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(Saka)]*



Fourteenth Session, 1966/1887-88 (Saka)

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LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Tuesday, March 1, 1966/Phalguna 10,
1887 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair].

ORAL ANSWERS TO QUESTIONS

I.A.C. Fleet

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- *267. **Shri P. C. Borooah:**
Shri Bhagwat Jha Azad:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shrimati Savitri Nigam:
Shri Madhu Limaye:
Shri P. R. Chakraverti:
Shri K. N. Tiwary:

Will the Minister of **Transport, Aviation, Shipping and Tourism** be pleased to state:

(a) whether the Indian Airlines Corporation has proposed to augment its fleet of aircraft;

(b) if so, the number and type of aircrafts proposed to be added to the fleet; and

(c) whether Government have approved the proposal?

The Minister of State in the Ministry of **Transport, Aviation, Shipping and Tourism (Shri C. M. Poonacha):** (a) and (b). The Indian Airlines Corporation have planned to acquire 6 Caravelles/Caravells type aircraft, 7 aircraft at replace Viscounts and Sky-masters, 15 Avro-748 Series II/F.27 type aircraft and 15 smaller aircraft for feeder routes during the Fourth Five Year Plan.

(c) Although the draft Fourth Plan of the I.A.C. has been approved by the Government, the Corporation are required to obtain Government's approval as and when aircraft are to be acquired.

Shri P. C. Borooah: Assam is perennially suffering from transport difficulties, and to remove these difficulties the Tarlok Singh Committee recently recommended establishment of a network of air services within the region with smaller aircraft. May I know how many aircraft and of what type are going to be procured for this purpose?

Shri C. M. Poonacha: I have already stated in reply to the main question that we are going to acquire 15 smaller type aircraft to operate on feeder routes.

Mr. Speaker: The question is whether those routes in the Assam region would be served by them.

Shri C. M. Poonacha: Yes; that is also kept in view.

Shri P. C. Borooah: Russian Ilyushin 18 has been found suitable for operating on our trunk routes. May I know whether Government has any proposal to go in for Russian Ilyushin 18?

Shri C. M. Poonacha: The question of acquisition of Russian Ilyushin 18 by I.A.C. is under consideration at the moment. We have not yet come to any final decision in the matter.

Shri Bhagwat Jha Azad: We are interested in knowing whether Government has got any plan to augment its fleet in the near future? Fourth Five-Year Plan means five years. We

would like to know how Government propose to rearrange the schedule in view of the fact that already we have lost quite a good number in accidents.

Shri C. M. Poonacha: We have already got plans to replace Viscounts by 1967-68 and the Avros which have now been decided to be acquired are to be delivered in this order: five in 1966, six in 1967 and four in 1968.

श्री म० ल० टिब्रेडी : मैं यह जानना चाहता हूँ कि इन विभिन्न प्रकार के जहाजों के क्रय करने में कुल कितनी धनराशि व्यय होगी और जो माननीय मंत्री ने उत्तर दिया है उसमें कैरेविल का नाम नहीं है तो कैरेविल की खरीद क्या दुर्घटनाओं के कारण बंद की जा रही है या ऐसा और किसी कारण से किया जा रहा है ?

Shri C. M. Poonacha: So far as Caravelles are concerned, we are going to replace the present Caravelles by either Caravelles or some other Caravelle type plane which is equivalent to Caravelle both in performance as well as in seating capacity.

Mr. Speaker: What will be the whole amount that will be spent?

Shri C. M. Poonacha: Tentatively the Plan target for the Fourth Five-Year Plan is Rs. 44 crores in this regard.

Shri S. C. Samanta: Is it not a fact that there are surplus Dakotas and may I know whether they are going to be disposed of?

Shri C. M. Poonacha: Dakotas have outlived their life. So we would like to replace them.

Mr. Speaker: Shrimati Savitri Nigam.

Shri Madhu Limaye.

श्री मधु लिमये : अभी मंत्री महोदय ने बताया कि 44 करोड़ की योजना है खर्च

करने की तो मैं जानना चाहता हूँ कि सरकारी क्षेत्र में बंगलोर में हवाई जहाज बनाने का जो कारखाना है क्या उस के साथ कोई बातचीत हो रही है कि इंडियन एयर लाइंस कारपोरेशन के लिए कोई उपयुक्त जहाज वह बनायें जिससे कि विदेशी मुद्रा का बचत हो सकेगी और हमारे उद्योग को भी बढ़ावा मिलेगा ?

Shri C. M. Poonacha: This point is kept in view. We have actually entered into a sort of arrangement with the Hindustan Aeronautics Limited for the supply of Avro-748 planes at a cost of Rs. 10.82 crores.

Mr. Speaker: Mr. P. R. Chakraverti.

Shrimati Savitri Nigam rose—

Mr. Speaker: I called her, but she did not stand. The hon. Members bear testimony to this. I called her name and also waited. (Interruptions).

Shri P. R. Chakraverti.

श्री मधु लिमये : श्रीमती का राज्य है मौका दिया जाये ।

Shri P. R. Chakraverti: While taking steps to augment this air fleet, may I know whether Government have also taken into account the difficulties experienced by the employees thereby making the passengers' life miserable and insecure?

Shri C. M. Poonacha: I could not follow the question.

Mr. Speaker: Nor could I follow the question. Could the hon. Member repeat it?

Shri P. R. Chakraverti: Difficulties are created by ladies on my right.

While taking steps to augment the air fleet, may I know whether Government have also taken into account the difficulties experienced by the employees concerned in running the

fleet, thereby making the passengers' life insecure?

Shri C. M. Poonacha: This point is no doubt taken into account.

Shri K. N. Tiwary: May I know the total number required to cover all the lines?

Shri C. M. Poonacha: We are having about 50 to 56 planes in service. According to the present programme, the number would be slightly less, but the seating capacity in most of these planes would be much higher than what we presently have.

Shri Vasudevan Nair: The hon. Minister himself has just now stated that the Dakota planes are outmoded planes. In that case may I know why of late, during the last week, they have introduced the Dakota plane in the South from Madras to Cochin?

Shri C. M. Poonacha: At the moment, they are in our service....

Shri Vasudevan Nair: They were not in service before.....

Shri C. M. Poonacha: They are air-worthy after due inspection and careful maintenance.

Shri Shinkre: It is obvious that this question has assumed added importance as a result of some very fatal accidents that we had recently. In this connection, it was in the press a few days back, about a week back I think, that one very important daily from West Germany called Frankfurt *Allgemeine*, has castigated all the international airlines plus the respective Governments for trying to hush up the fact that more or less at the same time when this Indian airliner crashed, an Italian jet fighter also has been missing in the same area, the insinuation being that the Italian jet fighter might have hit the airliner and caused the crash. I want to know from the hon. Minister whether he is aware of this fact, and if so, what steps he has taken to ascertain the truth, and if not what he is going to do to ascertain the truth and re-establish the prestige

and reputation of our pilots and our airlines.

Shri C. M. Poonacha: The matter is under investigation by a court of inquiry. I do not wish to prejudge the findings of that body now.

Shri Shinkre: Is the hon. Minister aware of that report?

Mr. Speaker: Next question.

Shri C. M. Poonacha: I have seen some reports in the....

Mr. Speaker: I have not allowed that question. I am going to the next question.

पाकिस्तान को नीवहन सेवा

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- * 268. श्री श्रींकार लाल बेरवा :
 श्री हुकम जन्द कछवाय :
 श्री यशपाल सिंह :
 श्री प्र० रं० चक्रवर्ती :
 श्री क० ना० तिवारी :
 श्री भागवत मा ब्राह्मद :
 श्री म० ला० द्विवेदी :
 श्री स० चं० रामगुप्त :
 श्री सुबोध हंसदा :
 श्रीमती शशित्री निगम :
 श्री प्र० चं० बहशा :
 श्रीमती मंजूना सुल्तान :

क्या परिवहन, डकुयन, नीवहन तथा पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने गुटों से असम्बद्ध देशों के जहाजों को भारतीय पत्तनों पर माल लादने के पश्चात् पाकिस्तान जाने की अनुमति दे दी है ;

(ख) यदि हां, तो इस सम्बन्ध में क्या शर्तें लगाई गई हैं; और

(ग) किस प्रकार का माल ले जाने की अनुमति दी गई है ?

The Minister of State in the Ministry of Transport, Aviation, Shipping

and Tourism (Shri C. M. Poonacha):

(a) Yes, Sir.

(b) and (c), No conditions or restrictions as regards the nature of goods were imposed.

श्री श्रीकार लाल बेरवा : मैं यह जानना चाहूंगा कि जैसे चीनी हमारे बौरडर पर काफ़ी साज सामान इकट्ठा कर रहे हैं तो क्या उनके जहाज़ भी हमारा माल लाद कर ले जा सकेंगे ?

अध्यक्ष महोदय : चीन के जहाज़ भी यहां से ले जा सकेंगे सामान लाद कर ?

Shri C. M. Poonacha: The main question refers to vessels of non-aligned countries; so it does not refer to any vessels from China.

श्री श्रीकार लाल बेरवा : श्रीमन्, यह जो हम ने शर्त लगाई है समझीते के अनुसार तो क्या इस को पाकिस्तान भी मानने को तैयार है क्या उस ने भी कुछ ऐसा दिया है ?

Shri C. M. Poonacha: Pakistan has accepted the terms, and this is a sort of reciprocal arrangement which has been accepted now.

श्री हुकम चन्द कल्लवाय : यह जो आप ने रिपोर्ट की है वह किस आधार पर की है ? क्या उससे भी आप को पूरा भरोसा है कि भविष्य में पाकिस्तान माल अपना नहीं उतारेगा जैसे कि पहले उतारा करता था ?

Shri C. M. Poonacha: We have full confidence.

श्री यशपाल सिंह : क्या सरकार बता सकती है कि कुल कितने जहाज़ ऐसे हैं, जो हमारी पोर्ट्स में से हो कर पाकिस्तान जाते हैं ?

Shri C. M. Poonacha: I require notice.

Shri P. R. Chakraverti: How far have the Tashkent talks led to a further easing of the situation so that the goods that are loaded in Indian ports can easily go to other non-aligned countries?

Shri C. M. Poonacha: Indian exports from India if loaded in neutral ships can touch Pakistan ports according to the present arrangement.

श्री क० ना० तिवारी : पाकिस्तान के साथ हुए संघर्ष में जो अनुभव हुआ, क्या उस का खयाल रखते हुए इस बात पर विचार किया जा रहा है कि ऐसा प्रबन्ध किया जाये कि पहले माल हिन्दुस्तान में उतारा जाये और फिर जहाज़ पाकिस्तान को जाये ?

अध्यक्ष महोदय : मिनिस्टर साहब ने कहा है कि हम एनवार करते हैं। तब फिर आप शक क्यों करते हैं ?

Shri Bhagwat Jha Azad: May I know whether as a result of the Tashkent spirit there is a further concession allowed by Government that no such limitation will be there, and 'non-aligned' ships will have the option either to proceed to Pakistan first without unloading or to proceed to India?

Shri C. M. Poonacha: Yes, the concession is given to all foreign bottoms, and they have to plan their programme according to their own convenience.

श्री म० ला० द्विवेदी : विगत भारत-पाकिस्तान युद्ध के समय नान-एलाइण्ड कंट्रीज के जहाज़ों से हिन्दुस्तान को आने वाला जो माल पाकिस्तान में उतार लिया गया था, क्या वह माल वापिस मिल गया है या नहीं; यदि नहीं, तो उस के सम्बन्ध में क्या कार्यवाही की जा रही है ?

Shri C. M. Poonacha: This particular question is under discussion at ministerial level.

Shri S. C. Samanta: Did the ships of non-aligned countries require previous permission of India before?

Shri C. M. Poonacha: During the emergency when there was a conflict between India and Pakistan, there were certain regulations stipulated. Before that, there were no such restrictions placed. Subsequently, these restrictions were placed due to certain special conditions obtaining between the two countries. These have now been removed.

Shrimati Savitri Nigam: What is the position regarding ships coming from the aligned countries? Would they also be given the same concession or are there different rules for them? If the answer is in the affirmative, what are the names of those countries in respect of the ships of which the rules are different?

Shri C. M. Poonacha: These particular relaxations and the revised procedures apply to third countries' flags. In that, there is no further spelling out of aligned or non-aligned countries.

Shri P. C. Borooah: May I know whether the offloaded Pakistani cargo from the Italian freighter *Adigo* at Bombay has been released to Pakistan? If so, what is the Pakistan Government's reaction thereto? And how much of India-bound cargo was offloaded by Pakistan during the recent conflict?

Shri C. M. Poonacha: This particular incident is now under special examination. *Adigo* was detained in Bombay during the time the conflict between India and Pakistan was on. Subsequently, certain cargoes were unloaded in India and the ship allowed to move from Bombay.

Shri Buta Singh: May I know whether Government have already taken up or propose to take up, with the Government of Pakistan, re-establishment of normal relations by way of direct transport, aviation, tourism etc. between the two countries? If so, what is the progress made?

Shri C. M. Poonacha: Yes, Sir.

Shri Hem Barua: Since the Tashkent Declaration has ushered in a climate of normalisation of relations between the two countries, India and Pakistan, may I know whether Government have considered the necessity of lifting these emergency limitations?

Shri C. M. Poonacha: This refers to a question of a general character. With particular reference to normalisation of traffic between these countries, in so far as shipping is concerned, normalcy is being attempted, and then we have already taken reciprocal action from both sides to establish normalcy.

Shri Swell: What is the criterion of non-alignment in this instance, and what are those countries that are considered non-aligned?

Mr. Speaker: That would be....

Shri Swell: What are the countries that are considered non-aligned?

Mr. Speaker: That has been sufficiently discussed here many a time as to what is non-alignment.

Shri Kapur Singh: Are those shipping facilities likely to augment the war potential of Pakistan directly or indirectly?

Shri C. M. Poonacha: I am unable to reply to this question, because this is a matter entirely dependent on other circumstances.

Fertilizer Unit in Co-operative Sector

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*269. **Shri Vishwa Nath Plandey:**

Shri Linga Reddy:

Shri R. S. Pandey:

Shri Ravindra Varma:

Shri Kajrolkar:

Shri Sidheshwar Prasad:

Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether a proposal to set up a fertiliser factory in the co-operative sector was being negotiated with the American co-operatives;

(b) if so, the broad features of the proposal;

(c) whether it is a fact that Government had written to one or two States in this regard;

(d) if so, the reaction of States approached by Government; and

(e) whether any final decision has been taken and if so, the nature thereof?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri Shyam Dhar Misra): (a) No negotiations are being conducted with American co-operatives for the establishment of a fertiliser factory in the co-operative sector. A request has been made to the U.S. AID to arrange a techno-economic feasibility study of the project.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) No, Sir.

श्री विद्वन्मथ पाण्डे : मैं यह जानना चाहता हूँ कि सहाकारिता को प्रोत्साहन देने के लिए क्या सरकार सहाकारी-कोऑपरेटिव-सेक्टर में इस तरह के कारखाने कायम करने का विचार कर रही है ?

श्री श्यामधर मिश्र : सरकार का विचार अवश्य है और इसी लिए यू० एस० ए० आई० डी० को लिखा गया है। यू० एस० ए० आई० डी० के लोग फिज़िबिलिटी रिपोर्ट की तैयारी कर रहे हैं। अगर फिज़िबिलिटी रिपोर्ट सही होगी, तो हम इस बारे में आगे कीशिश करेंगे ?

श्री विद्वन्मथ पाण्डे : यह रिपोर्ट कब तक सरकार के पास आ जायेगी ?

श्री श्यामधर मिश्र : अभी हमारा निवेदन गया है। हम आशा करते हैं कि

जैसे ही स्टडी रिपोर्ट मिलेगी, इस बारे में अगली कार्यवाही की जायेगी, लेकिन अभी निश्चित रूप से नहीं कहा जा सकता है।

Shri Linga Reddy: Has the Government considered the advisability of encouraging fertiliser factories in the co-operative sector?

Shri Shyam Dhar Misra: As I said, Government does.

श्री विश्राम प्रसाद : जैसा कि हमने अखबारों में पढ़ा है, अमरीका से इस बारे में जो बातचीत चल रही है, उस के अनुसार अमरीकन को यह अधिकार होगा कि कुछ दिनों तक वे फर्टिलाइजर के दाम अपने आप तय करेंगे। मैं यह जानना चाहता हूँ कि क्या सरकार की तरफ से उन को यह मनमानी छूट दी जा रही है कि जो फर्टिलाइजर वे बनायेंगे, वे उस के दाम अपने आप फिक्स करेंगे ?

श्री श्यामधर मिश्र : यह प्रश्न तो को-ऑपरेटिव फैक्टरी का है। माननीय सदस्य ने जो प्रश्न पूछा है, वह इस फैक्टरी से ताल्लुक नहीं रखता है। अभी इस की रिपोर्ट भी नहीं आई है।

Shri Man Singh P. Patel: May I know whether Government knows that Mr. Chester Bowles visited the well-known Amul Dairy of the Kaira Co-operative Union, and whether his talks regarding the conversion of the fertiliser factory in Gujarat into a co-operative is known to the Government, and if so, what is their reaction?

Shri Shyam Dhar Misra: We are very well known to Mr. Chester Bowles, and he also is very well known to us. He wants co-operative development in the fertiliser factory. We are also aware of this, and therefore we are also keen to have co-operative sector in the fertiliser factory, and therefore we have written to U.S. A.I.D., and unless the report

is there, we cannot take any action on that.

श्री सरजू पाण्डेय : मैं जानना चाहता हूँ कि इस फ्रैक्टरी के बारे में जो वातचीत चल रही है, क्या सरकार इसमें फ्रैक्टरी के स्थान के बारे में भी कुछ सोच-विचार कर रही है।

श्री श्यामधर मिश्र : जब उन के एक्सपर्ट्स अमरीका से आयेंगे—आशा है कि वे कुछ महीनों में आयेंगे—, तब इस पर विचार किया जा सकता है कि कौन से स्थान पर फ्रैक्टरी लगाई जाये।

दिल्ली राज्य केन्द्रीय सहकारी भंडार

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* 270. श्री बागड़ी :

डा० राम मनोहर लोहिया :

श्री राम सेवक यादव :

श्री किशन पटनायक :

श्री यशपाल सिंह :

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

(क) क्या केन्द्रीय जांच विभाग ने दिल्ली राज्य केन्द्रीय सहकारी भंडार द्वारा घटिया किस्म का कोयला बेचे जाने के आरोप के बारे में की गई जांच के सम्बन्ध में अपना प्रतिवेदन प्रस्तुत कर दिया है ;

(ख) यदि हाँ, तो उस में क्या मुख्य सिफारिशों की गई हैं ; और

(ग) सरकार द्वारा उन पर क्या कार्यवाही की गई है ?

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

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

STATEMENT

The allegation of criminal conspiracy against the officials of the col-

liery and the Delhi State Central Co-operative Store was not substantiated. The report only pointed out that the representative of the Store posted at the site of loading and the Loading Inspector of the Office of the Coal Superintendent, Dhanbad, were negligent in the performance of their duties and recommended that the Delhi Administration and the Ministry of Mines and Metals may take whatever action they might deem fit against them.

The Delhi Administration after taking legal opinion on the subject found that the alleged negligence on the part of the employee of the store was not actionable. Moreover, the employee is no longer in service. As regards the Loading Inspector, the Ministry of Mines and Metals have asked the Coal Controller to take suitable action against him.

श्री बागड़ी : इस बयान के पढ़ने से यह जाहिर होता है कि इसमें कानूनी कोई ऐसी चीज नहीं है, जिस से उन के ऊपर कोई अदालती मुकदमा चल सके। तो क्या मैं यह जान सकता हूँ कि जब इस में कोई कानूनी चीज ऐसी नहीं है तो क्या सरकार उनका लाइसेंस कैंसिल करने के बारे में सोच रही है। कानूनी मुकदमा न चल सके तो कम से कम लाइसेंस तो कैंसिल हो सके।

श्री श्यामधर मिश्र : जी हाँ, जितनी सप्लाइज इस कोआपरेटिव स्टोर को दी जाती थी सिविल सप्लाइज की तरफ से, खाण्डसारी, गुड़ आदि, वह सब बन्द कर दी गई है।

श्री बागड़ी : जब कि देश को कोआपरेटिव तरीके से आगे ले जाना है, तो कोआपरेटिव सिस्टम में इस किस्म की कमी आना ठीक नहीं है, तो क्या सरकार यह विचार कर रही है कि सारे देश में कोआपरेटिव जो स्टोर्ज हैं, उन के अन्दर अष्टाचार और इस तरह के निवमपेन की बुनियाद क्या है, जिस से कि कोआपरेटिव सिस्टम ठीक तरह से चल सके ?

श्री श्यामधर मिश्र : इस सम्बन्ध में सरकार को भी पता है और माननीय सदस्य को भी पता है कि यह खराबियां कोई एक सेक्टर की मोनोपोली नहीं हैं। यह प्राइवेट सेक्टर में भी है, पब्लिक सेक्टर में भी है, और कोऑपरेटिव सेक्टर में भी है। अभी हाल में इस बारे में राम निवास मिर्धा कमेटी की रिपोर्ट भी आई है जिस पर देश भर के मंत्रियों ने विचार भी किया है। अभी हाल में उसकी कार्यवाही प्रदेशों को भेजी गई है और हम आशा करते हैं कि आगे उस पर कार्यवाही भी होगी। माननीय सदस्य चाहें तो उस रिपोर्ट को देख सकते हैं।

श्री यशपाल सिंह : मैं जानना चाहूंगा कि मिर्धा कमेटी की जो मुख्य मुख्य बातें हैं इस भ्रष्टाचार को अन्त करने की और सहकारिता आन्दोलन को सफल बनाने की, वे क्या हैं तथा क्या सहकारिता मंत्रालय उनको अमल में लाने के लिये कोई कार्यवाही करेगा।

श्री श्यामधर मिश्र : यह बड़ा व्यापक सवाल है। उस में एक प्रश्न नहीं है, बल्कि अनेकों प्रश्न हैं, वेस्टेड इन्टेरेस्ट का प्रश्न है, किस तरह से उसका रिओर्गेनाइजेशन हो, किस तरह से उसकी कमियां दूर की जायं। मुझे जहां तक याद है उस कमेटी की रिपोर्ट सदन के सामने रखी गई थी, फिर भी अगर माननीय सदस्य देखना चाहें, तो लाइब्रेरी में देख सकते हैं। और अगर कोई सवाल करें तो उसका ब्योरा भी दे सकता हूं।

श्री किशन पटनायक : दिल्ली में जितने कोयले की खपत होती है उसका कितना प्रतिशत इस दिल्ली कोऑपरेटिव स्टोर को दिया जाता है, और यह जो इन्फोरियर क्वालिटी का कोयला इन्होंने सप्लाई किया, यह कितने दिन तक किया ?

श्री श्यामधर मिश्र : मैंने कहा है कि अब नहीं दिया जाता है।

श्री किशन पटनायक : पहले दिया जाता था।

श्री श्यामधर मिश्र : यह बात सही है कि एक बार 32 वैन का एडहाक कोटा दिया गया था और उस कोटे के अनुसार गुड क्वालिटी का कोयला आना चाहिये था। गुड क्वालिटी क्या है, अनफांचुनेटली वह लाइसेन्स में डिफाइंड नहीं थी, हुआ यह है कि जब एक्जामिनेशन हुआ तो मालूम हुआ कि कोयले में 36 परसेन्ट ऐशकान्टेन्ट्स हैं, जो कि पूअर समझा जाता है। 24 या 22 परसेन्ट तक का कोयला सेकण्ड ग्रेड या फर्स्ट ग्रेड समझा जाता है। लेकिन यह कोयला जरूर इन्फोरियर क्वालिटी का था और उसकी जांच हुई थी।

श्री यशपाल सिंह : क्या सरकार बतला सकती है कि जैसे "जस्टिस डिलेड जस्टिस डिनाइड", तो इसका फैसला होने में देर कितनी लगी है और कितना टाइम सरकार ने मुकदर कर रखा था। सहकारी संस्था लोगों की मदद के लिये बनी थी।

श्री श्यामधर मिश्र : माननीय सदस्य ने एक जनरल ला की बात कह दी है और मैं इसे मानता हूं। लेकिन इस में तो जस्टिस नोट डिलेड एण्ड जस्टिस नोट डिनाइड। अभी जून में इसका स्पेशल इन्वेस्टीगेशन हुआ है और अभी हाल में केस गया है। मैं आशा करता हूं कि जस्टिस पूरी मिल जायगी।

Shri Surendranath Dwivedy: In the statement it is stated that the employee concerned was found to be negligent and he had resigned. May I know whether it is in pursuance of the policy followed by this government that whenever there are allegation of irregularity against any official or minister if he resigns the thing is complete and no enquiry would be held?

It has been done in the case of the ex-Finance Minister, Shri T. T. Krishnamachari.

The Minister of Food, Agriculture, Community Development and Co-operation (Shri C. Subramaniam): I am afraid we should not be called upon to make a policy statement with regard to that, as far as this is concerned.

Mr. Speaker: Was this resignation considered enough punishment in this particular case?

Shri C. Subramaniam: The only punishment that could be given to him was to remove him, and he himself has resigned. There is no other legal action possible against him.

Shri Hari Vishnu Kamath: What, Sir, is the name of the Chairman of the Delhi State Central Co-operative Store and to what extent....

