार ने क्या कदम उठाए हैं। उन्होंने कहा है कि हलदिया पोर्ट बन रही है, यह हो रहा है, वह हो रहा है, वगैरह। इससे ज़रूर फ़र्क पड़ेगा, लेकिन मैं यह जानना चाहता हूँ कि सरकार ने पोर्ट के माडर्नाइज़ेशन के लिए क्या कदम उठाए हैं, ताकि कलकत्ता एक ब्राइडियल पोर्ट बन सके और न सिर्फ़ बंगाल की इकोनोमी, बल्कि नार्थ इंडिया के दूसरे राज्यों की इकोनोमी भी सुधर सके।

मंत्री महोदय ने यह भी कहा है कि यह बिल दो साल से सरकार के पास पड़ा है, लेकिन इसको सदन में लाने के लिए समय नहीं मिला है। उन्होंने कहा है कि समय निकालने का काम इस सदन को, स्पीकर साहब को और बिजिनेस एडवाइज़री कमेटी को करना होता है। मंत्री महोदय को यह बात ध्यान में रखनी चाहिए कि सरकारी बिलों के लिए समय निकालने का काम सरकार, सम्बद्ध मंत्री और सरकार के चीफ़ व्हिप का होता है। अगर यह सरकार दो सालों में इस बिल के लिए डेढ़ घंटे का समय भी नहीं निकाल सकी है, तो क्या वह निन्दा की पात्र नहीं है और क्या

[श्री कंबरलाल गुप्त]

इसके लिए मंत्री महोदय को कन्डेम नहीं करना चाहिए ? मेरा खयाल है कि मंत्री महोदय यह मानेंगे कि उनकी गलती हुई है, सुस्ती हुई है और इस बिल को लाने में देर की गई है।

MR. SPEAKER: I will now have to put the Resolution to the vote of the House.

SHRI KANWAR LAL GUPTA: Sir, I am not against the Bill as such. So, I do not want to press my Resolution.

MR. SPEAKER: Has the hon. Member the leave of the House to withdraw his Statutory Resolution?

SOME HON. MEMBERS: Yes.

The Resolution was, by leave, withdrawn.

MR. SPEAKER: The question is:

"That the Bill further to amend the Calcutta Port Act, 1890, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. SPEAKER: We will now take up clause by clause consideration.

Clause 2—(Insertion of new section 35A in Bengal Act 3 of 1890)

SHRI SHIVA CHANDRA JHA (Madhubani): I beg to move:

Page 1, line 6,—

after "may" insert—

"after due and prompt intimation to the Union Government".(1)

अध्यक्ष महोदय, इस विधेयक को यहां लाने में सरकार की तरफ से देरी हुई है, इस गलती को ये कबूल करेंगे, लेकिन जहां तक विधेयक का सवाल है, यह टालरेबिल है, इसमें ज्यादा विवाद नहीं हो सकता। फिर भी जहां तक मेरे संशोधन का सम्बन्ध है क्लॉज 2 में जहां लिखा है—

"The Commissioners may undertake to carry out on behalf of any person (including any State Government) any works or services or any class of works or services on such terms and conditions as may be agreed upon between the Commissioners and such person"

"कमिश्नर में" के पश्चात यह जोड़ दिया जाय—

"after due and prompt intimation to the Union Government."

मैं इस बात को मानता हूँ कि कमिश्नर केन्द्रीय सरकार के ही मातहत है और इन से खतोखिताबत करके, सलाह-मशविरा करके ही वह कोई काम करेगा और यह भी ठीक है वह उस काम की सूचना भी केन्द्रीय सरकार को देगा, लेकिन मैं चाहता हूँ कि वह लिखित रूप में वह सूचना दे—यह बात इस विधेयक में साफ हो जानी चाहिए। इनफोर्मली नहीं, बल्कि रिटर्न वह सूचना हैड आफिस को जाय कि मैं यह काम टेक-अप कर रहा हूँ।

इतना ही मेरा संशोधन है।

SHRI LOBO PRABHU: I beg to move:

Page 1, line 7,

for "person" substitute—

"public authority" (2)

Page 1, line 9,—

for "person" substitute—

"public authority provided no liability arises to the finances of the Port" (3).

Sir, I have moved two amendments. The first one has been supported by Shri M. S. Murti and also by Shri Indrajit Gupta. I would compliment the Minister for his ability in avoiding all contentious points. He has the very gracious way of saying that he has himself been to Calcutta or he has himself read the file. But we would like to

be convinced of his reasons for coming to certain conclusions.

Shri Indrajit Gupta raised two vital points. Firstly, 120 ft. high bridge was considered necessary only to reach the jetties. It was pointed out that it was not necessary to have these jetties because the King George Dock could be expanded. You have not said a word on that. All that you have said is that for ten years from 1960 this has been pending, that certain engineers have given their concurrence and, therefore, this bridge should be 120 ft. high. You have to consider what it means to have a bridge of that height. The approach roads are going to be changed, the whole topography is going to be changed, the houses will go, the other roads will go and, as he pointed out, it is going to cost Rs. 12 crores for the approach roads. It can mean 12 years to complete that. In the meanwhile, this is going to be a bridge to be seen and not to be used. So, I would suggest, however competent your engineers are, however competent your port trust is, this is a matter on which second opinion, a world opinion, if necessary, be taken because it involves a big investment and it involves a very big risk.

Now, coming to Mr. Murti's support, and it is very necessary, we should amend this clause to restrict the powers that you are giving to the Calcutta Port Trust. I would like you to please read the provisions which you are making, that is that the Commissioner may undertake to carry out, on behalf of any person, including any State Government, any works or service or any class of works on such terms and conditions that may be agreed upon. I cannot think of anything more permissive. This is a kind of blanket power. Tomorrow, the Calcutta Port Commissioner can undertake to build house for me because "any State" is involved. Is it necessary for you to give all this power to the Calcutta Port Trust?

As I have already mentioned, they have 42,000 people employed and, in spite of being so over-staffed, they have paid in the year under review as much as Rs. 123 lakhs as overtime. Why are you giving them a blanket permission that they can do anything they like in this reckless manner? You have to consider, when you give this blanket

power, that you may be committing yourself to a very large expenditure. It is possible that they will take a contract by itself; it is possible that they will take mere supervision work. These are very large risks; there are different alternatives which can involve loss to the Port Trust. They have already incurred a loss of Rs. 3 crores last year. Do you want to add to it by taking over this construction? Please do something. Instead of "any person", at least, say, "any public authority". I do not think the port trust is competent to do this work. You also add, according to my second amendment, that whatever work they do should not involve a loss to the Port Trust. The Port Trust is a highly incompetent body; it is a highly indebted body to the Centre and it is a body which is not doing its own work.

Lastly, you have completely avoided the subject of dredging. That is very important for this country. I have said it very clearly that, according to the dredging capacity you have, if you work properly, it will take 5 years to do the work which is already on hand. You have not given a reply to this. I am not referring to Mangalore. You forget about Mangalore. What about Paradeep, Vizag, Kandla and Goa? What is your dredging capacity that you think you can complete the work with just one dredger that you are going to buy from abroad and the dredger that your Garden Reach workshop is going to make. You cannot avoid that issue. You are going to involve this country into a very large expenditure if a part of work that of dock is completed and the dredging is not done at the same time.

SHRI IQBAL SINGH: As far as the first point made by my hon. friend, Shri Shiv Chandra Jha, is concerned, as to why they are taking the contract, I may tell him one thing that even for any contract or anything or any work that is to be done by the Calcutta Port Commissioner, they must get the estimates approved by the Government if the value is more than Rs. 2 lakhs. Even if your amendment is not accepted, they will come to the Government and the Government will scrutinise it. According to Sec. 48 of the Calcutta Port Act Government will give them sanction. I do not think there is any need for this. That provision is already there. Actually people are asking the other

[Shri Iqbal Singh]

way round. They are asking that these are autonomous bodies and they may be given more freedom and may be given more autonomy. For Everything costing more than Rs. 2 lakhs they have to come to the Central Government.

Secondly, the budget of the Calcutta Port Commissioners comes to the Government for sanction. They cannot do anything without the permission. Regarding the second point Mr. Lobo Prabhu has made, as I explained there is a similar provision in the Major Port Trusts Act which applies to Mormugao Vizag, Paradeep, Cochin and Kandla. When nowhere it has been misused how can I presume that the Calcutta Port Commissioners will misuse it? There is another point. We are giving the powers so that they may be able to do the second Howrah Bridge work. For that power we have proposed a similar clause which was in the Major Port Trusts Act.

As I explained Calcutta Port regime is much more long. Suppose tomorrow they say that somebody wanted that this jetty might be put up this way, the Calcutta Port Commissioners will not allow him to put up that jetty in that way. They will put it up. They can do the work for anybody because there are so many other things in extending the regime. Tomorrow the Corporation can ask them. Some shipbuilding concern also may ask them 'You do this'. They cannot do that for anybody.

Regarding the dredging capacity, I have explained to the hon. House in detail. Calcutta modernisation problem is not the modernisation of the cranes. Calcutta has got enough cranes. Calcutta modernisation problem is increase in depth and in the draft for which we are spending large amounts. That is the biggest modernisation programme of Calcutta. Calcutta has got enough modern cranes. We are putting up a new satellite modern port in order to supplement the capacity of Calcutta. These are the bigger modernisation programmes. With these words I am sorry I cannot accept the amendment.

SHRI RANGA (Srikulam): My hon. friend has not explained as to what would

be the disadvantage if the simple amendment suggested by my hon. friend, Shri Lobo Prabhu, comes to be accepted by the House. He only said that in other acts there are similar provisions. Therefore, there is no harm in continuing. He has read out and he has made it clear that it is too wide and too drastic an authority to be given to them. On the other hand he wanted to circumscribe it in a very reasonable wording by saying 'public authority'. You get it done on behalf of any public authority provided no liability arises to the finances of the port. What is your answer? You did not give any answer. What is the harm in accepting this amendment. You simply said, 'What is the harm in going ahead without the amendment?'

SHRI IQBAL SINGH: May I say a few words regarding what is said by the learned professor? I explained that this provision is already in Major Ports Trusts Act. There was not a single instance of misuse. How can I presume that Calcutta Port Commissioners will misuse?

I explained that the Calcutta port has a regime of the river about 120 miles on one side and that will be increased on the other side. There can be so many other problems. Suppose tomorrow there is a problem. Calcutta Port Commissioners say that the regime has to be increased in that way for that purpose. There is the case of siltation. You want to put the silt material in a certain place. They do not have the power to put that silt material. They may say 'We cannot do the work for that person'. For all these things, it is more desirable to give this power to Calcutta Port authority. It is not being misused. I cannot accept the amendment.

MR. SPEAKER: We have had enough discussion. We have to take up the next Bill also.

I will put the amendment of Shri Shiva Chandra Jha to the vote of the House.

Amendment No. 1 was put and negatived.

MR. SPEAKER: I will now put Amendment No. 2 of Shri Lobo Prabhu to the vote of the House.

The question is:

Page 1, line 7,

for "person" substitute—

"public authority" (2)

The Lok Sabha divided

Division No. 20]

AYES

[16.01 hrs.

Abraham, Shri K. M.
 Amat, Shri D.
 Anjanappa, Shri B.
 Bhagaban Das, Shri
 Brij Bhushan Lal, Shri
 Chakrapani, Shri C. K.
 Dass, Shri C.
 Deb, Shri D. N.
 Deo, Shri R. R. Singh
 Dipa, Shri A.
 Esthose, Shri P. P.
 Goyal, Shri Shri Chand
 Gupta, Shri Indrajit
 Gupta, Shri Kanwar Lal
 Gupta, Shri Ram Kishan
 Jha, Shri Shiva Chandra
 Kachwai, Shri Hukam Chand
 Kandappan, Shri S.
 Katham, Shri B. N.
 Khan, Shri Ghayoor Ali
 Kushwah, Shri Yeshwant Singh
 Menon, Shri Vishwanatha
 Modak, Shri B. K.
 Mody, Shri Piloo
 Mohamed Imam, Shri J.
 Mrityunjay Prasad, Shri
 Mukerjee, Shrimati Sharda

Murti, Shri M. S.
 Naik, Shri R. V.
 Nambiar, Shri
 Nayar, Dr. Sushila
 Pandey, Shri Vishwa Nath
 Parmar, Shri Bhaljibhai
 Patel, Shri J. H.
 Patil Shri. S. K.
 Pramanik, Shri J. N.
 Ramamoorthy, Shri S. P.
 Ramamurti, Shri P.
 Ramani, Shri K.
 Ranga, Shri
 Reddy, Shrimati Sudha V.
 Satya Narain Singh, Shri
 Sen, Shri P. G.
 Shah, Shrimati Jayaben
 Shah, Shri T. P.
 Sharma, Shri Yajna Datt
 Sheo Narain, Shri
 Supakar, Shri Sradhkar
 Tapuriah, Shri S. K.
 Tyagi, Shri Om Prakash
 Umanath, Shri
 Vajpayee, Shri Atal Bihari
 Vidyarthi, Shri Ram Swarup

NOES

Ahmed, Shri F. A.
 Babunath Singh, Shri
 Badrudduja, Shri
 Bajpai, Shri Vidya Dhar
 Barua, Shri Bedabrata
 Barua, Shri Hem
 Basu, Dr. Maitreyee
 Bhandare, Shri R. D.
 Bhargava, Shri B. N.
 Bohra, Shri Onkarlal
 Chanda, Shrimati Jyotsna
 Chandrika Prasad, Shri
 Chaudhary, Shri Nitiraj Singh
 Choudhary, Shri Valmiki
 Damani, Shri S. R.
 Dasappa, Shri Tulsidas
 Deoghare, Shri N. R.
 Deshmukh, Shri K. G.
 Dinesh Singh, Shri
 Dwivedi, Shri Nageshwar
 Gandhi, Shrimati Indira
 Ganga Devi, Shrimati

Gautam, Shri C. D.
 Gavit, Shri Tukaram
 Guha, Shri Samar
 Hem Raj, Shri
 Jadhav, Shri V. N.
 Kesri, Shri Sitaram
 Khan, Shri Latafat Ali
 Khan, Shri M. A.
 Kinder Lal, Shri
 Kotoki, Shri Liladhar
 Kushok Bakula, Shri
 Laskar, Shri N. R.
 Maharaj Singh, Shri
 Mandal, Shri B. P.
 Mandal, Dr. P.
 Marandi, Shri
 Master, Shri Bhola Nath
 Mishra, Shri G. S.
 Mondal, Shri Jugal
 Oraon, Shri Kartik
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.

Paokai Haokip, Shri
 Parthasarathy, Shri
 Patil, Shri Anantrao
 Pradhani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Radhabai, Shrimati B.
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram, Shri T.
 Ram Dhan, Shri
 Ram Sewak, Shri
 Rana, Shri M. B.
 Randhir Singh, Shri
 Rao, Dr. K. L.
 Rao, Shri K. Narayana
 Reddi, Shri G. S.
 Reddy, Shri Surender
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Sadhu Ram, Shri
 Saleem, Shri M. Yunus
 Sankata Prasad, Dr.
 Sayyad Ali, Shri
 Sen, Shri Dwaipayan
 Shambhu Nath, Shri
 Shankaranand, Shri B.
 Sharma, Shri Yogendra
 Shastri, Shri Sheopujan
 Shukla, Shri S. N.
 Shukla, Shri Vidya Charan
 Sidheshwar Prasad, Shri
 Sinha, Shri Mudrika
 Sinha, Shri Satya Narayan
 Sonar, Dr. A. G.
 Sonavane, Shri
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Uikey, Shri M. G.
 Ulaka, Shri Ramachandra
 Virbhadra Singh, Shri
 Viswanatham, Shri Tenneti
 Yadab, Shri N. P.

MR. SPEAKER: The result* of the division is: Ayes—53; Noes—86

The motion was negatived.

MR. SPEAKER: I shall now put amendment No. 3 of Shri Lobo Prabhu to Clause 2 to the vote of the House.

Amendment No. 3 was put and negatived.

MR. SPEAKER: The question is.

"That clause 2 stand part of the Bill".

The motion was adopted.

Clause 2 was added to the Bill.

Clauses 3, 4, 1 the Enacting Formula and the Title were added to the Bill.

SHRI IQBAL SINGH: I beg to move:

"That the Bill be passed."

MR. SPEAKER: Motion moved:

"That the Bill be passed."

SHRI SAMAR GUHA: Sir, I want to speak for a few minutes at the Third Reading.

MR. SPEAKER: Shri Indrajit Gupta.

SHRI INDRAJIT GUPTA: Sir, the argument put forward by the hon. Minister in favour of the high level bridge has nothing to do with the use or disuse of these jetties. His only argument was based on the advice of the engineers that if there is a low level bridge, then it will have to be built on piers and if that is done, it is likely to increase the siltation. I agree with him that if a bridge is built on piers in the Hoogly river, there is every likelihood of siltation being increased and that should be avoided. But what I fail to understand is this. Why assume that such a low level bridge should be constructed on piers? The existing Howrah bridge is only 35' above the river. It is not built on piers. The modern bridge building technique has developed so much that the question of piers does not arise. This is an old and outmoded technique. I do not know why the engineer has put the scare that if there is a low bridge built on piers the siltation will increase and therefore we must avoid it and therefore we must have a high bridge and therefore it must be 120' at a cost of Rs. 16 crores. This makes it impossible to build the approach roads. I would very much be obliged if you will kindly give a second look at the project because you have failed to convince us and tell us the reason for not having a low level bridge without piers.

*The following members also recorded their votes for AYES: Sarvshri Shri Gopal Saboo, Arjun Singh Bhadoria, J. B. Singh and Lobo Prabhu.

That would be the real thing that would be required to-day for relieving the congestion problems.

That is all I want to say.

MR. SPEAKER: Shri Samar Guha.

SHRI SAMAR GUHA (Contai): Sir, I support this Bill for this reason. My concern is that any person may be a contractor but that contractor may be required to do something or he may be debarred to do some other thing. That is not my concern. My concern is that Calcutta is suffering from terrific problems of traffic movement. And it is the experience of everybody that whenever they pass through Howrah Bridge for hours together there is traffic jam. Almost everyday the traffic jam is found over the Howrah bridge. Mr. Chairman, I had given the figures when I had discussed at Calcutta about the terrific traffic problem. And there is frequent dislocation of traffic over the single bridge—Howrah bridge connecting Calcutta. I want to draw the attention of Government that nowhere in the case of big cities like London and elsewhere there is such a big river where there is only one single bridge. There are a number of bridges there. But Government have now agreed at least to have one more bridge. Actually the roads to Calcutta and Howrah cover the two industrial belts on either side of the Hoogly river and they go 40 or 50 miles upstream on the two sides of it. Therefore, one single bridge will be insufficient. There should be more of them. That is also the recommendation of the CMPO. But at least they have decided to have one more bridge. My main concern is how long it will take to be completed. We should consider this from all aspects, the traffic, trade, port facilities and strategic considerations. Calcutta port is so vital. It is known to everybody that Calcutta deals with 50 per cent of our oversea trade and nearly 40 per cent of the inland trade of the whole eastern region. What is the exact time by which this bridge is to be completed and will it be possible to see that the second bridge is built as early as possible? In building the second bridge, will it be ensured that the engineering and consultancy will be absolutely Indian and no foreign engineers or knowhow will be employed so that we provide full scope to our engineers in this. Again I ask whether the bridge will be completed

within the shortest possible time and what will be that period required, as it is a vital artery between Calcutta and Howrah and is essential for the survival of Calcutta port and city.

SHRI IQBAL SINGH: Shri Indrajit Gupta again raised the question of the high level bridge. I think I explained it in depth why we have agreed to a high level bridge. Then he said that I have not spoken about the Calcutta jetty. I have said in my earlier observations that it was agreed by us including the CMPO and their consulting engineers. Secondly, it will be hazardous for the bridge to have a low-level because siltation may increase.

SHRI INDRAJIT GUPTA: Without piers also?

SHRI IQBAL SINGH: It will be a navigational hazard because the turning circle of the Calcutta port will be about 4,000 ft. from that bridge, if it is a low level bridge. I explained also that when ships are brought to port they are not on their own power but on tug power. That is also a navigational hazard. Calcutta port is of a special nature where the holding capacity must be maximum because it takes 2-3 days to come into and go out of the port. So that capacity has to be more than that of any other port. How can we afford not to utilise 41 per cent of our holding capacity?