Mr. Speaker: That question has been answered many a time in this House.

Shri Hari Vishnu Kamath: The question is, who is the Chairman and to what extent has the Chairman been held responsible either by the CBI or other investigating agency for the irregularities and malpractices in this case?

Shri Shyam Dhar Misra: I did not follow the latter part.

Mr. Speaker: Who is the Chairman and....

Shri Hari Vishnu Kamath: Who is the Chairman and to what extent....

Mr. Speaker: That is exactly what I am repeating.

Shri Hari Vishnu Kamath: Why should I bother you, Sir, to repeat it?

Mr. Speaker:...is he held responsible by the CBI in this case?

Shri Shyam Dhar Misra: One Mr. Sharma is the Chairman of the Delhi Consumer Co-operative Stores at present. (Interruption). Shri Deep Chand Sharma is the President of this store, and when this case was registered, there was another President of this society; the allegations were enquired into... (Interruption).

Shri Hari Vishnu Kamath: Who was that?

Shri Shyam Dhar Misra: Shri Brahm Prakash. This was mentioned in the House last time also.

Shri Hari Vishnu Kamath: Why does he fight shy of the name?

Shri Hem Barua: Why is he fighting shy?

Shri Shyam Dhar Misra: The question was, who is the Chairman, I said that it is Shri Sharma. Now, I say that when this case was registered, Shri Brahm Prakash was the President. Enquiries were made and a fault was found against him.

Shri Hari Vishnu Kamath: By the CBI?

श्री हुकम चन्द कड़वाय: मैं यह जानना चाहता हूँ कि मामनीय मंत्री ने अभी बतलाया कि इस स्टोर ने 32 बैगन कोयला मंगाया था और इस भण्डार के जो अध्यक्ष थे उन्होंने अपने एक वक्तव्य में इस सदन में यह बतलाया था कि उन्होंने रेलवे को रिश्वत देकर बैगन ली और कोयला मंगाया। तो बैगनों के लिये जो रिश्वत दी गई उसको ध्यान में रखते हुए इस घटिया कोयले से कितना मुनाफ़ा कमाया।

श्री श्यामधर मिश्र: इसमें मुनाफ़ा नहीं हुआ, इस ट्रांजेक्शन में सोसायटी को दस हजार रुपये के लगभग नुकसान हुआ। हम नहीं जानते कि उन्होंने किस तरह से घूस दिया, मेरे सामने ऐसा कोई स्टेटमेंट नहीं आया।

श्री हुकम चन्द कड़वाय: उन्होंने इस सदन में बतलाया था।

श्री प्रकाशवीर शास्त्री: एक ओर सरकार भ्रष्टाचार समाप्त करना चाहती है, लेकिन दूसरी ओर सरकार दिल्ली राज्य सहकारी भण्डार को प्रश्रय दे रही है क्योंकि उस में दिल्ली के कुछ राजनैतिक नेता सम्बद्ध हैं। ऐसी स्थिति में किस प्रकार सरकार सहकारी ग्रान्दोलन को देश में पनपा सकेगी, जब कि इस प्रकार का भ्रष्टाचार कायम रहेगा?

Shri C. Subramaniam: We cannot go and punish people who have been found not guilty, and the definite finding is that the Chairman was not involved in it and he is completely innocent. If we go on particularly mentioning the name of an hon. Member of this House who has been found not to be involved in this, I am afraid we are not paying respect to the membership of this House.

Mr. Speaker: Next question.

दिल्ली में राशन व्यवस्था

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- * 272. श्री प्रकाशवीर शास्त्री :
 श्री हुकम चन्द कछवाय :
 श्री जगदेव सिंह सिद्धांती :
 श्री प० ह० भोल :
 श्री प्र० के० बेव :

क्या खाद्य, कृषि. सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में राशन व्यवस्था के कार्यकरण के बारे में सरकार को कोई शिकायतें मिली हैं ;

(ख) यदि हां, तो उन शिकायतों को दूर करने के लिये क्या कार्यवाही की गई ; और

(ग) दिल्ली में राशन व्यवस्था पर अनुमानतः कितना वार्षिक व्यय होगा ?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri Govinda Menon): (a) and (b). Yes, Sir. The complaints were firstly about non-issue of ration cards and later about the quality of atta and non-issue of indigenous wheat. Arrangements had been made for the prompt issue of ration cards at the Circle Rationing Offices. The complaint about quality of atta was carefully examined and was found baseless. Arrangements have been made to issue indigenous wheat through the

ration shops in Delhi from the week commencing on 2-3-1966.

(c) About 42 lakhs of rupees.

श्री प्रकाशवीर शास्त्री : दिल्ली की आबादी को ध्यान में रखते हुए क्या सरकार ने इस प्रकार की कुछ जानकारी भी ली है कि भारी मात्रा में कुछ जाली राशन कार्डें इधर इधर हो गई हैं, यदि हां तो उसकी रोकथाम के लिए क्या व्यवस्था की जा रही है ?

Shri Govinda Menon: Checks are being made from time to time and in the light of the information supplied by the hon. Member, further steps will be taken.

श्री प्रकाशवीर शास्त्री : मंत्री महोदय ने कहा है कि आटे की कूड़ा खराब विस्म का पता लगा है। क्या सरकार ने इसकी जानकारी ली है कि आटे के अतिरिक्त राशन की दूबानों पर और जो खाद्यान्न विक्री होते हैं क्या उन में भी कुछ खराब विस्म के खाद्यान्नों का पता लगा है, यदि हां तो इसके लिए क्या व्यवस्था की गई है कि भविष्य में इस प्रकार के खराब खाद्यान्नों की विक्री न हो ?

Shri Govinda Menon: No such complaints have been received to my knowledge.

श्री हुकम चन्द कछवाय : क्या सरकार बतायेगी कि इस समय कितने राशन कार्ड बन चुके हैं या बांटे जा चुके हैं और जो लोग राशन कार्डों से वंचित हैं, जिन के राशन कार्ड नहीं बने हैं और जिन को काफी कठिनाई का सामना करना पड़ रहा है, और इन में दिल्ली वाले हैं, मेहनत मजदूरी करने वाले लोग हैं, इन के लिये भी कोई अलग व्यवस्था आपने की है ?

Shri Govinda Menon: Presently there are no complaints of non-receipt of ration cards by any section of the people.

Mr. Speaker: What is the total number?

Shri Govinda Menon: 31 lakhs of people.

श्री जगदेव सिंह सिद्धाती : क्या मंत्री महोदय को मालूम है कि राशन व्यवस्था के कर्मचारी और आटा मिल मालिक दोनों मिल कर के आटे में से मैदा इत्यादि तो निवाल लेते हैं, उस में से सत तो निवाल लेते हैं और इस तरह से जो बचा खुचा आटा होता है उसको दुकानों पर बिक्री के लिए भेज देते हैं? यदि हां, तो सरकार क्या उपाय सोच रही है कि यह प्रथा बन्द हो ?

Shri Govinda Menon: On receipt of complaints regarding the quality of atta, samples were drawn from 18 ration shops at random. They were got analysed and examined and it was found that they were of good quality. The complaint arose because this atta had a peculiar colour. It had a red tinge because of the imported wheat which was utilised for making the atta.

Shri Kapur Singh: Have Government received complaints that this foreign-imported atta is found to be unfit for consumption by the sharbati wheat-eating Punjabis and if so, what steps do Government propose to take in the matter?

Shri Govinda Menon: For some time we could not get enough indigenous wheat from Punjab. From tomorrow onwards, indigenous wheat would be supplied, because we have received the supply.

Mr. Speaker: Sharbati wheat would be supplied?

Shri Govinda Menon: Yes, Sir.

Shri Vasudevan Nair: As Delhi is mainly a wheat-eating area, may I know whether there is any proposal to cut down the rice ration and replace it mainly by wheat?

Shri Govinda Menon: There has been some proposal and the matter is being pursued.

Shri Bhagwat Jha Azad: Is there any likelihood in the near future of the consumers getting wheat instead of atta?

Shri Govinda Menon: That is what I said. From the week beginning tomorrow, indigenous wheat will be supplied.

Shri R. S. Pandey: Since the government is determined to introduce rationing in the big cities, I want to know whether any agency has been created or is going to be created to inspect the material which is to be sold to the consumers.

Mr. Speaker: This question relates to Delhi alone.

Shri Tyagi: The Minister stated that the annual estimated expenditure is so many lakhs. Does it include the cost of foodgrains also or is it only the expenditure on establishment and other things?

Shri Govinda Menon: Rs. 42 lakhs is the total expenditure. The break-up is as follows: Pay of officers Rs. 3,54,900; pay of establishment Rs. 16,46,600; allowances and honoraria Rs. 15,02,000; other charges Rs. 7,25,000.

Dr. Ranen Sen: So far members have been asking about atta. Being a rice-eater, I want to know whether it is known to the minister that sometimes, rather often, rotten rice is supplied through these ration shops and if so, what steps Government have taken to remove this grievance?

Shri Govinda Menon: It has not come to our knowledge.

Shri Vasudevan Nair: How is it, Sir, that the Government does not know about it? The Government is immune to everything.

Dr. Ranen Sen: Sir, letters have been written in the newspapers which have been published complaining about the rotten quality of rice. We have been also experiencing it ourselves. The Minister says that he is

not aware of any such difficulty. It is very surprising.

Shri Govinda Menon: Regarding the supply of rice in Delhi, to my knowledge, there has been no complaint.

Dr. L. M. Singhvi: May I know whether the Government have made a comparative study of the quantum and quality of rations available elsewhere in the country in comparison to Delhi, and whether any effort has been made to achieve uniformity?

Shri Govinda Menon: That is the matter which was being discussed in the House very often.

Dr. L. M. Singhvi: Sir, I wanted to know whether any comparative study of the quantum and quality of rations available elsewhere in the country in comparison to Delhi....

Mr. Speaker: That has not yet been made—I think that is the answer.

श्री रामसेवक यादव : मंत्री महोदय ने अभी बताया है कि 18 दुकानों से आटा लेकर उसका परीक्षण किया गया और वह सही पाया गया । मैं जानना चाहता हूँ कि किस विभाग के द्वारा यह किया गया ? यह काम सप्लाई विभाग के इंस्पेक्टर के जरिये हुआ जिन का सम्बन्ध दुकानदारों से बराबर रहा करता है ?

Shri Govinda Menon: Sir, the samples which were taken from 18 shops were examined in the Central Grain Analysis Laboratory of the Ministry of Food and Agriculture.

श्री रामसेवक यादव : किन दुकानदारों के यहाँ से लिया और किस विभाग के अधिकारियों ने लिया ?

Mr. Speaker: Who took those samples? What was the agency?

Shri Govinda Menon: Samples were taken by the staff of the Regional Director of Food.

Shrimati Lakshmikanthamma: Is it a fact that 10,000 people of Delhi have surrendered their rice ration for Kerala; if so, may I know whether that rice has been diverted to Kerala?

Mr. Speaker: Kerala is not there in the question.

Ration Shops in Delhi

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- *273. **Shri Vishram Prasad:**
Shri Bagri:
Dr. Ram Manohar Lohia:
Shri Kishen Pattnayak:
Shri Ram Sewak Yadav:
Shri M. L. Dwivedi:
Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Yashpal Singh:
Shri Hukam Chand
Kachhavaiya:
Shri Rameshwaranand:
Shri Bade:
Shri Onkar Lal Berwa:
Shri Sidheshwar Prasad:

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

(a) whether it is a fact that only imported Atta is being sold at the ration shops in Delhi;

(b) if so, why indigenous wheat is not being sold at these shops; and

(c) the precautions taken by Government to prevent adulteration of the flour and sale of spoilt flour?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) and (b). No, Sir. Imported wheat had also been put on sale from the week commencing on 12th January, 1966. Indigenous wheat will be issued in ration shops with effect from the week commencing from 2nd March, 1966.

(c) A constant watch is maintained on the quality of atta produced by roller flour mills and supplied to ration shops. Periodical inspections of ration shops are also made to check the quality of atta sold to the card-holders.

श्री विश्राम प्रसाद : अभी मंत्री महोदय ने कहा है कि घाटे के अन्दर कोई गड़बड़ी नहीं पाई गई है। अखबारों में भी आपने पढ़ा होगा और हम लोगों ने भी इसको अनुभव किया है कि राशन में जो आटा वर्ग रह मिलता है कई बार वह बदबूदार होता है, उस के अन्दर कीड़े होते हैं। मिनिस्टर साहब को कैसे पता लग जाता है कि वह ठीक आटा है और उन के पास कोई कम्प्लेंट नहीं आई है ? मैं समझता हूँ ...

अध्यक्ष महोदय : आपने कोई कम्प्लेंट की थी ?

श्री विश्राम प्रसाद : मैंने क्वेश्चन दिया है।

श्री श्रींकार लाल बेरवा : मैंने प्रश्न किया था ...

अध्यक्ष महोदय : क्या आपने सैम्पल भेजे हैं या कम्प्लेंट की है ?

अगर आप ऐसा करते तब तो आप कह सकते थे ...

श्री विश्राम प्रसाद : अखबार वालों ने जितना लिखा है क्या वह ...

अध्यक्ष महोदय : अब आप दूसरा सवाल करें।

श्री विश्राम प्रसाद : सरकार यह घाटा जो राशन की दुकानों सप्लाय करती है उसकी जगह क्यों नहीं क्वीट देने का प्रबन्ध करती है ?

Shri Govinda Menon: Sir, in answer to the previous question, I stated that there were complaints regarding the

quality of atta. The Regional Director of Food caused samples to be taken from 18 shops, they were analysed and examined and found to be of good quality.

Mr. Speaker: He asks why wheat is not given instead of atta.

Shri Govinda Menon: From the week beginning 2nd March wheat will be given.

अध्यक्ष महोदय : श्री बागड़ी।

श्री विश्राम प्रसाद : मुझे दूसरा सवाल करने की भी इजाजत दी जाए।

श्री बागड़ी : इनको दूसरा सवाल करने की ...

अध्यक्ष महोदय : आप इसका फैसला करेंगे ? आपको मैंने बुलाया है और आप कहते हैं कि इनको पूछने दूँ। मैं इन के बारे में देख लूंगा और हो सका तो बाद में इनको भौका दे दूंगा।

श्री बागड़ी : गन्दुम और आटे की कीमतों में कितना अन्तर होता है ? क्या यह सही नहीं है कि आटा बनाने में जितनी मेहनत पड़ती है उस से वहीं ज्यादा मुनाफा लिया जाता है ? गन्दुम न देकर आटा जो दिया जा रहा है इस से जो खरीदने वाले लोग हैं उनको कुल कितना नुकसान होता है और इस नुकसान को बचाने के क्या उपाय सरकार कर रही है ?

अध्यक्ष महोदय : वह कह रहे हैं कि कल से गेहूं दिया जायेगा।

श्री बागड़ी : मैं जानना चाहता हूँ कि आटा और गेहूं के भावों में कितना अन्तर है ?

Mr. Speaker: What is the difference between the price of wheat and atta?

Shri Govinda Menon: Regarding the exact price I would like to have notice, but I think atta costs the same as wheat plus labour charges.

डा० राममनोहर लोहिया : क्या मंत्री महोदय घाटे का फुटकर भाव बतलायेंगे, और इसी के साथ साथ इसी किस्म के घाटे और गेहूँ का दाम जो वह अमरीका को देते हैं ?

Shri Govinda Menon: I am sorry, I have not got the information now.

श्री बागड़ी : कोई भी सवाल हो वह कह देते हैं कि उनके पास जानकारी नहीं है ।

श्री किशन पटनायक: दिल्ली में जो बड़ किस्म के रेस्तरां हैं वहाँ पर जो भी जाता है उसको यह अनुभव नहीं होता है कि दिल्ली में कोई राशनिंग है । मैं जानना चाहता हूँ कि क्या उन रेस्तरां को हद्द से ज्यादा राशन देने की व्यवस्था है या वह काले बाजार से खरीदते हैं । इसी से संबंधित मैं यह जानना चाहता हूँ कि जैसे गेहूँ के घाटे के ऊपर राशनिंग की व्यवस्था है उसी तरह से वह डबल रोटी पर क्यों नहीं लागू की गई है ?

The Minister of Food, Agriculture, Community Development and Co-operation (Shri C. Subramaniam): At present there is no intention to ration bread because something should be available in the open market for purchase by anybody. As far as restaurants are concerned, we take into account their turnover and, on that basis, the quota is fixed.

Shri P. C. Borooah: May I know whether it is a fact that suji and maida are not supplied to the public except on a special permit? What are the circumstances in which a special permit is granted?

Mr. Speaker: Here it is only about atta; not suji or maida.

Shri P. C. Borooah: Maida is a by product.

Shri Bhagwat Jha Azad: May I know whether it is a fact that rations are issued in Delhi on a weekly basis say from Friday and if it so happens that the next two days Saturday and Sunday, are holidays the rations for

those two days are not issued when the shop opens on the next day? What do the Government expect the families to do on those two days—starve or purchase rice in the black-market?

Shri Tyagi: Not starve but fast.

Shri Govinda Menon: There is no stoppage of issue of ration because a certain day happens to be a holiday.

Shri Bhagwat Jha Azad: They stopped my ration.

श्री यशपाल सिंह : यहां से दिल्ली शहर तो बहुत दूर है लेकिन शशि राम के यहाँ कमरा नं० 73 में जो घाटा इस्तेमाल किया जाता है वह इतना बदबूदार है कि उस को कोई कुत्ता भी नहीं खा सकता । मैं कुछ मेहमानों को ले कर वहाँ गया तो उन्होंने मुझ से कहा कि तुम यहाँ बैठने कैसे हो । मैं दो चार रोज की नोटिस दे कर जाने के लिये नहीं कहता, वहाँ पर कर्मी सरप्राइज विजिट कर के मिनिस्टर साहब ने देखा है कि ऊपर एम० पी० के लिये किस तरह का घाटा दिया जाता है ?

अध्यक्ष महोदय : इस को देखना तो मेरा फर्ज है । आप मुझ को वहाँ ले चलें ।

श्री हुकर खन्व कछुवाय : क्या सरकार बतलायेगी कि दिल्ली में इस समय राशन की कितनी दुकानें हैं और क्या उन को यह शिकायत मिली है कि उनकी संख्या इतनी कम होती है कि वहाँ पर कार्पा रण रहा करता है ?

Shri Govinda Menon: Regarding the exact number of shops, I want notice.

Mr. Speaker: Are they few as compared to the consumers?

Shri Govinda Menon: The number is 2,000 and odd.

Mr. Speaker: Were there any complaints about the number?

Shri Govinda Menon: There have been no complaints.

श्री बागड़ी : अध्यक्ष महोदय, यह क्या जवाब है ? सवाल कुछ है और जवाब कुछ है ।

अध्यक्ष महोदय : वह कहते हैं कि उन की तादाद दो हजार कुछ है । श्री प्रोफ़ार लाल बेरवा ।

श्री बागड़ी : मंत्री महोदय किसी भी सवाल का जवाब पूरा नहीं देते हैं ।

अध्यक्ष महोदय : मैं किसी को बुलाता हूँ और कोई और साहब बोलने लगते हैं ?

श्री बागड़ी : मैं व्यवस्था का सवाल उठा रहा हूँ ।

अध्यक्ष महोदय : क्या मेरे बिना बुलाये हुए ही आप बोलना शुरू कर देंगे ?

श्री प्रोफ़ार लाल बेरवा : मंत्री महोदय पहले तो जवाब देते ही नहीं हैं फिर जब देते हैं तो उन को यह भी पता नहीं होता कि यहाँ पर दुकानें कितनी हैं ? तब क्या वह यहाँ हमारा फोटो लेने आते हैं ?

श्री सिद्धेश्वर प्रसाद : मैं जानना चाहता हूँ कि 2 मार्च, 1966 से जो गेहूँ दिया जायेगा वह पूरे राशन के लिये दिया जायेगा या आधा दिया जायेगा अथवा कितना दिया जायेगा ?

Shri C. Subramaniam: For the guests also the same ration is being supplied.

Shri Kashi Ram Gupta: Regarding the supply of wheat, may I know whether sharbati wheat or dara wheat will be supplied?

Shri C. Subramaniam: Whatever quality of wheat is available from Punjab, we shall supply it here. According to Shri Kapur Singh, all wheat from Punjab is good.

Shri Kashi Ram Gupta: Will it be sharbati or dara?

Mr. Speaker: If Punjab supplies dara wheat, it will be distributed; if Punjab supplies sharbati wheat, it will be distributed. मैं श्री काशी राम गुप्त को बतलाऊँ कि पंजाब में सारा गेहूँ शरबती व्हीट नहीं होता है । वहाँ से दड़ा भी आता है और शरबती भी आता है । अगर दिल्ली वालों का सारा शरबती ही मिल जायेगा तो क्या जो लोग पंजाब में रहते हैं वह खाली दड़ा ही खायें ?

Shri Buta Singh: Blackmarketing and smuggling of foodgrains has increased in Delhi after the introduction of the rationing system. Moreover, the citizens of Delhi had to bear an expenditure of Rs. 42 lakhs for the introduction of rationing. In view of all this, do Government still insist on continuing with rationing?

Shri C. Subramaniam: The policy is to continue the rationing system. As far as the expenditure is concerned, Rs. 42 lakhs on a population of 31 lakhs works out to about Rs. 1.2 per head.

Shrimati Savitri Nigam: How far is it correct to say that the Food Ministry in collaboration with the Delhi Administration and the mill-owners has been able to dispose of all the rotten imported wheat which was not being sold, by turning it into atta and distributing it through the ration shops?

Shri C. Subramaniam: These are all wrong allegations. The quality of the wheat is tested and only if it is found fit for human consumption it is issued.

Crop Plan to achieve Targets of Foodgrains

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*274. **Shri Madhu Limaye:**
Shri Kishen Pattnayak:
Shri Vishwa Nath Pandey:

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

(a) whether Government have prepared any crop plan for the forthcoming kharif and 1966-67 rabi season so

as to achieve the targets of agricultural production especially of foodgrains; and

(b) if so, the system of physical directions and incentives that Government intend to employ to achieve the targets?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) No single Crop plan for the entire country for rabi and kharif seasons, has been prepared. But a programme for the cultivation of high yielding varieties of paddy, wheat, maize, jowar and bajra has been drawn up for 1966-67 for an aggregate area of 4.86 million acres.

(b) The programme will be implemented by the State Governments concerned who are being given necessary facilities, advice and assistance particularly in respect of inputs namely seeds, fertilisers and pesticides.

श्री अशु लिमये : पहले तो मेरे प्रश्न का इस में जवाब ही नहीं आया है। अध्यक्ष महोदय, क्या उस के बारे में आप कुछ व्यवस्था करेंगे? वह राज्यों को क्या मदद दे रहे हैं इस के बारे में कहा गया है। किसान इस योजना को सफल बनायें इसके लिये वह क्या कर रहे हैं पहले वह यह बतलायें तब मैं प्रश्न पूछूंगा।

श्री इय्यामचर किश : श्रीमन्, आप सवाल को देखिए।

"whether Government have prepared any crop plan for the forthcoming kharif and 1966-67 rabi season....."

जो जवाब है वह ठीक यही है :

"No single crop plan for the entire country for rabi and kharif seasons has been prepared...."

अध्यक्ष महोदय : अब आप सवाल पूछिए।

श्री अशु लिमये : इधर तीन पांच साला योजना की सरकार ने करीब करीब 2 हजार सफों की कितानें छापी हैं और इनमें दाम नीति के बारे में केवल साधारण और गोल बातें ही हम पाते हैं। मैं जानना चाहता हूँ कि, एक और ईख, जूट, मूंगफली, सरसों और रुई आदि व्यापारिक फसलें हैं उनके दाम और चावल, गेहूँ, ज्वार आदि जो खाद्यान्न हैं उनके दाम, दोनों में बड़ी विषमता पैदा हो गई है, उसके फलस्वरूप हमने देखा कि तीन पांच साला योजनाओं में जहाँ व्यापारिक फसलों का क्षेत्र 50 प्रतिशत से लेकर 100 प्रतिशत तक बढ़ा है वहाँ खाद्यान्न के नीचे जो क्षेत्र है उसमें केवल 17-18 प्रतिशत की वृद्धि हुई है तो मैं जानना चाहता हूँ कि चौथी पांच साला योजना में और जो यह पहले एक साल की योजना बनेगी उसमें दाम नीति के बारे में कोई विचार किया जायगा?

The Minister of Food, Agriculture, Community Development and Co-operation (Shri O. Subramaniam): I do agree, as far as foodgrains are concerned, the prices were comparatively lower when compared to the commercial crops. Not only that; the agricultural prices, in general, were not in parity with the industrial materials. That is why the Agricultural Prices Commission has been appointed for the purpose of recommending what should be a minimum support price for foodgrains taking into account the non-foodgrain crops and also taking into account the prices of industrial materials.

श्री अशु लिमये : क्या केन्द्रीय सरकार ने राज्य सरकारों से मिफारिश की है कि वह हर एक विकास प्रखंड के लिए और हर एक पंचायती इलाके के लिए फसल की योजना बनायें हर एक पंचायती इलाके में या विकास प्रखंड में कितनी फसल चावल की या गेहूँ की या दूसरे खाद्यान्न का पैदा की जाय इसके बारे में कोई योजना बनाई गई है और यह कहा गया है कि अगर इस योजना को फसल नहीं बनाया जायगा तो जो बी० डी० ग्री०

याँ पंचायतों के सरपच हैं या मुखिया हैं उनको दीर्घत किया जायगा और सब्ज से सब्ज सजा उनको दी जायगी ?