SHRI INDRAJIT GUPTA: By expanding King George's Dock you can do it.

SHRI IQBAL SINGH: In Calcutta jetties are also required and we are making full use of them, and that will be in the interests of the port of Calcutta also. Considering all aspects, the jetties, the holding capacity, siltation and navigational hazards, I have explained that it is desirable to have a high level bridge. Besides, all the technical persons have agreed on this. Politicians may disagree, but not one technical person has told me that it will be more in the interests of the Calcutta port and Bengal to adopt this hazardous course which is being recommended and which is not desirable. I hope this will satisfy him.

Regarding the time that will be taken, it is the project of the West Bengal Govern-

[Shri Iqbal Singh]

ment. We will do only a part of the job. What the West Bengal Government and the Bridge Commissioners will say, whether they will require consultancy or not I do not know. It is not for me, it is for the West Bengal Government to decide, but they have told me that they will take at least five years and they will try to complete it within that time from the start of the work.

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

16.11 hrs.

STATUTORY RESOLUTION RE, ESSENTIAL COMMODITIES (AMENDMENT) CONTINUANCE ORDINANCE; AND ESSENTIAL COMMODITIES (AMENDMENT) CONTINUANCE BILL

MR. SPEAKER: We take up the Resolution and the Bill. They will be discussed together as already intimated. The time allotted is two hours.

AN HON. MEMBER: The time may be extended.

MR. SPEAKER: This has been fixed by the Business Advisory Committee and approved by the House.

श्री कंवर लाल गुप्त (दिल्ली सदर) : अध्यक्ष महोदय, मैं आपकी आज्ञा से एसेन्शियल कमोडिटीज (अमेंडमेंट) कंटिनुएंस बिल, 1970 के डिसऐप्रूवल का प्रस्ताव, जिसके लिए सरकार ने अध्यादेश जारी किया था, इस सदन के सामने रखता हूँ। अगर इस बिल की बैंकब्राउंड देखी जाय तो उसके सम्बन्ध में सन् 1964 में जो उस समय के प्रधान मंत्री थे उन्होंने कहा था कि देश में अनाज की बहुत कमी है, ब्लैक मार्केटिंग हो रही है, लोगों को अनाज नहीं मिल रहा है, इसको रोकने के लिए कोई ऐसा बिल आना चाहिए, ऐसा

कानून बनाया जाना चाहिए जिसमें समरी ट्रायल की व्यवस्था हो और जल्दी ही कुसूरवार को सजा दी जा सके। इस चीज को सामने रखते हुए 1964 में यह बिल दो साल के लिए बनाया गया था, और यह विश्वास दिलाया गया था कि जब यह स्थिति हट जाएगी तब यह चीज समाप्त हो जाएगी। उसके बाद 1966 से 1968 तक यह चला और अब मंत्री महोदय कहते हैं कि यह कानून 1971 तक चलना चाहिए। यह एक गंभीर मामला है।

मेरा जो डिसऐप्रूवल का प्रस्ताव है उसके दो कारण हैं। एक तो यह कि अच्छा होता अगर इस अध्यादेश के बजाय यह सरकार यह बिल इस सदन के सामने लाती। जो पार्लियामेंट की प्रोप्रायटी है उसको तोड़कर, उसको परे छोड़कर सरकार छोटी-बड़ी हर एक चीज के लिए अध्यादेश जारी करती है, वह समय पर जगती नहीं। अगर सरकार को यह मालूम था कि इसका समय बीतता जा रहा है, और आज भी अगर उसकी आवश्यकता है तो सरकार का यह फर्ज था कि वह पहले जगती और इसको इस सदन के सामने लाती। कौन सा विधेयक और कौनसा प्रस्ताव इस सदन में कब आना चाहिए, यह देखना सरकार के चीफ व्हिप का काम है और सरकार का काम है, उनको इसके लिए समय निकालना चाहिए। बड़े दुःख की बात है. . .

अध्यक्ष महोदय : आप चीफ व्हिप पर बड़े मेहरबान हैं।

श्री कंवरलाल गुप्त : सरकार का सही। अगर यह बहुत महत्वपूर्ण विधेयक है तो इसके लिए सरकार ने दो या तीन घंटे का समय पहले क्यों नहीं निकाला? क्यों बैंकडोर से इसके लिए अध्यादेश जारी किया। जिस प्रकार से सरकार ने काम किया है उसके लिए मैं उसकी निन्दा करना चाहता हूँ।

इस बिल में क्या है? इस बिल में जो हमारे

फंडामेंटल राइट्स हैं, जो बेसिक प्रिंसिपल है, उसका क्लिअर वायोलेशन है। इसमें यह कहा गया है कि किसी भी व्यक्ति को उसका समरी ट्रायल करके सजा दी जा सकती है और कुछ कैसेज में तो अपील भी नहीं होगी। बगैर अपील के आप समरी ट्रायल के बेसिस पर कुछ लोगों को सजा देना चाहते हैं। क्यों? क्या आज वही स्थिति है जो 1964 में थी? क्या परिस्थितियां बदल गई हैं? 1964 में इस देश में डिटेंशन ऐक्ट था। आज हमने डिटेंशन ऐक्ट हटा दिया। केन्द्रीय सरकार ने हटा दिया। केन्द्रीय सरकार ने हटा दिया इतना ही नहीं, अधिकांश राज्य सरकारों ने डिटेंशन ऐक्ट नहीं बनाया। कारण यह है कि वह नहीं चाहती कि बगैर अदालत के सामने पेश किए, बगैर उनके साथ न्याय किए किसी आदमी को जेल में रक्खें, यह फंडामेंटल स्पिरिट के खिलाफ है। आज हमारा प्रजातन्त्र देश है, उसमें इस प्रकार से नहीं होना चाहिए। क्या यह बिल ऐन्टी-डिमाक्रैटिक और ऐन्टी पीपल नहीं है। आप बगैर किसी को पूरा मौका दिए सजा देना चाहते हैं और फिर उसको अपील भी नहीं करने देना चाहते। मैं समझता हूँ कि यह चीज बहुत गलत है। इसका मतलब तो यह है कि आपको अपनी जुझाईश्रमरी के ऊपर कांफिडेंस नहीं है। अगर आपका केस ठीक है तो आप अदालत जा सकते हैं, मुकदमा कर सकते हैं, अपनी बातें कह सकते हैं। उसके कहने के बाद मजिस्ट्रेट जो फैसला करे वह आपको मानना चाहिए। आज भी क्रिमिनल प्रोसीजर कोड में इस चीज का प्राविजम है कि कुछ कैसेज में समरी ट्रायल्स हो सकते हैं। आप एक नया कानून क्यों लाना चाहते हैं। अगर आप यह समझते हैं कि कुछ कैसेज जैसे हैं तो आपको क्रिमिनल प्रोसीजर कोड की तहत सजा देनी चाहिए। लेकिन सरकार क्या करती है? कानून बनाए जाते हैं, शासन ने डेर-के-डेर उसके लगा रक्खे हैं। उनको पता भी नहीं है कौन-कौनसे कानून बनाए गए हैं और अप्लाई भी हो रहे हैं या नहीं, और ठीक अप्लाई हो रहे हैं या गलत अप्लाई हो

रहे हैं। इसलिए इस चीज की कोई जरूरत नहीं है।

आज तो स्थिति सुधर गई है, हमारे अनाज और खुराक की चीजों का पहले से बहुत अच्छा हाल है। हमारे यहां अनाज बहुत अच्छा पैदा हुआ है। मैं यह तो नहीं कहूंगा कि आज ब्लैक मार्केटिंग नहीं है, लेकिन उतनी मात्रा में नहीं है जितनी आज से पांच-छः वर्ष पहले थी। आज पहले से ज्यादा सुविधा है चीजों के मिलने में। इसीलिए अभी सरकार ने यह कहा कि सारे देश में एक व्हीट जोन होना चाहिए। क्योंकि आज अनाज की पैदावार पहले से अच्छी है। अभी यह भी कहा गया कि 1971 तक हम पी० एल० 480 का अनाज बाहर से नहीं मंगावेंगे। जब यह परिस्थिति है तब क्या जस्टिफिकेशन है कि सरकार 1971 तक इस चीज को बढ़ाना चाहती है? क्यों 1971 तक यह बिल लागू रहे?

मैंने डिटेंशन ऐक्ट के बारे में कहा कि नक्सलाइट हैं जो खल्लमखल्ला कहते हैं कि हमारा सम्बन्ध चीन से है, रिवेल नागा कहते हैं कि हम हिन्दुस्तान का हिस्सा नहीं हैं, वह हथियार लेकर सरकार का खुल कर मुकाबला करते हैं। कलकत्ता के बाजारों में, नागालैंड और बंगाल में, हिन्दुस्तान के कोने-कोने में यह सब कुछ हो रहा है। उनके लिए सरकार डिटेंशन ऐक्ट नहीं लाना चाहती, लोगों को पकड़ कर अन्दर नहीं करना चाहती। उनके लिए समरी ट्रायल्स नहीं हैं, लेकिन इन चीजों के लिए समरी ट्रायल्स हैं। मैं किसी गलत आदमी को प्रोटेक्ट नहीं करना चाहता, किसी की हिफाजत नहीं करना चाहता। जो ब्लैक मार्केटिंग कर रहे हैं उनको पूरी और कड़ी सजा मिलनी चाहिए। लेकिन उसके लिए आप कहें कि अदालत के सामने नहीं जाना चाहिए। मैं इसको मानने के लिए तैयार नहीं हूँ। मैं नहीं चाहता कि कहीं भी कोई ब्लैक मार्केटिंग करने वाला बचे, उसको कड़ी-से-कड़ी सजा मिलनी चाहिए। लेकिन ऐसा न हो कि उसकी आड़ में कोई गरीब आदमी

[श्री कंबर लाल गुप्त]

फंस जाय, ऐसा न हो कि कोई बेगुनाह फंस जाय। यह चीज मैं नहीं चाहता। इसलिए जब आज हालात सुधर गए हैं तब इस चीज की जरूरत नहीं है।

1964 से यह ऐक्ट लागू है। आज छः साल हो गए हैं। इस भ्रस में आपने कैसा काम किया है? क्या उद्देश्य था इस कानून को बनाने का? यही उद्देश्य तो था कि ठीक तरह से और रेग्युलेटिड सप्लाई हो, ठीक दामों पर हो, डिस्ट्रीब्यूशन ठीक हो, प्रोडक्शन ठीक हो। यही तो चार इसके उद्देश्य थे। क्या ये उद्देश्य पूरे हुए हैं? छः सालों में जो काम आपको करना चाहिए था क्या वह आपने किया है? मैं नहीं समझता कि इनमें से कोई भी उद्देश्य पूरा हुआ है। कतई पूरा नहीं हुआ है। आज जो हालत सुधरी है वह इस बिल के कारण नहीं, वह इस वास्ते सुधरी है कि पैदावार अच्छी हो गई है, भगवान की कृपा से वर्षा समय पर हो गई। मुख्यतः इसी कारण से हालत सुधरी है। इसमें पार्टी का सवाल नहीं है।

इस ऐक्ट के अन्दर जो अधिकार दिए गए थे उसका क्या नतीजा निकला है। नतीजा यह निकला है कि वैस्टिड इंटररेस्ट्स पनपे हैं। आपके पास लाइसेंस देने की पावर है, कंट्रोल करने की पावर है, कीमतें तय करने की पावर है। क्या इन पावरों का आपने सही इस्तेमाल किया है? आपके नजदीक जो वैस्टिड इंटररेस्ट थे, आपके नजदीक जो इंडस्ट्रियलिस्ट्स की क्लास थी, उसको आपने थपकी दी है, उसको आपने बड़ा बना दिया है और जो छोटे-छोटे लोग थे उनको आपने अन्दर किया है। उसके ही खिलाफ आपने एक्शन लिया है। कनसंट्रेशन आफ वैल्य जो पहले कम था वह छः सालों में और भी ज्यादा बढ़ गया है रेग्युलेशन के नाम पर। एक ही क्लास को आपने भागे बढ़ाया है और दूसरी को आपने नीचे फेंका है।

चीनी के बारे में आपने क्या निर्णय किया? आपने कहा कि इतने परसेंट चीनी

खुले बाजार में बिकेगी और इतने परसेंट राशन में मिलेगी। लोग कहते हैं कि इसमें बड़ा भारी गोलमाल हुआ है, करोड़ों का गोलमाल हुआ है। चीनी मिलों से करोड़ों रुपया चन्दे के तौर पर इकट्ठा किया गया, इस वास्ते यह सब हुआ। मैं नहीं कहता किसने किया, मैं नहीं जानता किसने किया। लेकिन यह कह सकता हूँ कि पैसा लिया गया और उस हिसाब से इसको तय किया गया कि इतनी खुली मार्किट में आएगी और इतनी राशन में जाएगी, कंट्रोल में जाएगी। इस ऐक्ट को आपने पोलिटिकल ब्लेकमेलिंग का साधन बनाया। गरीब लोगों के फायदे के लिए इसको इस्तेमाल नहीं किया। रेग्युलर सप्लाई एश्योअर करने का यह तरीका नहीं है। फेअर डिस्ट्रीब्यूशन का यह तरीका नहीं है। अपनी कुर्सी को मजबूत बनाने के लिए, अपनी पार्टी को मजबूत बनाने के लिए आपने पैसा एंटा और पोलिटिकल ब्लेकमेलिंग से काम लिया।

कितने केसिस आपने पकड़े। आपने कहा कि 1969 में 8422 इसके तहत आपने केसिस पकड़े। चार हजार आदमी इसमें कनविक्ट किए गए। मैं जानना चाहता हूँ कि इनमें कितने आदमी पकड़े गए? बिड़ला कंसर्न पर आपने केस चलाया इसी के तहत। मुकदमा जब कोर्ट में गया तो मैजिस्ट्रेट ने कहा कि दो नहीं चार साल पहले आपने वह आर्डर एनफोर्स किया था तो क्या उसको आपने नोटिफाई किया? तब इनको पता चला कि नोटिफाई नहीं हुआ वह। चार साल के बाद वह नोटिफाई हुआ और वह भी मैजिस्ट्रेट के प्वाइंट आउट करने पर। नतीजा यह हुआ कि बिड़ला साहब बिल्कुल साफ बच गए। वैस्टिड इंटररेस्ट इस बीच पनपे हैं। छोटे-छोटे दूकानदार जो तेल बेचते हैं, नमक बेचते हैं, चटनी बेचते हैं, उनको ही आपने पकड़ा है।

आपने इस में कहा कि रजिस्टर बयारह

मेटेन होने चाहिए। और भी टैक्नीकल बातें हैं जिन पर लोगों को अन्दर कर दिया जाता है, छोटी-छोटी बातों पर अन्दर कर दिया जाता है। उनको हेरास किया जाता है। इस सबका नतीजा यह हो रहा है कि जो भ्रफसर हैं वे खूब मस्ती से पैसा खाते हैं। यह कहा जाता है कि रजिस्टर में नाम का पता नहीं लगता है। दिल्ली के एक केस का मुझे मालूम है। एक भ्रादमी ने दूसरे को एक चीज बेची। उसका एड्रेस भी दिया हुआ है। इस पर कहा गया कि तुमने पूरा घर का नम्बर नहीं दिया और इस आधार पर उस दूकानदार को पकड़ कर ले गए। उसने कहा कि पोस्टल एड्रेस है, सब कुछ है, लेकिन उसको कहा गया कि पोस्टल एड्रेस कुछ भी हो घर का पता होना चाहिए था क्योंकि उसमें लिखा हुआ है कम्पलीट एड्रेस। चूँकि उन्होंने समझ लिया कि यह कम्पलीट नहीं है इस वास्ते उसको पकड़ कर अन्दर कर दिया। इस तरह से टैक्नीकल ग्राउंड्ज पर छोटे-छोटे लोगों को पकड़ कर अन्दर किया गया और बड़े-बड़े लोगों की पोलिटिकल ब्लैकमेलिंग के लिए सहायता की गई।

आप देखें कि डालडा के दाम हर पन्द्रह दिन बाद बढ़ा दिए जाते हैं, वनस्पति के दाम बढ़ा दिए जाते हैं। लोग तो समझते हैं कि सरकार ने देखभाल करके दाम बढ़ाए होंगे, इस वास्ते चुप रह जाते हैं। वैस्टिड इंटरैस्ट अगर दाम बढ़ाए और उसका जस्टिफिकेशन न हो और यह एकट बीच में न हो तो जो कंज्यूमर हैं, वे शोर मचायें, एजीटेड करें और उसको रिजिस्ट करने की कोशिश करें। लेकिन चूँकि सरकार बीच में होती है, इस वास्ते वे कुछ बोलते नहीं हैं। लेकिन सरकार क्या करती है? सरकार उन बड़े हुए दामों पर पंद्रह दिन के बाद मुहर लगा देती है और कह देती है हाँ बेटा बढ़ा अच्छा किया कि तुमने बढ़ा दिए और उसको वह आशीर्वाद दे देती है। उसको आशीर्वाद देकर लोगों को चुप करा देती है ताकि जो कंज्यूमर है वह रिजिस्ट न कर सके। अड़ोतरी का कारण यह होता है कि

आपकी उनके साथ मिली भगत रहती है, वैस्टिड इंटरैस्ट के साथ मिली भगत रहती है। आपने डालडा, वनस्पति घी, सिमेंट, पेपर आदि जो चीजें हैं और जिनकी भाज कमी है, उसके बारे में क्या किया है? भाज सुबह ही कागज की बात चली थी। दो बार कागज की कीमतें बढ़ाने के बावजूद भी भाज साढ़े उन्नीस सौ रुपये टन के बजाय चौबीस सौ रुपये टन के हिसाब से कागज बिक रहा है। मंत्री महोदय दस बार आश्वासन दे चुके हैं कि वह कंट्रोल कर देंगे, इसकी कीमत को इस तरह से बढ़ने नहीं दिया जा सकता है। दो महीने से इस तरह की आवाज सुनाई दे रही है। लेकिन कुछ भी नहीं हुआ है। कहते हैं कि कमेटी बना दी गई है और उसकी मीटिंग 19 अप्रैल को होगी और उसके बाद फंसला कोई लिया जाएगा। इस बीच कापियां, बस्ते, किताबें आदि जो छपने हैं, छप जायेंगे। आजकल इनका सीजन चल रहा है। इनका काम पूरा हो जाएगा इनके द्वारा एक महीना देरी करने से। बाद में ये चंदा ले लेंगे और कहानी खत्म हो जाएगी। इस तरह की बातें हो रही हैं। यह एकट लोगों के फायदे के लिए इस्तेमाल नहीं हो रहा है। गलत तरीके से इसका इस्तेमाल किया जा रहा है।

आपने कहा है कि आठ हजार केसिस पकड़े गए और चार हजार को सजायें मिली हैं। लेकिन आप देखें कि कितनी डकैतियां पड़ी हैं या कितने मर्डर हुए हैं देश में। उनकी फिगर्स इससे कहीं ज्यादा होगी। इस वास्ते यह कोई जस्टिफिकेशन नहीं है, इसको मैं नहीं मानता हूँ। यह जो एकट है यह पूर्णतया खत्म हो जाना चाहिए, इस हक में मैं नहीं हूँ। रेग्युलेट आप करिए, कोई एतराज नहीं है। लेकिन इसका बकिंग ठीक नहीं है, ठीक तरह से रेग्युलेट आप नहीं करते हैं, लोगों के हित में नहीं काम होता है। मेरा एतराज यह है कि आप किसी का गला घोटें और उसको अपील का मौका भी न दें, राइट भी न दें, यह गलत बात है।

[श्री कंबर लाल गुप्त]

भाज हालत क्या है। पेपर की बात मैंने कही। वनस्पति की बात आपकी मैंने बताई। भाज दिल्ली में वनस्पति की कमी है। लेकिन अगर जरूरत पड़े तो वह आपको पन्द्रह-बीस रुपये अधिक दामों पर ब्लैक में मिल सकता है। एक टोन के पीछे इतनी ब्लैक चल रही है। ब्लैक में आप चाहें तो आपको एक हजार टोन मिल सकते हैं। लेकिन जैसे आप बाजार में चले जायें तो आपको आधा किलो देंगे। यह सब कुछ हो रहा है लेकिन फिर भी सरकार कुछ नहीं कर रही है। लोग चिल्ला रहे हैं लेकिन कुछ नहीं हो रहा है। कानून होने के बाद भी आप कुछ नहीं करते हैं।

उद्देश्य यही होना चाहिए कि ठीक दामों पर लोगों को चीजें मिलें। पंसारी या पनवाड़ी दो पैसे अधिक ले लेता है तो आप उसको पकड़ कर भन्दर कर देते हैं। लेकिन पब्लिक अंडर-टेकिंग में क्या हो रहा है। एस० टी० सी० दो सौ, तीन सौ और पांच सौ परसेंट तक प्राफिट ले रहा है और मसालों जैसी चीजों पर ले रहा है। वहां आप कुछ नहीं करते हैं। हर घर में इनका इस्तेमाल होता है। रेड्डी साहब के घर पर हमने खाना खाया था, वहां भी इसका इस्तेमाल हुआ था। कितनी ही चीजें बाहर से इम्पोर्ट होती हैं। अब क्या इन पर भी कंट्रोल नहीं होना चाहिए? आपके पास लाइसेंस है। दस बारह परसेंट जो रीज-नेबल प्राफिट है वह आप लें। लेकिन आप तो सौ दो सौ परसेंट लेते हैं। कितनी ही आइटम्स हैं जिन पर छोटे लोगों से सरकार मुनाफा कमा रही है। गेहूँ पंजाब में 60-70 रुपये पर खरीदा गया। इसको सौ रुपये के भाव पर बेचा जा रहा है। क्या इस पर कोई कंट्रोल नहीं होगा? क्या प्राइसिज पर कोई कंट्रोल नहीं होगा? क्या सरकार की इन्फ्लिमेंसी इसी तरह जारी रहेगी? अगर प्राइसिफिशन और एक्सप्लायटेशन किसी प्राइवेट प्राइमरी के लिए बुरे हैं, तो वे सरकार के लिए भी बुरे हैं। सरकारी इदारों को भी इसके अन्तर्गत लाया

जाना चाहिए। लेकिन सरकार ने अपने इदारों की मुनाफाखोरी को रोकने के लिए कोई कदम नहीं उठाया है।

जब किसी चीज की स्कोसिटी या शार्टेज होती है, तो उसके दो महीने के बाद यह सरकार जागती है। लेकिन अगर किसी चीज की स्कोसिटी नहीं है, तो फिर वह चाहे कितनी ही ऊंचे दाम पर बिके, सरकार उसके बारे में कोई कार्यवाही नहीं करती है। एक बार मैंने यह कैलकुलेट किया था कि जो फारेन कम्पनीज ड्राइंग बनाती हैं, वे 22 परसेंट नेट प्राफिट बाहर भेजती हैं, जबकि यहां की कम्पनियां सिर्फ 2, 6 या 7 परसेंट प्राफिट लेती हैं। आखिर सरकार उन विदेशी कम्पनियों को कंट्रोल क्यों नहीं करती है, ताकि लोगों को सस्ती दवाइयां मिलें? सरकार के दवाइयां बनाने वाले कारखाने भी मुनाफाखोरी करते हैं। मिसाल के तौर पर टी० बी० का इन्जेक्शन सरकार को बारह या तेरह पैसे का पड़ता है, लेकिन सरकार उसको एक रुपये का बेचती है। इस हालत में लोगों को यह पूछने का हक हासिल है कि सरकार खुद इतनी मुनाफाखोरी क्यों करती है।

आखिर में मैं यह कहना चाहता हूँ कि केवल कानून बनाने से यह समस्या हल नहीं होगी। अपनी इकानॉमिक पालिसी को ठीक किए बगैर और एक रियलेस्टिक एपरोच अपनाने के बगैर सिर्फ इधर-उधर छोटी-मोटी एडजस्टमेंट करने और अपने आपको सोशललिस्ट कहने से ही यह समस्या हल नहीं होने वाली है। जरूरत इस बात की है कि प्राइसिज बढ़ाया जाये। अगर थोड़ा बहुत सोशललिज्म का मेक-अप करने से बेहतर काम करने लगे, तो यह नहीं समझना चाहिए कि सोशललिज्म आ गया। सरकार की नीतियां वास्तव में सोशललिस्टिक होनी चाहिए और उसको रियलेस्टिक एपरोच अपनानी चाहिए। प्राइसिज पर हिन्दुस्तान की पिछकर दुनिया

में सबसे खराब है। जितनी तेजी से हमारे यहां प्राइसिज का उतार-चढ़ाव होता है, और कहीं नहीं होता है। इसको रोकने का एक ही रास्ता है कि सरकार अपनी इकानॉमिक पालिसीज को ठीक करे, अपनी पालिसीज को रीयलेस्टिक बनाए और इस तरह से एडहाक सालूशन्ज निकालना बन्द कर दे।

मैं इस बिल के मूलतः विरोध में नहीं हूँ। लेकिन मुझे खेद है कि सरकार बिल्कुल पहले का सा बिल लेकर आई है। इसमें कुछ एडजस्टमेंट करना चाहिए था और इसके सख्त प्रविज्ञन्ज को ढीला करना चाहिए था। अगर सरकार लोगों को रेगुलेट करने के लिए एक सादा बिल लाती, तो हम उसका सर्थमन करते। हम यह नहीं चाहते कि ब्लैक मार्केटिंग या होडिंग करें। ऐसा करने वालों को सजा देनी चाहिए, लेकिन अपील का राइट न देना और समरी ट्रायल का तरीका भ्रूख्यार करना ठीक नहीं है। इसलिए मैं इस बिल को पूर्णतः निन्दा करता हूँ।

MR. SPEAKER: Resolution moved:

"This House disapproved of the Essential Commodities (Amendment) Continuance Ordinance, 1969 (Ordinance No. 10 of 1969) promulgated by the President on the 30th December, 1969."

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): Mr. Speaker, Sir, on behalf of Shri Fakhruddin Ali Ahmed, I beg to move:

"That the Bill to continue the Essential Commodities (Amendment) Act, 1964, for a further period, as passed by Rajya Sabha, be taken into consideration."

The Bill seeks to extend the period of operation of the Essential Commodities (Amendment) Act, 1964 for a further period of two years after 31-12-69.

The Essential Commodities (Amendment)

Act, 1964 had inserted Section 12A in the Essential Commodities Act, 1955. This Section provides that the Central Government may, in the interest of production, supply or distribution of any essential commodity and other relevant considerations, by notification in the official gazette, specify an order made under Section 3 of the Act to be special order and when such a notification is issued, the contravention of the said order can be tried summarily. The Act of 1964 also inserted Section 8A in the Criminal Law Amendment Act, 1952 which empowers the Special Judge trying an offence, specified under Sub-Section (1) of Section 6 of the Criminal Law Amendment Act, 1952, alleged to have been committed by a public servant in relation to the contravention of any special order as notified under Section 12A of the Essential Commodities Act, 1955, to try the offence summarily. The period of operation of the Essential Commodities (Amendment) Act, 1964 was originally upto 31st December, 1966 but was extended upto 31-12-1969 by an amending legislation in 1967.

The supply position of a number of essential commodities continuing to be subject to spasmodic shortage makes it necessary for the Central and State Governments to retain the provision of the Act enabling courts to try summarily contraventions of the special orders. All the State Governments, except the Government of Jammu & Kashmir (whose reply has not yet been received), and the Administration of Union Territories are of the opinion that the provision for summary trials should be extended beyond its present expiry date namely 31-12-1969 for a further period of two years. The Ministry of Food, Agriculture, Community Development and Co-operation have declared several orders issued by the State Governments under the Essential Commodities Act as special orders for purposes of summary trials. We have in our Ministry also, in the past, declared certain orders issued by the Governments of Mysore, Maharashtra, Kerala and Madhya Pradesh as special orders for purposes of summary trials under these provisions.

The Ministry of Home Affairs have been furnishing statistics of the police cases tried summarily by special courts in the various States and Union Territories under the Essential Commodities Act. During the

[Shri Raghunatha Reddy]

year 1968, 17960 cases were put up for summary trial in various States and 6018 persons were convicted. During 1969, 8422 cases were put up for summary trial and 4330 persons were convicted. It will be seen from the statistics that the State Governments and Union Territories have been utilising the provisions for summary trial under the Essential Commodities Act and have found these provisions useful. In view of this, I am certain the hon. Members will agree with me that the provisions of the Essential Commodities Act for trying offences summarily should be extended for a further period beyond 31-12-1969 and which has been fixed in the Bill as 2 years.

As the House is aware, this Bill was introduced in the winter session of the Rajya Sabha on 22-12-1969 but could not be considered and passed by that House for want of time. Since the last winter session of the Parliament had come to a close on 24-12-1969, and there was need for the continuance of the provisions for summary trials beyond 31-12-1969, an ordinance was promulgated by the President on 30-12-1969. By this Ordinance the duration of the 1964 Amending Act was extended for a further period of 2 years from 31-12-1969. It is now proposed to replace this ordinance by this Bill. In view of the issue of the Ordinance, certain consequential amendments to the Bill have also become necessary. I now request that the Essential Commodities (Amendment) Continuance Bill, 1969 be considered by the House.

MR. SPEAKER: Now Mr. Kanwar Lal Gupta's Statutory Resolution disapproving the Ordinance and the Essential Commodities (Amendment) Continuance Bill are both before the House.

SHRI S. M. BANERJEE (Kanpur): I would like to know when the Home Minister is going to make a statement on the attempted murder of Mr. Jyoti Basu.

MR. SPEAKER: He told me that he would make a statement in the evening. When will the Home Minister make the statement?

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH): I will check up and let you know, Sir.

श्री अश्वत्थ गनी डार (गुड़गांव) :
स्पीकर साहब, मेरा पाइंट ऑफ़ ऑर्डर है। इस हाउस में आपके सामने भी और आपसे पहले भी, जबकि आप इस हाउस में एक मेम्बर थे, यह बात आई है कि सरकार को अपने कानूनों में "सिवाए जम्मू-काश्मीर के" लिखना बन्द कर देना चाहिए। आखिर यह सरकार इस मुल्क के हिस्से-बखरे क्यों करती है और जम्मू-काश्मीर के बारे में हमारे केस को कमज़ोर क्यों बनाती है? जो बिल इस तरह गैर-ज़िम्मेदारी के साथ इस हाउस में लाए जाते हैं, आप उनकी इजाज़त न दें। सरकार इस तरह हमारे साथ खिलौने की तरह न खेले। मैं इसके बारे में आपकी रूनिंग चाहता हूँ।

[شری عبدالغنی تار (گوڈگانو)۔
سپیڈر صاحب، میرا پوائنٹ آف آرڈر
ہے۔ اس ہاؤس میں آپ کے سامنے بھی
اور آپ کے پہلے بھی، جبکہ آپ اس
ہاؤس میں ایک ممبر تھے، یہ بات
آئی ہے کہ سرکار کو اپنے قانونوں میں
"سوائے جموں کشمیر کے" لکھنا بند
کر دینا چاہیے۔ آخر یہ سرکار اس
سلک کے حصے بخرے کیوں کرتی ہے
اور جموں کشمیر کے بارے میں
ہمارے کیس کو کمزور کیوں
بناتی ہے؟ جو بل اس طرح غیر
ذمہ داری کے ساتھ، اس ہاؤس میں
لائے جاتے ہیں آپ انکی اجازت نہ
دیں۔ سرکار اس طرح ہمارے ساتھ،
کھلونے کی طرح نہ کھیلے۔ میں اس
بارے میں آپکی رولنگ چاہتا ہوں۔]

अश्वत्थ महोदय: मैं इसके बारे में क्या रूनिंग दे सकता हूँ। माननीय सदस्य ने जो कुछ कहना है, वह अपनी स्वीच में कह दें। अगर स्पीकर हर एक बात पर रूनिंग देना शुरू कर दे, तो बात कहां खत्म होगी?

श्री एम० एस० मूर्ति ।

SHRI M. S. MURTI (Anakapalli): This Bill seeks to extend the operation of the Essential Commodities Act 1964 for a further period of 2 years and then the Ordinance is brought before the House which was promulgated in December, 1969. I wonder whether there is any need for this action at all. When the Government is vigilant there is no need for this at all. They say that it is because there is delay in getting the approval of the State Governments that this measure is brought. The ordinance had to be brought because it could not be passed by both Houses of Parliament. I want to know whether the delay is on the part of the State Governments or on the part of the Central Government which took their own time. Did the Central Government prescribe any time-limit for the State Governments to send in their replies? That is the point I would like to be clarified by this Government.

A number of articles are coming under the Essential Commodities Act and all these are in short supply. It has been there for the last 20 or 25 years or even more but yet no attempt has been made by this Government to increase production and give the articles to the people at a fair price. This has not been done so far. There has been no attempt on their part to do this. We find that three successive Five-year Plans are over and we are just entering into the fourth Five-year Plan but even then this short supply is there in respect of various commodities. Our economy is in shortage; everywhere there is shortage. Take for example, foodstuffs, steel, iron, sugar, jute, cement, paper—everything. There is short supply there. It can be called an economy of shortages. We do not know how we are going to tackle this problem. There are shortages in respect of various commodities. In the original Act it has been said that they have powers to bring in anything, any arable land under cultivation....

16.43 hrs.

[SHRI K. N. TIWARY—in the Chair]

... and in that particular and the kind of foodstuffs that are to be specified by the Government should be grown. But I ask this Government whether they have taken any action in this regard. Did they ask anybody to grow only a particular type of crops in any region? Why the Government should take upon itself all these powers when the

Government cannot implement them? Therefore, Sir, I cannot understand the way in which the Government is functioning. No attempt has been made to produce foodstuffs and other things which are in short supply.

There are various things where production gaps are there. Not only in foodgrains, but it is there in edible oils, industrial raw materials, everywhere we find this production gaps. Even in respect of industrial raw materials production gaps are there. No attempt has been made to increase the raw material supplies. The original Act refers to proper distribution, proper production and proper supply at a fair price. But nothing has been done so far in respect of these things. What has been done is, as Mr. Kanwar Lal Gupta says, only blackmarket is increasing. One Minister here, Mr. K. C. Pant, when somebody referred to the black-marketing the other day, said when there are no controls how can there be a black-market. That is how they take shelter under these things.

So far as there is control, how can there be black-marketing. This is something strange. I am reminded of a short story which I have heard when I was in the school. The Governor visited my school when my teacher was teaching me Mathematics. The teacher asked: The thief is running at the rate of four miles an hour. A policeman is chasing him at the rate of six miles. What will be the time taken by him to catch him?" The Governor exclaimed by saying 'is there thief in the British Government administration?' This is what the Governor himself said. When there is a shortage, there can be control. There is black marketing when there is control. The control is meant only for people indulging in corrupt practices as also showing favouritism etc. Some people are being given permits for supplying certain items of foodstuffs and other commodities. Only poor common people and innocent people are being convicted for this sort of thing and not those who are indulging in corrupt practices. The man who is indulging in these corrupt practices gets away with the booty. That is how this Act is functioning in our country and there is no need for giving this slogan for the common man because the common man is very much in the lime light nowadays. Shri Jawaharlal Nehru 'Die-

[Shri M. S. Murti]

covered of India' whereas Shrimati Indira Gandhi discovered 'commonmen of India'. For implementation of this Act, wide powers are being taken by Government to put an end to these activities practised by these people. I hope that Government will also take into account that there is a planned way of doing this sort of thing. Why should they come before the House for extension of this Act once in two years? During these five years so many commodities come under the purview of this Act. There is no plan at present. But, we find that Government comes up before the House seeking for extension of this Act for another two years. This is not the way of functioning of Government. There must be a certain planned way of doing these things and planned way of distribution of commodities and at a fair price. Otherwise we cannot check the price of the commodities. Prices are soaring up every year and for every ten percent increase in price, Government go on paying Dearness Allowance to its employees. If there is a planned way of production, then only the question of distribution of commodities at fair price will come in. What is the haphazard way of seeking for extension of this act for two years? I think Government should come before the House with a planned programme for extension of this Act for five, six or ten years and beyond that we do not want to extend this Act. This would create confidence in the minds of the people—commonmen. Just now the Minister gave some figures stating that about 17,800 people had been involved in the food offences. But of these only 6,000 people have been convicted under this Act. Only innocent people are punished. Summary trial court is being created. If anyone goes to the court the police people harass him. Some of these officers are indulging in corrupt practices but they are set free. Only the innocent people are convicted. Summary trials are going on. I do not know what is the position in other places to put an end to the blackmarketing that is going on. Something must be done to put an end to this blackmarketing and the people are assured of their supplies at a fair and reasonable price. I would like to know as to what has been done in this regard to see that the commodities are made available to the poor people at a fair price. I think there should be a proper plan before coming to the House for

asking for extension of this Act two years.

We do not want to extend this act any more. If this is the sort of functioning of this Government it would serve no useful purpose at all in giving this extension to this Act.

Thank you.

सभापति महोदय : मैं एक बात बता दूँ कि जो यह पूछा गया था कि होम मिनिस्टर कितने बजे श्री ज्योति बसु के सम्बन्ध में स्टेटमेंट करेंगे तो वह 6 बजे स्टेटमेंट करेंगे।

श्री रणधीर सिंह (रोहतक) : चेयरमैन महोदय, गवर्नमेंट के नजरिए से इस बिल के एम्स एन्ड आब्जेक्ट्स अच्छे हैं। सन् 64 के पहले भी एक ऐसा बिल होता था। पहली लड़ाई के बाद एक ऐक्ट नम्बर 24 होता था उसको भी यही बोलते थे। उसमें एक दफा सात होती थी। चूंकि मैं खुद वकालत करता रहा हूँ इसलिए मुझे जाती इल्म है कि लाखों की तादाद में गरीब आदमी उसके शिकार होते थे। उसका बड़ा मिसयूज होता था। अगर इस बिल को लाने से भला हो जाए, फ़ेयर डिस्ट्रीब्यूशन हो जाए, ठीक तरह से रेगुलेट हो जाए, प्रोड्यूसर्स का भला हो जाए, कंज्यूमर्स का भला हो और देश में मंहगाई समाप्त होकर और ठीक तरह से तिजारत चले, तक्सीम ठीक हो तो मुझे इस पर कोई एतराज नहीं होगा। लेकिन मैं देखता हूँ कि पहले सन् 40 के बाद जो कानून था और सन् 64 के बाद जो शकल प्रकृतियार की है, खास तौर पर ज्यादा बातें तो नहीं कहूंगा लेकिन इतना जरूर है कि जो गरीब तबका है, देहात के किसान और मजदूर उनके हकों पर इस बिल की मार्फ़त डाका डाला गया है। दुनिया भर के बैकसूर लोग इसकी मार्फ़त पकड़े गए जो कि अपनी जिन्स पैदा करते हैं। जमुना के नजदीक, दिल्ली के नजदीक कोई गांव है, मंडी से कोई अपने घर के लिए भनाज लाए तो उस बेचारे को हरिजन बैकवर्ड समझ कर यह कह दिया गया कि यह तो ५० पी० में भनाज

लिए जा रहा है और उसको पकड़ लिया। मुझे खुद इस बात का इल्म है कि पांच-पांच, दस-दस सेर अनाज के बदले में एक महीने की कैंद हो गई और साथ में उसका अनाज भी जब्त हो गया। एक बेचारा गरीब भ्रामदी जो दस रुपये भी नहीं कमा सकता, वह भूखों मर रहा था, उसने किसी से दस रुपये कर्ज लिए और आप जानते हैं कि देहातों में तो फेयर प्राइस शाप्स कहाँ होती हैं, वह शहर से उस पैसे का अनाज लेकर चला तो रास्ते में उसको पुलिस वालों ने पकड़ लिया। पुलिस वाले समझते हैं इस तरह से छोटी मुर्गी को पकड़ते रहते तो अपनी डायरी पूरी हो जाएगी। तीस चालीस केसेज इस तरह से पकड़ लिए तो सिपाही से हवलदार हो जाऊंगा और हवलदार से बानेदार बन जाऊंगा। चूँकि मैं वकील रहा हूँ इसलिए मैंने देखा है कि छोटे-छोटे बच्चों को पकड़ लिया, उनके यहाँ पर तो हथकड़ी डाल नहीं सकते इसलिए बढ़ाकर यहाँ हथकड़ी डाल दी। मैंने बगैर फीस के उनकी वकालत की है।