Shri C. Subramaniam: I do not think it will be possible to have a regimented pattern of cropping throughout the country. It is the economic factors which will have to function with regard to the prices which we offer to these various producers. It is not as if we are surplus in oilseeds or in cotton. They have also to be grown. Ultimately, the shortages will have to be met only by increasing production per acre.

श्री किशन पटनायक : खाद्यान्न के उत्पादन में जो कमी हो रही है उसका एक बड़ा कारण है कि प्रति एकड़ उत्पादन खासकर के चावल का हिन्दुस्तान में बहुत कम है और प्रति एकड़ उत्पादन बढ़ नहीं सका और दूसरा कारण यह है कि किसान अधिक मामले में कमजोर है, अपनी जमीन में ज्यादा पैसा लगा नहीं सकता, इसलिए ज्यादा उत्पादन नहीं कर सकता, तो क्या केन्द्रीय सरकार राज्य सरकार से सलाह करके ऐसा कोई उपाय निकालेगी जिसमें कि किसान ज्यादा पैसा अपनी जमीन पर लगा सके ?

Shri C. Subramaniam: Yes, Sir. We are consulting the State Governments for this purpose and we are drawing out plans so that the farmer could get the economic strength to invest more.

श्री विश्वनाथ शर्मा : जैसा कि अभी माननीय मंत्री ने बताया है कि खाद्यान्नों के उत्पादन के लक्ष्य के सम्बन्ध में फसल योजना जो तैयार की गई है उसको कार्यान्वित करने का भार प्रान्तीय सरकारों के ऊपर है, तो मैं जानना चाहता हूँ कि जो डेफिसिट एरिया है, कमी वाले क्षेत्र हैं उनके उत्पादन के सम्बन्ध में जैसे कि उत्तर प्रदेश है, वहाँ सिंचाई के

सम्बन्ध में क्या केन्द्रीय सरकार विशेष प्राथिक सहायता देने का विचार कर रही है ?

श्री इशामधर मिश्र : श्रीमन्, जहाँ डेफिसिट है और जहाँ सम्भावनायें हैं कि पानी अधिक दिया जा सकता है सिंचाई के लिए वहाँ तत्काल एक एमर्जेसी योजना बनाई गई है माइनर इर्रिगेशन के लिए और यूटिलाइजेशन आफ इर्रिगेशन प्रोजेक्ट्स जो मेजर योजना है उसके लिए भी। जहाँ तक उत्तर प्रदेश की बात है वहाँ भी इस साल अधिक रुपया दिया गया है कृषि प्रोग्राम में, माइनर इर्रिगेशन के लिए और लिफ्ट इर्रिगेशन के लिए भी अधिक रुपया दिया गया है और जो मेजर इर्रिगेशन है, ग्रनयूटिलाइज्ड पोर्टेशियल है, वह कैसे यूटिलाइज किया जाय और उसके लिए भी अधिक रुपया दिया गया है।

श्री तुलशीदास जाधव : कृषि क्राप और खाद्यान्न इन दोनों को जो तकाबी दी जाती है वह क्या कृषि क्राप के लिए ज्यादा दी जाती है और खाद्यान्नों के लिए कम दी जाती है ? यदि हाँ, तो उससे खाद्यान्न ज्यादा कैसे बढ़ेगा ?

श्री इशामधर मिश्र: इस सम्बन्ध में श्रीमन्, इसकी पूरी जांच होती है कि किस क्रप के लिए कितना लोन चाहिए। जो कृषि क्रप जैसे टी, काफी वगैरह उनके लिए पर एकड़ रिक्वायरमेंट आफ लोन ज्यादा होता है और खाद्यान्न में कम होता है और इसी तरह यह दिया जाता है। लेकिन यह सही है कि जिस हद तक यह तकाबी दी जानी चाहिए या जिस हद तक कोम्पारेटिव क्रेडिट दिया जाना चाहिए, उसकी कमी है और पैसे की कमी है, सरकार इसको महसूस कर रही है।

Shri Bibhuti Mishra: Has Government given any direction to the Agricultural Prices Commission to give to the growers an integrated remunerative price?

Shri C. Subramaniam: Yes; that is the directive given.

श्री शिव नारायण : अध्यक्ष महोदय मैं यह जानना चाहता हूँ कि फूड मिनिस्ट्री कम्युनिटी डेवलपमेंट मिनिस्ट्री एक जगह मर्ज हो गई तो क्या माननीय मंत्री जी डेफिनिट जवाब देंगे कि स्माल इरीगेशन के लिए कितना रुपया डेफिसिट एरियाज में दिया गया है और उनके प्रोग्राम की क्या आपके पास रिपोर्ट है ?

श्री इयामधर मिश्र : मैं डेफिनिट बता सकता हूँ। उत्तर प्रदेश के बारे में डेफिनिट बता दूँ जहाँ के बारे में शिवनारायण जी ज्यादा इन्टरेस्टेड होंगे। वहाँ अभी हाल में 1 करोड़ रुपया बीयांड प्लान सीलिंग दिया गया है और 50 लाख और दिया गया है, और आशा की जाती है कि 75 लाख और दिया जायगा।

Shri Tyagi: One crore is nothing.

Shri Surendranath Dwivedy: In reply to the original question the Minister said that there was no preparation of crop planning all over the country. May I know whether this crop planning has been undertaken in any of the States or districts or whether Government of India does not feel the necessity for crop planning at all in this country?

Shri Shyam Dhar Misra: The answer is very clear. No single crop plan for the entire country for rabi and kharif seasons has been prepared. It does not mean that there is no crop planning at all. There is crop planning undertaken in a decentralised way. But there is no single crop plan from the Centre.

Shri P. R. Patel: I want to know whether it is the policy of the Government to have more agricultural production by following a dog-in-the-manger policy, i.e., by allowing the foodgrains to become rotten so that the agriculturists may not get more price and also by having no co-operation with the agriculturists of the country. What is the policy of the Government?

Shri C. Subramaniam: It is certainly not what the hon. Member has said; that it not the policy.

श्री सरजू पाण्डेय : मैं यह जानना चाहता हूँ कि क्या मंत्री जी ने फसल योजना के अन्तर्गत खादों को सस्ता करने का भी कोई प्रबन्ध किया है जिससे किसान ज्यादा खाद इस्तेमाल कर सकें ?

श्री इयामधर मिश्र : यह बात सही है श्रीमन्, कि जो खाद दी जाती है, फर्टिलाइजर दिया जाता है वह थोड़ा सा और देशों की तुलना में महंगा है लेकिन जिस तरह से गल्ला महंगा हो रहा है उसके अनुसार हिसाब लगाया गया है कि अभी भी इन्सेन्टिव है जो प्राइस खाद की है लेकिन सरकार की यह नीति है खाद को जितना ज्यादा से ज्यादा सस्ता किया जा सके, किया जाय और उस नीति के अनुसार हम अधिक फर्टिलाइजर प्रोडक्शन की कोशिश कर रहे हैं और अधिक इम्पोर्ट पूल करके जैसे भी हो सकेगा कोशिश की जायगी।

Shri Jashvant Mehta: The hon. Minister has said that there is crop planning. The deficit States are suffering from shortage of food due to their producing more of cash crops. Cash crops are also essential for earning foreign exchange. May I know whether Government has given any directive to the State Governments as to what will be the approach of the Government to cash crops and to food crops?

Shri C. Subramaniam: We have a general plan with regard to the targets to be reached in respect of foodgrains, in respect of oilseeds, fibres etc. and they will be kept in mind; we shall take into account the regions in which these things could be grown. It is not the policy of Government that there should be self-sufficiency in respect of each item in each area.

WRITTEN ANSWERS TO QUESTIONS

Charges against Marketing Officers of Guntur

*271. Shri Indrajit Gupta: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether the Central Vigilance Commission has received serious charges of corruption against certain Marketing Officers of the Tobacco Grading Scheme, Guntur;

(b) if so, whether the charges have been investigated; and

(c) the result thereof?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes, Sir. An unsigned complaint dated 18-11-1985 against a Marketing Officer at Guntur was received by the Central Vigilance Commission as well as the Agricultural Marketing Adviser to the Government of India.

(b) This complaint along with a similar complaint against another Assistant Marketing Officer at Guntur is being investigated by the Agricultural Marketing Adviser.

(c) Does not arise at this stage.

Capacity of Ports to handle Cargo

*275. Shri Linga Reddy:
Shri P. C. Borooah:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Bhagwat Jha Asad:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:
Dr. P. Srinivasan:
Shri Paramasivan:
Dr. P. R. Chakraverti:
Shri Kajrolkar:
Shri Shree Narayan Das:
Dr. L. M. Singhvi:
Shri Madhu Limaye:
Shri M. Rampure:
Shri R. S. Pandey:
Shri Bibhuti Mishra:

Shri Ram Harkh Yadav:
Shri R. Barua:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) the present capacity of the various Ports to handle cargo per day in India; and

(b) the arrangements made to handle foodgrains cargo from America and other countries and transport the same to the interior parts of the country?

The Ministry of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). A statement is laid on the Table of the House. [Placed in Library, See No. LT-5628/66].

सहकारी स्वयं

*276. श्री विभूति मिश्र :

श्री क० ना० तिवारी :

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

(क) क्या सहकारी संस्थाओं की स्थापना के लिये एक समान तथा व्यापक विधि बनाने का कोई प्रस्ताव सरकार के विचाराधीन है ; और

(ख) यदि हां, तो उसकी मोटी रूपरेखा क्या है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में उपमंत्री (श्री इयानबर मिश्र) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Foodgrains destroyed by Rodents

*277. Dr. L. M. Singhvi:
Shrimati Savitri Nigam:
Shri M. L. Dwivedi:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Bagri:

Dr. Ram Manohar Lohia:
Shri Yashpal Singh:
Shri Madhu Limaye:
Shri Karni Singhji:
Shri Hukam Chand Kaobha-
valya:
Shri Shinkre:
Shri C. K. Bhattacharyya:
Shri Badshah Gupta:
Shri P. R. Chakraverti:

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

(a) the percentage of India's total food production which is eaten away or destroyed by rodents, locusts and other pests and lost due to defective methods of processing and storage;

(b) whether any improvement has been effected in this connection in the last ten years and if so, to what extent; and

(c) whether any special steps are proposed to be taken in this connection?

The Deputy Minister in the Ministry of Food, and Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra):

(a) Overall losses due to pests and diseases, etc., to agricultural crops and produce are estimated at 20 per cent. The insect pests, including grasshoppers and locusts, rodents and other animal pests are believed to inflict a loss of 10 per cent. While another 10 per cent is caused by plant diseases and noxious weeds. The losses to stored grains are estimated at 5-7 per cent. The extent and value of damage vary from pest to pest, crop to crop, season to season and from one tract to another, which makes the problem of assessment of damage rather complicated.

(b) Plant protection measures are being increasingly employed to check losses by insect pests and diseases etc. There is awareness among farmers of the importance of plant protection measures. The total cropped area covered by these measures in the last

year of the First and Second Five Year Plans was 6.1 and 16.0 million acres respectively; 43 million acres are likely to be treated at the end of the Third Plan period. It is proposed to reach a level of covering 210 million acres per year by 1968-69 and maintain it for the last two years of the Fourth Plan.

(c) Several steps have been and are proposed to be taken to intensify the plant protection work. The important ones may be enumerated as follows:—

- (1) Plant Protection organisations, with independent and properly trained staff, have been set up in all the States to help organise pest control. The Central Government is assisting the State Governments, wherever required, by way of technical advice and in making arrangements for the imports of pesticides and equipment and also by way of assistance in ground and aerial operations.
- (2) A chain of agricultural universities has been set up to carry out research in entomology and plant pathology and for training in plant protection.
- (3) Indian Council of Agricultural Research and other Central and State Institutions are also conducting research on newer methods of pest control on a continuing basis.
- (4) With a view to carrying the results of research to the field, Extension agencies, both at the Centre and the States are being strengthened.
- (5) Provision of funds in Public Sector for plant protection work has steadily risen. For example: in the First and Second Plans, the expenditure was Rs. 4.91 crores, while in

the Third Plan, an expenditure of Rs. 10.2 crores was provided, but it is likely to rise to Rs. 13 crores by the end of 1965-66. The Fourth Five Year Plan envisages an investment of Rs. 33.56 crores in the public sector.

(6) Action has been taken to expand the manufacturing capacity within the country. An agreed list of essential pesticides has been worked out, and steps have been taken to manufacture them as far as possible and import what must be imported. Similarly, equipments are being manufactured within the country. Steps have been taken to give them necessary assistance in importing essential parts etc. not yet produced within the country.

(7) To supplement ground spraying, the Directorate of Plant Protection, Quarantine and Storage has an Aerial Unit of seven spraying planes. There are nine aircraft in the private sector. These have proved very useful in spraying groundnut, cotton and other crops.

Agricultural Co-operative Credit

*278. Shri P. R. Chakraverti:
Shri K. N. Tiwary:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Bhagwat Jha Azad:
Shri M. L. Dwivedi:
Shri P. C. Borooah:
Shri Hukam Chand Kachhavaia:
Shri Yashpal Singh:
Shri Shinkre:
Shri Basumatari:
Shri Ram Harkh Yadav:

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

(a) whether it is a fact that about twenty-three per cent of the agricul-

tural co-operative credit has been diverted to non-productive purposes;

(b) whether this diversion among the non-cultivators was higher than among the cultivators;

(c) how far the extent of diversion had an inverse ratio with the educational standard of the borrowers;

(d) the principal causes accounting for such diversion; and

(e) the steps taken to remove the deficiencies of the credit system?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) A study of the utilisation of co-operative loans undertaken by the Programme Evaluation Organisation has indicated that 23 per cent of the amount borrowed for short-term production purposes was diverted to other purposes.

(b) Yes, Sir.

(c) The practice of diversion bears an inverse relationship with the educational standard of the borrowers, the extent of inverse ratio being 45 per cent among illiterates and those who could read and write, and 12 per cent among matriculates and above.

(d) The main reasons for diversion of co-operative credit are—

(i) inadequacy of credit for production as well as for other purposes;

(ii) want of timeliness in the grant of such credit;

(iii) lack of machinery for effective supervision; and

(iv) lack of education on the part of members, especially of the lower strata of the cultivators, about proper utilisation of the loans received from the co-operatives.

(e) The following measures are being taken—

(i) implementation of the crop loan system under which a

member of a cooperative credit society is to be provided with credit on the basis of production requirement, subject to repaying capacity, the credit being given in cash and kind (fertilizers, insecticides, seeds etc.);

- (ii) increasing thrift deposits by members in the co-operatives which can be used to give loans to needy cultivators for purposes other than those directly connected with production;
- (iii) more efficient supervision by the central co-operative banks; and
- (iv) continuous programme of member education.

Rehabilitation and modernisation of Sugar Factories

***279. Shri Yashpal Singh:
Shri Bagri:
Dr. Ram Manohar Lohia:
Shri Kishen Pattnayak:
Shri Vishram Prasad:
Shri Ram Sewak Yadav:
Shri Vishwa Nath Pandey:
Shri P. C. Borooah:**

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) whether Government have finalised its decision regarding the recommendations of the Committee on rehabilitation and modernisation of the sugar industry in India;

(b) if so, the nature thereof; and

(c) if not, the reasons for the delay?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) No, Sir.

(b) Does not arise.

(c) The Committee has made a number of recommendations and their

examination needs consultation with the interests concerned.

Food Budget

***280. Shri Shree Narayan Das:
Shri Yashpal Singh:
Shri Bagri:
Shri Kishen Pattnayak:
Dr. Ram Manohar Lohia:
Shri Vishram Prasad:
Shri Ram Sewak Yadav:
Shri Utliya:**

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) whether the food budget has been prepared;

(b) if so, its broad features;

(c) the names of the States which are surplus and which are deficit giving surplus and deficit in each case; and

(d) the arrangements made to meet the overall deficit during the year?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) No, Sir, not yet.

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

(d) The deficit is expected to be met largely by imports of wheat and milo from U.S.A. under PL-480, importing whatever quantity of rice is available and can be purchased with the limited foreign exchange at our command and by importing wheat and other grains from other countries on the basis of favourable terms offered by many friendly countries.

Foodgrains from Canada and Australia

***281. Shri D. C. Sharma:
Shri Bhagwat Jha Azad:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shrimati Savitri Nigam:
Shri P. C. Borooah:**

Shri P. R. Chakraverti:
Shri D. N. Tiwary:
Shri C. K. Bhattacharyya:
Shri M. S. Murti:
Shri Ram Harkh Yadav:

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

(a) whether Government propose to import foodgrains from Canada and Australia under the Colombo Plan; and

(b) if so, the approximate quantity and value of foodgrains likely to be imported?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) No, Sir.

(b) Does not arise.

Consumer Co-operative Stores

*282. **Shrimati Renuka Barkataki:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Bhagwat Jha Azad:
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Rajeshwar Patel:
Shri R. S. Pandey:
Shri Ravindra Varma:
Shri R. Barua:

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

(a) whether it is a fact that the Planning Commission has prepared an interim report on the working of the consumer co-operative stores sponsored by the Central Government;

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

(c) Government's reaction thereto?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes, Sir.

(b) A copy of the summary of

findings is laid on the Table of the House. [Placed in Library. See No. LT-5629/66].

(c) The trend of progress indicated in the report has been found encouraging.

Production of Raw Cashew-nuts

*283. **Shri Warrior:**
Shri Vasudevan Nair:
Shri Daji:

Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to refer to the reply given to Starred Question No. 821 on the 24th September, 1965 and state:

(a) whether the scheme to produce 3 lakh tons of raw cashew-nut during the Fourth Five Year Plan has been finalised; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes.

(b) A target of fresh planting of cashewnut on an area of 8.08 lakh acres was fixed during the Third Plan period. In addition, intensive cultivation measures were adopted in the Cashewnut plantations of earlier plans. The freshly planted cashewnut during the Third Plan together with the higher yield obtained as a result of intensive measures in old plantations and adoption of more efficient collection methods is expected to give annual production of 3.28 lakh tonnes by the end of the Fourth Plan period.

Haldia Port

*284. **Shri P. H. Bheel:**
Shri P. K. Deo:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether the former Transport Minister observed as reported in the Hindustan Times of 15th December,

1965, that the World Bank had made certain 'unexpected and extraordinary suggestions' on Haldia Port which infringe the authority of the Government; and

(b) if so, the broad outlines of the suggestions made by the World Bank and Government's reaction thereto?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). It has been noted that some comments attributed to the former Minister of State for Transport on the recent negotiations with the World Bank Appraisal Mission on the Haldia Project have appeared in the Press. As the negotiations with the Bank for a loan are still in progress, it is not possible to furnish precise details of the views exchanged between the two negotiating parties. It should here be emphasized that the negotiations were characterised by cordiality, goodwill and mutual understanding.

कृषि मूल्य आयोग से प्रश्न द्वारा त्यागपत्र

- * 285. श्री बागड़ी :
 श्री यशपाल सिंह :
 श्री विभूति मिश्र :
 श्री कपूर सिंह :
 श्री प० ह० भील :
 श्री लहटन चौधरी :
 श्री प्र० रं० चक्रवर्ती :
 श्री राम हरक यादव :
 श्री रामपुरे :
 श्री मुहम्मद कोया :

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

(क) क्या यह सच है कि कृषि मूल्य आयोग के प्रधान, प्रोफेसर एम० एल० दांतवाला ने अपने पद से त्यागपत्र दे दिया है ; और

(ख) यदि हां, तो उसके क्या कारण हैं ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में उद्-मंत्री (श्री इयाधर मिश्र) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Strike by Sugar-cane Growers in Bihar

*286. Shri Krishnapal Singh: Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether it is a fact that 600,000 sugar-cane growers of Bihar have threatened to go on strike if the price of the sugar-cane is not raised;

(b) the price of sugar-cane being paid to them and the price they demand;

(c) the cost of growing sugar-cane per maund in that area; and

(d) whether Government have considered the possibility of revising the price?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) Yes, Sir, the Ikh Kashtkar Sangh, Bihar had threatened in January, 1966 to go on a token strike.

(b) The price being paid to them is Rs. 5.36p. per quintal and their demand is that it should be raised to Rs. 8.06p. per quintal from the current season.

(c) This is not available.

(d) This is not considered possible.

B.M.T. Commodity Company,
New York

*287. Shrimati Renu Chakravarty: Will the Minister of Law be pleased to refer to the reply given to Short Notice Question No. 16 on the 10th December, 1965 and state the action that has been now taken on the judgment of the Calcutta High Court re: the illegal payments in foreign exchange made by the National Jute

Company, Limited to B.M.T. Commodity Company, New York?

The Minister of Law (Shri G. S. Pathak): The judgment of the Calcutta High Court delivered in December, 1965 has been received only recently. The matter is under examination.

India Belting and Cotton Mills Ltd., Serampore

***288. Shri S. M. Banerjee:** Will the Minister of Law be pleased to state:

(a) whether it is a fact that the Company Law Administration has made investigations into the affairs of the India Belting and Cotton Mills Limited, Serampore, West Bengal;

(b) if so, the charges for which the investigations are made; and

(c) the action taken by Government on the report of such investigations?

The Minister of Law (Shri G. S. Pathak): (a) to (c). The Company Law Board has not appointed any Inspectors to investigate into the affairs of M/s. India Belting and Cotton Mills Limited. A request for appointment of Inspectors under the provisions of the Companies Act has been received and is under examination.

Aid from World Bank

***289. Shri D. J. Naik:** Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that the World Bank has considered favourably a proposal for obtaining aid for the manufacture and purchase of fertilisers and for sinking tube-wells; and

(b) if so, the result thereof?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). A statement is laid on the table of the Sabha.

STATEMENT

A. Fertilisers:

Requests have been made to the World Bank for loans for the manufacture and purchase of fertilisers. The details are given below:—

1. Manufacture of Fertilisers:—

(i) **M/s. Hindustan Allied Chemicals**, a private firm to whom a license was issued for setting up a fertiliser plant at Kothagudam are negotiating for a loan to finance the foreign exchange cost of the plant. The negotiations are still proceeding.

(ii) **M/s. Birla Gwalior Private Limited**, a private firm to whom a license was issued for setting up a fertiliser plant at Goa are negotiating for a loan of 15 million dollars with the International Finance Corporation, an affiliate of the World Bank. The negotiations are still proceeding.

2. Purchase of Fertilisers:

A proposal has been made to the World Bank for Bank financing for the import of fertilisers. The matter is still in a preliminary stage of consideration.

B. Sinking of Tube Wells:

A mission from the International Development Association (an affiliate of the World Bank) which reviewed the progress of a Tubewell project in Uttar Pradesh financed with a credit given by IDA in 1961, has looked at possibilities and scope for further expansion with IDA credit. The matter is under consideration.

Conference of Chief Ministers on Food Situation

***290. Shri D. S. Patil:**
Shri Tulsiidas Jadhav:

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

(a) the decisions arrived at the Chief Ministers' Conference held in New Delhi on the 13th February,

1966 for considering the food situation in the country and abolition of the Food Zones; and

(b) the steps being taken for their implementation?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) The decisions were as follows:

1. The existing food zones should continue for the present. However, the question of the continuance of zonal restrictions should be reviewed as early as possible.
2. The rice component of the ration in Kerala should be raised to 160 grams per adult per day from the third week of March.
3. Restraints on the consumption of rice should be imposed. The rice component of ration in any State should not exceed 200 grams.
4. The decision taken in September last for restricting the polishing of rice to four per cent should be uniformly enforced in all States.
5. An Expert Committee may be appointed to examine the question of systematic and scientific classification of varieties of paddy grown in different States, with a view to bringing about uniformity in classification, specially in neighbouring States.

(b) The steps taken in the implementation of these decisions are noted below:

1. An Expert Committee is being appointed to go into the question of the food zones.
2. Administrative arrangements are being made for raising the rice component of ration in Kerala from the third week of March.

3. and 4. The State Governments are implementing these decisions.

5. A communication has been sent to Dr. K. Ramiah, Vice-Chancellor of the Orissa Agricultural University, requesting him to agree to preside over this Committee.

Haldia Port

*291. **Shri D. C. Sharma:**
Shri Bhagwat Jha Asad:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri P. C. Borooah:
Shri Hem Barua:
Shri Yashpal Singh:
Shrimati Savitri Nigam:
Dr. Ranen Sen:
Shri P. H. Bheel:
Shri P. K. Deo:
Shrimati Jyotsna Chanda:
Shri Karni Singhji:
Shri Bagri:
Shri Ram Sewak Yadav:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether the loan of Rs. 15 crores asked from the World Bank for the Development of Haldia Port has been granted; and

(b) if so, the terms and conditions of the loan?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) No, Sir. Negotiations with the World Bank for a loan are still in progress;

(b) Does not arise.