तो मेरा जो प्वाइन्ट है वह यही है कि इसकी मार गरीब पर ज्यादा रही। जो हरिजन, किसान और बैकवर्ड हैं या जो मणिरकी और मगरबी पाकिस्तान से उजड़े हुए भाई हैं उन पर इसकी मार पड़ी है। रेल में जा रहे हैं, दो लोग पास बैठे हैं, जिसकी चीज है वह तो चला गया लेकिन पुलिस वालों ने दूसरे को पकड़ लिया। जैसा कि गुप्ताजी ने बताया, कोई बलील नहीं, कोई वकील नहीं बिल्कुल अन्वैर नगरी चौपट राजा, टका सेर भाजी और टका सेर खाजा। चूँकि मुझे पता है इसलिए मैं बता रहा हूँ। मेरा विल तड़पता है जब मैं इस तरह की बात कहता हूँ। बेल्फेयर स्टेट, सोशलिज्म की बात होती है लेकिन जिस गरीब पर मार लगती है वही बेचारा जानता है। बेचारा किसान अपने खेत से जिन्स ला रहा है, उसका गांव दिल्ली की सरहद के नजदीक हृद्यग्रणे में है, हरयाणे के एक गांव से दूसरे गांव में जा रहा है, अब बाउन्दी लाइन इतनी

सीधी तो है नहीं कि बीच में किसी और स्टेट का हिस्सा न पड़े तो बीच में ही उसको पुलिस वालों ने पकड़ लिया कि वह तो ब्लैकमार्केटियर है। अब उसकी गाड़ी भी जब्त, अनाज भी जब्त और बैल भी जब्त और ऊपर से उसकी कैंद। इन बातों का मुझे जाती इल्म है। उसकी सजा तो होती है एक महीने की लेकिन इस तरह से उसका अनाज हजारों रुपये का फालतू जुमनि में चला गया। मैंने खुद वकील की हैसियत से हजारों आदमियों की जमानतें इस ऐक्ट की तहत करवाई हैं। अदालतें भी बड़ा ताज्जुब करती थीं कि किस तरह का यह ऐक्ट है। बात तो होती है फेयर डिस्ट्रीब्यूशन की, रेगुलेशन की और यह कि लोगों में ठीक तरह से अनाज तक्सीम हो लेकिन सिबाय लोगों को हेरस करने के और कोई भी बात मुझे इसमें नजर नहीं आई।

दूसरी बात यह है कि जो ब्लैकमार्केटियर्स हैं, स्टोर करने वाले हैं वह गरीब किसान का अनाज खरीद लेते हैं अपना मुनाफा कमाने के लिए, उसको अपने गोदामों में भर लेते हैं और फिर बाजार में किल्लत पैदा कर देते हैं। किसान से तो उन्होंने 70 या 75 स० क्वींटल में खरीदा लेकिन दो महीने के बाद उसी को वे 170 रुपये में बेचते हैं। चंडीगढ़ में उसका भाव 70 रुपये है तो बंगलौर में 140 का भाव है और कलकत्ते में 150 है। मैं पूछता हूँ कि ये मिडिलमैन कहाँ से पैदा हो गए। हमारे भाई गुप्ता की जो बिरादरी है उससे भी बढ़ा बनिया वह फूड कार्पोरेशन है। हमारे इन भाइयों को तो कुछ शर्म भी आती है लेकिन यह फूड कार्पोरेशन तो किसी की शर्म नहीं करता। आफिसर और बाबू सब बीच में खा जाते हैं। यहाँ दाढ़ी से मूछ बढ़ गई। उवाहम उवाह बीच में एक नया मिडिलमैन आ गया। फेयर डिस्ट्रीब्यूशन की बात इस ऐक्ट की तहत की जाती है कि सही तरीके से खीजों को तक्सीम करते हैं। जो लखपती वे वह छाज करोड़पती बन गए हैं। ब्लैकमार्केटियर्स के तो कहते ही क्या हैं। जो

[श्री रणधीर सिंह]

मिलावट करने वाले हैं वह मिलावट करके एक सेर की चीज को दो सेर बना देते हैं। सारे करेक्टर को बिगाड़ कर रख दिया है आपके इस ऐक्ट ने। सारी चीजें इस ऐक्ट के तहत हो रही हैं। लोग वजीरों के यहां चक्कर लगाते रहते हैं। मुझ से भी लोग कहते हैं कि कोका कोला की एजेन्सी दिलवा दीजिए, कोई कहता है ट्रेक्टर की एजेन्सी दिलवा दीजिए। हमको श्रीर गुप्ता जी को एजेन्सी वालों ने खा लिया। इसी ऐक्ट की तहत सब कुछ होता है। यह कोटा परमिट सिस्टम सब इसी ऐक्ट की देन है। ये हमारे भाई कोई अच्छी चीज होती है तो अपना नाम लेते हैं और जो बुरी चीज होती है वह हमारे ऊपर डाल देते हैं। . . . (व्यवधान) . . . यह सही बात है कि इस ऐक्ट की नीयत अच्छी है लेकिन जो इम्प्ली-मेंटेशन होता है उसकी वजह से दुनिया भर के खराब नतायज निकलते हैं।

किसान बेचारा अपनी जिन्स पैदा करता है लेकिन कोई इस बात को नहीं देखता कि गेहूं पैदा करने के लिए, गन्ना पैदा करने के लिए या चना पैदा करने के लिए उसका कितना खर्चा हुआ। मैं अभी अपने हल्के से आया हूँ जहां पर कि भ्रोलो पड़े हैं। मैं वहां से चने लाया था यह दिखाने के लिए कि किस कदर नुकसान हुआ है। यहां पर वह ला नहीं सका। किसान बेचारा आसमान की तरफ देखता है कि पता नहीं एक मिनट में क्या हो जाए। 50 साल में ऐसी बेहतरीन फसल नहीं उगी थी लेकिन सारी सत्यानाश हो गई। आज कितने ही बेचारे किसान रो रहे हैं। और दूसरी तरफ यह बंदिश है कि गल्ला दिल्ली से यू० पी० नहीं जा सकता। बिड़ला, टाटा और सेठ लोग तो लंदन चले जायं लेकिन किसान का बेटा हरयाण से दिल्ली नहीं जा सकता, दिल्ली से यू० पी० नहीं जा सकता, यू० पी० से मध्य प्रदेश नहीं जा सकता। इस तरह का आपका यह ऐक्ट है। इस तरह का सोशलिज्म और वेलफेयर स्टेट है। इस ऐक्ट की बदौलत

ही सारी चीजें होती हैं। एक-एक आदमी में इतना फर्क किया जाता है। कुछ आदमियों को ब्लैक मार्केटिंग करने के लिए लाइसेंस मिल जाते हैं कि इतना चावल तुम केरल ले जा सकते हो, इतना गेहूं तुम बंगाल ले जा सकते हो। यह जो एफ० सी० आई० से परमिट कोटे दिए जाते हैं यह क्या अच्छी बात है? अगर सस्ते भाव में किसान, गरीब मजदूर के पेट में रोटी जाय तो ठीक है और यह बीच में जो एफ० सी० आई० है जो कनज्यूमर्स को भी नहीं बछाते हैं, किसान और मजदूर को भी मारते हैं, यह ठीक नहीं है। दुनिया भर का डिस्कमिनेशन होता है जो सरासर गलत है। किसान कोई चीज पैदा करे तो उसको रेग्यूलरेटिव प्राइस नहीं मिलती है। बत्तल फोड़ दो उसका और उसी चीज को दुगुने, तिगुने दामों पर बेचो। अगर किसान सीमेंट चाहते हैं तो कहा जाता है कि नहीं साहब कच्चे झोंपड़े में रहो और सीमेंट बड़े आदमियों को जो कि बम्बई और कलकत्ता में स्वतंत्र पार्टी के लोग रहते हैं उनको दिया जाता है। गरीब किसान के लिए देहातों में सीमेंट नहीं दिया जा सकता जो कि 70, 80 फीसदी देहात में रहता है। यह क्या डिस्ट्रिब्यूशन है आपका। यह ऐसेंशियल सप्लाइज मैं पूछना चाहता हूँ कि क्या देहात के लिए नहीं हैं, हरिजन, गरीब, बैकवर्ड और गरीब किसान के लिए नहीं है। 80 फीसदी लोग देहातों में रहते हैं कहां का यह आपका ऐक्ट है कि उनको तो 10 परसेंट सीमेंट भी नहीं देते, और शहरों में जो 10 फीसदी लोग बसते हैं उनको 95 फीसदी आप सीमेंट देते हैं। हमारी बिल्ली और हम ही को म्याऊं। यह हम नहीं मानेंगे।

17.00 hrs.

चीनी खाने वाले चमचम, पेड़े खाते हैं, मालूम होता है कि उन्हीं के दिल हैं और देहात में कोई आदमी नहीं रहते। वही पैदा करते हैं लेकिन उन्हीं को चीज उनकी जरूरत की मंहगे दामों पर मिलती है। लकड़ी 9 रु० मन है, लेकिन किसान का गन्ना 3 रु० मन लिया

जाता है फिर उसी गन्ने से जब चीनी बनती है तो उसको गरीब किसान, मजदूर और देहात का हरिजन नहीं खा सकता। कलकत्ता और बम्बई वाले साहब खायेंगे। यह गंवार, जंगली भ्रामदी देहात के क्या चीनी को जानें। मालूम होता है कि जैसे उनके यहां त्यूहार, शादी विवाह होते ही नहीं, या बच्चे नहीं होते। औरत को बच्चे के जन्म के वक्त चीनी नहीं मिलती, त्यूहार और बारात पर चीनी नहीं मिलती। तो यह जो बिल आप हमारे हाथों से पास कराना चाहते हैं यह हम कभी बर्दाश्त नहीं करेंगे। इसको अगर आप पास कराना ही चाहते हैं तो पहले आप इसको ठीक करें।

कपड़ा बड़े लोग पहनते हैं, सैकड़ों ६० गंज का कपड़ा पहनते हैं। लेकिन गरीब भ्रामदी नहीं पहन सकता। परसों के पैट्रियट अखबार में फोटो निकला था कि एक गुदड़े में पांच सौ थैगली लगी हुई हैं। देहात में बढ़िया कपड़ा नहीं मिलेगा। बढ़िया ओखने, पहनने को शहर में चाहिए, देहात में कपड़ा नहीं मिलेगा। लोहा उनको नहीं मिलेगा जो कि किसान की खास जरूरत की चीज है। लोहा कोल्हू में, रहत में, हल में, खुर्ी की फली में, सब में लोहा ही लोहा चाहिए तो उसको आप कई गुना महंगा देंगे जिसका फायदा टाटा, बिड़ला और डालमिया की एजेन्सियां खा जायेंगी। कोयला गरीबों को नहीं मिल सकता, सीमेंट नहीं मिलता, शूगर नहीं मिलती, कपड़ा, लोहा नहीं मिलता और मिट्टी के तेल पर आपने पैसे बढ़ा दिए, चाय कौन पीएगा, तम्बाकू पर आपने उसकी खाल उतार ली। अगर एक बीघा भी तम्बाकू बोए तो गिरदावर 10 बीघा दिखाएगा और उसका टैक्स इतना लाब देगा कि उस किसान के पड़ोते भी तम्बाकू की कاشت नहीं कर सकेंगे। किसी साथी ने ठीक कहा कि हाथी के दांत खाने के और और दिखाने के और हैं। बिल बढ़िया है लेकिन रूमाल में सरकार डंडा रखे हैं उसकी खाल उतारने के लिए।

एक बात और कहना चाहता हूँ कि अगर आप यह बिल हमसे पास कराना ही चाहते हैं तो सरकार डिस्ट्रिब्यूशन को ठीक करें। कोई रूल बना दीजिए जो इंसान पर बना हो कि 70 फीसदी सीमेंट, चीनी, कपड़ा और किसान की रोजाना काम में जाने वाली चीजें उसको उचित दाम पर देहात में दी जायेंगी। लोहा, कीरोसिन प्रायल इस भाव पर मिलेगा, कीमतों में तवाजुन पैदा कर दिया जायगा। किसान की चीज अगर आप सस्ती खरीदना चाहते हैं तो जो देहात में रहने वालें हैं उनको भी आप सस्ती चीज दीजिए। यह नहीं कि उनकी खाल उतारें रहें और कोई चीज वेंहें खरीद नहीं सकें इतनी महंगी उनकी कीमत कर दी जाय।

दूसरी चीज यह कहना चाहता हूँ कि किसी तरह से आप इस कोटे, परमिट सिस्टम को खत्म कीजिए। यह बदनामी हमारे सिर पर प्राती है कि कांग्रेसियों ने खा लिया, जब कि कोटा, परमिट हम नहीं खाते। लेकिन फिर भी जबरदस्ती हमारा नाम लगा देते हैं। तो इस कोटा, परमिट सिस्टम को खत्म कर दो। और अगर रखना ही है तो गरीब हरिजन को दो। जो सबसे ज्यादा गरीब दबा हुआ तबका है उसको दो। टाटा, बिड़ला, डालमिया को देने की जरूरत नहीं है उसका पेट तो पहले से ही भोटा है। तो अखल तो कोटा, परमिट खत्म करो। और अगर खत्म न करो तो गरीब को दो कोआपरेटिव बेसिस पर कंज्यूमर स्टोर बना कर दो। और पेरिटी प्राइस करी। मिनिस्टर साहब सीशलिउम मुझ से ज्यादा जानते हैं इसलिए मुझे ज्यादा उनकी समझाने की जरूरत नहीं है। जो आपने कई चीजों में जोनल सिस्टम कर दिया है इसको किसी तरह से मिटाइए। ब्लैक-मार्केटिंग, स्टोरेज और ऊंची कीमतों को खत्म कीजिए तथा मेहरबानी करके जिन चीजों की किसान को रोजाना की जिनगी में खेती के लिए जरूरत पड़ती है, जैसे ट्रैक्टर, इन्पुट्स और दूसरे ऐग्रीकल्चरल इम्प्लीमेंट्स हैं, उसको

[श्री रणधीर सिंह]

अगर इंसेंटिव प्राइस पर नहीं देना चाहते तो ठीक प्राइस पर ही उसको दे दें। अगर आप यह कर देंगे तो मैं पूरे जोर से इस बिल का समर्थन करूंगा। और अगर आप ऐसा नहीं करेंगे तो मैं समझूंगा कि आप किसान और हरिजन की गर्दन पर चाकू लगा रहे हैं।

SHRI S. K. TAPURIAH (Pali): Sir, it is indeed a very happy day today that the ultra-progressive Choudhuri Randhir Singh has become a practical progressive man. I forgive him for his distrust and rejection of Swatantra members, but I appreciate that he has seen the light of the day and by rejecting the permit-quota-licence raj and by denouncing the monolith of the Food Corporation of India, he has today decided to accept the Swatantra philosophy.

SHRI SURENDRANATH DWIVEDY (Kendrapara): That is why they are extending support to you in Gujarat.

SHRI S. K. TAPURIAH: And, are supporting you in Orissa ?

SHRI SURENDRANATH DWIVEDY: There is no support in Orissa; you are mistaken. (*Interruptions*).

SHRI S. K. TAPURIAH: But I would like to explode one myth which Chaudhary Randhir Singh tried to propound when he tried to mention the type of cloth that we use. When we use this terylene or man-made yarn in our bush-shirts we are paying quite a good sum to the exchequer. If I pay Rs. 100 for my bushshirt I am paying Rs. 50 to the State because 100 per cent duty is imposed on it. But when these people buy Khaddar for their kurta or jacket they rob the poor people of some money because the State is subsidising khadi. So, whereas they take away money from the State by way of subsidy, we are contributing to the State exchequer.

AN HON. MEMBER: What about the aspect of employment in khadi?

SHRI S. K. TAPURIAH: Don't you employ men in your mills? So, please do not bring in such arguments.

The French have a saying "drive nature away and it returns with a gallop". Destroy the free market and you create a blackmarket. You overwhelm the people with a plethora of laws and regulations and you create a general disrespect for law. This is what this Bill is going to do.

The main underlying idea of the Act, as I understand it and as you probably understand it, is to check the rise in prices and to regulate the distribution of scarce essential commodities. But has the Act succeeded in it? The answer in one word is "No".

In the last seven years the index number of commodity prices has gone up by 74 per cent. If we take the prices of such essential commodities as foodgrains, sugar, cooking oil, clothing etc. it will be seen that the prices have gone up by 100 per cent. In the last year alone the general price index has gone up by 18 per cent. Coming closer to this month, ever since the budget was presented, though the Prime Minister claimed in this House that the impact of her levies would not be more than 0.1 per cent, there are many newspaper reports which proclaim that the prices of commodities on which additional levies were imposed under the Union budget have shown increases. There are reports from Bhopal, Bhubaneswar and other areas that the prices have gone up. What have the government done through the Act to stop the price rise? What is more, addressing the members of her own party, the Prime Minister said, that, within a few hours of the presentation of the budget, her own son came with a petrol receipt showing the increased price charged from him. Have you taken any action against the petrol dealer under this Act? What more proof do you require than the proof brought to the Prime Minister by her own son with a supporting voucher? But you did not take any action because your Bill, as it is today, is only a whip in your hand and in the hands of your administrators and officials to blackmail the people, to terrorize and coerce and harass those traders who fail to toe your line and not the other blackmarketeers or those who play against the social regulations.

The Act has also inherent contradictions. Why do prices rise? The prices rise when

demand outstrips supply. When that happens the only sane action is not by artificially pegging down prices or by controlling distribution indefinitely but by letting loose those forces that stimulate production. For that purpose also this Act gives power to the Government for "regulating by licence, permit or otherwise the production or manufacture of any essential commodity." Which economic law lays down that such malaise can be cured only by controlling prices and distribution and simultaneously by restricting production?

According to government vocabulary, as I see it, and as I have been seeing it for the last 22 years, the powers given to the government to regulate these by licence, permit or quotas only means delay, rejection and harassment, or otherwise means only delays, hampering or stopping production. What have you done to increase production during the last few years? What have you done to increase production of scarce commodities? Only this morning we were discussing about paper. The Minister admitted that paper famine is looming large, is staring us in the face. Yet what did they do to increase production? For the last one and a half years paper industry is a de-licensed industry. Only fifteen days ago it was put back in the licensed list. Is that how you want to remove or mitigate the shortage or scarcity?

Many examples can be given how controls and decontrols work. But I will confine myself to only two examples which give different pictures. One is the case of scooters, where there is a shortage, where the price has been fixed by the Government, where the distribution has been governed by the Government regulations, and on all the applications for increasing production the Government is sitting tight. It does not take any decision. But the shortage continues; the mal-practices continue and the production does not rise.

On the other side, you have the case of sugar where only partial decontrol took place and in the last 3 years, the production has gone up by $2\frac{1}{2}$ times. Why can't you, as a trial, when you have succeeded in the case of sugar, extend this principle or this experiment to other scarcity items also? You will see the results for yourself.

Another reason why the Act has failed is

that you have not judiciously implemented it. At times, you peg down the price of the end-product without placing similar restraints on the prices of raw material or intermediary components. I can give you another example. Time and again, you have refused the plea of car manufacturers to increase their price. You may have your justifications. Have you ever invoked this Act to check the prices of component parts and accessories of automobiles when you have got the powers to do so under this Act? Without imposing any restrictions on the price of steel, alloy steel, copper wires, copper sheets and multifarious other parts that go into the making of a car, what moral justification have you to control the price of the end-product? You go down the line. It will apply to bicycles; it will apply to cloth; it will apply to everything. How do you justify controlling the price of the end-product with prices spiralling on all other parts of it?

Sir, if this Act has failed to check rise in prices, if it has failed to stimulate production to meet the demand, what has it succeeded in? What would the continuance of this Act achieve? I do not see anything except probably there will be more bribery for the officials and more powers for the Minister and the people will be coming to them either for some quota to be released or some favour to be granted to them.

The proposed continuance of this Act for a further period is designed to continue the unconscionable procedure of summary trial in prosecutions and amounts to continuance of denial of justice in such cases. Broadly speaking, in such cases, the summary trial has been doing infinitely more harm than good and, as our experience goes, as every single hon. Member who has preceded me has said; that it has bred widespread corruption and blackmail. Summary trials, as our experience has been, are being held in a most scrappy and perfunctory manner. Such trials are designed more to strike terror and to demoralise than to impart justice. As such, the provision for summary trial must be deemed to be the very negation of justice. Even a cursory analysis will reveal that 99 per cent of the cases under the Essential Commodities Act involve contraventions of an absolutely technical nature, the victims being in almost all the cases small traders and agriculturists and people in remote villages,

[Shri S. K. Tapuriah]

Is it fair to the small trader in a remote countryside if you haul him up for a summary trial for such small matters as a wrong form of accounts or a wrong description of cash memo? Have you ensured that these ever-changing forms, etc., reach every village immediately a notification is issued?

In view of the fact that the Act has failed to stabilise the prices or to make methods where equitable distribution of essential commodities takes place among the people or to increase the production or to achieve even one single purpose for which it was enacted, my party and I oppose this Bill which seeks continuance for a further period. I want to make a request that if you want to continue for sometime, you try to give these things, where you want to regulate distribution, where you want to regulate prices and production, to an autonomous body, not to a governmental body. You give it a fair trial. You have seen for 20 years and heard of widespread corruption it has created. You give it a fair trial. I am sure, this is not a request asking for too much.

Sir, I shall conclude by outlining the difference between our outlook and the Government's outlook on life. Sir, the difference is like that between the ladder and the queue. We are for the ladder. Let all try their best to climb. They are for the queue. Let each wait in his place till his turn comes. But we ask, 'What happens if anyone slips out of his place in the queue?' 'Ah', say the Government, 'Our officials—and we have plenty of them—come and put him back in it—or put him lower to teach the others.' And when they come back to us and ask 'What happens if anyone slips off the ladder?', our reply is, 'We shall have a strong net and the finest social ambulance in the world.'

SHRI S. R. DAMANI (Sholapur): I rise to support the Bill.

SHRI S. K. TAPURIAH: I hope the textile industry is following the Bill.

SHRI PILOO MODY (Godhora): Betwixt these two I am not concerned.

SHRI S. R. DAMANI: In a country like ours when production increases, consump-

tion increases and agricultural production depends on the vagaries of the monsoon and in such cases, the Government must have some power to regulate the supply and prices of the essential commodities for the public. For this reason the Government is empowered to take action to see that public do not suffer on account of abnormal rise in prices and it is very essential that Government must have some powers to control the distribution and prices of the essential commodities required by the masses.

Shri Kanwar Lal Gupta said about sugar. I would like to draw his attention to the present position. The advantage of decontrol has gone to the masses. Last year the prices of sugar were ruling high—Rs. 500 and even Rs. 700 per quintal. But on account of decontrol the production has increased and now the prices have come down to Rs. 200 per quintal including excise duty. So if the Government did not take that step at that time, today the position would have been different. So the action taken by the Government at that time was wise. Without any kind of consideration, they want to run down the Bill. It is in the interests of public, it is in the interests of the consumer, it is in the interests of the producer and the result is that the price of sugar is now Rs. 200 per quintal.

Similarly, he has mentioned about vegetable oils. Last year when the crop was good, the prices were going down. The Government fixed the prices every fortnight. Every fortnight they reduced the prices. Now because of shortage of crop, prices of—oilseeds are going up. In that case, in fairness to the industry, they will have to increase the price. But I can say that in that year the crop was better and prices were going down. To-day our prices of wheat and other cereals are going down. As prices go down, we will not require such powers. Government want only extension of this Act for 2 years through this Bill. Having stated this, I want to make some suggestions about production. The present policy of controlling the industrial production requires changes,—drastic changes, I must say. At present every applicant has to apply to the Government for setting up an industry. For getting a licence it takes 2 years and after 2 years he starts the factory and it takes another 3 years at

least to bring in production. These 5 years go away. Meanwhile the demand goes on increasing and it is bound to increase further and so development of industries have to be faster. In such circumstances this waste of time for the application being scrutinised and then issue of licence etc., requires changes. Government should follow a policy by which they may call the parties, the entrepreneurs who are interested in certain schemes of production and invite them, discuss with them and take immediate decisions on the spot. As such the industry can expand faster. The production can be increased. Surplus can be created which is very essential. This surplus will remove the necessity of such Bills. I want to stress that our effort should be to increase more production and remove all the hurdles in the way of increasing production.

Sir, I remember how in Punjab this problem was tackled. We should take the examples of such States where such steps have been taken. When Mr. Pratap Singh Kairon was the Chief Minister of Punjab one of my friends wanted to put up a factory in Punjab. He was not known to the Chief Minister, Mr. Pratap Singh Kairon. He took an introduction letter. He went to him and said 'I have come for putting up a factory in your State. This is my introduction letter.' He said 'I am very happy you have come; I don't require any introduction letter because you have come to my State to put up industry. That is more than enough.' He saw the application. He called the party after one month. This party went after one month. At that time he called all the concerned Ministers, he discussed the matter with them, the project was finalised and factory work started and within 1½ years the factory went into production. That policy has developed the industries in Punjab to a very great extent. I think Government should follow such policies by which production can be increased and shortages can be removed. More production can solve our problems and it will create more employment opportunities and it will also bring in more revenue to the Government. This is a policy which I think is very essential and should be followed.

With these words, Sir, I support the Bill. Thank you.

*SHRI S. KANDAPPAN (Mettur): Mr. Chairman, Sir, before I speak on the Bill seeking to extend the life of the Essential Commodities (Amendment) Act, 1964 for a further period of two years, I would like to say a few words on the Resolution moved by my hon. friend, Shri Kanwarlal Gupta, disapproving the issuance of Ordinance in this regard. The hon. Minister could not give a convincing reply to all the points raised by Shri Kanwarla Gupta and others. All he said was that there was no time to get this legislation passed by the Rajya Sabha and so he had to take recourse to the Ordinance. I deprecate strongly this kind of legislative practice.

According to our constitutional provisions Ordinances are to be issued only in exceptionally emergent and unavoidable situations. It is highly improper to use this as an instrument for bypassing the Parliament or for evading a debate in the Parliament or for carrying out the whims of the Government at their convenience. It is also wrong to promulgate Ordinances indiscriminately on all and sundry issues. I would point out that twisting the provisions of our Constitution to suit the convenience of Government is utterly untenable. This runs counter to the letter and spirit of the relevant constitutional provision. This is not the maiden attempt of the Government in issuing such an Ordinance. In the past they have issued so many Ordinances, in this manner. I want to say that this should be condemned outright.

In recent months we have seen that due to paucity of time the legislative proceedings of the Parliament are conducted peremptorily and sometimes rushed through most ruthlessly. If the Government want to find a remedy for this kind of unseemly haste in getting laws passed by the Parliament, firstly, they must part with a substantial portion of the vast powers which they have arrogated to themselves unduly. They should confine themselves to cardinal activities, which will enable them to utilise the available parliamentary time judiciously. They should share the sinews of governmental power with all the authorities concerned with administration in the country. Then, there will be greater opportunities for a purposeful debate in the Parliament. Otherwise, the duration of the

* The original speech was delivered in Tamil.

[Shri S. Kandappan]

sessions of Parliament should be so increased as to have worthwhile deliberations on important matters. If we rush through legislative and other issues in the Parliament without giving deep consideration to the issues involved, we will be losing our democratic moorings. The Parliament is hustled through a plethora of laws and frequently we are being reduced to the position of a rubber stamp to put the seal of approval on whatever the Government have already done outside the precincts of Parliament. This is surely a death-knell to our democratic system of functioning. If the Government persist in doing so, they will be acting in a most uncivilised way. It is not proper and it is also not good for the country. We will be cutting at the very roots of the foundations of democracy in our country.

Now, I would briefly refer to this Bill under discussion. There can be only one aim for controlling the free-market in our country. We should regulate the free-market operations with a view to preventing the creation of artificial scarcities and to curb the tendency of the traders to indulge in black-marketing, hoarding and profiteering, utilising the manifold opportunities which the free-market offers. While we are trying to hold in leash the free-market, we should ensure that these regulations should not by themselves lead to the creation of undesirable and anti-social activities which they seek to curb.

So far as this Bill is concerned, I would emphatically say that the people consider it only as a punitive measure and not as a regulatory one. From our past experience of Government's implementation of this act, we know that the objective of regulating production and distribution of essential commodities has not been fulfilled. I would like to enumerate one or two examples. Many hon. Members, who preceded me, referred to cement, sugar, yarn, cloth and so many other essential commodities. The hon. Minister will in all probability put forth the plea that there is no direct connection between the extension of the life of this Act and the issues raised by the hon. Members. I would say categorically that the Government have failed in proper enforcement of the provisions of this Act, because they have never made a realistic assessment of the prevailing situation in different regions and States at any

given moment in regard to anyone particular commodity and the problems connected with it. If you had realised the importance of this kind of an impartial assessment and functioned effectively, then the problems faced today by the States would not have been there. There would also have been impressive progress in the overall situation throughout the country.

Mr. Chairman, take, for example, sugar. My hon. friend, Shri Tapuria, who spoke earlier, said that the production of sugar has gone up. But all of us are aware that the price of sugar has not come down as a consequence. In this matter, the Tamil Nadu Government had discussions with the Central Government. They have repeatedly stressed this point that the price of sugar fixed for Tamil Nadu is higher than that fixed for other States, but the Central Government in all their obduracy have rejected this plea. On account of this the excise duty has gone up, leading to rise in price of open market sugar. The common people are not in a position to pay that much. At the same time, the stock of sugar in the factories is getting piled up and in fact the factories are facing a crises; some of them are not even able to operate. In the ultimate analysis, the agriculturists are affected adversely. The control which has set this dangerous trend cannot be called a beneficial one. If it is to be really a fruitful control, then it should take into account the prevailing situation in regard to each commodity at any given time and place. Within the framework of powers granted to the Central Government by this law, these regulations should be formulated after a thorough study of the problems of the regions on the spot; but I don't think this is being done systematically.

Some years ago, when the Government of Gujarat was confronted with the problem of upward trend in edible oil prices, in order to cope with the alarming situation there, the Central Government under this very Act permitted the State Government not to export the edible oil but to stock them in substantial quantities within the State with a view to arrest the rise in prices. Later on, when some other States were also faced with a similar problem and wanted to take some precautionary steps, the Central Government did not give the necessary permission. Why I am referring to this is that each State

is confronted with a particular problem of its own in regard to one commodity or the other within its area. Day before yesterday, the Minister of Tamil Nadu in charge of handlooms in a speech referred to the immediate necessity for stopping the import of mill cloth from Bombay and Gujarat in order to give protection to handloom products. The Central Government may consider that it is not such an innocuous issue. I have referred to this only to draw the attention of the Central Government to the gravity of the problem of handloom weavers in our State. The problem of each commodity should be looked into in the light of the situation obtaining at any given time and place.

I wish to say that if the Government want this Act to be constructive and wholesome, then they must implement it after proper consultations with the State Governments and after studying the circumstances prevailing in any region or State in regard to each commodity. This measure would have become a welcome measure and a laudable legislation if it had been drafted in consultation and with the approval of the State Governments and also if the powers of implementation had been entrusted to the State Governments. From their past experience, the common people feel that this is only a punitive measure to punish the wrong-doers and not a constructive piece of law which will benefit them. I request the hon. Minister to see to it that this Bill becomes an effective legislative instrument to offer succour to the suffering millions of the country.

श्री क० गो० सेन (पूणिया) : सभापति महोदय, माननीय सदस्य, श्री कंवरलाल गुप्त ने अपने डिसएफरूवल के प्रस्ताव पर बोलते हुए जो बातें कही हैं, वे बिल्कुल सही मालूम होती हैं। जैसा कि श्री रणवीरसिंह ने भी कहा है, आखिर एंजेल कामोडिटीज एक्ट के अन्तर्गत कौन लोग पकड़े जाते हैं—तारीब किसान। आबिद हुसैन गांव बलिहारपुर का हमारे यहां का एक छोटा सा किसान है। वह अपने घर का गेहूं पिसवाने के लिए कन्हरिया मंडी गया। जब वह बेचारा उसको पिसवा कर घर वापिस आ रहा था, तो उसको पकड़ लिया गया। आप जानते हैं कि हम एक ऐसे

जिले से आते हैं, जिसके एक तरफ़ नेपाल है, दूसरी तरफ़ बंगाल है और फिर पाकिस्तान भी बाइंडर पर ही पड़ता है। अगर कोई भी आदमी किसी नजदीक की मंडी से सामान लेकर जाए, तो उसको पकड़ने में कोई दिक्कत नहीं है। उस पर आरोप लगाया जा सकता है कि वह बंगाल से लाया है, या नेपाल से लाया है। आबिद हुसैन के भाई को यह ख़बर मिली कि जब वह आटा पिसवा कर आ रहा था, तो रास्ते में उसको और उसकी बैलगाड़ी वगैरह सबको पकड़ लिया गया। वह दौड़ा हुआ आया, लेकिन उसको भी गिरफ्तार कर लिया गया। एक तीसरा आदमी बेचारा आया पैरवी करने के लिए, तो उसको थप्पड़ वगैरह लगाए गए। पहले तो मुखिया ने उन दोनों आदमियों को रोक लिया और उसके बाद उनको थाने वालों के पास भेज दिया। थाने वालों ने सबको छोड़ दिया, लेकिन आबिद हुसैन का चालान कर दिया। हमारे यहां के एम० एल० ए०, मुहम्मद जाफ़र साहब, ने मुझे एक ख़त लिखा कि वह बेचारा अपने खेत का गेहूं पिसवा कर ला रहा था, लेकिन उसको पकड़ कर ज्यादाती की गई, इसको देखो। मैंने उसमें एन्क्वायरी की और हमारे अफसरान से कहा कि लोगों को इस तरह से क्यों परेशान करते हैं। पता लगा कि यह केस मुन्सिफ के पास चला गया है, जबकि मैं चाहता था कि गवर्नमेंट से कह कर उस केस को बिद्दूआ करवा दूं। उन्होंने कहा कि अब तो यह बिद्दूआ नहीं होगा, डिस्पोजल होकर ही खत्म होगा। अब आप कचहरी की तरफ़ आइए। तारीब पर तारीब लगती चली गई, कोई फ़ैसला नहीं हुआ। वह हमारे सामने आया और रोने लगा कि हालत ऐसी हो गई है कि कोई उसको एक पैसा कर्जा भी देने वाला नहीं है और कचहरी में गवर्नमेंट की साइड में कोई रिप्रेजेंट करने वाला ही नहीं था। जब मैं और ज्यादा इस केस के अन्दर गया, तो मालूम हुआ कि मुन्सिफ ने पहले ही उस मामले को डिस्ट्रिक्ट मजिस्ट्रेट को रेफर कर दिया था। आप ज़रा सोचिए—जो आदमी रोज़ 20-25 कोस से टाउन की

[श्री फ० गो० सेन]

केबंहरि में आता है, उसकी क्या मतीजा भुन-
तना पड़ता होगा। इसके अलावा एक कोर्ट से
दूसरी कोर्ट में, दूसरी से तीसरी में किस ट्रांसफर
होता रहे और हर बार जमानती करानी पड़े—
यह क्या चीज है। इस तरह से वह शख्स तबाह
हो गया। हमारे यहां तो पास में बंगाल बांडर
है, ऐसे केसेज रोज होते रहते हैं, 5-10 रु०
दे दो, तो चल जायगा, नहीं तो जाग्रो जेल में।

आप इस एक्ट के अण्डर स्टेट गवर्नमेंट
को पावर दे रहे हैं, लेकिन इसको देखने वाला
कौन है, उस पावर का इस्तेमाल ठीक से ही
रहा है या नहीं, इसको कौन देखेगा। आपने
इसमें चोरी की बात कही है। मैं कहता हूँ
कि वह आदमी जो रुपया दे सकेगा वह चोरी
से बच जाएगा और जो नहीं दे सकेगा, वह
पकड़ा जायगा। हमारे यहां रिफ्यूजी सेंट्रल-
मेंट्स हैं, जो बेचारे गरीब लोग हैं, यदि
वे 500 रु० लोन लेते हैं, इंस्पेक्टर को यदि वे
खिला नहीं सकते हैं तो उनको 500 रु० देना
ही होगा, वह राइट-आफ नहीं हो सकेगा।
लेकिन अगर कोई खिला सकता है, इंस्पेक्टर
को 25-50 रु० देगा तो उसका 5 हजार का
लोन भी राइट आफ हो जायगा। आपके
ये कानून गरीब आदमियों को पीस देने के लिए
हैं। अगर आपका यह कानून ठीक है तो मैं
आपसे कहूंगा कि आबिद हुसैन के केस की
सी० आई० डी० से एन्वयरी कराइए, मालूम
कराइए कि कनहड़िया मंडी की हटिया में
आटा पिसाने के लिए गया था या नहीं गया
था, फिर उसकी क्वां पकड़ा गया। अगर यह
बात सही है तो जो जो इसके लिए जिम्मेदार
हैं, जिन्होंने उसको झूठा फंसावा है, उनके ऊपर
केस चलना चाहिए। स्टेट गवर्नमेंट पर भी
डिले का केस चलना चाहिए, जस्टिस-डिलेड-
जस्टिस-डिनाइड। अगर स्टेट गवर्नमेंट
इसके लिए जिम्मेदार है तो स्टेट गवर्नमेंट
के खिलाफ कार्यवाही कीजिए। लेकिन यदि
आप कुछ नहीं कर सकते तो फिर इस बिल को
बिड़्डो कीजिए। हम यहां पर कानून किसके

लिए बनाते हैं, जनता के लिए कानून बनाते
हैं, किसके वोट से यहां चुनकर आए हैं—
जनता के वोट से चुनकर आए हैं, अगर जनता
के लिए हम कुछ नहीं कर सकते हैं तो इसको
डिबाल्व कर देना चाहिए।

ये सारी चीजें इस तरह की हैं जिनको
देखकर हमारा खून खील जाता है। अब भी
आबिद हुसैन मेरे सामने आता है, मेरा कलेजा
कांप जाता है—इन सारी चीजों को देखना
चाहिए।

कंवरलाल गुप्तजी ने ठीक ही कहा है—
जहां इसमें और दूसरे प्वाइन्ट्स हैं, वहां आपने
जूट, शुगरकेन को भी लिया है। शुगरकेन के
बारे में आपने दुनिया भर की बातें लिख दी
हैं, मैन्यूफैक्चरिंग कास्ट का चिह्न किया है,
जहां इण्डस्ट्रीज का सवाल है, वहां ठीक है
मैन्यूफैक्चरिंग कास्ट होना चाहिए, लेकिन
जूट में मैन्यूफैक्चरिंग कोस्ट नहीं है, रा-जूट
तैयार करने में भी कितनी-कितनी मुशीबत
उठानी पड़ती है, उसकी एन्ट्री कहा है।
हमारे यहां से नेपाल बांडर 50 गज
में No man's land पर है, इस पार से उस
पार माल चला जाता है, वहां ज्यादा पैसा
मिलता है और फिर वही जूट नेपाल-जूट
कहलाकर बाहर चला जाता है—कोई देखने
वाला नहीं है। इंडिया की पेंडी नेपाल में चली
जाती है, वहां से नेपाल-पेंडी होकर बाहर चली
जाती है—आप वहां पर क्या देखते हैं। जूट
की होडिंग सब करते हैं, जब जूट की होडिंग
होती है तो उसका दाम बढ़ जाता है, क्वां बढ़
जाता है—क्या इसको कोई देखने वाला है ?