दिल्ली में राशन व्यवस्था

*292. डा० राम मनोहर लोहिया :
 श्री बागड़ी :
 श्री रामसेवक यादव :

श्री किशन पटनायक :
 श्री उटिया :
 श्री यशपाल सिंह :
 श्री सिद्धेश्वर प्रसाद :
 श्री शिव चरण गुप्त :

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

(क) क्या यह सच है कि दिल्ली में राशन व्यवस्था लागू कर दी गई है ;

(ख) यदि हां, तो कुल कितनी राशन की दुकानें खोली जा चुकी हैं ; और

(ग) इन दुकानों को शुद्ध तथा बढ़िया किस्म का अनाज देने के लिये क्या कार्यवाही की गई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री गोविन्द मेनन): (क) जी हां।

(ख) 2, 411।

(ग) राशन की दुकानों को सीधे केन्द्रीय भण्डारों से गेहूं और चावल दिया जाता है। राशन की दुकानों और रोलर आटा मिलों से समय समय पर गेहूं के पदार्थों के नमूने लिये जाते हैं और किस्म का निर्धारित मानक जानने के लिये उनकी जांच की जाती है।

Cultivation of Waste Lands

*293. **Shri Madhu Limaye:**
Shri Kishen Pattanayak:

Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to refer to the reply given to Starred Question No. 388 on the 23rd November, 1965 and state:

(a) whether any target has been fixed for bringing cultivable waste land under plough for growing new varieties of fodder grass; and

(b) if so, the details of their location, investments to be made and whether the ownership of the lands would vest in the State, co-operative or private sector?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Government of India have not fixed or recommended any target for bringing cultivable waste land under plough for growing new varieties of fodder crops. They have, however, recommended to the State Governments the adoption of a model scheme for development of feed and fodder resources and have also offered financial assistance for feed and fodder development schemes.

(b) Does not arise.

Prices of Foodgrains

*294. **Shri S. M. Banerjee:** Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that there has been a sharp rise in the prices of foodgrains in places where statutory rationing has not been implemented; and

(b) if so, the steps taken by Government to reduce the prices to a reasonable level at such places?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) Separate figures about the prices of foodgrains in all the places where statutory rationing had not been implemented are not available. The all-India index number of wholesale prices of wheat, bajra, maize and gram showed a declining trend during the period August 1965 to December 1965. Jowar prices remained more or less steady while the prices of rice showed an upward trend.

(b) The following steps have been taken to ensure that foodgrains prices are at stabilised at reasonable levels:

1. Fixation of statutory maximum prices of paddy and rice in some States;
2. Stepping up of imports of food-grains and larger distribution from Central stocks;
3. Introduction of statutory rationing in Calcutta, Madras, Coimbatore, Hyderabad and Secunderabad, Vishakhapatnam, Kanpur and Delhi and informal rationing in Kerala. Statutory rationing will be gradually introduced in all big cities with a population of one million and above and in industrial townships and further extended progressively till the urban areas with a population of one lakh and above are also covered;
4. Tightening up of restrictions on bank advances against food-grains;
5. Strengthening of enforcement machineries by State Governments with assistance from the Central Government;
6. Promulgation of anti-hoarding measures as well as introduction of summary trials; and
7. Intensification of procurement operations.

Election Petitions

*295. **Shri Vishwa Nath Pandey:**
Shri Omkar Lal Berwa:
Shri Bibhuti Mishra:

Will the Minister of Law be pleased to state:

(a) whether it is a fact that a large number of Election Petitions are still pending before the Election Tribunals, High Courts and Supreme Court since the last General Elections;

(b) if so, their number, State-wise; and

(c) the steps Government propose to take to expedite their disposal?

The Minister of Law (Shri G. S. Pathak): (a) No, Sir. It is not correct to say that a large number of election petitions are still pending. However, there are 15 election petitions arising out of 1962 General Elections still pending.

(b) The State-wise break-up is as follows—

- (i) before the Election Tribunals—two petitions each in Andhra Pradesh, Punjab and Uttar Pradesh and one petition each in Bihar, Jammu and Kashmir and Rajasthan;
- (ii) Two appeals from the final orders of election tribunals are pending before the High Courts—one in Jammu and Kashmir and the other in Uttar Pradesh;
- (iii) Four appeals from the final orders of the High Courts are pending before the Supreme Court. These relate to Madras, Punjab, Rajasthan and West Bengal.

(c) The Election Commission's Report on the Third General Elections containing proposals in this regard is under consideration.

Study of Port Facilities in Malaysia and Singapore

*296. **Shri P. H. Bheel:**
Shri Narayan Reddy:
Shri Solanki:
Shri Kapur Singh:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether a delegation of Members of Parliament was recently sent by the National Shipping Board to Malaysia and Singapore to study port facilities in these countries;

(b) if so, whether the Members followed their original schedule; and

(c) if not, the reasons therefor and whether they have submitted any report?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (c). A delegation of Members of Parliament and other prominent persons from States was sponsored to study the conditions of the deck passengers on ship T.S.S. 'State of Madras' operating between Madras and Singapore. No fixed schedule was drawn up for the delegation. The leader of the delegation has since submitted a report which is under examination.

Motor Vehicles Act

1226. Shri A. K. Gopalan: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government have received any complaint against the non-compliance of the Motor Vehicles Act by the motor employers of Cannanor District, Kerala;

(b) if so, the action taken to enforce the law;

(c) whether the Kerala Government have framed the Rules under the Act referred to in part (a) above; and

(d) if so, the action taken to enforce them?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (d). The information required is being obtained from the Government of Kerala and will be laid on the Table of the House as soon as it is received.

Paddy Crop destroyed in Trichur

1227. Shri A. K. Gopalan: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that a representation has been made to the District Collector, Trichur by the peasants who lost the paddy crop due to cyclone at Chettiva, Trichur;

(b) if so, the nature of their request;

(c) the relief measures that have been taken; and

(d) the help proposed to be given to prepare the land for re-cultivation?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (d). The required information has been called for from the State Government and will be laid on the Table of the House as soon as received.

Fish Yield in Kerala

1228. Shri A. K. Gopalan: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that a record fish yield was obtained in Kerala during 1964-65;

(b) if so, the total yield thereof;

(c) the estimated value thereof;

(d) whether there was an increase in shark and other fish oil; and

(e) the total value of fish exported from Kerala during 1965?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) Yes.

(b) 4.02 lakh tonnes.

(c) Rs. 7.29 crores.

(d) No.

(e) Rs. 5.04 crores during 1964-65.

Central Organisation for Construction of Roads

**1229. Shri Karni Singhji:
Shri Hem Barua:**

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether it is a fact that Government propose to set up a Central Organisation for the construction of roads in the various parts of the country;

(b) if so, whether it is also a fact that the proposal has not found

favour with the Ministry of Works and Housing as the work can conveniently be executed by them; and

(c) whether a reconciliation has been reached between the two ministries?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (c). A scheme for setting up a Central Road Construction Department in Rajasthan has been under consideration. The Ministry of Works, Housing and Urban Development expressed the view that the spare capacity of the C.P.W.D. should be utilized on road works in Rajasthan. The question of utilizing the spare capacity of the C.P.W.D. in the best possible way on other works is under consideration.

Grain Transporting Expert from London

1230. Shri Ram Harkh Yadav: Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether a Grain Transporting Expert from London visited India recently on a Government fact-finding mission;

(b) if so, the object of his mission; and

(c) the suggestions made by him?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) and (b). To tide over the present difficult food situation in the country, the Government of India have approached several countries including the United Kingdom for assistance. One of the items on which assistance has been sought is mechanical equipment required at the ports to handle a large volume of imports of foodgrains. It was in the context of this request that the Government of U.K. sent one of their experts, who accompanied the U.S. Special Food Mission on their visits to

Indian ports during January, 1966 to assess the handling capacity of these ports and the additional machinery and equipment required for grain handling.

(c) No report by this expert has been received by the Government of India.

Aid from U.S.A. for Drought-affected Areas

**1231. Shri Ram Harkh Yadav:
Shri Murli Manohar:**

Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether it is a fact that the United States Agency for International Development has announced to expedite despatch of 54,000 tons of wheat to aid drought sufferers in India;

(b) if so, the details thereof and the terms for the supply of wheat; and

(c) when the wheat is likely to be available in India?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) to (c). It is the World Food Programme of the United Nations and not the United States Agency for international Development which has made an allocation of 54,000 metric tons of wheat to this country for distribution in the areas affected by the drought. The first instalment of about 42,000 tons of this allocation is expected to arrive in the country during the month of March. The balance quantity will be shipped so as to reach here during April.

Fish, Prawns and Shrimps

1232. Shri Shyam Lal Saraf: Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether the long Coast Line of our country abound in fish, prawns and shrimps, which are not only valuable for food but have a good export potential;

(b) whether significant proportion of the game suffers spoilage due to bacterial contamination and becomes unfit for home consumption and export; and

(c) the steps taken to improve the position in this behalf?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri Govinda Menon): (a) Yes.

(b) Yes.

(c) In order to improve the position, it is proposed to set up a chain of cold storages and frozen fish storages along the coast line and to introduce refrigerated rail and road transport.

Cattle Fodder

1233. **Shri Ram Harkh Yadav:** Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether Israel has developed a new variety of Cacti which can serve as a substitute for ordinary cattle fodder;

(b) if so, whether India is also experimenting in the same variety of fodder; and

(c) if so, with what result?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) to (c). Information is being collected and will be laid on the Table of the House.

Soil Testing Sets

1234. **Shri Ram Harkh Yadav:** Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether Government propose to introduce Mobile Soil Testing sets in the intensive areas of Package Programme;

(b) if so, whether the sets are ready for action; and

(c) the detailed process of their application?

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The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). Yes. A scheme to introduce Mobile Soil Testing Units in the Intensive Agricultural Areas is under consideration. This scheme will be implemented after the approval of the Planning Commission has been obtained and necessary funds provided.

(c) The scheme envisages the provision of one mobile soil testing unit to start with, for each district of the country. Ultimately, one such unit may be provided for each block. Each unit will be attached to a standard soil testing laboratory. In the phased programme of implementation of the scheme, priority will be given to the laboratories serving the Intensive Agricultural Areas, and to the areas where fertilizer consumption has reached a high level.

Gramdan Movement

1235. **Shrimati Ramdulari Sinha:** Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) how does the working and organisation of statutory Gram Panchayat and Gram Sabha under the Gramdan movement of each State differ; and

(b) the merits and demerits of these two types of institutions?

The Deputy Minister of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) Statutory Gram Panchayats exist in all the States for every village or group of villages, while Gram Sabhas under the Gramdan movement are set up under their law for each of the Gramdan villages in Andhra Pradesh, Assam, Bihar, Maharashtra, Orissa, Rajasthan and West Bengal. The Gram Panchayats consist of elected Panches and a Sarpanch; Gram Sabhas of Gramdan villages, in some States called Gram Parishads/Mandals, with their own directly elected Presidents and executive and other committees, if any, consist of the

adults residing in the village or owning land there or donating it by way of Gramdan. The Gram Panchayat's functions include, besides developmental activities, civic functions; the focus in the case of Gram Sabhas in Gramdan villages is on land management and development and socio-economic betterment of the village. Each set of institutions has its designated sources of income. The Gram Panchayats and the Gram Sabhas in Gramdan villages have concurrent jurisdiction under their respective legislations, but the law provides for the latter taking over the functions of the former.

(b) The Gram Panchayat is a more compact unit of administration; the Gram Sabha, on the other hand, has the advantage of being more broad based; each of these bodies, however, is also provided with the other's counterpart. In the specific context of Gramdan, the Gram Sabhas have more apt relevance.

Model State Farms

1236. **Shrimati Ramdulari Sinha:** Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether any assessment has been made of the out-turn of the Model State Farms running in different States;

(b) if so, whether Government are aware that due to the bad performance of such farms in many States, it has not been able to inspire confidence of the farmers in Government Machinery; and

(c) the steps being taken to improve their performance?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (c). The 4000 seed multiplication farms already set up in the country serve as model farms for demonstration of improved agricultural practices. Various Expert Bodies such as the Programme Evaluation Organisation, Seed Multiplication Team (Committee on Plant

Projects) of the Planning Commission and other Experts reviewed *inter-alia* the progress of these farms against the background of the defects brought out and the remedies suggested by these Expert Bodies, a Programme of Action for better performance of the farms and allied programme was drawn up by the Government of India and forwarded to the States. Various technical and organisational measures to be adopted have been recommended to the States to effect improvements by adopting all possible measures among others such as:—

1. Completion of irrigation, and stores and provision of adequate technical staff to ensure good management.
2. Reclamation of all available land in the farms for cultivation.
3. Provision of fencing.
4. Provision of other equipments necessary for efficient farming.

Information received from the States indicates that necessary steps are being taken by them for further development and improvement of the farms.

Production and Consumption of Foodgrains

1237. **Shri Sezhyan:**
Shri Rajaram:

Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state the figures of *per capita* production and *per capita* consumption of rice, wheat and other foodgrains for each State in 1964-65?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): A statement giving State-wise information on *per capita* production of rice, wheat and other food-grains in 1964-65 is laid on the Table of the House [Placed in Library. See No. LT-5630/66]. Figures of *per capita* consumption of rice, wheat and other foodgrains are

not available. However, a statement showing the net per capita per day availability of cereals in different States in 1965 and earlier years has been given in the 'Review of Food Situation' issued by the Ministry of Food and Agriculture (Department of Food) in February, 1966. Copies of this Review have already been circulated to the Members of the Parliament.

“एक समय भोजन न करना” आन्दोलन

1238. श्री दे० शि० पाटिल :

श्री मा० ल० जाधव :

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

(क) क्या केन्द्रीय सरकार ने राज्य सरकारों को सुझाव दिया है कि सोमवार को शाम के अतिरिक्त सप्ताह में एक और दिन एक समय भोजन न करने का आन्दोलन चलाया जाये ; और

(ख) यदि हां, तो इस संबंध में राज्य सरकारों की क्या प्रतिक्रिया है ?

लाह, कृषि, सामुदायिक विकास और सहकार मंत्रालय में राज्य मंत्री (श्री गोविन्द वैनन) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Bridges on Bombay Cape Comorin Road

1239. Shri Mohammed Koya: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) the number of bridges to be constructed on the Bombay Cape Comorin Road and their location; and

(b) when the bridges will be completed?

The Minister of Transport, Aviation Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). The information is being collected from the State

Governments and will be laid on the Table of the House.

Bridge between Tanur and Parappanajadi

1240. Shri Mohammed Koya: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government are aware that direct road link between Kuttipuram and Calicut in Kerala is possible only, if one bridge is constructed between Tanur and Parappanajadi;

(b) if so, whether this bridge is proposed to be included in the Fourth Five Year Plan; and

(c) whether top-priority is proposed to be given to this bridge in view of its importance?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (c). The proposed bridge between Tanur and Parappanajadi, in the Kerala State when constructed, would fall on a State road. The Government of Kerala are, therefore, primarily concerned in the matter. According to the position indicated by them, they propose to include this bridge project in their Fourth Five Year Plan. It is doubtful whether it could be given top priority as there is already a road connection existing between Kuttipuram and Calicut via Tirurangadi.

हरी पत्तियों से प्रोटीन

1241. श्री बिहबनाथ पाण्डेय :

श्री भधु लिभरे :

श्री श्रीकार लाल बेरवा :

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

(क) क्या कलकत्ता विश्वविद्यालय के रसायन विभाग ने हरी पत्तियों से प्रोटीन निकालने की किसी प्रणाली का आविष्कार किया है ;

(ख) यदि हां, तो उसके विवरण क्या हैं ; और

(ग) क्या इसे बहुत कम लागत पर देश में गरीब लोगों के भोजन में प्रोटीन की कमी को पूरा करने के काम में लाया जा सकता है ?

साध, कृषि, सामुदायिक विकास और सहकार मंत्रालय में राज्य मंत्री (श्री गोविन्द मेतन) : (क) जी हां।

(ख) प्रोटीन पत्तों के सत्व से अवशेषण द्वारा तैयार किया जाता है।

(ग) इस समय यह तरीका केवल प्रयोगात्मक अवस्था में है और यह व्यावहारिक प्रयोग के लिये तैयार नहीं है।

किसान दिवस

1242. श्री तुकम चन्द कछवाय :
श्री बड़े :
श्री युद्धवीर सिंह :

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

(क) क्या सरकार राजेन्द्र बाबू की जयन्ती को 'किसान दिवस' के रूप में मनाने का विचार कर रही है ;

(ख) यदि हां, तो क्या सरकार किसानों को इस प्रकार कुछ अतिरिक्त सहायता देने का विचार रखती है ; और

(ग) यदि नहीं, तो इस जयन्ती को 'किसान दिवस' के तौर पर मनाने के क्या कारण हैं ?

साध, कृषि सामुदायिक विकास तथा सहकार मंत्रालय में उप-मंत्री (श्री इय्याम्बर विश्व) : (क) जी नहीं।

(ख) प्रश्न ही नहीं होता।

(ग) यह आवश्यक नहीं समझा गया है।

Credit Facilities for Farmers

1243. Shri D. C. Sharma:
Shri Madhu Limaye:
Shri Kishen Pattnayak:
Shri Bishwanath Roy:
Shri Bal Krishna Singh:

Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether any scheme to provide easier credit to the farmers for irrigation purposes has been considered; and

(b) if so, with what results?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Sham Dhar M.S.a.): (a) and (b). Cooperatives (primary agricultural credit societies and land mortgage banks) give medium-term and long-term credit to cultivators for irrigation purposes like sinking of wells, installation of oil engines and pump sets, making of field channels etc. State Governments also give loans for minor irrigation works. Recently a scheme has been formulated for ayacut development for utilisation of irrigation potential for increasing agricultural production to be taken up on a pilot basis in selected areas. An important item of this programme is to arrange the finances required for irrigation purposes. In areas where cooperatives are not in a position to provide the required finances, the State Governments may have to give the necessary loans. Proposals in this regard are awaited from the State Governments.

Radio Telescope

1244. **Dr. P. Srinivasan:**
Shri Paramasivan:
Shri Onkar Lal Berwa:
Shri Hukam Chand
Kachhavalya:
Shri Bhagwat Jha Azad:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shrimati Savitri Nigam:
Shri Subodh Hansda:
Shri P. C. Borooah:

Will the Minister of **Transport, Aviation, Shipping and Tourism** be pleased to state:

(a) whether there is any proposal to install a radio telescope in India; and

(b) if so, the location, date and expenditure involved with other details?

The Minister of **Transport, Aviation, Shipping and Tourism** (Shri Sanjiva Reddy): (a) Yes.

(b) It is proposed to install a radio telescope at the Astrophysical Observatory at Kodaikanal by the end of 1967. The estimated cost of the radio telescope will be about Rs. 1,15,000.

Cost of Wood in India

1246. **Shri Rameshwar Tantia:**
Shri Himatsingka:
Shri Onkar Lal Berwa:
Shri Lahtan Chaudhry:

Will the Minister of **Food, Agriculture, Community Development and Co-operation** be pleased to state:

(a) whether it is a fact that the Swedish experts connected with the logging training project at Dehra Dun have expressed that the high cost of wood in India is because of poor logging techniques;

(b) if so, the suggestions made by them to improve the techniques of logging; and

(c) whether there is any proposal to send a team of experts to Sweden for training and experiments?

The Deputy Minister in the Ministry of **Food, Agriculture, Community**

Development and Cooperation (Shri Shinde): (a) The Swedish experts connected with the logging training project at Dehra Dun have expressed the view that poor logging techniques are one of the factors which contribute to the high cost of wood in India.

(b) The following measures have been suggested:—

(i) Improvement in logging planning and efficiency studies.

(ii) Improvement in logging planning i.e. felling and cross-cutting of trees.

(iii) Tractor and truck hauling.

(iv) Portable saw-milling.

(v) Aerial transport of timber in the hilly terrains where practicable.

(c) There is no separate proposal to send a team of experts to Sweden. However, under the project "Logging Training Centres" provision exists for fellowships in foreign countries totalling 48 man-months.

ब्रिटिश इंडिया कारपोरेशन

1247. श्री किशन पटनायक :
 श्री राम मनोहर लोहिया :
 श्री मधु लिमये :
 श्री बागड़ी :

क्या बिधि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ब्रिटिश इंडिया कारपोरेशन को वित्तीय कठिनाई का सामना करना पड़ रहा है तथा इसके नियंत्रण में चल रहे उद्योगों के शेयरों का भाव बाजार में गिर रहा है ; और

(ख) यदि हां, तो इस निषम में जी सरकारों धन लगा है उसे सुरक्षित रखने के लिये क्या कार्यवाही की जा रही है ?

बिचि मंत्रालय में राज्य मंत्री (श्री) डॉ० रा० पट्टाभिरामन): (क) ऐसी सम्भावना है कि पिछले वर्षों की तुलना में 1965 के दौरान उपलब्ध ब्रिटिश इंडिया कारपोरेशन का वित्तीय परिणाम लाभ से पर्याप्त कमी दिखाए। यद्यपि ऐसा नहीं कहा जा सकता है कि निगम अभी आर्थिक कठिनाइयों का सामना कर रहा है, फिर भी निगम के ऋण और चालू दायित्व उच्च स्तर पर चलते जा रहे हैं।

(ख) स्थिति पर निगाह रखी जा रही है।

National Highway from Malda to Assam

1248. Shri Vasudevan Nair:
Shri Warlor:
Shri Indrajit Gupta:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether it is a fact that only a small section of the National Highway from Malda to Darjeeling and Assam passes through the State of Bihar for which lorry owners from West Bengal are severely harassed by the Bihar Police posted at the check post;

(b) whether such a situation can be avoided by providing direct road link through the State of West Bengal; and

(c) if so, the steps being taken to provide such a link?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) The route from Malda to Darjeeling is along National Highway No. 34 upto Dalkhola where it joins National Highway No. 31 which starts from Barhi in Bihar and goes to Gauhati via Barauni, Purnea, Dalkhola, Kishanganj, Siliguri and Cooch Bihar. Siliguri to Darjeeling is a State road in West Bengal. In a length of about 5 miles between Dalkhola and Siliguri National Highway No. 31

passes through Kishanganj town which is in Bihar State. The Government of India is not aware of the extent of difficulty that the road traffic emanating from West Bengal experiences on this section of the road.

(b) and (c). National Highway routes are not aligned to keep within the boundaries of any one State as they are meant to serve the country across its length and breadth. A proposal has been made to construct a bypass round Kishanganj as the section of National Highway No. 31 through the town is congested. A suggestion was received from the Government of West Bengal to align the bypass so that it is entirely within West Bengal in which case no portion of National Highway No. 31 between Dalkhola and Siliguri will lie in Bihar. The provision of bypasses has ordinarily been given a low priority in the scheme of development of National Highways.

बंजर भूमि को कृषि योग्य बनाना

1249. डा० राधे शंकर लोहिया :
श्री बागड़ी :
श्री रामसेवक यादव :
श्री किशन पटनायक :
श्री यशपाल सिंह :
श्री विश्राम प्रसाद :
श्री उटिया :

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

(क) भूमि-सुधार तथा विकास योजना के अन्तर्गत अब तक कितनी बंजर भूमि को कृषि योग्य बनाया गया है; और

(ख) उसके परिणामस्वरूप खाद्यान्नों की कितनी मात्रा का उत्पादन होने का अनुमान है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में उप-मंत्री (श्री इयादर :

मिश्र): (क) देश में भूमि सुधार तथा विकास योजना के फलस्वरूप 1965-66 के अन्त तक जो भूमि सुधारी और विकसित की जाएगी उसका अनुमानित क्षेत्र 8.1 मिलियन एकड़ होगा।

(ख) इस भूमि से पूर्वानुमानित अतिरिक्त कृषि उत्पादन औसतन 2.025 मिलियन टन होगा।

अलू के बीज

1250. श्री डा० ना० लिबारी : क्या खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि "ग्रेट स्काट" नामक अलू के बीज में कोई भयंकर बीमारी लग गई है जिससे इसकी फसल को काफी नुकसान पहुंचने की आशंका पैदा हो गई है ;

(ख) यदि हाँ, तो इस बीमारी का उन्मूलन करने के लिये क्या कार्यवाही की गई है ; और

(ग) "ग्रेट स्काट" बीज की देश के किन-किन स्थानों में खेती की जाती है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में उप-मंत्री (श्री इयाभवर मिश्र) : (क) जी हाँ। "ग्रेट स्काट" नामक अलू को "गोल्डन नेमाटोड" नामक एक भयंकर कीट लग गया है। "ग्रेट स्काट" को "लेट ब्लाइट" नामक रोग भी हानि पहुंचा रहा है।

(ख) और (ग). मद्रास राज्य के नीलगिरी जिले में 22,000 एकड़ से अधिक क्षेत्र में "ग्रेट स्काट" की खेती हो रही है। अब तक 16,400 एकड़ भूमि का सर्वेक्षण हो चुका है और इस क्षेत्र में से 931 एकड़ भूमि में गोल्डन नेमाटोड नामक कीट फैला हुआ है। केवल भूमि का रासायनिक उपचार करने से ही इस कीट का उन्मूलन हो सकता है

एक उन्मूलन कार्यक्रम शुरू करने के बारे में मद्रास सरकार सक्रिय रूप से विचार कर रही है। रासायनिक स्प्रे करने से लेट ब्लाइट का कारगर ढंग से नियन्त्रण हो सकता है और रसायनों की किस्म, समय तथा स्प्रे की अवधि के बारे में "शड्यूल" तैयार किया जा रहा है।

Construction of Fishing Boats in Kerala

1251. Shri Vishram Prasad:
Shri Yashpal Singh:
Shri Bagri:
Shri Ram Sewak Yadav:
Dr. Ram Manohar Lohia:
Shri Kishen Pattnayak:

Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) the further progress made on the project for the construction of fishing-boats in Kerala; and

(b) when the production of boats will start?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) and (b). Information is being collected and will be laid on the Table of the House.

Foodgrains from U.S.A.

1252. Shri Madhu Limaye: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that the American Government relaxed certain procedures to speed up delivery of foodgrains to India in the second week of December, 1965;

(b) if so, the nature of this relaxation; and

(c) the quantities involved?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a). Yes, Sir.

(b) The relaxation permitted us to purchase foodgrains without waiting

for the usual 7 days from the date of issuance of the Purchase Authorisations by the U.S. Government.

(c) The quantities involved were 7 lakh tonnes of wheat and 1 lakh tonnes of Milo.

Cow-Dung used as Fuel

1253. **Shri Bagri:**
Dr. Ram Manohar Lohia:
Shri Ram Sewak Yadav:
Shri Kishen Pattanayak:
Shri Yashpal Singh:

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

(a) whether there is any proposal to bring forward a legislation to prohibit the burning of Cow-dung as fuel; and

(b) if so, when the Legislation will be brought forward?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) No.

(b) Does not arise.

खाद्याभों के लाने से जाने पर प्रतिबन्ध

1254. श्री बड़े: क्या खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने दिल्ली से खाद्याभों को बाहर ले जाने तथा बाहर से वहाँ लाने के संबंध में प्रतिबन्ध लगाये हैं ; और

(ख) यदि हाँ, तो उसके क्या कारण हैं ?

खाद्य, कृषि, सामुदायिक विकास और सहकार मंत्रालय में राज्य-मंत्री (श्री मोक्षिब नेतन) : (क) जी हाँ ।

(ख) चावल, गेहूँ और गेहूँ के पदार्थों के लाने से जाने के लिये केन्द्र शासित प्रदेश

दिल्ली उत्तरी क्षेत्र जिसमें पंजाब राज्य और केन्द्र शासित प्रदेश दिल्ली और हिमाचल प्रदेश शामिल हैं, का भ्रंग है । तथापि, केन्द्र शासित प्रदेश दिल्ली में सप्लाई संरक्षित रखने के लिये दिल्ली से, चावल, धान, गेहूँ, चना, ज्वार, बाजरा, मक्का, और जौ तथा इनके पदार्थों के निर्यात पर रोक लगा दी गयी थी । सांविधिक राशन-व्यवस्था लागू करने के लिये प्रशासनिक प्रबन्धों के भ्रंग के रूप में गेहूँ, आटा, मँदा, सूजी, रवा और चावल के बारे में प्रतिबन्धों में और संशोधन कर दिया गया था ।

दिल्ली में राशन व्यवस्था

1255. श्री भ० ला० द्विवेदी :
 श्री प्र० चं० बरुआ :
 श्री भागवत झा आजाद :
 श्री सुबोध हुंसवा :
 श्री स० चं० सामन्त :

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

(क) दिल्ली नगर में राशन व्यवस्था लागू करने के उपरान्त खाद्यान्न आदि के सन्तोषजनक वितरण में दिल्ली के राशनिय विभाग को क्या कठिनाइयाँ पेश आई हैं,

(ख) उनको दूर करने के लिये सरकार क्या कदम उठा रही है ; और

(ग) क्या कारण है कि राशन की दुकानों पर प्रायः राशन की वस्तुओं में से एक या एक से अधिक वस्तुएँ उपलब्ध नहीं होतीं, जिसके परिणामस्वरूप उपभोक्ताओं को बड़ी कठिनाई होती है ?

खाद्य, कृषि, सामुदायिक विकास और सहकार मंत्रालय में राज्य-मंत्री (श्री वीविः ब नेतन) : (क) दिल्ली के राशन विभाग को किसी प्रकार की विशेष कठिनाई अनुभव नहीं हुई है ।

(ख) प्रश्न ही नहीं उठता ।

(ग) राशन पर दी जाने वाली वस्तुओं की अनुपलब्धि के बारे में कोई भी मामला सरकार के ध्यान में नहीं लाया गया है ।

हवाई अड्डों पर पुस्तकों के स्टाल

1256. श्री विभूति मिश्र :

श्री क० ना० तिवारी :

क्या परिवहन, उड्डयन, नौवहन तथा पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विभिन्न हवाई अड्डों तथा कलकत्ता, दिल्ली, मद्रास और बम्बई में पुस्तक स्टालों को एजेंसियां ऐसे व्यक्तियों को दी गई हैं जो न तो हिन्दी को पुस्तकें रखने हैं और न ही अन्य भारतीय भाषाओं का ; और

(ख) यदि हां, तो क्या सरकार का विचार हिन्दी अथवा अन्य भारतीय भाषाओं को बोलने वाले लोगों को उन स्थानों पर पुस्तक बेचने का सुविधायें देने का है ?

परिवहन, उड्डयन, नौवहन तथा पर्यटन मंत्री (श्री संजीव रेड्डी) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

Fair Price Shops in U.P. and Bihar

1257. Shri P. R. Chakraverti:

Shri K. N. Tiwary:

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

(a) whether the Agro-Economic centre set up by the Centre had undertaken the study of the working of fair price shops in U.P. and Bihar;

(b) whether it has been revealed that honest people are not usually inclined to go in for fair price shops because of the narrow margin of profit allowed by Government and their reluctance to adopt unfair means;

(c) whether the study team suggested rise in the margin of profit to the shopkeepers;

(d) the other suggestions made by the study team; and

(e) Government's reaction thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) to (e). The Study Team on fair price shops set up by the Government requested all the Agro-Economic Research Centres to carry out quick survey of the working of the fair price shops. The Centres are expected to furnish their report direct to the Chairman of the Study Team. As the Study Team has not yet submitted its report to Government, it is not possible to indicate which of the Agro-Economic Research Centres have carried out the survey as requested by the Study Team or what their findings are.

Areas Covered by Package Schemes

1258. Shri P. R. Chakraverti:

Shri K. N. Tiwary:

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

(a) the steps taken to remove the major restraints that are impeding speedier progress of the package programmes;

(b) how far the future loans for wells and tube-wells have been provided for the villages which are in the rural electrification link up; and

(c) whether the intensive Agricultural Areas would have the first claim on imported fertilisers?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dher Misra): (a) The Intensive Agricultural District Programme (Package Programme) has recorded satisfactory progress during the period of its operation since the inception of the Third Five Year Plan. It has, however, encountered problems in the field which have retarded the pace of

progress. Some of the major problems have been non-availability of technically qualified staff in sufficient number, frequent staff transfers, lack of adequate number of distribution points so as to bring supply of inputs, particularly fertilisers within easy reach of the farmers and existence of weak cooperative institutions.

The above-mentioned problems have been kept under constant review in the course of the implementation of the programme and the following measures were taken to overcome them:

- (i) The intensive Agricultural District Programme districts are given preference by the State Governments in the posting of agriculturally qualified and experienced personnel to man key positions like those of the Subject-matter Specialists at the district level and the Agricultural Extension Officers at the block level.
- (ii) Special attention has been paid since the very beginning of the programme to the training of staff at different levels specially the Agriculture Extension Officers and V.L.Ws. so as to improve their technical competence and skill. Emphasis is laid mainly on on-the-job training. Training courses are regularly organised at the district, block and village levels in each I.A.D.P. district.
- (iii) In some of the districts, the staff turn-over has been very high affecting the continuity in programme planning and implementation. The State Governments have taken measures to reduce the staff transfers to the extent possible. In this connection instructions have been issued by the Centre that the staff, once in position, should be continued

for at least a period of three years.

- (iv) With a view to stocking agricultural inputs like seeds, fertilizers, pesticides, etc. within easy reach of the farmers, a large number of storage godowns has been/are being constructed in the Intensive Agricultural Areas, both at rail-head/mandi level and village level. So far, 2,073 rural godowns have been completed. Recently a Centrally Sponsored Programme was taken up for construction of godowns under the Special Development Programme (Crash Programme) with a view to giving a fillip to this activity in the Intensive Agricultural Areas.
- (v) Since the inception of the Package Programme the State Governments have taken up a phased programme of strengthening of co-operative institutions at different levels to make them effective instruments of rendering credit, supply and marketing services to the farmers. As a result of these efforts, there has been substantial increase in the volume of loaning under the programme. The total amount of credit, mainly short-term, extended to the cultivators in the I.A.D.P. districts increased from Rs. 12.78 crores in 1961-62 to Rs. 16.50 crores in 1964-65. However, in areas where the cooperatives are weak, they have not been able to meet the credit requirements of the cultivators fully. In such areas, the cooperative line of credit has been supplemented by taccavi through the Government.
- (b) Maximum emphasis is being laid on construction of wells and tubewells in all those areas where there is scope for such construction

For accelerating this programme to the maximum extent on systematic basis, the State Governments have been asked to carry out a rapid groundwater survey.

In view of the fact that electrical pumpsets provide the most efficient means for lifting groundwater, special emphasis is being laid on undertaking a big programme of installing such pumpsets. The States have been advised to devetail the programme of installation of pumpsets and extension of power lines with a view to achieving maximum results with minimum expenditure on extension of power lines. In sanctioning the rural electrification programme, care is taken to ensure that the extension of power lines is carried out only in those areas where there is ample groundwater potential for supporting installation of pumpsets on wells/tubewells.

(c) The policy regarding allocation of fertilisers from the Central Pool for the coming financial year is under active consideration. It is, however, proposed to meet the requirements of fertilisers of the Intensive Agricultural Areas and the areas selected for the High Yielding Varieties Programme in full. The allotments are made from the Pool both from indigenous and imported stocks.

Cultivation of Waste Lands

1259. **Shri Kolla Venkalah:**

Shri M. N. Swamy:

Shri Laxmi Dass:

Shri Madhu Limaye:

Shri Kishen Pattinayak:

Shri Vishwa Nath Pandey:

Shri Warior:

Shri Indrajit Gupta:

Shri Vasudevan Nair:

Shri A. K. Gopalan:

Shri Dasaratha Deb:

Shri P. C. Borooah:

Shri D. S. Patil:

Shri M. L. Jadhav:

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) whether Government have taken a decision regarding the proposal

for the assignment of Government waste lands to private joint stock Companies;

(b) if so, the broad details thereof; and

(c) if answer to (a) be in the negative, the reasons for the delay?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (c). This matter was considered and found not practicable.

Supply of Fertilisers to West Bengal

1260. **Shri Subodh Hansda:**

Shri S. C. Samanta:

Shri Bhagwat Jha Azad:

Shri P. C. Borooah:

Shri M. L. Dwivedi:

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) whether it is a fact that the demand for the supply of Chemical Fertilisers to the West Bengal was not met in full by the Centre last year;

(b) whether the Food Commissioner of West Bengal represented against this to the Centre; and

(c) if so, whether the quota will be increased in the case of West Bengal for the next year?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) The Government of West Bengal sent a demand for 52,150 tonnes Nitrogen during 1964-65 but, due to overall shortage of fertilisers, only 24659 tonnes Nitrogen could be allotted to the State Government.

(b) and (c). No. However, a total quantity of 34,384 tonnes Nitrogen has been allotted in favour of West Bengal during 1965-66. The position is likely to improve during the year 1966-67.

Seed Corporation of India

1261. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri Bhagwat Jha Azad:
Shri P. C. Borooah:
Shri M. L. Dwivedi:
Shri Linga Reddy:

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

(a) whether the Seed Corporation of India has taken up the production and supply of improved varieties of wheat and paddy seeds;

(b) if so, whether it has produced and collected the seeds for the coming year;

(c) how much seeds have been produced; and

(d) the States in which these will be distributed?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) The National Seeds Corporation has so far taken up the production of only one improved variety of paddy seeds, viz.; Taichung Native I, (through contract producers). It plans to take up the production of improved varieties of wheat seed next year.

(b) The crop is in the field. Procurement of the seeds will commence from April, 1966.

(c) About 9,000 tonnes of Taichung Native-I paddy seeds are expected to be procured out of the anticipated production of 18,000 tons.

(d) The seeds will be distributed to the States of Maharashtra, Andhra Pradesh, Punjab, U.P., M.P., Rajasthan and Bihar.

अनाज से भिन्न खाद्य पदार्थों की प्रदर्शनी

1262. **श्री हुसैन चन्द कछवाय :**
श्री रामेश्वरानन्द :
श्री बड़े :

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

(क) क्या देश के विभिन्न भागों में अनाज से भिन्न खाद्य पदार्थों की प्रदर्शनी करने के संबंध में कोई प्रस्ताव सरकार के विचाराधीन है ; और

(ख) यदि हां, तो उसका क्या व्यौरा है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री गोविन्द मेनन): (क) और (ख). जो हां। खानपान औद्योगिकी और व्यवहारिक पोषाहार संस्थान (इंस्टीट्यूट आफ़ केटरिंग टेक्नालाजी एंड एप्लाइड न्यूट्रेशन) के परामर्श से बिना अनाज के भोजनों और ऐसे भोजनों जिन में कम अनाज प्रयुक्त होता हो पर प्रदर्शनियां आयोजित करने के कदम उठाये जा रहे हैं। खानपान औद्योगिकी और व्यवहारिक पोषाहार संस्थान, बम्बई द्वारा 6 मार्च से बम्बई में ऐसी एक प्रदर्शनी लगायी जा रही है।

राशन में बाजरा और मक्का का बिया जाना

1263. **श्री हुसैन चन्द कछवाय :**
श्री बड़े :

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

(क) क्या सरकार का विचार कुछ हद तक गेहूँ का आपूर्ति में कमी करने के

उद्देश्य से राशन को कुछ मात्रा मोटे अनाज जैसे जौ, चना, मक्का, और बाजरा आदि के रूप में देने का है ; और

(ख) यदि हां, तो मोटे अनाज कब तक दिये जायेंगे ।

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री गोविन्द मेनन) : (क) और (ख). जिन क्षेत्रों में अब तक सांख्यिक राशन व्यवस्था लागू की गयी है वहां राशन के रूप में मोटे अनाज देने का कोई विचार नहीं है ।

कृषि उपकरण

1264. श्री भागवत शा आजाद :
 श्री स० ला० द्विवेदी :
 श्री स० चं० सामन्त :
 श्री सुबोध हंसदा :
 श्रीनती स. वित्री निगम :
 श्री प्र० चं० बहुरा :

क्या खाद्य, कृषि, सामुदायिक विकास

तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय कृषि अनुसंधान परिषद् ने 1964-65 में कृषि उपकरणों तथा मशीनों में एक डिजाइन अनुसंधान तथा सुधार प्रतियोगिता का आयोजन किया था ;

(ख) क्या उसके परिणामों की घोषणा कर दी गई है ; और

(ग) यदि हां, तो किन किन वस्तुओं पर पुरस्कार दिये गये थे ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में उप-मंत्री (श्री इयाधर निम्ब) : (क) और (ख). जी हां ।

(ग) प्रथम तीन पुरस्कारों के लिए कोई एन्ट्री पुरस्कार योग्य नहीं समझी गई । शेष पुरस्कार निम्नलिखित को दिये गये :—

चतुर्थ पुरस्कार	मल्टी-ग्रेन फोर रोज सीड ड्रिल	डिवीजन आफ एग्रीकल्चरल, इंजीनियरिंग आई० ए० आर० आई, नई दिल्ली ।	1,500 रुपये
पांचवां पुरस्कार	सिगमा पावर स्प्रे पम्प	मैसर्स सिगमा स्टील-इण्डस्ट्रीज, ए-2, इण्डस्ट्रीयल स्टेट, लुधियाना (पंजाब)	1,000 रुपये
छटा पुरस्कार	मास्टर बीज एवं उर्वरक ड्रिल	मैसर्स सार्यटिक एजेन्सीज, हजरतगंज लखनऊ, (यू०पी०)	500 रुपये

निम्नलिखित को प्रशंसा के प्रमाण पत्र दिये गये :—

महाराष्ट्र टंकनयंत्र

श्री के० डी० शिडे, महाराष्ट्र टंकन यंत्र, मार्केट यार्ड, इंडस्ट्रीयल एरिया, करव (सातारा)

स्वचालित सीड ड्रिलिंग बाक्स

श्री एस० के० पालानितकर, प्रोजेक्ट, धाफीसर, ग्राउन्डेडट पैकेज, ग्वालियर (एम० पी०)

- बीज-एवं-उर्वरक ड्रिल . श्री एस० आर० गुन्ती, 128 महात्मा गांधी रोड नार्थ, पी० बी० 39, सिकन्दाबाद—3 (ए० पी०)
- सरसतापूर्वक हरी खाद तैयार करना . श्री एम० बी० तिपान्नापार, एग्गिनोमिस्ट, माईनर इरीगेशन एण्ड वाटर यूज कालिज प्राफ एग्गिकल्चर, धरवार (मैसूर)

Popularisation of Non-cereal dishes

1265. **Shri D. C. Sharma:** Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether any steps have been taken to popularise non-cereal dishes and to avoid waste of food-stuffs; and

(b) if so, the details thereof with the results achieved?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (**Shri Govinda Menon**): (a) and (b). Yes, Sir.

A campaign to popularise non-cereal food as well as recipes using less cereals has been launched by way of display advertisements in selected newspapers in the country. Suitable recipes on non-cereals dishes, keeping in mind their nutritive and calorific value, have been formulated. These are being published in all regional languages for distribution so as to invite public participation in the widest possible manner.

The Government is popularising subsidiary foods to reduce excessive consumption of cereals and to improve nutrition through systematic campaigns organised by Mobile Food and Nutrition Extension Vans and Institutes of Catering Technology and Applied Nutrition. The campaigns promote preservation of fruits and vegetables and lay particular emphasis on avoidance of waste. Demonstration is a special feature of the programmes. A documentary film entitled "Food for All but None to Waste" is under preparation for focusing public attention on this aspect of the problem. Exhibitions are also being sponsored.

The State Governments have also been advised by the Government of India to observe austerity in the consumption of foodgrains and avoidance of waste.

There is considerable interest on the part of the public on the programme launched by the Government.

Accommodation for I.A.C. Employees

1266. **Shri Umanath:**

Shri Madhu Limaye:

Shri Eswara Reddy:

Shri Rameshwar Tantia:

Shri Himatsingka:

Shri Onkar Lal Berwa:

Shrimati Maimoona Sultan:

Shri Hukam Chand Kachhavaia:

Shri Kolla Venkaiah:

Shri M. N. Swamy:

Shri Laxmi Dass:

Shri Ram Sewak Yadav:

Shri Bagri:

Shri Bade:

Shri Rameshwaranand:

Shri Yudhvir Singh:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether it is a fact that ever since nationalisation, the Indian Airlines Corporation has been promising the provision of accommodation to its employees;

(b) if so, the reasons for the delay in providing housing accommodation to them;

(c) whether a deputation of the Air Corporation's Employees Union met the late Prime Minister in the middle of December, 1965 and represented this matter; and

(d) if so, the steps Government have taken to retrieve the position?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). The Indian Air lines Corporation has been making efforts to provide housing accommodation to its employees but due to various reasons much progress could not be made particularly because of non-availability of land.

(c) Yes, Sir.

(d) The Corporation propose to construct houses in the first instance at the four main stations, namely, Delhi, Bombay, Calcutta and Madras. In Delhi a piece of land was secured as early as 1960 but it was acquired by the Delhi Administration under the Master Plan. After considerable effort the Corporation have been able to secure allotment of 27.2 acres of land in Munirka village and they have deposited with the land and Development Office, New Delhi on 29th December, 1965 a sum of Rs. 67,46,990 for the purpose. They are now awaiting possession of land.

At Calcutta also for various reasons sites originally selected had to be given up. Now a beginning has been made with construction of quarters in the vacant portion of the land obtained from Director General of Civil Aviation.

At Bombay land has been leased from the Director General of Civil Aviation and administrative approval to the project at a cost of Rs. 150 lakhs has been accorded.

At Madras, land measuring 16.9 acres has been purchased from the State Government and detailed estimates for the construction of a housing colony are being prepared.

Ferry Service between Rameshwaram and Talaimannar

**1267. Shri Umanath:
Shri Balakrishnan:**

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether any proposal to start a ferry service between Rameshwaram

and Talaimannar is under consideration of the Shipping Corporation of India;

- (b) if so, the reasons therefor; and
(c) the details of the proposal.

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) Yes, Sir,

(b) The main purpose of the proposed service is to establish shortest possible link by sea between India and Ceylon.

(c) Initially, the service will be bi-weekly.

Basic Slag for Agricultural Crops in Kerala

1268. Shri Umanath: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether trials of application of basic slag for various agricultural crops in Kerala had resulted in increasing the per acre yield;

(b) if so, the various items of crops to which it was applied;

(c) the extent of increase in per acre yield for the respective crop;

(d) whether Government have permitted the import of the basic slag from West Germany for use in Kerala;

(e) if so, the quantity permitted to be imported;

(f) whether any foreign exchange is involved; and

(g) if not, the basis and terms under which the import is allowed?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (c). Yes. Certain demonstration trials were conducted by the Thomas Khad Scheme of India, with Thomas Phosphate, commonly known as Basic Slag (supplied as a free sample). The

trials were conducted in cultivators' fields, on certain crops viz. Paddy, Sugarcane, Banana, Vegetable, fruits and Tapioca, under the supervision of the Agricultural Chemist, Agricultural College and Research Institute, Vellayani, Trivandrum. These demonstrations had given encouraging results in most cases. A statement showing the results obtained from comparative fertiliser trials with Thomas Phosphate (Basic Slag) and other available phosphate fertilisers in Kerala is laid on the Table of the House. [Placed in Library. See No. LT-5631/66].

(d) to (e). Messrs. Thomas Khad Scheme of India, New Delhi requested permission during 1965-66 to import 2,000 tonnes of Thomas Phosphate (Basic Slag) from West Germany for distribution in Kerala State. The proposal was supported and recommended by the State Government. The Government of India has agreed to consider the import of 2,000 tonnes of high-grade basic slag annually for 3 to 5 years from West Germany on barter basis subject to the commodities to be exported under the barter proposal being found acceptable to Government. The matter is under consideration.

Food Production by Students

1269. Shri Karni Singhji:
Shri Hem Barua:

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

(a) whether Government have received favourable response from the Vice-Chancellors and State Chief Ministers to their request to prepare scheme for students to help food production during their vacation and leisure hours;

(b) if so, the details of the schemes put forward by them; and

(c) when the scheme would be given effect to so as to accelerate the food production drive?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes, Sir. Replies have been received from sixteen Universities and a number of State Governments.

(b) and (c). Only three Universities have put forward or undertaken schemes. The details are as follows:

Delhi University: The scheme visualises reclamation and cultivation of waste land near village Dhaka in the neighbourhood of the University. Implementation has already been taken up and ten acres of land have been sown.

Jadavpur University, Calcutta: The University has made a small beginning of kitchen gardening and students activities would extend to allied fields in due course. Arrangements are on hand to hold debates and a report will be communicated as soon as it is held.

Kurukshetra University Kurukshetra: Vice-Chancellor launched the Campaign on October 16 by cutting first handful of ripe pally on 60 acres farm of University. 10 acres vegetables farm has been started by the hostel boys and girls. College has started farming clubs as also fishery.

Mangalore Port

1270. Shri Hari Vishnu Kamath: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to refer to the reply given to Starred Question No. 713 on the 7th December, 1965 and state:

(a) whether the Master Plan for Mangalore Port has been finalised; and

(b) if so, the details thereof?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). The matter is still under examination.

Agricultural Production

1271. Shri Subodh Hansda:
Shri Yashpal Singh:

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

(a) whether it is a fact that Government have appealed to the different countries for lending improved farm services for Agricultural production;

(b) if so, to which countries; and

(c) which countries have responded to the appeal?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (c). No general appeal, as such, has been issued to Governments of other countries. But enquiries are being made from various countries as well as international bodies for assistance in procuring fertilisers, pesticides, agricultural machinery etc. Offers have been received from some countries and with some negotiations are in progress.

कृषि उत्पादन

1272 श्री हुकम चन्द कछवाय :

श्री यशपाल सिंह :

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

(क) मध्य प्रदेश, पंजाब, उत्तर प्रदेश, मद्रास तथा केरल राज्यों में अधिक अनाज पैदा करने के लिये पिछले तीन महीनों में कहां तक दिशली, पानी और ख.द.का प्रयोग किया गया; और

(ख) इस के परिणामस्वरूप उत्पादन कितना बढ़ जाने का अनुमान है ?

साध, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में उपमंत्री (श्री इयानचर 2582(ai)LSD—4.

मिथ) : (क) एक विवरण सभा पटल पर रखा गया है। [पुरतकालय में रखा गया, देखिये संख्या LT-5632/66]

(ख) अभी तक अनुमानों को अंतिम रूप नहीं दिया गया है।

General Elections

1273. Shri Umanath: Will the Minister of Law be pleased to state:

(a) whether it is a fact that Government have decided to go ahead with the ensuing General Elections in the country, maintaining the detention of the Left Communists throughout the country;

(b) if so, the reasons therefor;

(c) if not, whether the question was considered at any stage; and

(d) if so, the decision of Government in this respect?

The Minister of State in the Ministry of Law (Shri C. R. Pattabhi Raman): (a) The detention of individuals under the Defence of India Rules is not related to the question of conduct of general elections.