हमारा यह कहना है कि जहां तक गरीब
किसानों का सवाल है उसके एक-एक केस को
देखना चाहिए और डिटेल में जाकर उन तमाम
केसेज को विद्दो कर लेना चाहिए।

श्री स० मो० बनर्जी (कानपुर) :
सभापति महोदय, मैं इस बिल का समर्थन करने

के लिए खड़ा हुआ हूँ। जो चोरबाजारी करते हैं, मुनाफ़ाखोरी करते हैं, ज़खीरेबाजी करते हैं, मैं उनका समर्थन नहीं कर सकता। आबिद हुसैन के केस के बारे में सेन साहब ने कहा, लेकिन जो चोरबाजारी करते हैं, मुनाफ़ाखोरी करते हैं, ज़खीरेबाजी करते हैं, और उसके बाद भी वे समाज में रहते हैं, उनको यदि एन्टी सोशल एनीमेंट्स कहा जाय तो यही हमारे स्वतन्त्र पार्टी के या सिण्डिकेट के या जनसंघ के भाई उनके केस को यहां पर प्लीड करेंगे। इसलिए मैं कहना चाहता हूँ कि आप इस बिल को थोड़ा गंभीरता से देखें, यदि यह एसेन्शियल कमांडिटीज एक्ट यहां पर न हो, तो जो थोड़ा बहुत सजा का डर है लोगों के दिलों में, वह भी नहीं रहेगा। मैं तो सरकार को चार्ज करना चाहता हूँ कि इनको जो करना चाहिए था, वह इन्होंने नहीं किया, जो डेटेरेन्ट पनिशमेंट देनी चाहिए, वह नहीं दी है। सभापति महोदय, मैं कहना चाहता हूँ—आज अगर वाकई चौराहे पर चार ज़खीरेबाजों को खड़ा करके कहा जाय, जो लोग उधर से गुज़रें इनको चार-चार जूते मारें, तो आप देखिए कल से ज़खीरेबाजी और मुनाफ़ाखोरी बन्द हो जायगी या उनको चौराहे पर खड़ा करके, जो इन्सान उधर से गुज़रे उन पर धूकता जाय, तो यह ज़खीरेबाजी बन्द हो जायगी या अगर पुराना तरीका अपनाया जाय, ऐसे भ्रादरियों का मुंह काला करके शहर-बंदर कर दिया जाय तो ऐसा हो सकता है, लेकिन इन्होंने कुछ नहीं किया।

मुझे अफसोस के साथ कहना पड़ता है, जब जवाहरलालजी नेहरू प्रधान मंत्री नहीं थे, उन्होंने कहा था—अगर एक दफा भी हमारे हाथ में सत्ता आएगी तो हम लोग चाहेंगे कि ऐसे भ्रादरियों को चौराहे पर खड़ा करके गोली मारी जाय, जो मुनाफ़ाखोरी या चोरबाजारी करते हैं, मुसीबत यह है कि सत्ता में आने के बाद सब भूल गए।

इसलिए, सभापति महोदय, मैं चाहता हूँ कि इस बिल को दो साल के लिए नहीं, बल्कि

तीन साल के लिए बढ़ाया जाय। शिव चन्द्र झा जी ने जो संशोधन दिया है, मैं उसका समर्थन करता हूँ। जैसा रणधीर सिंह जी ने कहा—मैं उनकी बात से सहमत हूँ कि गरीब किसानों पर अत्याचार न हो। हम में से कोई भी यह नहीं चाहता कि जो किसान ऐसी चीज़ में मुबतला नहीं है या ऐसी किसी चीज़ में उसका हाथ नहीं है तो यह नहीं होना चाहिए कि उसके साथ बेइन्साफ़ी हो, उसको इसमें फंसा दिया जाय। लेकिन ऐसी चीज़ को ज़रूर रोका जाय—जैसे आप उत्तर प्रदेश के बांडर पर चले जाय, दिल्ली से अनाज उत्तर प्रदेश में नहीं जा सकता, लेकिन वहां होता क्या है, ट्रक के ट्रक चले जा रहे हैं, रिश्वत देने के बाद उनको कोई नहीं रोकता और वहां पर दर्ज किया जाता है कि मूंगफली गई है। हरियाणा के बांडर पर चले जाइए, बांडर रेस्ट्रिक्शन ज़रूर है, लेकिन रात के 11 बजे के बाद कोई बांडर रेस्ट्रिक्शन नहीं रहती, तमाम स्टेट्स का यूनीफिकेशन हो जाता है, सब एक-दूसरे के भाई-भाई हो जाते हैं, कोई रोकने वाला नहीं है। इसको रोकने का एक ही तरीका है कि डेटेरेन्ट पनिशमेंट दी जाय, कम से कम उन लोगों को सजा का डर ज़रूर होना चाहिए।

शुगर के बारे में हमारे मित्र तापड़ियाजी ने कहा कि शुगर का पार्श्व डीकन्ट्रोल होने के बाद आप देखें शुगर का प्रोडक्शन बढ़ गया है। क्या वाकई में कम्प्लीट डीकन्ट्रोल के बाद सरकार का प्रोडक्शन नहीं घटा? उस वक्त पाटिल साहब मिनिस्टर थे, शुगर मैगनेट्स के अक्षर से डीकन्ट्रोल हुआ लेकिन उसके बाद क्या हुआ? 29-30 लाख टन शुगर का प्रोडक्शन होने वाला था लेकिन वह 22 लाख टन रह गया। उसके बाद शुगर की शार्टेज हो गई। आर्टिफिशियल शार्टेज हो गई। तो इस तरह से कन्ट्रोल, डीकन्ट्रोल और पार्श्व डीकन्ट्रोल करो और फिर चीजों की आर्टिफिशियल शार्टेज पैदा हो जाए। तो इस तरह की पालिसी इस सरकार की शुगर अक्षर

[स० मो० बनर्जी]

सीमेन्ट बगैरह के बारे में रहती है। इसलिए मैं इस सरकार को चेतावनी देना चाहता हूँ कि वह इन अंगुठों में न पड़ करके सही तरीके से कन्ट्रोल करे लेकिन इस सरकार की मुसीबत यह है कि यह कन्ट्रोल और डीकन्ट्रोल के बीच में डोल रही है। यह सरकार है या पेंडुलम ? आप तय कर लीजिए कि किधर जाना है। आज सरकार को एक चीज तय कर लेना चाहिए कि अगर कन्ट्रोल करना है तो सच्चे दिल से कन्ट्रोल करे, फिर सर्माएदारों के असर में आ करके डीकन्ट्रोल न करे। अगर वाकई में कन्ट्रोल नहीं करना है—मैं भी कन्ट्रोल का हामी नहीं हूँ—तो सही तरीके से उसको करे। आज हम देखते हैं कि दवाईयों के दाम किस तरह से बढ़े हैं, आम मसालों के दाम किस तरह से बढ़े हैं। आप बाजार में जाकर देखिए कि ग्राउ महीने पहले जो सामान सौ रुपये में मिलता था उसके दाम आज 130 रुपये हो गए हैं। बेचारा गरीब दिन-पर-दिन मकरूज होता जा रहा है। आज चीजों के दाम इतने बढ़ गए हैं कि हमारे गरीब भाइयों ने होली का त्यौहार एक दफे मना लिया होगा लेकिन उसके बाद वे 6 महीने तक मोहरम मनायेंगे। इसलिए मैं इस बिल का समर्थन करते हुए दोबारा कहूंगा कि आप सजा देने की कोशिश करें और सर्माएदारों के असर में न आयें। इन शब्दों के साथ मैं इसका समर्थन करता हूँ और यह आशा करता हूँ कि राज्य सरकारें इस पर सही तरीके से अमल करेंगी और राजनीतिक असर में आ करके लोगों को छोड़ने की कोशिश नहीं करेंगी। किसी ने चन्दा दे दिया तो उसको छोड़ दिया—यह बात नहीं होनी चाहिए। . . .

(व्यवधान) . . . राजनीतिक दृष्टिकोण से नहीं बल्कि सामाजिक दृष्टिकोण से समाज को सही करने के लिए और चीजों के सही दाम कायम करने के लिए और साथ ही जखीरेबाजी को रोकने के लिए इस बिल की जरूरत है।

सभापति महोदय : आप लोगों से बेरा निवेदन है कि इस पर कई आवधी बोलना

चाहते हैं और जितना समय इसके लिए या वह करीब-करीब खत्म हो गया है। . . .

श्री कंचरलाल गुप्त : इसको सात बजे तक रखिए।

सभापति महोदय : मैं चाहता हूँ कि आप लोग थोड़ा-थोड़ा इस पर बोलें ताकि सभी को समय मिल सके।

SHRI SRINIBAS MISRA (Cuttack): Sir, although I agree with Mr. Gupta that this ordinance should not have been issued in the manner in which it has been done, still I disagree with some of the members who say that this Bill is unwarranted and unacceptable. Firstly, the Ministry should have known previously that sections 12A and 8A are about to expire and that the 1964 Act was about to expire on 31st December, 1969. They should have been pre-warned and the Bill for extension should have been brought in the House when it was in session. That is a very serious lapse. They are again and again resorting to this ordinance method in order to do something which should have been done earlier.

Regarding the other two, I have another objection. When they say that the 1964 Act is being extended, in the Bill itself the 1964 Act should have been given. Under the pressure of work in this House, hon. Members are required to look at the 1964 Act. And that is not the original 1964 Act because amendments have been incorporated in the Act itself. The 1964 Act itself says that it will expire in 1966. So, that Act should have been given in the Bill itself.

First of all, I do not know whether the Ministry or this Government consults astrologers for the purpose of ascertaining the changing views of the people of India. But I am sure that some of them consult the astrologers for election and Ministry purposes. When in 1964 this Bill came up, on behalf of my party it was stated that there are some of the criminals in the Treasury Benches still unhung. I will repeat it. Because, at that time the stand of my party was that there should be full control of essential commodities. They were too late in doing so.

At that time it was Shri C. Subramaniam who was piloting the Bill. As you know, many of them who were in the Treasury Benches then have been hung by the electorate, though some of them have tried to come back through the backdoor; still, they have been harmed.

It is necessary to control the black market, to control the money bags who try to get through various alleys to get profit to the detriment of the people at large. So, this power should be with the government. Government have sought to take it only for two years in 1964, three years in 1966 and now for another two years. Perhaps, this time the astrologers might have told them that the people of India will give up black-marketing once and for all in two years. Otherwise, how do you explain first two years, then three years and then again two years? The hon. Minister must have been told by some astrologer that the capitalists of India, the corrupt traders of India (not all traders) will give up blackmarketing and hoarding within two years. Otherwise, why don't they make it part of the permanent statute? This power should be with the government because blackmarketing will continue so long as capitalists continue in this country.

It has been argued by Shri Tapuria that if there is more demand, if the demand outstrips supply, then the prices will rise. That is correct. But the purpose of this Bill is to increase supply, to force the hoarder to release the supply. It is they who somehow suppress the supply, hoard it, and that is why the demand rises.

It has been argued rather very vehemently by the spokesmen of the Swatantra Party for the ladder. But we representing the ordinary people are for the queue. We want the queue. We do not want anybody to jump the queue. We do not want to allow anybody to touch the ladder to jump the queue. We want the queue.

It is true that bribery and corruption should be controlled. It is a matter of detailed administration. Shri Randhir Singh and others have referred to defects in administration. Everybody could welcome them. We all condemn defects in administration. But so far as the question of giving power to the Central and State Governments for punishing

the offenders summarily is concerned, I agree that it should be there. I welcome this Bill, though it is belated.

18 hrs.

STATEMENT RE: ATTEMPT ON THE LIFE OF SHRI JYOTI BASU

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN): Mr. Chairman, Sir, according to information received from the State Government, there was a deplorable incident at the Patna Railway Station today at about 8.15 A.M. when an unknown assailant fired a shot at Shri Jyoti Basu. Shri Jyoti Basu escaped unhurt, but one Ali Imam who had come to receive him was hit by a bullet and was killed. The assailant made good his escape. Immediate investigation was undertaken and one Surendra Prasad has been arrested by the police on suspicion. Investigation is in progress.

I spoke to the Chief Minister, Bihar, this morning and requested him to make a thorough probe into the matter. The State Government have informed me that necessary security arrangements have been made for Shri Jyoti Basu. Arrangements have also been made to maintain peace in the town. I also spoke to Shri Jyoti Basu and expressed my deep concern. I am sure, the House will join me in unreservedly condemning resort to violence which undermines the very basis of democracy and democratic institutions.

श्री छटल बिहारी वाजपेयी (बलरामपुर):
 सभापति महोदय, क्या आप स्पष्टीकरण की इजाजत देंगे? यह एक हत्या का प्रयत्न स्टेशन पर हुआ था। केवल राज्य सरकार इसकी जांच कर सकेगी ऐसा दिखाई नहीं देता, क्योंकि इसमें रेलवे के अधिकारियों से पूछताछ करनी पड़ेगी, रेलवे स्टेशन पर वह किस तरह से निकल गया इसकी तह में जाना पड़ेगा। तो क्या राज्य सरकार ने केन्द्र की सहायता मांगी है? गृह मंत्री ने कहा कि सब लोग निन्दा करेंगे। इसमें कोई भी राय नहीं हो सकती है। मगर सभापति जी, यह पहला मौका नहीं है। इससे पहले पंडित दीनदयाल उपाध्याय की हत्या हुई। वह भी स्टेशन पर

[श्री अटल बिहारी वाजपेयी]

हुई। उसके बाद डा० राम सुभग सिंह पर कातिलाना हमला करने की कोशिश की गई। और अब यह तीसरा प्रयत्न है। रेलवे स्टेशन जुड़ी हुई है इसलिए केन्द्र तस्वीर में आता है। और मैं जानना चाहूंगा क्या बिहार सरकार ने सहायता मांगी है या उनके बिना सहायता मांगे, क्योंकि इसमें रेलवे स्टेशन यह घटना स्थल है, इसलिए केन्द्र स्वयं होकर सहायता देगा।

SHRI Y. B. CHAVAN: The State Government so far—I myself talked to the Chief Minister—have not formally asked for any assistance. Even if they do not ask for it, we will, certainly, offer help to them and an investigation will have to be on a sort of uniform pattern. The point that the hon. Member has raised is an important one and I can assure him that I shall, certainly, look into it.

SHRI H. N. MUKERJEE (Calcutta North East): Sir, I wish only to say that the abhorrence expressed at this kind of atrocious attack on Mr. Jyoti Basu is shared by everybody in this House and we do expect that the Home Minister will get all his agencies into operation to see to it that punishment is meted out to whoever is responsible. It is an absolutely atrocious method of attacking a political opponent. The whole position smacks of a terrible atmosphere in the country and the Government must take all steps that are necessary in order to eradicate the poison which has come up in this kind of a very undesirable shape. We all share the abhorrence at the dastardly act to which expression was given.

SHRI SURENDRANATH DWIVEDY (Kendrapara): Sir, I join in condemning this dastardly attack on Mr. Jyoti Basu. I would like to know one thing from the Home Minister. It is said that when Mr. Jyoti Basu was passing over the over-bridge.

सभापति महोदय: सवाल मत पूछिए, और दूसरी बातें हैं वह कीजिए।

SHRI SURENDRANATH DWIVEDY: I want to know whether he has enquired about

it. While Mr. Jyoti Basu was passing over the over-bridge, he pointed out to some person in the crowd and that person was not arrested and he escaped. That man escaped and some other man died. That means he had some previous information about the attack on him or some such thing. I want to know specifically while the investigation is going on whether he has enquired about that.

SHRI Y. B. CHAVAN: I have not got all the facts. Whether he pointed out to some person, etc. are matters of very vital importance. But I have not got any facts about it. It is very difficult for me to say anything about it at this stage.

श्री रवि राय (पुरी): स्पष्ट न्यूज में है।

श्री यशवन्तराव चव्हाण: स्पष्ट न्यूज में है। लेकिन मुझे यहां स्टेटमेंट करने से पहले मेरे पास कोई तो इत्तला होनी चाहिए। अभी तो मुझे कोई जानकारी नहीं है।

श्री रणधीर सिंह (रोहतक): हम यह जानना चाहेंगे कि कोई ऐसा प्लान तो नहीं है।

सभापति महोदय: यह तो इन्क्वायरी की बात है। इन्क्वायरी की बात उससे क्या पूछते हैं, उसे वह कैसे बता सकते हैं। जो उन्हें सूचना मिली वह उन्होंने सदन को दे दी।

श्री फ० गो० सेन (पूणिया): जो स्पष्ट न्यूज है वह सही है कि नहीं? ड्राइवर अरेस्ट हुआ।

सभापति महोदय: उन्होंने एक स्टेटमेंट किया। अब पुलिस उसकी इन्क्वायरी कर रही है, गवर्नमेंट उसकी इन्क्वायरी कर रही है, यह भी सारी मदद करने के लिए कह रहे हैं। इसलिए इन सबानों को छोड़ दीजिए क्योंकि यह मामला सब-जुडिस हो गया।

श्री रवि राय: सब-जुडिस क्या हो गया?

SHRI S. K. TAPURIAH (Pali): I join in condemning this dastardly attack on Shri Jyoti Basu. Thank God he has been spared. We wish him a long life. I would only like to know whether any compensation is being given to the family of the person who lost his life.

MR. CHAIRMAN: Investigation is going on. That is all. We now continue with the discussion on the Statutory Resolution and the Bill.

18.08 hrs.

STATUTORY RESOLUTION RE: ESSENTIAL COMMODITIES (AMENDMENT) CONTINUANCE ORDINANCE; AND ESSENTIAL COMMODITIES (AMENDMENT) CONTINUANCE BILL—*contd.*

*SHRI K. RAMANI (Coimbatore): Mr. Chairman, Sir, I am not opposing the Essential Commodities (Amendment) Continuance Bill, 1970 which has been brought before the House by the Government. But, at the same time, I have unassailable objections and strong criticisms to make regarding the manner in which the Act had been implemented in the past. I would like to enumerate a few of them.

To give an example, the hon. Minister stated that during the year 1968 out of 17960 cases of summary trials only 6018 cases ended in conviction. I would request the hon. Minister to clarify what happened to the remaining cases specifically in his reply to the debate. Similarly, the hon. Minister pointed out that in 1969 there were 8422 cases of summary trials and out of which 4330 were cases ending in conviction. In 1968 summary trials were instituted against about 18,000 persons and only about 6,000 were convicted. I would like the hon. Minister to inform the House whether all those who were convicted were common people, petty traders and small industrialists or they were big black-marketeers, hoarders and profiteers. In 1969 the summary trial cases were about 8,500 and only in 4,300 cases punishment was awarded. I want to know what happened to the remaining 4,200 cases. The Minister should

also clarify as to the category of persons who were punished.

I make this charge that in the name of this Act only common people are punished; justice is not being done properly. Many times criticisms have been made here that in the name of summary trial procedure justice is not being meted out to the common people. I would request the hon. Minister to look into this.

The objective of this Act should not merely be to award punishments. On the contrary this Act should be an instrument in bringing to book the black-marketeers, hoarders and profiteers and also in making available to the common people the essential commodities by ensuring proper and equitable distribution. If this is not done, the hon. Minister must understand the however good the intentions of a law may be, if it is enforced tardily, then the people would neither welcome such a piece of legislation nor would extend their support to it because no beneficial results flow from such a law.

The Government, after assuming the powers to regulate distribution of scarce essential commodities, to check the rise in prices and also to root out lock, stock and barrel the black-marketing and hoarding by unscrupulous people, had genuinely tried to implement this Act. If that is true, what happened to Vanaspati? The price of Vanaspati has shot up and it has gone underground. When there is acute scarcity of essential commodities like various kinds of oils, foodstuffs, cloth, yarn, paper, medicines, sugar, etc., it is the prime duty of the Government to regulate the production and distribution of these commodities by forcefully exercising the powers granted to them under this Act. My feeling is that the Government have failed completely in their effort to arrange proper distribution of essential commodities. I request the Government to examine this issue more carefully.

In my constituency, Coimbatore, a tin of groundnut oil was selling at Rs. 42; but now it has gone up to Rs. 64. A tin of gingily oil was being sold at Rs. 72 and now it is sold at Rs. 77. A kilo of coconut oil costs

*The original speech was delivered in Tamil.

[Shri K. Ramani]

Rs. 7.50. Reports have appeared in the newspapers that there is no difference between coconut-oil and ghee and as a matter of fact both are competing with each other. The hon. Minister should explain what steps have been taken by the Government to regulate the distribution of these essential commodities in exercise of the powers of this Act. I am not aware of any such steps having been taken by the Government.

I would like to strike a note of warning to the Government here. In this year's Budget, the Government are going to print currency notes to cover the deficit of Rs. 225 crores. New imposts of excise and other taxes to the tune of Rs. 170 crores have been proposed. As a result of interaction of these two propositions, there will definitely be spiralling of prices. It will also lead to large scale hoarding of essential commodities. The responsibility to prevent these things occurring rests squarely on the Government. While taking action, if the Government allow the big hoarders and profiteers to go scot-free and at the same time punish the common people, petty traders and small industrialists, then I would warn the Government that they will be misusing the authority and confidence reposed in them. There will be stiff opposition from the people if the Act is enforced in this way.

When there is scarcity of essential commodities and daily necessities of life, it is imperative that the Government should enforce rigorously the provisions of this Act in so far as proper distribution is concerned. The question that is posed today is why it has not been done so far. The hon. Minister should bear this in mind when he seeks the vote of the House for passing this Bill. He should specifically mention in his reply as to how many big black-marketeers, hoarders, profiteers and swindlers of the society were punished in the years 1968 and 1969 and how many common people were harassed. If this information is made available to the House, then the cat will be out of the bag.

Today through central laws and through Central Reserve Police force, the Government are resorting to repressive measures in the States. The people who demand and fight for eradication of black-marketing, hoarding and profiteering are oppressed with a heavy

hand. On the other hand, I would request the hon. Minister to make use of the Police Force to bring to punish the black-marketeers, profiteers and hoarders and implement this Act in a fair, just and effective way so that the common people are afforded the much-needed relief.

श्री शिवचन्द्र झा (मधुबनी) : इस विधेयक के सम्बन्ध में जो स्टैटुटरी रेजोल्यूशन है आप देखेंगे कि उसके प्रस्तावकों में मेरा भी नाम है। चूंकि लोक सभा में ऐक्ट पास नहीं हो सका इसलिए जो अध्यादेश जारी किया गया है मैं उसका तो विरोध करता हूँ क्योंकि यहाँ अधिकारों का दुरुपयोग हो रहा है। एसेंशियल कमोडिटीज में आप देखेंगे कि आयरन और स्टील है। इन विधेयक में उसके प्रोडक्शन, सप्लाय और डिस्ट्रिब्यूशन पर पब्लिक इंटरैस्ट में कंट्रोल करने की बात आती है। इसी के लिए यह ऐक्ट है। इसी के लिए यह अध्यादेश जारी किया गया। लेकिन मैं आपसे पूछना चाहता हूँ कि अध्यादेश जारी करते वक्त ही अथवा उससे थोड़ा पहले या बाद में स्टील की कीमत क्यों बढ़ाई गई? क्या वह पब्लिक इंटरैस्ट में हुआ? अध्यादेश जारी करके उसके बढ़ने को रोका क्यों नहीं गया? हकीकत में वह कीमत प्राइवेट सेक्टर में जो स्टील वाले हैं उनको खुश करने के लिए बढ़ाई गई। इसलिए इस अध्यादेश का इस्तेमाल ठीक से नहीं हुआ और मैं इसका विरोध करता हूँ, लेकिन जहाँ तक इस विधेयक का सवाल है मैं उसका समर्थन करता हूँ। इस अवसर पर मैं इस विधेयक का समर्थन ही नहीं करता बल्कि मेरा संशोधन है कि जो आप उसकी मियाद दो साल के लिए बढ़ा रहे हैं, वह तीन साल के लिए कर दें। 1964 का यह ऐक्ट था। उसको आपने 1966 में दो साल के लिए बढ़ाया, फिर तीन साल के लिए बढ़ाया और आप उसको फिर दो साल के लिए बढ़ाने जा रहे हैं। मेरा कहना है कि आप इसको तीन साल के लिए बढ़ा दें।

आप सब जानते हैं कि आवश्यक वस्तुएं

हिन्दुस्तान की जनता के लिए कितनी जरूरी है, लेकिन इन आवश्यक वस्तुओं की जो कमी होती है उसकी जड़ में होर्डिंग है, ब्लैक मार्केटिंग है और प्राफिटप्रिय है। इसकी बजह से लोगों को ठीक से सप्लाई नहीं हो पाती है, डिस्ट्रिब्यूशन नहीं हो पाता है और कीमत धामे बढ़ जाती है, यहां तक कि वह धाम जनता की पहुंच के बाहर हो जाती है। उदाहरण के लिए मैं फूड-स्टपस की बात, घनाज की बात कहना चाहता हूँ। हम बाहर के कितने घनाज पर मुनहसर करते हैं? उसका कितना परसेंटेज है? 8 से 10 परसेंट तक। केवल इतना फूड हमारे देश में बाहर से आता है। लेकिन केवल 8 या 10 परसेंट घनाज ही बाहर से न धामे से मुक्त में हस्ताकार होने लगता है। 8 या 10 परसेंट घनाज देश में और नहीं होना—एसी बात नहीं है लेकिन जो होर्डर हैं, ब्लैक मार्केटिंगर हैं उन्होंने जमा करके रखा हुआ है। इसलिए जो भी उपज देश में है उसका वितरण ठीक से नहीं हो पाता है और वह धाम जनता तक नहीं पहुंच पाता है। इसलिए हमको बाहर के घनाज पर मुनहसर करना पड़ता है। इसी तरह और भी बातें हैं। जो भी उपज और जो भी प्रोडक्शन देश में है, जो जल्ता के पास पहुंचना चाहिए उसको प्राफिटप्रिय लोग रोकते हैं। ऐसे लोगों के साथ सख्ती करनी चाहिए। सरकार का फर्ज हो जाता है, समाज का फर्ज हो जाता है, कि वह इस पर कंट्रोल करे।

अब बात आती है समरी ट्रायल की। कहा जाता है कि इससे जुल्म होगा। हमारे हरियाणा के भागलूप सदस्य ने कहा कि गरीबों पर ऐसेनाल कमोडिटीज ऐक्ट के मातहत जुल्म होगा, और महकमों से भी जुल्म होगा है क्योंकि प्रशासन बर्बर है और ब्यूरोक्राटों से भरा हुआ है। पग-पग पर जुल्म होता है। ऐसेनाल कमोडिटीज ऐक्ट को लागू करने में ही जनता पर जुल्म नहीं होता है, बल्कि और बातों में भी होता है। वह धाम प्रशासन की बीमारी है। इसके खिलाफ हम लोग धामाज

उठाते हैं और धामे भी उठाते रहेंगे। इसके खिलाफ संघर्ष करेंगे। यह ठीक है कि कुछ निर्दोष लोग दबाए जायेंगे, कुचले जायेंगे। लेकिन इससे एक बड़ा हथियार हुकूमत के हाथ में होगा जिसके जरिये जो धाम जनता देश की है 55 करोड़ जनता, उसकी आवश्यक वस्तुएं जो हैं उन पर कंट्रोल होगा, ताकि जो उनकी छोटी-मोटी धामदनी है उसमें उनकी जरूरत की चीजें उन तक पहुंच सकें। धाम जानते हैं कि देश की 75 फीसदी जनता 3 धामे रोज पर अपनी जिन्दगी बसर करती है। डा० लोहिया ने कहा था उन चीजों के दाम बांधे जायें। उन्होंने दाम बांधों का नारा दिया था, उन्होंने प्रोडक्शन और डिस्ट्रिब्यूशन पर कंट्रोल का नारा दिया। यदि हम ऐसा नहीं करते तो 3 धामे रोज मर मुजर करने वाला धाममी किस तरह से अपनी जिन्दगी बसर कर सकता है जबकि इस तरह से चीजों के दाम बढ़ रहे हैं।

इसलिए यह जो विधेयक है उसका समर्थन करते हुए भी मैं कहना चाहता हूँ कि बावजूद इस विधेयक के, बावजूद आपकी तमाश मशीनरी के, पिछले दो सालों में ऐग्रीकल्चरल प्रोडक्शन के दाम बढ़े हैं। क्या यह बात सही नहीं है कि बावजूद प्रीम रेवोल्यूशन के, बावजूद बम्पर क्राप के होलसेल प्राइसेज बढ़ी हैं पिछले साल के मुकामले में। धामका ऐक्ट पहले भी था, लेकिन धाम इस पर कंट्रोल नहीं कर सके। मैं जानना चाहता हूँ कि बावजूद प्रीम रेवोल्यूशन के और बम्पर क्राप के क्यों ऐग्रीकल्चरल प्रोडक्शन की प्राइसेज बढ़ी हैं। कहने का मतलब यह है कि बावजूद धामधर्म बरकरार रखा हो सकता है, लेकिन जिस तरह से सरकार इस अध्यादेश को सही मानों में धाम जनता की भलाई के लिए कार्याभित नहीं कर पाई उसी तरह से यह विधेयक भी पास हो जाएगा, लेकिन मुझे एक बड़ा खेता है क्या सर्वमोड इसको कार्यान्वित कर पाएगी, अपनी जर्जर प्रशासन की मशीनरी के द्वारा। उनके पास हुकमरां हैं, ब्यूरोक्रेट्स हैं, क्लर्क हैं, किन्तु वह इसको

[श्री शिवचन्द्र झा]

कार्यान्वित नहीं कर पायेंगे, इस भ्रादरश को नहीं पढ़ूँच पायेंगे, उल्टे जुलूम करेगे, ऐसा हमको शक है। लेकिन बावजूद इस शक के एक हथियार हमें मिलेगा। इसलिए मैं चाहूँगा कि जो संशोधन मैंने रखना है अर्थात् दो साल के बजाय इसको तीन साल के लिए एक्स्टेंड किया जाय, उसको सरकार मान ले। चार साल तक आपकी पंचवर्षीय योजना चल रही है। उसका एक साल हो चुका है, तीन साल और रह गए हैं। तब तक के लिए अगर हम इसको बढ़ा दें तो हमको इन चीजों पर काबू करने का मौका मिलेगा और एक अर्थ-व्यवस्था के ढाँचे को लाने का मौका मिलेगा जिसमें आप बैलेंस रख सकते हैं। इसलिए इसको दो साल के बजाय तीन साल के लिए बढ़ाया जाय।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

MR. CHAIRMAN: Now, the hon. Minister.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): I am highly thankful to the hon. Members who have participated in this debate and who have made very valuable suggestions. The hon. Members were kind enough to extend their support to this Bill.

I am not a pathetic believer in controls. However the control has not inspired the confidence of the public in capitalist, morality in the matter of keeping the priceline. Therefore, as an inevitable measure, sometimes steps under Essential Commodities Act will have to be undertaken.

As far as this measure before the House is concerned, we will have to view this in a limited compass. We are not dealing with the total measures as such but we are dealing with the procedural requirements. This is a continuation of that procedure under the Criminal Procedure Code which is already in existence and we are only trying to extend

the period. This is the limited sphere in which we will have to examine the Bill before us.

Regarding Shri Randhir Singh's suggestions, I believe normally the farmers will not violate the law on essential commodities. I do not see why they should feel that they are likely to be apprehended under this law. They are mainly producers. There is no scope for them to indulge in any malpractice coming within the four corners of this law. They are honest. If there is any violation, that would be punished. If there is any harassment, I hope State Governments would take note of it and take necessary steps to avoid any harassment being caused to innocent persons.

Another question raised was about the desirability of the summary trials. In the Act itself, appeal is provided for this is in case of confiscation also. In the rest of the matters, the Cr. P.C. lays down in sec. 414:

"Notwithstanding anything hereinbefore contained, there shall be no appeal by a convicted person in any case tried summarily in which a Magistrate empowered to act under s. 260 passes a sentence of fine not exceeding two hundred rupees only."

SHRI KANWAR LAL GUPTA: When they have revoked detention without trial, in the changed circumstances, why no appeal is provided? May be Rs. 200 or rising of the court—does not matter.

SHRI RAGHUNATHA RADDY: To ensure speedy disposal of cases, certain procedure is followed by courts. For that summary trial is provided for as in the Cr. P.C. It also provides for remedies, such as appeals or revisions. The rights and liabilities are prescribed under the Code. We need not go into it.

SHRI KANWAR LAL GUPTA: This is a fundamental issue. He asks us to pass this Bill but says 'do not go into this issue.' Let him convince us.

SHRI RAGHUNATHA REDDY: In a developing economy. . .

SHRI KANWAR LAL GUPTA: Economy is to be developed with detention?

SHRI RANDHIR SINGH: Farmers are prosecuted and harassed in thousands.

श्री कंवर लाल गुप्त : अपील नहीं होगी यह डिबेलेपिंग इकोनोमी है ? आप भारत को रूस बना दें, चीन बना दें। क्यों कांग्रेस को बदनाम आप करते हैं। आप कम्युनिस्ट तरीके से चलिए तो आपका मुकाबला दूसरे तरीके से होगा।

SHRI RAGHUNATHA REDDY: Summary trial is not something unknown to law. It has been there for a long time under the Cr. P.C. Having regard to certain aspects of business morality, the necessity to deal with distribution effectively, the need to control blackmarketing and the consideration to see that in relation to essential commodities the community should not be exploited and placed at the mercy of persons who do not observe any kind of morality, summary proceedings are essential to reach them a lesson and administer deterrent punishment. Such proceedings are recognised in jurisprudence and this is nothing new. I hope he will appreciate this. Here we are mainly dealing with economic crimes. Economic crimes are committed by those in high places who cannot be easily apprehended, but the law does not recognise the status of a person if he commits a crime, and every person will be treated equally. Therefore, in order to protect the interests of the community and to expedite trials and award punishment, this kind of procedure has been followed. It is nothing new to law and it is already provided for in the Criminal Procedure Code. Again, it is not something that I am asking the House for the first time to accept. It is already there in the statute. We are only asking for extension.

I have dealt with the conditions under which the Ordinance had to be issued in my opening speech and I need not refer to it again. I do not agree with the proposition placed by Shri Kanwar Lal Gupta in support of his Resolution. I hope the House will reject it.

श्री कंवर लाल गुप्त : मैं रेड्डी साहब का बहुत आदर करता हूँ। मैं प्रशंसा भी करता हूँ कि वह प्रोप्रेसिव मिनिस्टर हैं। लेकिन

मुझे दुःख है कि जो सबाल मैंने उनसे किया उसका उन्होंने कोई उत्तर नहीं दिया। मैंने कहा कि जब आप नक्सलाइट्स, रिबेल नागाज को जो हथियार लेकर खुले आम आपके खिलाफ लड़ते हैं, मिलिटरी और पुलिस पर अटैक करते हैं, पकड़ते हैं तो क्यों नहीं आप उनके खिलाफ डिटेंशन लाँ लागू करते, उनका समरी ट्रायल क्यों नहीं करते ? आपने डिटेंशन एक्ट को रिवोक कर दिया। उनका आप रेग्युलर ट्रायल करते हैं। उनको आप राइट ग्राफ अपील भी देते हैं। लेकिन ब्लैक मार्किट करने वालों को आप चाहे सब्त से सब्त सजा दें, मुझे कोई एतराज नहीं है लेकिन कम से कम उनको अपील का राइट तो दें, आप समरी ट्रायल तो न करें। मंत्री महोदय ने मुझे दुःख है यही कहा है कि चेंज सरकारमस्टांसिस हैं। लेकिन 1964 में यह कानून बना था। उस वक्त महंगाई बहुत ज्यादा थी। अनाज नहीं मिलता था। आज हालत काफी सुधरी है। आपने सारे देश के लिए एक व्हीट जोन बना दिया है। धीरे-धीरे आप वस्तुओं की मूवमेंट फ्री करते जा रहे हैं। इस वास्ते इसकी जरूरत आज आपको क्यों है ? इसका स्पष्टीकरण नहीं किया गया है। इसी तरह से उन्होंने यह भी नहीं बताया है कि इतका इम्प्लेमेंटेशन कैसा हो रहा है, इसका ईकैन्ट क्या पड़ा है, इसका इम्प्लोकेशन क्या हुआ है ? करप्शन बढ़ी है, सब कुछ हुआ है, लेकिन इस सबके बारे में उन्होंने कुछ नहीं कहा।

कोका कोला की कीमत के बारे में मैं श्री फज्जदीन अली अहमद को तीन पत्र लिख चुका हूँ। हर तीन महीने में इसकी कीमत बढ़ जाती है। यह पेय मिडल और लोअर मिडल क्लास का पेय है। आप कहीं भी जाइए वह आपको यह पेय देगा। एक बोतल की कीमत मुश्किल से दस पैसे होती है। लेकिन 45 पैसे में यह बिकता है। यह सरकार कुछ नहीं करती है। एक हथियार जो आपके हाथ में दिया गया था उसका आपने इस्तेमाल नहीं किया।

[श्री कंबरलाल गुप्त]

इससे करप्शन बढ़ी है। इससे कुछ लाभ नहीं होगा। श्री रणधीर सिंह ने ठीक कहा कि रूरल एरियाज को इसका फायदा नहीं हुआ। उनको तब होता अगर शूगर केन की कीमतें शूगर की कीमतों के हिसाब से बढ़ा दी जाती। शूगर इंडस्ट्रियलिस्ट्स ने इनका कुछ हिसाब-किताब कर दिया, पता नहीं आपकी पार्टी का किया या अफसरों का किया, लेकिन हिसाब-किताब कर दिया। जब चीनी के दाम बढ़ते हैं तो जो रा मैटीरियल है, शूगर केन है, उसके दाम किसान को ज्यादा क्यों नहीं दिलाते हैं, क्यों उसके फायदे के लिए इस कानून का उपयोग नहीं करते हैं? मैं कहूंगा कि यह ब्लैक बिल है। अगर इसको पास करना ही है तो कम से कम गरीब आदमियों का भला तो करो, फार्मर्स का भला तो करो इसका प्रयोग करके, फार्मर को कुछ अधिक पैसे तो रा मैटीरियल का दिलाओ। शूगर केन, जूट, काटन आदि की कीमत उसको अधिक दिलायें। लेकिन उसके लिए आपने इसको इस्तेमाल नहीं किया। अगर किया होता तो मैं आपकी तारीफ कर सकता था।

आज सबसे ज्यादा ब्लैक-मार्केटिंग एम० पी० और एम० एल० ए० के बारे में हो रही है, सबसे ज्यादा स्केसिटी उन्हीं की हो रही है। अगर एम० पी० और एम० एल० ए० को एंसेंशल कामोडिटी डिक्लेयर कर दिया जाए और अगर यह कानून वहां भी एक्सटेंड कर दिया जाए, तो एम० पी० और एम० एल० ए० की वजह से जो एक्सप्लोएशन हो रहा है और सरकार को राज्य सभा के इलेक्शन में जो तकलीफ हुई है, उनसे बचा जा सकता है। ये लोग एक साफ्रिस्टिकेटिड तरीके से ब्लैक-मार्केटिंग कर रहे हैं।

गुजरात के एक एम० एल० ए० ने मुझे बताया कि एक पार्टी ने एक एम० एल० ए० को अपनी पार्टी से तोड़ने के लिए, उससे डिफ्रैक्ट करने के लिए, पचास हजार रुपया दिया।

दूसरी पार्टी ने कहा कि तुम डिफ्रैक्ट कर गए, लेकिन तुमने वोट देने का वादा नहीं किया, वोट के लिए पच्चीस हजार रुपया अलग लो। तीसरी पार्टी ने कहा कि अभी वोट का वक्त नहीं है, अगर तुम बाहर चले जाओ, तो पच्चीस हजार रुपया और लो। वह एम० एल० ए० दिल्ली में आ गया उसने प्रधान मंत्री से कहा कि अगर मैं गुजरात में गया, तो मेरी मौत हो जाएगी, वहां पर मुझे पुलिस का डर है, मैंने बाहर रहने का वादा किया हुआ है।

कोई एम० एल० ए० या एम० पी० जिस पार्टी का हो, उसको उसी पार्टी के साथ वोट करना चाहिए, लेकिन यह जो साफ्रिस्टिकेटिड ब्लैक-मार्केटिंग हो रहा है, इसको रोकने के लिए इस कानून को वहां एक्सटेंड कर दिया जाए, ताकि सरकार की कुसियां और गहियां बरकरार रहें। यहां भी पंथी रोज उड़ते हैं और स्टेट्स में भी। अभी राज्य सभा के इलेक्शन में सरकार को बहुत तकलीफ हुई है।

पिछले छः सात सालों में इस कानून के इम्प्लीमेंटेशन से गरीबों को कोई राहत नहीं मिली है। इसका नतीजा सिर्फ यह हुआ है कि करप्शन फैला है, इन्फ्लेशन राज बढ़ गया है, नीचे तक रिफ्लैक्शरी हो गई है, सारे समाज में बेईमानी फैल गई है।