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

Credit to Rural Population

1274. Shri P. R. Chakraverti: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) the total volume of credit advanced to rural population through the cooperatives during last three years;

(b) whether any analysis has been made to find out the pattern of distribution of rural credit among the house-holders;

(c) whether it is a fact that overwhelmingly large volume of credit goes to the richer households;

(d) whether the All-India Rural Credit Survey suggested in 1954 that

the expansion of credit must be combined with firm measures to ensure that the weaker producers were fully safeguarded; and

(e) how the later development brought real benefit to the cultivators who needed credit most?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (e). A statement is laid on the Table of the House. [Placed in Library. See No. LT-5633/66].

Supply of Fertilisers to States

1275. Shri Kolla Venkaiah:
Shri M. N. Swamy:

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

(a) whether the balance quantities of allocated chemical fertilisers due to the different States after the end of the third quarter of 1965-66 have been fully supplied before the end of December, 1965;

(b) if so, the quantities of manure supplied to the different States up to the end of 1965;

(c) the quotas allotted for different States for the fourth quarter of 1965-66;

(d) the quantities supplied during the fourth quarter towards the quotas; and

(e) the reasons for the failure of the supply of allotted quota, if any?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (d). A statement showing allotments of chemical fertilisers made in favour of the State Governments for the first 3 quarters of the current year i.e. April to December, 1965 and for the fourth quarter i.e. January-March, 1966, the quantities supplied till 21st

December, 1965 and during January, 1966 separately is laid on the Table of the House. [Placed in Library. See No. LT-5634/66].

(e) The main reasons for the short-fall are:—

1. Delay in the arrival of some shipments.
2. Production in a number of factories having been adversely affected due to power shortage, inadequate supply of coke oven gas and sulphur. Commissioning of Neyveli factory having got delayed, production of urea has not so far commenced.
3. Occasional shortage of wagon supply at some ports and factories due to operational reasons etc.

Transit and Storage Losses of Foodgrains

1276. Shri Vishwa Nath Pandey:
Shri D. B. Raju:

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

(a) the extent of transit and storage losses of foodgrains during 1964-65;

(b) the reasons therefor and steps taken to reduce such losses; and

(c) the action taken against the persons held responsible in this behalf?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) The storage and transit losses of foodgrains during the year 1964-65 were as under:—

Storage Loss		Transit Loss	
Quantity ('000 MT)	Percentage to the quantity stored during the year	Quantity ('000 MT)	Percentage to the quantity purchased during the year
15.8	6	24.2	0.31

(b) Storage losses are accounted for mainly by driage as the grains handled are mostly imported and have a high moisture content. Some losses also occur because of different modes of weighment at the time of receipt and issue and pest activity. In transit, the losses occur on account of different modes of weightment at loading and unloading points, driage as the grain passes through hot climatic conditions and unavoidable spillage. Following steps have been taken to reduce the losses:—

Storage Losses:

- (i) Godowns constructed by the Government are rodent and damp proof;
- (ii) suitable dunnage is provided for the grain bags;
- (iii) grain is inspected at the time of receipt, during storage and at the time of issue by technically qualified officers;
- (iv) technical treatments for pest control are carried out from time to time as and when necessary.

Transit Losses:

- (i) Security measures at the time of loading and unloading have been tightened up;
- (ii) escorts are provided during transit between loading points (Docks/Railway Stations) and godowns, where necessary;
- (iii) weighment is done both at the time of despatch and receipt;
- (iv) prompt action is taken to pursue tenable claims against the Railways;
- (v) responsibility is fixed on the transport contractors where the road transit losses are attributable to them.

(c) In the case of rail transit losses, where claims are tenable against the

Railways, steps are taken to effect recoveries from them. Similarly, in the case of road transit losses responsibility of the road transport contractors is fixed where possible and amounts recovered from them. For other losses also investigations are carried out with a view to fixing responsibility before action for regularisation of the losses is taken.

Drilling of Tube-Wells

1277. Shri Vishwa Nath Pandey: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) the number of experimental tube-wells drilled in Uttar Pradesh during 1965-66, District-wise; and

(b) the number of them found successful?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). During 1965-66 only 2 exploratory bores were drilled in the District of Dehra Dun in U.P. One of these was successful and the other is being tested.

देश में मछलियों की उपलब्धता

1278 श्री विभूति मिश्र : क्या साहू, कृषि, सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने 1965 में भारत के अन्दर, भारतीय समुद्र में तथा भारत के समीप अरब-सागर में मछलियों की उपलब्धता के बारे में कोई सर्वेक्षण किया है;

(ख) क्या सरकार ने अनुमान लगाया है कि यदि मछली विकास का कार्यक्रम चलाया जाये तो देश में से तथा समुद्र से कितनी मछलियाँ प्राप्त की जा सकेंगी;

(ग) अधिक मात्रा में मछलियाँ प्राप्त होने के फलस्वरूप किस हद तक खाद्य समस्या हल की जा सकेगी; और

(घ) मछली पालन के विकास के लिये क्या क्या योजनाएँ बनाई गई हैं ?

साथ, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री गोविन्द बनस) : (क) सरकार ने समुद्र के तटीय क्षेत्रों के अनुमानतः एक तिहाई क्षेत्र का सर्वेक्षण किया है। 1965 में यह सर्वेक्षण छः केन्द्रों से प्रारम्भ किया गया था। राज्य सरकारों ने भी भ्रान्तरिक जलक्षेत्रों का सर्वेक्षण किया है।

(ख) इस सर्वेक्षण के आधार पर एक मोटा अनुमान लगाया गया है जिस से प्रतीत होता है कि भारतीय जलक्षेत्रों से प्रतिवर्ष लगभग 100 लाख टन मछली प्राप्त की जा सकती है जिस में से दशांश भ्रान्तरिक जलक्षेत्रों से प्राप्त होगी।

(ग) मछली की प्रतिरिक्त उपलब्धि से पोषण सम्बन्धी प्रोटीन की आवश्यकताओं को पूरा करने की समस्या का उल्लेखनीय ढंग से समाधान किया जा सकेगा।

(घ) इन योजनाओं का चौथी योजना में 8.25 लाख टन मछली का प्रतिरिक्त उत्पादन करने का लक्ष्य है और इस में मुख्यतः समुद्र में यन्त्रीकृत नावों से मछली पकड़ने तथा भ्रान्तरिक जलक्षेत्रों में मछलियाँ पालने साथ ही विधायन, वितरण, विपणन, प्रशिक्षण प्रदर्शन और अनुसन्धान सम्बन्धी सहायक कार्यक्रम भी है।

Dairy Farms in Punjab

1279. Shri Daljit Singh: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to refer to the reply given to Unstarred Question No. 1145 on the 23rd November, 1965 and state the amount allotted to the Punjab Government during 1965 and 1966 so far to help establish a chain of dairy farms in the Punjab to meet the demand of milk for defence personnel?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): The question of allotting any amount for the establishment of a chain of dairy farms in the State of Punjab has not arisen as no specific scheme has been received so far.

Master Plan for Roads in Kerala

1280. Shri Vasudevan Nair:
Shri Warrior:
Shri Daji:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to refer to the reply given to the Unstarred Question No. 2584 on the 21st September, 1965 and state:

(a) whether the Master Plan for the development of roads in Kerala has since been received; and

(b) if so, the broad details thereof?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). Proposals involving a total expenditure of Rs. 36.48 crores have been drawn up by the Government of Kerala for the development of roads in the State Sector and national highways in the Central Sector. The Schemes proposed to be included in the State Sector are estimated to cost Rs. 30 crores. Details of these schemes have not been received by the Government of India so far, as they are still being examined by the State Government.

Proposals for the development of National Highways in the State received from the State Government account for Rs. 6.48 crores as under:

	Estimated cost Rs. crores
I. Development of Existing National Highways	
Schemes expected to spill over from the Third to the Fourth Five Year Plan	0.45

2. Construction of missing links	0.05
3. Reconstruction of weak bridges	0.63
4. Improvement of geometric standards of existing alignment	2.25
5. Construction of bypasses	2.14
II New National Highways	
Addition to the existing N.H. system	1.00
	6.52
Deduct the amount likely to be spent during III Plan	0.06
NET TOTAL	6.46

These proposals are being examined and will be taken into account while finalising the National Highways Programme for the Fourth Five Year Plan according to the availability of Funds.

Damages for Italian Ship Stranded in Bombay

**1281. Shri Kapur Singh;
Shri P. K. Deo:**

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government's attention has been drawn to a news-item in March of the Nation (Weekly) of 25th December, 1965 to the effect that the Italian Shipping Company is likely to sue the Government of India for damages to the tune of Rs. 15 lakhs for their ships which were stranded for 45 days in Bombay Port recently; and

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

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). Government have seen the news-item in question but are unable to vouch for its correctness. In any case Government cannot accept responsibility for any presumed damages.

Freight for Import of Foodgrains

**1282. Shri P. H. Bheel;
Shri P. K. Deo:**

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

(a) the total amount which India will have to pay towards the freight in foreign exchange for the import of fifteen million tons of foodgrains promised by USA during 1966; and

(b) whether any request has been made to the U.S. authorities to defer the payment of freight charges?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) The Government of the U.S.A. has not so far made any promise for the supply of 15 million tons of foodgrains to this country during 1966. Except to the extent that these foodgrains are carried from the U.S.A. to India in Indian vessels, the freight for food-grain imports from the U.S.A. has to be paid in foreign exchange. The cost of freight works out approximately to about Rs. 6 crores per one million tonnes.

(b) No, Sir.

Commercial Banking in Rural Areas

**1283. Shri D. C. Sharma;
Shrimati Savitri Nigam:**

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

(a) whether an assessment of the resources and lending capacity of the co-operative credit institutions indicates that commercial banking must be extended to the villages in a big way if agriculture is to get priority during the Fourth Five Year Plan; and

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

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b).

The performance of the cooperative credit structure vis-a-vis the question of other institutional agencies for agricultural credit was examined by an Informal Group appointed by the Reserve Bank. The Group found that the record of cooperative credit, though uneven as between the various States was, by and large, satisfactory except in a few States. As regards the States where the performance was found to be unsatisfactory, the Group considered the role which various alternative agencies including the commercial banks could play in this regard, and suggested the establishment of agricultural credit corporations as a transitional arrangement. So far as the commercial banks are concerned, the Group felt that taking into account the past experience of these banks in the provision of production credit and the peculiarities of rural finance, the commercial banks are not likely to play a significant role in the provision of agricultural production credit. Government would welcome increasing participation in the financing of agriculture by commercial banks. In a few states where commercial banks have shown willingness to provide agricultural production credit, Government have decided to make available to them technical advice and necessary technical information such as data on cost of production of crops etc.

**Cargo seized from Italian Freighter
"M. V. Adegi"**

**1284. Shri Kindar Lal:
Shri Vishwa Nath Pandey:**

Will the Minister of **Transport, Aviation, Shipping and Tourism** be pleased to state:

(a) whether it is a fact that ninety-nine cases containing valuable electronic and radar equipments bound for Pakistan have been unearthed from the holds of the Italian freighter "M.V. Adegi" in the Bombay Port; and

(b) if so, the action taken by Government in the matter?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) No, Sir.

(b) Does not arise.

**"Grow More Food" Campaign in
Orissa**

**1285. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:**

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) the amount of grant actually given to the Orissa State for "Grow More Food" Campaign during 1965-66; and

(b) the amount proposed to be given to that State for the purpose during 1966-67?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Grant given to the States for the Grow More Food Campaign is covered under the Heads of Development (i) Agricultural Production (including Land Development), and (ii) Minor Irrigation. A total grant of Rs. 76.29 lakhs has been allocated to Orissa State during 1965-66, under the above mention two Heads of Development. The grant will be actually released for payment to the State Govt. in March, 1966 when the statements of actual expenditure for the first three quarters, and anticipated expenditure for the fourth quarter of 1965-66, are received from the State Government.

(b) The amount of Central financial assistance to be allocated during 1966-67, has not been finalised so far.

Supply of Wheat and Sugar to Orissa

**1286. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:**

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state the quantity of wheat and sugar allotted

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 and actually supplied to Orissa during 1965-66?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): The quantities of wheat and sugar allotted and actually supplied to Orissa during 1965 and January 1966 are given below:

(Figures in thousand tonnes)

	WHEAT	
	Quantity allotted	Quantity supplied
1965		
January-December)	69.4	67.3
January 1966	6.7	6.7
	SUGAR	
	Quantity allotted	Quantity supplied
1965		
January-December)	54.1	52.9
January, 1966	4.9	3.1

Development of Horticulture in Rajasthan

1287. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

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

(a) whether the amount granted to Rajasthan for development of Horticulture during 1965-66 has been fully utilised; and

(b) if not, the reasons therefor?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). The information is being collected and will be placed on the Table of the House.

Fertilisers Supplied to Rajasthan

1288. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

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

(a) the quantity of fertiliser actually supplied to Rajasthan during 1965-66; and

(b) the quantity proposed to be allotted to that State during 1966-67?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) The required information is as follows:

Kind of fertiliser	Allotment 1965-66	(Figures in tonnes)
		Quantity supplied till 15-2-66
Sulphate of ammonia	12,970	10,538
Urea	2,394	1,503
Amm. Sul. Nitrate	585	515
Cal. Amm. Nitrate	19,530	16,060

(b) Allocations for 1966-67 are proposed to be made on quarterly basis according to the usual practice. In view of the expected improvement in the availability position during 1966-67, the Government of Rajasthan is likely to be allotted larger quantities as compared to 1965-66.

Sugar requirement in Rajasthan

1289. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

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

(a) the requirement of sugar in Rajasthan during 1965-66; and

(b) the quantity actually supplied to that State so far?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) Allotment of sugar to Rajasthan during the sugar year 1965-66 (Nov.-Oct.) will be about 1,05,000 tonnes.

(b) During the first three months—November, 1965 to January, 1966, 256,00 tonnes of sugar was allotted to the State Government and 22,188 tonnes was lifted.

Seed Farms in Rajasthan

1290. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

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

(a) whether any seed farms have been set up in Rajasthan during 1965-66; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). The required information is being collected from the Rajasthan Government and will be placed on the Table of the House as soon as it is received from them.

Anti-Rat Campaign in Kerala

1291. Shri Vesudevan Nair:
Shri Warior:

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

(a) whether the results of the anti-rat campaign in the Kuttanad Package area of Kerala are a success; and

(b) whether this campaign is proposed to be extended to the Palghat area also?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes. A systematic anti-rat campaign was organised in Alleppey district during 1965-66 in the fields and houses of the cultivators. The campaign covered 8978 acres of land and 9365 houses and was conducted by the staff with the help of local institutions e.g. Panchayats as well as farmers.

(b) The Project Officers of all I.A.D.P. districts including the Palghat district have been requested to launch similar campaigns.

Shivalik Road

1292. Shri D. D. Puri:
Shri Ram Harkah Yadav:
Shri Subodh Hansda:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether work on the 1,3000 mile long Shivalik road is progressing according to the schedule;

(b) if so, when it is likely to be completed;

(c) whether work on this road is centrally supervised;

(d) whether the total outlay sufficient to complete the road before 1971, has been provided in the Fourth Plan; and

(e) if not, the reasons therefor?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (e). The work on the 1,300 mile long lateral road from Bareilly to Amingaon, which it is presumed is meant by "Shivalik Road", is in good progress in most of the sections and is scheduled to be completed by the end of 1968-69. The work on the road is being executed by the State Public Works Departments in their respective State territories under Central Supervision. The entire cost would be met by the Central Government. Due to financial stringency, the provision of funds during the year 1966-67 is not quite adequate, but it is hoped that all the funds will be available during the Fourth Five Year Plan which has not yet been finalised.

Survey of Fallow Lands

1293. Shri H. C. Soy: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that steps are being taken to carry out a complete survey of fallow lands in the country with a view to put them to use for agricultural and food production;

(b) whether any review has been made to find out any defects in the existing rules and institutions to turn uncultivated lands to cultivation in the various States; and

(c) whether the present balance between cereals and non-cereals like jute and cotton is proposed to be reviewed?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes. To determine the exact extent of culturable waste land that would be available for cultivation, a survey is currently in progress;

(b) As the State Governments have been allotting waste lands to landless agricultural families under their normal land allotment rules, it was not considered necessary to make any review of the existing rules.

(c) Production of both the food grains and commercial crops is sought to be increased mainly through intensive cultivation measures. No basic change in the proportion of area under food grains to total area under all crops is contemplated.

Port Development Programme

1294. Shri P. C. Borooah:
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:
Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to refer to the reply given to Starred Question No. 240 on 16th November, 1965 and state:

(a) the broad details of the safe Port Development Programme;

(b) the cost thereof; and

(c) the action so far taken in pursuance thereof?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (c). As indicated in the reply to Starred Question No. 240 answered on the 16th November, 1965, Government's policy is to develop adequate port capacity with a reasonable margin to cope with the foreseeable expansion of India's Seaborne trade and also with all kinds of emergencies. The general policy of port development will cover all requirements.

Price of Rice in West Bengal and Orissa

1295. Shri Basumatari:
Dr. Ranen Sen:
Shri Dinan Bhattacharya:

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

(a) whether it is a fact that the price of rice in West Bengal and Orissa has been increased to give a fillip to the procurement programme; and

(b) if so, to what extent?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) The price of rice in West Bengal and Orissa has been increased recently. This was necessitated consequent upon the increase in the price of paddy payable to producers.

(b) The increase was 0.35 paise and Rs. 1.50 per quintal respectively in West Bengal and Orissa.

Road Accidents in Delhi

1296. Shri Hari Vishnu Kamath: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to refer to the reply given to Unstarred Question No. 659 on the 16th November, 1965 regarding road accidents in Delhi and state:

(a) the final outcome of each case pending in Court;

(b) the result of investigation in each of the other cases; and

(c) whether a complete list of the various categories included in the phrase 'privileged persons of the privileged institutions' will be laid on the Table?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) All the 3 cases previously shown as pending in Courts are still pending trial.

(b) Out of 5 cases shown as pending investigation, 1 case is reported as untraced and the remaining 4 cases are still under investigation.

(c) No lists of the various categories included in the phrase "privileged persons of the privileged institutions" have been drawn up. Broadly the persons entitled to privilege are:

- (i) officials of the foreign diplomatic missions and officials holding consular posts;
- (ii) officials of the United Nations and its specialized agencies; and
- (iii) officials of other International Organisations of which India is a member and which have set up offices in India.

These officials enjoy privileges and immunities under international law and State practice.

Delhi-Gorakhpur Air Service

1297. **Shri Bishwanath Roy:**
Shri Sinhasan Singh:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether the air service from Delhi to Gorakhpur is proposed to be started again;

(b) whether the aerodrome at Kasia is proposed to be utilised for this purpose;

(c) if so, the steps being taken for the improvement of Kasia aerodrome?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) No, Sir.

When the services operated in the past between April, 65 to September, 1965 the traffic available was very poor.

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

Border Roads

1298. **Shri Man Singh P. Patel:**
Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to State:

(a) the amount sanctioned for Border Roads in Rajasthan and Gujarat States in the current year; and

(b) whether Government are channelising this through the States or any other agency has been created for the speedy work?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) A provision of Rs. 100.00 lakhs and Rs. 400.00 lakhs has been made in the revised estimates for the current financial year for meeting the expenditure on strategic road works in Rajasthan and Gujarat States respectively; and

(b) the execution of works on these border roads has been entrusted to the State Public Works Departments of the respective States. For some part of the work in Rajasthan, however, the question of setting up of a Central Organisation is under consideration of the Government of India.

Cultivation of Paddy in Andhra Pradesh

1299. **Shri Kolla Venkaiah:**
Shri M. N. Swamy:
Shri Laxmi Dass:

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

(a) the extent of area used for irrigated paddy for second crop in Andhra Pradesh this year;

(b) the quantity of different chemicals fertilisers allotted and supplied for the second crop in Andhra Pradesh this year;

(c) if no special allotment of fertilisers has been made for the second crop, the reasons therefor; and

(d) if full quota has not been supplied, the reasons for the same?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) to (d). Information is being collected from Andhra Pradesh Government and will be laid on the Table of the House when received.

All-India Forest Commission

1300. Shri Dasaratha Deb: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether an All-India Forest Commission has been set up to go into the question of increasing afforestation throughout India;

(b) if so, the personnel of this Commission, the terms and reference of this Commission; and

(c) When the report is likely to be submitted?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) to (c). The Central Forestry Commission was set up *vide* the Government of India, Ministry of Food and Agriculture (Department of Agriculture), Resolution No. 3-13/62-FD, dated the 25th August, 1965. The constitution and functions of the Central Forestry Commission will be as follows:

Constitution

Chairman: Inspector General of Forests, Ministry of Food & Agriculture (Department of Agriculture).

Members: Four members—one member drawn from each of the undermentioned regions:

(1) Eastern Regions:

Assam, West Bengal, Bihar, Nagaland and Orissa and the centrally

administered areas of Manipur, Tripura, NEFA and Andaman and Nicobar Islands.

(II) Northern Region:

Uttar Pradesh, Punjab, Himachal Pradesh and Jammu and Kashmir.

(III) Western Region:

Gujarat, Maharashtra, Rajasthan, Madhya Pradesh and Goa.

(IV) Southern Region:

Madras, Mysore, Kerala and Andhra Pradesh.

The members would be serving officers of the rank of Chief Conservators of Forests and would be drawn from each region by rotation, and would serve the Commission generally for a period of three years. The Commission will meet once in three months.

Functions

(i) To study the implementation of the National Forest Policy by the State Governments and Union Territories Administrations and to make suggestions where necessary;

(ii) To make suggestions, if any, for improvement in the preliminary stage of the major working Plans of the States and Union Territories;

(iii) To collect, standardise and publish statistics relating to forestry;

(iv) To pool and disseminate technical information on forestry derived from States and foreign countries;

(v) To conduct market studies on timber and other forest products and their utilisation;

(vi) To provide liaison between the Central Soil Conservation Board, the Advisory Board on Research, the River Commission, the Central Flood Control Board, and the other agencies whose work has a direct or indirect bearing on forests and forest developments; and

(vii) To render assistance and technical advice in the implementation and evaluation of the forestry

development programmes in the States and Union Territories. rupees and Rs. 91.4 crores in foreign exchange totalling Rs. 1231.7 crores.

The Central Forestry Commission is a continuing Technical Body which will meet once in three months. As the purchases are made on cash basis, the question of payment of interest or repayment of loan does not arise.

Procurement of Foodgrains

1301. Shrimati Ramdulari Sinha: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state whether there is any proposal to distribute the foodgrains procured under monopoly purchase or paddy levy order scheme in the same Panchayat or Block or District, if such areas have been running in deficit?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): If there are any deficit pockets in the surplus areas where foodgrains are procured by Government under monopoly or levy or any other system, a part of the quantity procured is generally kept in the area itself for meeting the needs of such deficit pockets.

Import of Foodgrains Under P.L. 480

1302. Shri J. P. Jyotishi: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) the total amount spent so far on the import of foodgrains under P.L. 480 in the country;

(b) the amount paid as interest so far under this head; and

(c) the outstanding amount of the said loan yet to be repaid?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) to (c). The total amount spent from the year 1956-57 to the end of the year 1965 on foodgrains purchased under PL 480 has been Rs. 1140.3 crores in

Import of Rice

1303. Shri P. C. Borooah:
Shri Basumatari:

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

(a) whether negotiations have been going on for a bare barter agreement with Pakistan for obtaining rice in exchange of coal; and

(b) if so, the result of the negotiations?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) No, Sir.

(b) Does not arise.

Strike by I.A.C. Staff

1304. Shri P. C. Borooah:
Shri Krishnapal Singh:
Shri Mohammad Elias:
Dr. Ranen Sen:
Shri Kajrolkar:
Shri Parashar:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether it is a fact that cabin attendants and men of the traffic section of the I.A.C. at Dum Dum did not report for duty on the 7th February, 1966 and that air-hostesses of the I.A.C. had already been on strike since the 6th February, 1966;

(b) if so, the reasons assigned by the employees for the strike; and

(c) Government's reaction thereto?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). Following the issue of a Charge Sheet

by the Area Manager, Calcutta, to two air hostesses for neglect of duty and wilful insubordination, the air hostesses rostered for flights ex-Calcutta on the 6th February, 1966, reported sick. On the 7th February the drivers and other staff working in Motor Transport Section, Movement Control and Passenger Handling Section at Dum Dum, under a directive from the Air Corporations Employees' Union, who represent among others, the Cabin Attendants, did not turn up for work resulting in considerable inconvenience. The illegality of their action was pointed out to the Union and they were asked to advise the workmen to resume duty. From the 8th February the workers have resorted to 'work to rule', 'work to trade' and 'go slow' methods in order to bring pressure for their demand that the Charge Sheet should be withdrawn from the air hostesses or at least the provision for not rostering them for flights pending enquiry should be withdrawn.

(c) Govt. view this state of affairs with concern. They have impressed on the Corporation that discipline in the Corporation must be maintained and severe action should be taken wherever such breaches take place. The Corporation have issued instructions to the Area authorities that disciplinary proceedings should be initiated expeditiously in all cases where there is *prima facie* evidence of insubordination and neglect of duties.

Missing Cargo Boat belonging to Tuticorin Port

1305 Shri Indrajit Gupta: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether it is a fact that a coastal vessel Boat TTN 69, belonging to Tuticorin Port, which left Calicut on the 7th December, 1965 with a cargo

of tiles for Veraval has been missing ever since;

(b) whether any inquiry has been conducted into the boat's disappearance and the fate of its crew; and

(c) if so, the result thereof?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) and (c). Enquiries are being held under section 358 of the Merchant Shipping Act, 1958.