आखिर में मैं यह पूछना चाहता हूँ कि क्या सरकार कन्जम्प्शन पर पाबन्दी लगा सकती है। एक गरीब आदमी को एक तो उसकी गरीबी का दुःख होता है, लेकिन जब उसे वाले अपनी रिचनेस की एग्जिबिशन करते हैं, तो उसको ज्यादा तकलीफ होती है। क्या सरकार इस तरह का कोई कदम उठाएगी कि कन्जम्प्शन पर भी कुछ रेस्ट्रिक्शन लगा दिया जाए? यह निश्चित कर दिया जाए कि एक आदमी इससे ज्यादा खर्च नहीं कर सकेगा। अगर श्री रेड्डी इस तरह का रेडिक्ल स्टैप उठाते, तो मैं समझता कि वह प्राब्रिबल है।

अगर उन्होंने चीन और रूस वालों की तरह प्राप्ति बिल बनाया है, श्री बनर्जी जिनके अनुयायी हैं, तो उनको गांधीजी का नाम लेकर यहां नहीं बैठना चाहिए। फिर तो उनको लेनिन और मार्क्स का नाम लेकर यहां बैठना चाहिए।

यह सरकार नाम तो गांधीजी का लेती है, लेकिन अभी मंत्री महोदय का कहना है कि "जिस पर दो सौ रुपये जुर्माना होता है, उसको अपील का अधिकार नहीं होगा, बाकी को होगा। जो छोटा परचूनी है, पान वाला या सिगरेट बेचने वाला है, उसी पर दो सौ रुपये जुर्माना होगा। उसको तो अपील का अधिकार नहीं है, लेकिन बिड़ला और टाटा जैसे बड़े लोगों को है। क्या यह सरकार का न्याय है? क्या यह डेमोक्रेसी है? कांस्टीट्यूशन में जो अधिकार दिए गए हैं, उनके मुताबिक सब लोगों को अपील का राइट मिलना चाहिए। सरकार को पिछली बातों से कुछ सबक सीखना चाहिए और चेंज सर्कमस्टेंसिज में नई नीतियां अपनानी चाहिए, देश में हैल्दी परंपरायें डालनी चाहिए।

मुझे दुःख है कि मंत्री महोदय ने जिस तरह इस बिल में सम्मरी ट्रायल की व्यवस्था की है, उसी तरह उन्होंने मेरी बातों का जवाब दिए बगैर मेरे सुझावों को सम्मरिली रिजेक्ट कर दिया है। मैं जानता हूँ कि इस सदन में सरकार को मैजॉरिटी बिल जाएगी। मैं जानता हूँ कि श्री रणधीर सिंह चाहे कितनी नाराजगी से बोलें, लेकिन वह वोट उधर ही बेंगे। मेरे साथ चाहे एक या दो सदस्य ही हों, लेकिन मैं अपना प्रोटेस्ट रजिस्टर करूँगा और इस बिल की मुखातिब करूँगा।

MR. CHAIRMAN: The question is:

"That this House disapproves of the Essential Commodities (Amendment) Continuance Ordinance, 1969 (Ordinance

No. 10 of 1969) promulgated by the President on the 30th December, 1969."

The motion was negatived.

MR. CHAIRMAN: The question is:

"That the Bill to continue the Essential Commodities (Amendment) Act, 1964 for a further period, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

Clause 2—(Continuance of Act 47 of 1964.)

SHRI SHIVA CHANDRA JHA: I beg to move:

Page 1, lines 6 and 7, for "31st day of December, 1971"

substitute "31st day of December, 1972." (1)

Page 1, line 10, for "31st day of December, 1971."

substitute "31st day of December, 1972." (2)

सभापति महोदय, इस एक्ट को 1964 से 1966 तक बढ़ाया गया और फिर 1966 से तीन साल के लिए 1969 तक बढ़ाया गया। अब इस एक्ट को 1971 तक बढ़ाया जा रहा है। मैं यह जानना चाहता हूँ कि सरकार इसको तीन साल के लिए क्यों नहीं बढ़ाती है, या फिर चार साल के लिए ही क्यों नहीं बढ़ाती है। आखिर दो सालों का क्या आधार है, इस एक्ट को बढ़ाने का क्या फाउंडेशन है?

मेरा तर्क यह है कि एक साल गुजर गया है और इसको तीन साल के लिए बढ़ा दिया जाए, तो इस पंच-वर्षीय योजना में सरकार को मालूम हो जायगा कि वह किस हद तक आवश्यक वस्तुओं को कंट्रोल कर पाती है, ताकि उसको अपनी अर्थ-व्यवस्था का संचालन करने में मदद मिले। तीन साल के बाद जैसी परिस्थिति होगी, उसके अनुसार वह अपनी नीति बना सकती है। अगर पैदावार बढ़ जाती है, तो वह थोड़ी देर के लिए कंट्रोल से अपना

[श्री शिवचन्द्र झा]

हाथ खींच सकती है, ताकि मार्केट के लाज
अपना काम करें। सरकार के अपनी लक्ष्य
की पूर्ति के लिए तीन साल रखना ज्यादा
अच्छा होगा।

मंत्री महोदय मेरा संशोधन मान लें,
वर्ना डिविजन होगा।

SHRI RAGHUNATHA REDDY: While
there may be some point in the argument
put forward by the hon. member, let us try

it for two years and see how it works. I
oppose the amendments.

MR. CHAIRMAN: The question is:

Page 1, lines 6 and 7,—

for "31st day of December, 1971"
substitute—

"31st day of December, 1972"(1)

The Lok Sabha divided:

Division No. 21]

AYES

[18.46 hrs.

Banerjee, Shri S. M.
Fernandes, Shri George
Goyal, Shri Shri Chand
Jha, Shri Shiva Chandra

Khan, Shri Ghayoor Ali
Patel, Shri J. H.
Sen, Shri Deven
Shastri, Shri Ramavatar

NOES

Ahmed, Shri F. A.
Azad, Shri Bhagwat Jha
Bajpai, Shri Vidya Dhar
Barua, Shri R.
Bhagat, Shri B. R.
Bhandare, Shri R. D.
Chavan, Shri D. R.
Chavan, Shri Y. B.
Choudhury, Shri J. K.
Dalbir Singh, Shri
Dasappa, Shri Tulsidas
Deoghare, Shri N. R.
Deshmukh, Shri K. G.
Gandhi, Shrimati Indira
Ganesh, Shri K. R.
Ganga Devi, Shrimati
Gavit, Shri Tukaram
Gupta, Shri Lakhan Lal
Hem Raj, Shri
Jadhav, Shri V. N.
Karan Singh, Dr.
Kotoki, Shri Liladhar
Krishnappa, Shri M. V.
Lalit Sen, Shri
Mahadeva Prasad, Dr.
Mahida, Shri Narendra Singh
Mahishi, Dr. Sarojini
Mandal, Dr. P.
Mandal, Shri Yamuna Prasad
Mane, Shri Shankarrao
Marandi, Shri
Master, Shri Bhola Nath
Mishra, Shri G. S.

Mohammad Yusuf, Shri
Oraon, Shri Kartik
Pahadia, Shri Jagannath
Parthasarathy, Shri
Pradhani, Shri K.
Qureshi, Shri Mohd. Shaffi
Radhabai, Shrimati B.
Raghu Ramaiah, Shri
Ram, Shri T.
Ram Dhan, Shri
Ram Sewak, Shri
Randhir Singh, Shri
Rao, Dr. K. L.
Rao, Shri K. Narayana
Rao, Shri J. Ramapathi
Reddi, Shri G. S.
Roy, Shri Bishwanath
Sadhu Ram, Shri
Saleem, Shri M. Yunus
Sankata Prasad, Dr.
Sayeed, Shri P. M.
Sayyad Ali, Shri
Sen, Shri Dwaipayana
Shambhu Nath, Shri
Shankaranand, Shri B.
Shastri, Shri Biswanarayan
Shiv Chandika Prasad, Shri
Sonavane, Shri
Sudarsanam, Shri M.
Tiwary, Shri D. N.
Ulaka, Shri Ramachandra
Verma, Shri Prem Chand
Yadab, Shri N. P.

MR. CHAIRMAN: The *result of the Division is: Ayes 8; Noes 66.

The motion was negatived.

MR. CHAIRMAN: Now the question is:

"That clause 2 stand part of the Bill"

The motion was adopted.

Clause 2 was added to the Bill.

SHRI KANWAR LAL GUPTA: Sir, I want to raise a point of order. The amendment was that of Mr. Shiv Chandra Jha and you said, "Ayes have it; Ayes have it." You see the record. You said, "Ayes have it; Ayes have it." The amendment is carried.

MR. CHAIRMAN: No, no.

श्री कंवरलाल गुप्त : सब लोगों ने आइज कहा है, समर्थन किया है, आप रिकार्ड में देख लीजिए। जिन्होंने इस अमेण्डमेंट के पक्ष में वोट दिया है, वे सब उस वक्त सो रहे थे, उनको मालूम ही नहीं था कि वह किस चीज पर वोट दे रहे हैं। आप इस चीज को देखिए, नहीं तो यह बड़ा खतरनाक मामला होगा। आप पूछिए तो सही, रिकार्ड में क्या है।

सभापति महोदय : मैंने कहा है—Clause 2 stand part of the Bill.

श्री कंवरलाल गुप्त : आपने कहा है—Ayes have it, Ayes have it. You put the amendment.

सभापति महोदय : मैंने कहा है—Clause 2 stand part of the Bill (Interruptions)

SHRI SHEO NARAIN (Basti): You see the record. It is a genuine demand.

श्री कंवरलाल गुप्त : आपने पहली अमेण्डमेंट डिवीजन से लूज कर दी। उसके बाद उनकी जो दूसरी अमेण्डमेंट थी, आपने उस पर वोट कराया, इन्होंने उसका समर्थन

किया, इनको पता ही नहीं था कि इनको क्या करना है और फिर आपने भी कहा—Ayes have it, Ayes have it. सेक्रेटरी साहब आपको बतलाने के लिए भी गए। यह ठीक नहीं है। आपने अमेण्डमेंट पर वोट कराया है।

सभापति महोदय : मैंने क्लॉज 2 कहा है। . . . (व्यवधान) . . .

श्री कंवरलाल गुप्त : आप रिकार्ड देख लीजिए, क्लॉज 2 नहीं कहा है, अमेण्डमेंट कहा है। अमेण्डमेंट 2 पर वोट कराएँ, बगैर आप आगे नहीं जा सकते थे . . . (व्यवधान) . . . सेकेण्ड अमेण्डमेंट को पास कराएँ बगैर आप इसको पास नहीं करा सकते हैं, आप रिकार्ड देखिए। या तो आप इसको दोबारा लीजिए, रूल को सस्पेंड करके इसको दोबारा लीजिए . . . (व्यवधान) . . . पहले रूल को सस्पेंड कीजिए, उसके बाद इसको दोबारा लीजिए।

सभापति जी, मेरा कहना यह है कि पहले शिव चन्द्र झा जी की पहली अमेण्डमेंट पर डिवीजन हुआ और वह नेगेटिव हो गई। उसके बाद उनकी जो दूसरी अमेण्डमेंट थी, स्वाभाविक है कि उस पर वोट होना चाहिए। क्लॉज 2 पर आप सीधे वोट नहीं करा सकते हैं। जब वोट हुआ इनको ऐसा मालूम हुआ कि क्लॉज 2 पर हो रहा है, इन्होंने हाँ कर दी, ये सो रहे थे, उसके बाद आपने भी यह कह दिया . . . (व्यवधान) . . .

सभापति महोदय : अमेण्डमेंट नं० 2 तो वार्ड है वार्ड नं० 1 मैंने कहा है—Clause 2 stand part of the Bill.

श्री कंवरलाल गुप्त : लेकिन वोटिंग तो अलग-अलग होगा। आप रिकार्ड देखिए।

*The following members also recorded their votes for NOES: Sarvshri Iqbal Singh and Swami Brahmanandji.

सभापति महोदय : चूंकि यह वार्ड था, इसलिए मैंने क्लॉज 2 को लिया ? मैंने यही कहा—Clause 2 stand part of the Bill.

श्री कंबरलाल गुप्त : आप रिकार्ड देखिए । पहले आपने कहा था कि दोनों पर एक साथ डिबीजन नहीं हो सकता है, एक-एक पर डिबीजन होगा ।

MR. CHAIRMAN : No argument.

श्री कंबरलाल गुप्त : यह क्या तरीका है । किसी के कहने से आप ऐसा कह रहे हैं, यह ठीक नहीं होगा ।

सभापति महोदय : आप इसको दूसरे तरीके से उठाइए ।

श्री रणधीर सिंह : आपने ठीक कहा है—Clause 2 stand part of the Bill. हमने अपने कानों से सुना है ।

श्री स० मो० बनर्जी (कानपुर) : डिबीजन जब शुरू हुआ तो जो पहला डिबीजन हुआ, वह अमेण्डमेंट नं० 1 पर हुआ और चूंकि दोनों में अमेण्डमेंट यही है कि तीन साल होना चाहिए, इसलिए कान्सीक्वेशन हो सकता है । लेकिन पहली अमेण्डमेंट के बारे में वोट लिया और आपने डिक्लेअर किया कि नेगेटिव हो गई । 8 वोट हम लोगों को मिले और 66 उनको मिले ।

लेकिन जब दूसरा अमेण्डमेंट आया तो शायद यह हो सकता है कि चमड़े की जुबान फिसल गई और उसमें ऐसा हो सकता है कि आपने कहा—Ayes have it. चेयर की जितनी इज्जत रणधीरसिंह जी करते हैं उससे ज्यादा इज्जत हम करते हैं । तो मैं यह कहना चाहता हूँ कि आज की पार्लियामेन्टरी प्रणाली के हिसाब से आप देखें तो जो आपकी जवान से निकल गया उसको जब तक सुटाया न जाए तब तक खड़ा नहीं है । अगर वह अमेण्डमेंट मान लिया गया है तो उससे कोई बहुत

बड़ा फर्क नहीं पड़ने वाला है और न यह सरकार ही गिरने वाली है । इसलिए मैं यही निवेदन करूंगा कि हमारी पद्धति जो कि एक सही पद्धति है उसको देखते हुए एक दफा जो आपने डिक्लेयर कर दिया है उसको मान लिया जाए—जो तीन साल का अमेण्डमेंट है उसको मान लिया जाए ।

श्री शिव नारायण : सभापति महोदय, जैसा कि बनर्जी साहब ने कहा है, हम तो रिकार्ड को मानते हैं । हल्ला-गुल्ला तो हम कोई महत्त्व नहीं देते हैं । हम चाहते हैं कि रिकार्ड को देखा जाए, प्रोसीडिन्ग् को देखा जाए । डिमोक्रेटिक सेटअप में हमारी यह डिमान्ड बहुत ही जेन्युइन है । . . . (अव्यवधान) . . .

SHRI R. D. BHANDARE (Bombay Central) : I am requesting and appealing to Members. Let us not convert this House into a Panchayati Raj. (Interruptions)

SHRI RAMAVATAR SHASTRI rose.

SHRI R. D. BHANDARE : I am on my legs. I am in possession of the House.

I was appealing to the Members to be fair to the Chair.

SHRI SHEO NARAIN : We are all fair to the Chair. We respect and honour the Chair more than you.

SHRI R. D. BHANDARE : Amendment No. 2 of Mr. Jha. . .

SHRI KANWAR LAL GUPTA : Why not you see the record ?

SHRI R. D. BHANDARE : I am coming to the record itself. I am not misleading you or any other Member or the Chair. The Chair specifically, categorically and very clearly said that 'Clause No. 2 do stand part of the Bill.' That is there on the record. So far as amendment No. 2 was concerned, it was not taken into consideration. Therefore, the Chair was justified when the Chair very categorically said that 'Clause No. 2 do stand part of the Bill.' This is the record. On this matter, let us be fair to the Chair. Let us go to the record. As far as Amendment

No. 2 is concerned, I know, it was not put to vote and it was not pressed at all. I am concerned with the Chair and therefore I want to appeal to the hon. Members to respect the chair and not mislead the Chair. Let us not mislead the House. Let us not spoil the record. The Chair said 'Clause 2 stand part of the Bill.'—That is the record.

SHRI RANDHIR SINGH: Record is quite clear. Why don't you refer to it, Sir?

MR. CHAIRMAN: I am giving my ruling. Amendment No. 2 is barred. I said that "Clause 2 stand part of the Bill." That is the record and so it stands.

SHRI KANWAR LAL GUPTA: What about amendment No. 2, Sir?

MR. CHAIRMAN: Barred. It was not put to vote. Now, the question is:

"That Clause 3, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 3, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI RAGHUNATHA REDDY: Sir. I move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

11.58 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following messages received from the Secretary of Rajya Sabha:—

- (i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha,

I am directed to return herewith the West Bengal Appropriation (Vote on Account) Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 30th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return here with the West Bengal Appropriation Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 30th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

- (iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 28th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

- (iv) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No. 2 Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 28th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

18.59 hrs.

DEMAND No. 45—POLICE

*DEMANDS FOR GRANTS, 1970-71—contd.

MR. CHAIRMAN: Motion moved:

MINISTRY OF HOME AFFAIRS

MR. CHAIRMAN: The House will now take up discussion and voting on Demand Nos. 42 to 56, 121 and 122 relating to the Ministry of Home Affairs for which 8 hours have been allotted.

The Cut motions may be sent by tomorrow to the Table.

DEMAND No. 42—MINISTRY OF HOME AFFAIRS

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 1,54,04,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Ministry of Home Affairs.' "

DEMAND No. 43—CABINET

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 61,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Cabinet.' "

DEMAND No. 44—ADMINISTRATION OF JUSTICE

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 2,12,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st, day of March, 1971, in respect of 'Administration of Justice.' "

"That a sum not exceeding Rs. 57,56,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Police.' "

DEMAND No. 46—CENSUS

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 5,23,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Census.' "

DEMAND No. 47—STATISTICS.

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 3,47,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Statistics.' "

DEMAND No. 48—PRIVY PURSES AND ALLOWANCES OF THE INDIAN RULERS.

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 1,13,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Privy Purses and Allowances of the Indian Rulers.' "

DEMAND No. 49—TERRITORIAL AND POLITICAL PENSIONS;

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs.

*Moved with the recommendation of the President.

करने के लिए, पचास हजार रुपया दिया ।

उठाते, तो मैं समझता कि वह प्राबलित्व है ।

24,01,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Territorial and Political Pensions.' "

DEMAND No. 50—DELHI

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 42,69,68,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Delhi.' "

DEMAND No. 51—CHANDIGARH

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 6,02,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Chandigarh.' "

DEMAND No. 52—ANDAMAN AND NICOBAR ISLANDS

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 7,76,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Andaman and Nicobar Islands.' "

DEMAND No. 53—TRIBAL AREAS

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 23,13,04,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Tribal Areas.' "

DEMAND No. 54—DADRA AND NAGAR HAVELI AREA

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 57,05,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Dadra and Nagar Haveli Area.' "

DEMAND No. 55—LACCADIVE, MINICOY AND AMINDIVI ISLANDS

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 1,11,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Laccadive, Minicoy and Amindivi Islands.' "

DEMAND No. 56—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF HOME AFFAIRS.

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 10,96,58,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Other Revenue Expenditure of the Ministry of Home Affairs.' "

DEMAND No. 121—CAPITAL OUTLAY IN UNION TERRITORIES AND TRIBAL AREAS

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 22,07,56,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Capital Outlay in Union Territories and Tribal Areas.' "

DEMAND No. 122—OTHER CAPITAL OUTLAY
OF THE MINISTRY OF HOME AFFAIRS

19 hrs.

MR. CHAIRMAN: Motion moved:

"That a sum not exceeding Rs. 1,77,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Other Capital Outlay of the Ministry of Home Affairs."

MR. CHAIRMAN: Shri Patil.

SHRI S. K. PATIL (Banaskantha): Mr. Chairman, Sir, I would take some time.

MR. CHAIRMAN: The hon. Member may please continue his speech tomorrow.

19.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday April 1, 1970/Chaitra 11, 1892. (Saka).