Bawana Road, Delhi

1306. Shri Ramshekhar Prasad Singh: Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government are aware that the Bawana Road which links G.T. Road with Narela (Delhi) and Badli Industrial Estate is very narrow;

(b) whether Government are also aware that there is substantial traffic load of vehicles including heavy vehicles on this road;

(c) whether Government are also aware that there have been a number of accidents on this road on account of heavy rush of traffic and road being narrow; and

(d) if so, the steps Government propose to take to widen the road?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) to (d). The road mentioned in the question covers Auchandi Road from G.T. Road to Bawana and the Bawana-Narela road from Bawana to Narela. This road is 10 feet wide at present. In order to cater to the needs of the vehicular traffic on the road, action is being taken by the Municipal Corporation of Delhi to widen it in some section.

For this purpose, estimates aggregating Rs. 7.83 lakhs have already been sanctioned for widening of the road from the junction with G.T. Road to Auchandi. The work in the portion from miles 14/3 to 16/3 is in progress. For the remaining portion, tenders are being invited by the Corporation for the third time as no tenders were received earlier. The estimates sanctioned so far included, *inter-alia*, the portion of the road in question from G.T. Road to Bawana. There is no proposal at present for widening of the road from Bawana to Narela.

Export of Tapioca

1307. **Shri Mohammed Koya:** Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) the total quantity of tapioca for which permit was given for export to States outside Kerala during the current year; and

(b) the number of people in Kerala who got permits and the number of actual cultivators who got permits from amongst them?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). The required information is being collected and will be laid on the Table of the House.

Roads in Jaisalmer District

1308. **Dr. Ranen Sen:** Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government propose to develop roads in Jaisalmer District particularly in areas adjoining to Sind in Pakistan; and

(b) if so, the details thereof?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). Yes, Sir. It is,

however, not in the public interest to disclose the details of the proposed roads.

Steamer service through East Pakistan

1309. **Shri Mohammed Elias:** Will the Minister of Transport, Aviation Shipping and Tourism be pleased to state:

(a) whether any discussion has been held with the Government of Pakistan to resume the steamer service of the River Steam Navigation Company through East Pakistan; and

(b) if so, when the service will be resumed?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). It is proposed to take up this matter at the forthcoming talks with the representatives of the Government of Pakistan.

Auto-Rickshaw Fares in Delhi

1310. **Shri P. C. Borooah:**
Shri D. C. Sharma:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government have permitted auto-rickshaws plying in Delhi and New Delhi to raise fares; and

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

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) The State Transport Authority, Delhi, has decided to allow an increase in the existing fares for auto-rickshaws with effect from 15th March, 1966, subject to the condition that the vehicles are fitted with fare meters approved by that Authority.

(b) The revised fares will be 40 paise for the first two kilometres or less and 5 additional paise for each subsequent 1/4th Kilometre. The enhancement has been allowed in view

of the increase in the operational cost of auto-rickshaws.

जयन्ती शिपिंग कम्पनी

1311. श्री प्रकाशवीर शास्त्री: क्या परिवहन, उड्डयन, नौवहन तथा पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जयन्ती शिपिंग कम्पनी में गोलमाल को कुछ शिकायतों सरकार को मिली हैं;

(ख) यदि हां, तो वे शिकायतें क्या हैं और सरकार ने उन पर क्या कार्यवाही की है;

(ग) क्या विदेशी मुद्रा के गोलमाल की भी कुछ शिकायतें मिली हैं; और

(घ) सरकार ने कम्पनी को दिये गये पिछले ऋण की अब तक कुल कितनी रकम वसूल की है तथा कम्पनी ने अभी कितनी रकम और देनी है ?

परिवहन, उड्डयन, नौवहन तथा पर्यटन मंत्री (श्री संजीव रेड्डी) : (क) जयन्ती शिपिंग कंपनी के कामकाज के सम्बन्ध में सरकार को आरोप और शिकायतें मिली हैं, जो अधिकतर गुमनाम हैं ।

(ख) और (ग). चूंकि इन आरोपों की अभी जांच की जा रही है इस लिये लगाये गये आरोपों या शिकायतों के बयानों को इस समय बतलाना पूरी तौर से जनहित में न होगा ।

(घ) 11 जहाजों की प्राप्ति के लिये, जिस में से सब मिल चुके हैं, जयन्ती शिपिंग कम्पनी को शिपिंग डिवलपमेंट फंड बमेटी ने 20.25 करोड़ रुपये का ऋण स्वीकृत किया था । कमेटी ने अभी तक वास्तव में 5.91 करोड़ रुपये ही दिये हैं और शेष राशि किस्त की अवधि आने पर शिपयार्ड को दी जायेगी । कम्पनी द्वारा मूलधन की पहली

पुनर्दायगी 21 जनवरी, 1966 को पड़ी थी और कुल राशि अर्थात् 12.08 लाख रुपये ठीक तारीख को दे दिये गये थे । इस के अलावा कम्पनी ने अभी एक जहज के बारे में 1.53 लाख रुपये का तदर्थ भुगतान भी किया है । इस प्रकार कम्पनी को 5.77 करोड़ रुपये देना शेष रह जाता है जिस की पुनर्दायगी कई वर्षों की अवधि में होनी है । उपरोक्त मूलधन की पुनर्दायगी के अलावा कम्पनी ने सूद की छ: किस्तें भी अदा कर दी हैं जो अभी तक देनी थी और जो मिल कर 20.50 लाख रुपये होती थी ।

Panchayat Employees in Kerala

1312. Shri Mohammed Koya: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether the house rent allowance allowed to the Government employees is given to Panchayat employees in Kerala also; and

(b) if not, the reasons therefor?

The Deputy Minister of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) and (b). The necessary information has been called for from the Government of Kerala and would be placed on the Table of the House as soon as it is available.

Panchayat Employees in Kerala

1313. Shri Mohammed Koya: Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether the Kerala Pay Commission's recommendations have been extended to the Panchayat employees in Kerala; and

(b) if not, the reasons therefor?

The Deputy Minister of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) and (b). The necessary information has

been called for from the Government of Kerala and would be placed on the Table of the House as soon as it is available:

Supply of Wheat to Flour Mills in Bihar

1314. Shri R. Ramanathan Chettiar: Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) the names and location of the flour mills in Bihar which were set up with the approval of the Government of India during the last year;

(b) whether it is a fact that Government have not so far sanctioned the quota of wheat for trial run or for grinding purposes so far thus rendering the capacity of these mills idle; and

(c) the steps which Government propose to take to sanction the requisite quota of wheat to these mills according to their capacity in view of the present food shortage in the State?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) No roller flour mills were set up in Bihar during last year with the approval of the Central Government.

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

Indian Agricultural Research Institute, Pusa (New Delhi)

1315. Shri Rajdeo Singh: Will the Minister of Food, Agriculture, Community Development and Co-operation be pleased to state:

(a) whether Government are aware of the miserable conditions of the hostel of the students doing research at the Indian Agriculture Research Institute, Pusa, New Delhi; and

(b) if so, the steps proposed to be taken both on long term and immediate basis so as to create a proper atmosphere for work for such students?

The Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) No complaint regarding the living conditions in the Institute hostels has been received from the students residing in the hostels or elsewhere.

(b) Does not arise.

12 hrs.

RE: CALLING-ATTENTION-NOTICE (Query)

Shri S. M. Banerjee (Kanpur): I have a submission to make. I hope you have received my calling-attention-notice on the Bombay strike. . .

Mr. Speaker: I shall consider whether it is a State matter or it relates to the Centre . . .

Shri S. M. Banerjee: I have one submission to make. Kindly hear me . . .

Mr. Speaker: I have asked him and he has written to me. I am asking from the hon. Minister what the position is, and then I shall take a decision.

Shri S. M. Banerjee: My request is only this. I am not making any submission on the strike . . .

Mr. Speaker: When I convey to the hon. Member direct that this is under my consideration, why should he stand up and just take it up in this manner?

Shri S. M. Banerjee: I have only one request to make. I am not arguing on the merits of the case. I would request that the decision may kindly be taken today, because after all, I have been asking for this since Friday last.

Mr. Speaker: I shall take that decision today.

श्री बागडी (हिसार) : अध्यक्ष महोदय, मुझे इलाहाबाद के जिले में भुखमरी के बारे में . . .

अध्यक्ष महोदय : अब यह जो नोटिसेज आये हैं अगर उन के बारे में माननीय सदस्य इस तराके से शुरू करेंगे तो मैं उन का जवाब नहीं दे सकूंगा ।

श्री बागड़ी : आप मेरी बात तो सुन लीजिये । बनर्जी की आप ने सुन ली तो मेरी भी तो सुन लीजिये ।

अध्यक्ष महोदय : आप के नाम यह जो वहां से तार आया है और उस में जो लिखा है वह सब मुझे लिख कर भेज दें ।

श्री बागड़ी : राज्य सभा में यह सवाल उठा है

अध्यक्ष महोदय : आर्डर, आर्डर । एक मिनट के लिए आप बैठ जायें ।

आप के पास यह जो तार आया है उस की नकल या जो उस के बारे में आप कहना चाहते हैं वह सारा आप लिख कर दे दें और मैं उस पर अभी फैसला ले लूंगा । अगर उसे देख कर मैं यह समझूंगा कि उस पर आप को इजाजत देनी चाहिए तो मैं जरूर उस को ले लूंगा । लेकिन अभी इस को आप इस तथ्यके से मत उठाइये ।

श्री बागड़ी : मैं इस को चर्चा नहीं करूंगा लेकिन सिर्फ यह बात कहनी चाहूंगा कि इ स तरह के नोटिसेज राज्य सभा में मंजूर होते जाते हैं और ऐसा एक दफा नहीं बल्कि सैकड़ों दफा हुआ है, राज्य सभा में वक्तव्य हो जाता है भुखमरो का, वहां पहले हो जाय और यहां फिर भी इस तरह से दिक्कत हो

अध्यक्ष महोदय : राज्य सभा की पहल हो या पाछे उस पर मेरा काबू नहीं है वह एक अलग सौवरन हाउस है । उन की अपनी मर्जी है कि वह जो चाहें अपना फैसला लें । यह भी हो सकता है कि जो चीज वहां मंजूर कर ली जाय वह यहां नामंजूर हो जाय । उन का फैसला

अपना अलग होता है और हमारा अलग होता है ।

12.02 hrs.

INTRODUCTION OF DEPUTY MINISTER

श्री प्रकाशवीर शास्त्री (बिजनौर) : अध्यक्ष महोदय, मैं एक जानकारी चाहता हूं कि ट्रेजरी बेंचेज पर एक नई महिला सदस्या मौजूद हैं । हमारे सदन की तो वह मॅम्बर हैं नहीं और सदन के नेता ने भी उन का कुछ परिचय नहीं बताया । आखिर वहां पर बैठने वाली सदस्य महोदया कौन हैं कुछ तो उन के बारे में सदन को बताया जाय ।

The Minister of Parliamentary Affairs and Communications (Shri Satya Narayan Sinha): I think she has been introduced already.

Some hon. Members: No.

अध्यक्ष महोदय : मुझे आज इस को देख कर बड़ी हैरानी हुई शास्त्री जी यहां बैठ कर हर एक चीज पर बड़ा ध्यान रख रहे हैं । मैंने तो कुछ - और ही समझा था मगर पाया कुछ और ही ।

Shri Satya Narayan Sinha: I have great pleasure in introducing through you, Sir, to the House, Shrimati Jahanara Jaipal Singh who has been appointed Deputy Minister in the Ministry of Transport and Aviation.

श्री मधु लिमये (मुंगेर) : अध्यक्ष महोदय मैं

अध्यक्ष महोदय : नोटिसेज की बात मैं नहीं लूंगा ।

श्री मधु लिमये : मैं आप की माफत प्रधान मंत्री जी से एक वाक्य में निवेदन करना चाहता हूं कि आज सबेरे भारत के विदेश

[श्री मधु लिमये]

मंत्री सरदार स्वर्ण सिंह के साथ 15 भारतीय पत्रकार रावलपिंडी जाने वाले थे उन को पाकिस्तान सरकार ने इजाजत नहीं दी है तो क्या प्रधान मंत्री जी इस विषय के सम्बन्ध में सभा के सामने कुछ निवेदन करेंगी ?

अध्यक्ष महोदय : वह देख लेंगे और अगर जवाब देना होगा तो जवाब भी दे देंगे ।

श्री बागडौ (हिसार) : प्रधान मंत्री जी तो कुछ बोलना चाहती थीं ।

अध्यक्ष महोदय : पेपर्स टु बी लेड आन दी टेबुल ।

12.03 hrs.

PAPERS LAID ON THE TABLE

ANNUAL ACCOUNTS OF VISAKHAPATNAM PORT TRUST NOTIFICATION UNDER PROCLAMATION RELATING TO KERALA

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): On behalf of Shri Sanjiva Reddy, I beg—

(1) to re-lay on the Table a copy of the Annual Accounts of the Visakhapatnam Port Trust for the period from 29th February, 1964 to 31st March, 1964, and the Audit Report thereon under sub-section (2) of section 103 of the Major Port Trusts Act, 1963. [Placed in Library. See No. LT-5258/65].

(2) to lay on the Table a copy of Notification No. SRO 446/65 published in Kerala Gazette dated the 21st December, 1965 making certain amendment to the Kerala Motor Vehicles Rules, 1961, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939 read with clause (c)(iv) of the Proclamation dated the 24th March, 1965, issued by the Vice-President, discharging the functions of the

President, in relation to the State of Kerala. [Placed in Library. See No. LT-5622/66].

NOTIFICATIONS UNDER ESSENTIAL COMMODITIES ACT

The Minister of State in the Ministry of Food and Agriculture (Shri Govinda Menon): I beg to lay on the Table a copy each of the following Notifications under sub-section (6) of section 3 of the Essential Commodities Act, 1956:—

(i) GSR 1181 published in Gazette of India dated the 16th August, 1965;

(ii) The Inter-Zonal Wheat and Wheat Products (Movement Control) Amendment Order, 1966, published in Notification No. GSR 262 in Gazette of India dated the 15th February, 1966;

(iii) The Madhya Pradesh Coarse Grains (Export Control) Amendment Order, 1966, published in Notification No. GSR 263 in Gazette of India dated the 15th February, 1966. [Placed in Library. See No. LT-5623/66].

NOTIFICATION UNDER MERCHANT SHIPPING ACT

Shri C. M. Poonacha: I beg to lay on the Table a copy of the Merchant Shipping (Registration of Indian Ships) Amendment Rules, 1966, published in Notification No. GSR 227 in Gazette of India dated the 12th February, 1966, under sub-section (3) of section 458 of the Merchant Shipping Act, 1958. [Placed in Library. See No. LT-5624/66].

ORDER UNDER DELIMITATION COMMISSION ACT

The Minister of State in the Ministry of Law (Shri C. R. Pattabhi Raman): I beg to lay on the Table a copy of Order No. 16 of the Delimitation Commission determining delimitation of Parliamentary and Assembly

Constituencies in the State of West Bengal published in Notification No. SO 494 in Gazette of India dated the 14th February, 1966 under sub-section (3) of section 10 of the Delimitation Commission Act, 1962. [Placed in Library. See No. LT-5625/66].

NOTIFICATION UNDER PROCLAMATION RELATING TO KERALA ANNUAL REPORT OF INDIAN CENTRAL ARECANUT COMMITTEE

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): I beg to lay on the Table—

(1) A copy each of the following Notifications under sub-section (3) of section 130 of the Kerala Panchayats Act, 1960 read with clause (c)(iv) of the Proclamation dated the 24th March, 1965 issued by the Vice-President, discharging the functions of the President, in relation to the State of Kerala:—

- (i) The Kerala Panchayats (Regulation of use of public or private springs, tanks, wells and other water sources) Rules, 1965 published in Notification SRO No. 369/65 in Kerala Gazette dated the 5th October, 1965.
- (ii) SRO No. 381/65 published in Kerala Gazette dated the 19th October, 1965 making certain amendments in the Kerala Panchayats (Licensing) of Dangerous and Offensive Trades and Factories) Rules, 1963;
- (iii) SRO No. 393/65 published in Kerala Gazette dated the 2nd November, 1965 making certain amendment in the Kerala Panchayats (Authorising of Expenditure) Rules, 1964;
- (iv) SRO No. 421/65 published in Kerala Gazette dated the 30th November, 1965 making certain amendments in the Kerala Panchayats (Election of Members) Rules, 1962;

(v) SRO No. 451/65 published in Kerala Gazette dated the 21st December, 1965 making certain amendment in the Kerala Panchayats (Custody of Records and Grant of copies of Proceedings or Records) Rules, 1962.

[Placed in Library. See No. LT-5626/66].

(2) A copy of the Annual Report of the Indian Central Arecanut Committee for the year 1963-64 (Hindi version). [Placed in Library. See No. LT-5627/66].

Shri S. M. Banerjee (Kanpur): About item No. 5 on the Order Paper, I want to say something. This item is a copy of Order No. 16 of the Delimitation Commission determining delimitation of parliamentary and assembly constituencies in West Bengal.

I would like to know from the hon. Minister what will be the fate of the Scheduled Castes and Scheduled Tribes if the Lokur Committee's Report is accepted. Certain constituencies have been delimited. This is a very important matter...

Mr. Speaker: But it cannot be taken up in this manner.

Shri S. M. Banerjee: Let him give a hint at least.

Mr. Speaker: Can he answer that?

Shri C. R. Pattabhi Raman: No. Copy of the order is there.

12.06 hrs.

RELEASE OF MEMBER ON PAROLE

(Shri R. Umanath)

Mr. Speaker: I have to inform the House that I have received the following communication dated 25th February, 1966 from the Superintendent, Central Jail, Cuddalore:—

"I have the honour to inform you that Shri R. Umanath, Member, Lok Sabha, was released on parole for a period of one month on the 20th February, 1966."

[Mr. Speaker]

Shri Hari Vishnu Kamath (Hoshangabad): On a point of clarification. When a Member is released on parole from detention, is he entitled to attend the House? I raised this question sometime ago also. You were not pleased to give a categorical answer.

Mr. Speaker: I forgot probably.

Shri Hari Vishnu Kamath: You said you would examine the question.

Mr. Speaker: I have not studied it—I am sorry. I will take it up today. By tomorrow I will be able to say. If there are conditions attached, that he is released on parole for a specific purpose, then I cannot allow.

Shri Hari Vishnu Kamath: If it be unconditional?

Mr. Speaker: I will enquire from the Minister also. Can he throw any light on that?

Shri Hari Vishnu Kamath: The Law Minister is here; the Home Minister is also present.

Mr. Speaker: If a Member is released on parole—as in the case I have just now announced of Shri R. Umanath—for a month, can he during this period attend Parliament session?.... He might examine the point.

The Minister of Law (Shri G. S. Pathak): Yes.

Shri H. N. Mukerjee (Calcutta Central): As Chairman of one of the Parliamentary Committees, you required of Government to permit a Member released on parole to come before the Parliamentary Committee concerned in order to give his views in regard to a certain matter. Now the House is anxious to know what would be the position in this case. This is the budget session, the most important session of the year. Shri Umanath has been released on parole. In these conditions, I take it the Member would be very keen on attending the session. As far as I

am concerned, and as far as my information goes, he is very willing to come. Would you analogous to that course require Government to see to it that no impediment is placed in the way of his attendance?

Mr. Speaker: Let me hear the legal opinion and then I will decide.

Shri Vasudevan Nair (Ambalapuzha): Why not they release now at least Members of Parliament under detention?

Mr. Speaker: That cannot be decided in this manner.

Shri Hari Vishnu Kamath: When will the Law Minister make his statement?

Shri G. S. Pathak: Tomorrow.

Mr. Speaker: Dr. Lohia might now make his statement concerning a discrepancy or mistake in the statement of Shrimati Vijay Lakshmi Pandit.

12.08 hrs.

STATEMENT RE: REMARKS MADE BY A MEMBER AND REPLY THERETO

डा० राम मनोहर लोहिया (फर्रुखाबाद) :

अध्यक्ष महोदय, उस दिन जब मैंने कैलाश मानसरोवर और पूर्व बाहिनी ब्रह्मपुत्र की सीमा का जिक्र किया था तो माननीय विजयलक्ष्मी पंडित ने उस को कोई और सीमा समझ लिया था और मैं इतना बस्ता दूँ कि अभी जो कोलम्बो प्रस्ताव भारत की तरफ से या भारत के भिन्न राष्ट्रों की तरफ से चीन के सामने है उन से यह कैलाश मानसरोवर वाली सीमा करीब 20, 25 हजार वर्गमील जमीन ज्यादा भारत को दिलाती है तो इस के सम्बन्धमें मेरे पास इतिला आई थी श्री जार्ज फरनाण्डैस के जरिए, जो कोई 6, 7 महीने पहले ऐडगर स्नो से मिले थे और जिस के सम्बन्ध में यहाँ रोजाना शाम के एक दैनिक अखबार में खबर निकला था, एक खबर छपी थी एक लेख भी निकला था कि ऐसी बात चीन की सरकार कुछ

हालतों में सोचने के लिये तैयार है। यह चीज बहुत ही ग़ज़ब की है 25 हजार बगं मील ज्यादा ज़मीन कोलम्बो प्रस्ताव की अपेक्षा, लेकिन उस के ऊपर जब कभी मैंने सवाल पूछा तो एक लापरवाही का जवाब आया। मुझे माननीय विजयलक्ष्मी पंडित को पहले तो धन्यवाद देना है कि उन की गलती से यह सवाल लोक सभा के सामने कुछ ज्यादा प्रखर रूप में आ गया है। उन्होंने जब यह कहा कि उन्होंने यह लेख दो वर्ष पहले कहीं पढ़ा था एडगार स्नो का, तो मैं समझता हूँ कि कहीं कोई भूल हो गयी, कोई और लेख उन्होंने पढ़ा था। कैलाश मानसरोवर वालों का उस से कोई सम्बन्ध नहीं था और अगर वह अपनी यहाँ पर सफाई दे देते हैं तो उस के बाद मेरी आप से प्रार्थना होगी कि जो काम श्रीमती पंडित कर रही हैं वह काम सरकार को भी करना चाहिए।

और अपनी भूल को स्वीकार कर के इस में कुछ तहकीकात करनी चाहिए। मान लीजिए, एडगार स्नो ने

अध्यक्ष महोदय : माननीय सदस्य ने अपनी बात कह दी है।

डा० राम मनोहर लोहिया : मैं एक मिनट में खत्म किये देता हूँ

क्योंकि यह सिर्फ चीन का मामला नहीं है—यह भारत का अपनी ताकत का मामला है। मैं सिर्फ इतना आप से कह दूँ कि आज से कोई हजार बरस पहले जब भारत शक्तिशाली था, तब भारत की सीमाएँ या तो रहती थीं स्वतन्त्र तिब्बत पर, या रहती थीं कैलाश, मानसरोवर और पूर्ववाहिनी ब्रह्मपुत्र पर। यदि यह बात हम पिछले हजार बरस में भूल गए हैं, तो वह केवल हमारी कमजोरी की निशानी है। इस बात को भारत सरकार समझे, तो अच्छा है।

Shrimati Vijay Lakshmi Pandit
(Rihulpur): When on the 16th of last

month, Dr. Lohia made reference to an article by Edgar Snow, he also, as far as I recollect, mentioned that it had appeared in the magazine called *Look*. He was speaking in Hindi. I had two years earlier read an article by Edgar Snow which appeared in the American magazine *Look*. This article was a very important article. Edgar Snow had just returned from China, and this article—I do not remember the details—I think had some bearing on the Chinese aggression on our borders and things of that sort. It is for this reason that I intervened and said that I had met Mr. Edgar Snow after the writing of that article and I found that some of these views had been modified. It was after Dr. Lohia drew my attention to the fact that he was referring to something quite different and that, in my ignorance, not even knowing that there was an evening paper with the name of *Look* and confusing it with the American magazine *Look*, that I realised that it was only proper that I should express my regret for this mistake.

Since that time I have seen the proposals to which Dr. Lohia refers. I cannot claim that I remember every word of the Colombo proposals, but it certainly has left an impact in my mind that there is something beyond what was said in the Colombo proposals when these two are compared, subject to correction, but I would like to say that I am sorry I made this mistake and caused inconvenience to the hon. Members of the House and caused some distress to Dr. Lohia.

अध्यक्ष महोदय : चूँकि यह गलतियों को दुरुस्त करने का समय है, इसलिए मैं भी अपनी गलती दुरुस्त कर लूँ। उस दिन मेरे मुँह से निकल गया था कि मेरे पास श्री हवेली राम की चिट्ठी आई है कि मेरा कोई लड़का नहीं है। श्री मधु लिमये मेरे नोटिस लाए। वह चिट्ठी मैंने श्री मनोहरन्त को भेजी थी। उस चिट्ठी में श्री हवेली राम ने कहा था कि चमन लाल मेरा कोई लड़का

[अध्यक्ष महोदय]

नहीं है। उस को पढ़ने में मुझ से गलती हुई और मैंने समझा कि उस का कोई लड़का नहीं है। उस के और लड़के होंगे, उन के नाम और होंगे।

श्री स० मो० बनर्जी (कानपुर) : कमन लाल दूसरा लड़का है।

अध्यक्ष महोदय : यह तो मुझे पता नहीं है।

12.13 hrs.

MOTION ON THE PRESIDENT'S ADDRESS—Contd.

The Prime Minister and Minister of Atomic Energy (Shrimati Indira Gandhi): Mr. Speaker, I have noted with great interest the points made in the debate on the President's Address, which contains an analysis of the problems and tasks confronting our country and the manner in which the Government proposes to tackle them.

Hon. Member Shri Kachhavaia, I believe, made a remark that notes were not being kept but I should like to inform him that detailed notes were kept and even the note of this particular remark came to me.

I welcome the comments and the suggestions and even the criticisms made by them because these help the Government to evolve concrete measures to face problems, to tackle them and to overcome the difficulties which the country is facing. In this House we have a tradition that on the question of welfare and prosperity of the people of our country, on the question of the integrity and security of our territory we all work in a spirit of co-operation regardless of party affiliations. I should like to have the same kind of spirit of co-operation throughout the nation, not only among our politician but even with other people such as the scientists, educationalists, industrialists,

workers and peasants. We who are politicians give guidance; we settle the objectives and the targets in the country . . . (Interruptions).

श्री रामसेवक यादव (बाराबंकी) : भ्रमर प्रधान मंत्री मातृ भाषा में बोलें, तो कोई विकृत महसूस नहीं होगी।

श्री बागड़ी (हिसार) : प्रधान मंत्री मातृ भाषा में बोलें। अंग्रेजी उन को नहीं आती है और वह बोल नहीं पा रही है। (Interruptions).

Shrimati Indira Gandhi: We must rely on expert and specialist advice how to carry through these measures.

Many hon. Members have referred to the lack of progress in many fields. This I admit. I entirely agree that our pace had not been adequate to our needs. But I must submit that this is not because our objectives are wrong or unattainable but because we have failed to instil into our society the requisite degree of efficiency without which sufficient progress is not possible. If we look at the other countries, whether they be capitalist countries or socialist countries, we will find that those who have achieved notable progress are those which have laid the greatest stress on efficiency. Those countries have been able to harmonise science and technology in the greatest measure and in particular to use in the fullest measure the young talent of the country of the young minds which are teeming with ideas. While I shall need the guidance and help from those who have the experience of long years of public work, I should like to invite the co-operation of our young men and women in shaping the future of our country which they will inherit.

We are yet a long way from giving the sort of educational opportunities that our people should have. But we are proud that amongst those who have had the opportunity of being

educated, there are a fair number who have achieved results in one sphere or another. This talent must not be allowed to go to waste.... (*Interruption*). Efficiency, therefore, must be the watchword in every sphere of activity, more especially in public administration. Our patterns of administration were drawn or designed at a time when the government's main business was to keep law and order. They are not adequate for the challenges which we face today. What we need, therefore, is a revolution in the administrative system without which no enduring change can be brought about in any field.

I should like to say that there has been a department of administrative reforms which will shortly complete two years of its existence. In this period, it has initiated a number of studies on administrative problems. Some have been completed and the recommendations evolved are in the process of being implemented. The effect of the implementation is beginning to be felt. Since this work involves painstaking study, the results invariably come in slowly. Although there has been talk of need for reform in administration for a long time, this is probably the first time that the problem has been tackled in a systematic and solid manner. The work is perhaps not spectacular and it covers a relatively small area, but if the approach adopted is developed and extended, we feel that considerable improvements can come about.

Many hon. Members have referred to the problems of corruption. No doubt, there are corrupt individuals, but to say that the entire administration is corrupt or that people holding high office lack integrity is a gross exaggeration. While I would like to assure the House that every case of corruption must be dealt with firmly, let us not debase ourselves by mutual denigration and character assassination. (*Interruption*).

Mr. Speaker: Order, order.

Shrimati Indira Gandhi: While administrative reforms are being considered, it is essential for us who are privileged to hold public posts and positions of responsibility in public life, to maintain the highest standards of rectitude. Mention was made of these two points by Shri Ansar Harvani and others, and of course, about corruption and standards by Acharya Kripalani, Shri Manoharan and many others.

There is one other point about corruption: that if the machinery of Government functions smoothly and efficiently, then, any act of corruption automatically comes to the surface and is open to public gaze. On the other hand, if the machinery is inefficient, then, not only does it allow for corruption and delays, but an image is created whereby it is felt that the reason for the delays must be corruption; that becomes the only plausible explanation for it. (*Interruption*).

Shri Hari Vishnu Kamath (Hosangabad): Read the Santhanam Committee Report: your own Committee.

An hon. Member: Party interest is there.

Shrimati Indira Gandhi: A great deal of concern was expressed by many Members regarding the economic situation. In presenting the budget yesterday, the Finance Minister has already referred to the difficulties which we are facing at present in the economic sphere. I would like to emphasise that many of these difficulties are due to the fact that we in India are trying to develop at a more rapid pace to achieve within a decade or so what many countries have achieved over a longer period. This is not mere idealism as has been mentioned by many people, but is a necessity for a country placed as India is. (*Interruption*). It may be easy, but a confession of defeat, to slow down our development, and I am sure that neither the House nor the country would wish this to happen.

[Shrimati Indira Gandhi]

Hon. Members will have seen the evidence of our determination to defend the integrity of the country and of our territory in the budget provision on defence account. To my mind, it is a tragedy that the country, as poor as India, should have to divert any of its resources from development. Fortunately, within the Defence Budget is included developmental expenditure on industrial units, on hospitals, and roads and houses and many other items which are not in the same class as military hardware.

We are anxious to see that the prices of essential commodities remain stable and that the upward spiral is halted. Since the main instrument for stabilising prices is higher production, prices should also provide an adequate incentive to the producer to maximise his production. Hence the necessity to fix in advance reasonable prices for the main agricultural products.

When there is scarcity of essential commodities, efforts must be made to stop profiteering by raising prices. There may be no escape from control of prices of foodgrains and certain other items. Other controls are also sometimes necessary. The most important control which Government is exercising today is over the price and distribution of foodgrains. In the deficit States, the complaints made by some hon. members about high prices apply only to the very small proportion of foodgrains which is sold in the open market.

It has been suggested here in this House and elsewhere that the zonal restrictions should be eliminated. There can be no doubt that on a national problem, there should be a national point of view. However, I would like to place before hon. members that a practical question arises in this regard which is: Will the elimination of the zonal system not render the task of procurement more difficult? Another point is, any review of the arrangement has to take full

account of the difficulty and the possible dangers to the availability of supplies under conditions of scarcity. If it is found desirable after a review to adopt another system, it may be necessary to adjust the timing of this modification, so that the difficulties and inconveniences to the public and to all concerned are minimised.

I am glad to say that because of the recent rains, the prospect of wheat-supply seems to have improved somewhat. But rice continues to be scarce and I am afraid will remain so. This is not because we do not want to get rice, but rice is today a scarce commodity in the world market. I should like to take this opportunity to appeal to the House and specially to the hon. members who belong to Kerala and Bengal, to try and understand the situation and to explain the difficulties to the people in making rice available; to encourage the increased consumption of whatever other foodgrains may be available and to accept the principle of common-sharing and equality of sacrifice. The surplus States must part not only with what they can easily spare, but even over and above that, even if it hurts the consumers there.

Another thing we want to do is to try to make the rice-eating States increase the production there in the States themselves. Steps have been taken, as I think the Food Minister said the other day, to begin relief measures in the scarcity areas and to provide employment to those who need it. The monthly allocations of grains have already been stepped up and the scale of public distribution has been increased. Fair-price shops have been opened in the vicinity of all these relief works. The States have also been asked to take measures to meet the likely shortage of water in the coming summer months.

We must do everything possible to attain self-sufficiency in foodgrains within the shortest possible time. This,

I realise, depends not only on the fullest utilisation of traditional resources, but also on the application of modern methods of agriculture. Fertilisers are the most important ingredients in this strategy. Some concern has been voiced about the terms on which foreign capital participation is permitted in setting up fertiliser plants. While we must do whatever we can to secure the best possible terms, I think we must realise and recognise that it is better to buy fertilisers from factories in India using Indian labour, Indian raw material and a good proportion of Indian capital, rather than to buy it from abroad. We must make every effort for the fullest use of our own resources in capital, in managerial skills, in technological talents, in indigenous material and machinery. We must, at the same time, make every effort to increase our exports and to increase our earnings in foreign exchange.

The Government is laying the greatest stress on the programme of family planning because we realise that if 60 to 70 million additional people are added at the end of every Plan period we cannot hope to raise the per capita income or to improve standards of living satisfactorily. It is only if we make a determined drive in all these directions that we can accelerate the progress of the country.

A word about foreign aid. We are taking foreign aid and, we believe, we will have to take it, perhaps, for some time. But aid is not charity. We will take it only if we can do so keeping in view our self-respect and our principles. Otherwise . . . (*Interruption*)

Mr. Speaker: Order, order.

बी बायड़ी : छमरीका से . . .

अध्यक्ष महोदय : यह कमेंटरी चलती ही जाएगी या कुछ सुनना भी है ? दूसरों को तो सुनने कीजिये ।

Shrimati Indira Gandhi: We take aid in a spirit of co-operation, and I am sure hon. Members are aware that we ourselves are giving aid to many countries and we shall continue to give aid to those who stand in need. Perhaps there is some misunderstanding because of the word "aid". It is a misleading word, because a large part of this is by way of loan which we repay and we have been repaying. Besides, the real objective of taking foreign aid is for the ultimate elimination of such aid. It is only to help us to stand on our own feet.

The aid we get certainly fills the gap which it is necessary to fill, but I think the House knows that including PL-480 the aid we get is only a quarter of the total effort which we make. The bigger share is our own and we are moving towards self-sufficiency and import substitution.

I have previously expressed my appreciation of the many countries for helping us to tide over our difficulties. But may I, at the same time, express my deep distress at the exaggerated picture of starving India which is being projected in the world, and this is why we must strain every nerve and make every effort to tide over this difficult period and to come out of it stronger to be able to meet our requirements.

A question which is of great interest to hon. Members in this House and, again, outside, is the demand for the abolition of the emergency. I myself feel strongly about this matter and I do not want to prolong it a day longer than it is necessary. I am anxious that the fundamental rights which are enjoined by our Constitution are restored. (*Interruption*).

Mr. Speaker Order, order. Perhaps, hon. Members did not hear what the Prime Minister said. She said: "a day longer than it is necessary."

Shrimati Indira Gandhi: I was saying, Sir, I am anxious that the fundamental rights enjoined by our Constitution should be restored. While

[Shrimati Indira Gandhi]

the actual timing of the lifting of the emergency must be governed by our assessment of the external threat, the House knows and our Home Minister has stated here and elsewhere that we have decided to make a drastic reduction in the actual use of powers derived under the DIR . . . (Interruption) and the entire situation is going to be reviewed very shortly.

Mr. Speaker: The hon. Member is interrupting time and again and is persistently obstructing the proceedings. I have asked him so many times that this obstruction cannot be allowed. An occasional interruption by a word or so can certainly be tolerated; even, in certain cases, it enlivens the debate, but persistent obstruction and not allowing the Prime Minister just to proceed cannot be permitted. . . . (Interruption).

इस पर हाजम पांच दिन तक बहस करता रहा है। सब ने जो कुछ कहना था कह दिया है। अब क्या उन को हक नहीं है कि वह जो कहना चाहती है कह सकें? आप सुने तो सही। डिफर आप करते हैं तो करें। लेकिन आप को आराम से सुनना होगा।

Shrimati Indira Gandhi: Reference was also made to the demand for a Punjabi Suba. The House knows that a committee of Parliament, which was appointed to go into this matter, will be completing its deliberations very soon. The Cabinet Committee which was dealing with it has also been re-constituted and is giving this matter top priority. Perhaps, hon. Members know that I had written a letter to Sant Fateh Singh recently in which I indicated to him that we hoped to complete the examination of this important issue by the end of this month or the beginning of the next. I have today received a reply to my letter through a personal messenger, Sardar Arjun Singh, in which he tells me that he has postponed his fast till the end of March. I need hardly repeat that Sant Fateh Singh's life is very precious to the nation and I take this

opportunity of appealing to him again to extend his fullest co-operation in evolving a solution which will be acceptable and which will lead to the largest measure of satisfaction to the people of the State.

Shri Kapur Singh (Ludhiana): He is doing it already.

Shrimati Indira Gandhi: The other question raised was about the Tashkent Declaration. The Tashkent Declaration has been endorsed by the Government and blessed by this House. As hon. Members know, it has been widely welcomed all over the world. It vindicates the principle which India has always championed and which, I believe, the rest of the world now believes in which is the principle of co-existence. The basic principle underlying this Declaration is not a new one but the Declaration has given it a new validity and it has opened out a new door or way for better co-operation between India and Pakistan; it has opened a new chapter in the relations between our two countries.

Sir, I said that the Declaration has been welcomed by most of the world—all the world—except, of course, China.

Shri Maurya (Aligarh): Because you have no friend in the world.

Shrimati Indira Gandhi: China continues to adopt a somewhat menacing posture on our northern borders and by its constant denunciation of the principle of co-existence is, I think, creating tension in the world. She is pursuing a policy which is not conducive to peace in the world.

There was also mention here as to whether Government would consider having pacts with other nations. The Government's policy on this matter has been clear and it remains the same, which is that we believe that making such pacts does not only not

lead to peace but may actually increase tensions; also, in certain cases it may impinge on our independence.

Another question was about whether or not we should make a nuclear device, think, by the hon. Mover of the Motion, Shri Shivaji Rao Deshmukh, and some other people. The mere fact that China has exploded a nuclear device I do not think is sufficient reason for us to change our policy on this matter.

We are anxious not to do anything which will precipitate a crisis and lead to the development of nuclear weapons in many more countries. The policy of restraint which we have adopted must, therefore, continue. This is not because we believe that certain big powers should have a monopoly of these destructive weapons but because we are generally anxious to see total nuclear disarmament.

The other question referred to was Vietnam. Members are rightly concerned about the situation there which continues to be very critical. India's position in this regard is also clear, that is, that we are distressed and concerned about the danger of escalation of the conflict and we feel that all efforts towards a peaceful solution, specially on the basis of the Geneva Agreement, should be pursued. We have a special responsibility as Chairman of the Commission for Control and Supervision which we wish to discharge fully... (Interruption).

Two other countries which figured in the debate were Rhodesia and Zambia. While the primary responsibility to settle the constitutional future of Rhodesia remains that of the United Kingdom, we have to use all our influence to try to find a solution consistent with the dignity and aspirations of the people of Zimbabwe.

We are very friendly with Zambia and we have tried to help her in any way we can by giving supplies and by sending a rehabilitation officer along

with staff to help settle the people who have been dislodged from Rhodesia and who have had to take refuge there.

We are also deeply concerned with and shall continue our efforts for the eradication of colonialism wherever it exists and to bend all our energies to remove racialism and discrimination between man and man.

Shri Hari Vishnu Kamath: What about Ghana?

Shrimati Indira Gandhi: The Union of South Africa still flouts the wishes of the world community and the resolutions of the United Nations. We, on our part, have fully implemented these resolutions. We hope that other countries will do so also.

Mr. Speaker: Sir, the nation today faces a host of problems, national and international, political and economic. I reiterate that the Government will address itself with determination to the challenging task of overcoming these difficulties. We shall never forget that our ultimate objective is to serve the common man. We must provide relief and succour to our people, vast masses of whom are still in abject poverty. To millions of people mere political freedom has not brought prosperity nor can it do so unless we can translate political freedom into social and economic security. We shall, therefore, continue to devote ourselves to the task of building our economy so as to improve the living standards of our people.

Through the sacrifice of countless heroes, known and unknown, we have inherited freedom and the opportunity of creating a new pattern of living for generations yet unborn. In this task, hon. Members of Parliament, I seek your help and co-operation.

Sir, I have covered a large number of points. Others were made, some of them matters of detail. I am sure, hon. Members will understand that it is not possible to deal with each one of them here, only a broad

[Mr. Speaker]

reference can be made. Many of the points are worth serious consideration and I assure hon. Members and this House that we shall certainly give that consideration.

Shri H. N. Mukerjee (Calcutta Central): We have heard of the Prime Minister's decision to go to Washington later this month even though it is an unprecedented thing for the Prime Minister to be out of the country at the height of the discussion on the Demands for Grants. May I know if she is being constrained to go post haste because of her request which—it was reported in the papers—she has made in a letter to the President Johnson that she might not go immediately and that aid might be considered sympathetically by the President has been disregarded? Has she replied to that letter? Is she going post haste only because we fear irritation of the U.S. President with our ways of doing things?

Shrimati Indira Gandhi: I am not going post haste. This visit, as the hon. Members know, was arranged for the 1st of February. I have put it off to the end of March and fixed the date after looking at the parliamentary programme. As I have informed you, Sir, although I shall be away for nearly a week, 3 days out of that week are holidays. We chose this particular week mainly for that reason that the holidays would be there.

I have mentioned in my speech today and also on other occasions in this House and outside that much as we want aid, and we need aid, we are not going to debase ourselves in order to get it. Aid will help us for our programmes but if it does not come, we can and we shall manage by ourselves.

Shri Hari Vishnu Kamath: On a point of clarification.

Shri Vasudevan Nair (Ambalapuzha): There are some points to be clarified . . . (Interruption).

Shri Hari Vishnu Kamath: One from each group might be called.

Mr. Speaker: All right. Shri Kapur Singh.

Shri Kapur Singh: The Prime Minister, while referring to the formation of the Punjabi Suba, has informed this House that the Government would give top priority to this problem and she has also informed us that Sant Fateh Singh has agreed to postpone any further action till the end of March, by which time the Government would be in a position to announce their decision. But she has added that the Government expects Sant Fateh Singh to give further cooperation. May I know what type of further cooperation and in which direction the Government expect from Sant Fateh Singh?

Shrimati Indira Gandhi: It is not cooperation over any particular point. It is just that while these things are being decided, we would like the atmosphere to be such as is most conducive to a satisfactory solution.

Shri Hari Vishnu Kamath: I am glad that in her not-uninteresting reply, the Prime Minister has done her best to cover a large number of points . . .

Mr. Speaker: He might ask briefly . . . (Interruption).

Shri Hari Vishnu Kamath: It is a compliment Sir, . . . (Interruption). From you I did not expect that. Apart from a few platitudinous ponderosities that she indulged in, it was instructive. But she has left certain points uncovered and unreplyed to.

Firstly, may I ask—I made a reference to it in the course of my speech—whether there is in the Council of Ministers a Deputy Minister who was

in detention for two years in some State about four or five years ago?

Secondly, may I know whether Zambia, former Northern Rhodesia, has appealed to the Government of India for some kind of aid and, if so, what decision Government has taken in the matter?

Lastly, during the debate on the Motion of Thanks on the President's Address, the *coup d'état* took place in Ghana and some reference was made to that. May I know whether the new Government of Ghana has approached the Government of India for recognition and, if so, what is the reaction of the Government to that matter?

Mr. Speaker: If she wants to answer any of the points raised by the Member, she may do so.

Shrimati Indira Gandhi: As the House is aware, many of us have been in detention at one time or another . . . (Interruption).

Shri Hari Vishnu Kamath: I said, it was for anti-national activity . . . (Interruption).

Mr. Speaker: The second point was about Zambia and the third was about Ghana.

Shrimati Indira Gandhi: I am sorry I do not remember the details.

Mr. Speaker: He wants to know whether Zambia has asked for aid and, if so, what has the Government decided about it.

Shrimati Indira Gandhi: I mentioned it in my speech.

Mr. Speaker: That she has mentioned in her speech.

Shri Hari Vishnu Kamath: The last one about Ghana?

Shrimati Indira Gandhi: We are considering the matter.

Shri Vasudevan Nair rose—

Mr. Speaker: Mr. Mukerjee has spoken. Mr. Madhu Limaye.

Shri Vasudevan Nair: She has made a special appeal to members of two States.

Mr. Speaker: She has made an appeal only to the younger generation. (Interruption).

Shri Hem Barua (Gauhati): He is a young man.

Mr. Speaker: Does he include himself also in that?

Shri Hem Barua: No.

Mr. Speaker: Then he may sit down. Mr. Madhu Limaye.

श्री मधु लिमये (मुंगेर): अध्यक्ष महोदय, अभी प्रधान मंत्री जी ने कहा कि मुल्क के सामने जो मुल्कालिफ समस्याएँ हैं सरकार वा इरादा है कि उन का मुस्तीदी के साथ सामना किया जाय। अभी सब से बड़ी समस्या हमारी भ्रष्टाचार की है जिस के बारे में संथानम कमीशन की सिफारिशें आयी थीं। उस के बाद चार पांच मामले उठे। उस वकत सरकार की निश्चित नीति क्या है उस के बारे में लोगों के मन में बड़ी शंका है। इसलिए मैं जानना चाहता हूँ कि इस के बारे में वह क्या कोई निवेदन जल्दी करने वाली हैं या अभी कुछ बहना चाहती हैं ?

अध्यक्ष महोदय : संथानम कमीशन की रिपोर्ट के बारे में क्या कोई निर्णय ले लिया है ?

श्रीमती इंदिरा गांधी : बहुत से निर्णय तो ले लिए गए हैं और बल में ने बहुत सफाई की है। . . . क जब भी किसी के विरोध में कोई प्राइमफेसी केस होगा तो हम जरूर उस को देखेंगे।

श्री मधु लिमये : इसी के बारे में तो गलतफहमी है कि विभिन्न प्रणालियाँ अपनायी गई हैं। तो क्या इस के बारे में कोई कार्य प्रणाली निश्चित की जायेगी ?

अध्यक्ष महोदय : यह सारी चीज आप जानना चाहते हैं, यह कोई क्वेश्चन भावर तो है नहीं। क्लैरिफिकेशन के लिए या वह हो गया।

श्री मधु लिमये : सफाई के साथ बात रखी गई है परन्तु, सफाई तो हुई नहीं।

Shri Sezhiyan (Perambalur): The Prime Minister has stated that the Emergency will not be allowed to stay even a moment longer than is necessary. The word 'necessary' is relative. I would like to know who is going to decide the necessity for it—whether a judicial body would be approached. Also, I want to have an assurance from the Prime Minister that the Emergency and D.I.R. would be lifted at least after the 1967 elections.

Shri Shinkre (Marmagao): rose—

Shri N. Sreekantan Nair (Quilon) rose—

Mr. Speaker: Mr. Shinkre may sit down.

Shri Shinkre: I can represent my group.

Mr. Speaker: Which group does the hon. member represent?

Shri Shinkre: U.P.P.G.

Mr. Speaker: Mr. Sreekantan Nair is also rising. Does he also belong to the same group?

Shri N. Sreekantan Nair: Yes.

Mr. Speaker: Then I can accommodate only either of the two.

Shri Shinkre: Several hon. Members have referred to border disputes between various States and also to distribution of water among the States, but the Prime Minister has made no reference to either of these questions. She may say that these are minor questions, but they concern the people of several States and are pending solution for so many years now. What is the reaction of the Prime Minister to these two questions?

Shrimati Indira Gandhi: I thought these were matters of detail. These matters are no doubt most important and we are giving deep consideration to these.

Dr. L. M. Singhvi (Jodhpur): We would like to know whether the Government, particularly the Prime Minister, has studied the question of disproportionate quantum of rations in different States—in some States the ration is much lower than what it is in Kerala—and whether at governmental level a policy decision in respect of uniform rations is being made.

Shrimati Indira Gandhi: This matter was discussed at the time of the food debate. I believe the Food Minister has said in the House that the whole food policy is being reviewed now.

Mr. Speaker: Mr. Vasudevan Nair might ask one question. (*Interruptions*).

Shri Hem Barua: In what capacity?

Shri Vasudevan Nair: In both the capacities—appeal to the younger generation as well as the special appeal to members of two States.

The Prime Minister made a special appeal to members of Kerala and West Bengal that we should explain to the people the difficulty of the nation, especially with regard to rice. I should like to know whether she herself and the Government are satisfied that whatever we have produced in this country are being mobilised and distributed on an equitable basis and whether she can convince us on this account. If that is not possible, then how can she request us to explain to our people? I should like to get a reply.

Shrimati Indira Gandhi: I would like the hon. members to explain to the people in order to make it easier for them. They are the ones who are going through a difficult period. If they can be helped to adjust and use

other types of food, then it helps them.

Shri Vasudevan Nair: There is rice in the country which you are not mobilising.

Shrimati Indira Gandhi: As I said previously, we are going into the whole matter in considerable detail now. It is difficult to change the policy abruptly in the middle. We are going into the whole matter.

श्री मौर्य : अध्यक्ष महोदय, मैं ने और इस सदन के बहुत से आदरणीय सदस्यों ने इस देश के 10 करोड़ शोषित सर्वहाशवर्ग शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्स की जो परिस्थिति है उस के बारे में सरकार का ध्यान खींचा था। लेकिन, उन के बारे में एक भी शब्द माननीय प्रधान मंत्री ने नहीं कहा। चाहे संकट हो, चाहे भुखमरी हो, चाहे अकाल पड़े, परेशानी हो, कोई भी संकट आये तो उस से पहले शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्स के लोग उस के शिकार होते हैं। यहाँ नहीं सरकारी नौकरियों में उन की परसेंटेज पूरी नहीं है। इन तमाम बातों को लेकर एक बहुत बड़ा संकट देश के सामने है। मैं नहीं चाहता कि बात को और ज्यादा बढ़ा कर कहें। मैं केवल यही पूछना चाहता हूँ कि शिड्यूल्ड कास्ट की समस्याओं को जो कि राष्ट्रव्यापी समस्याएँ हैं, उन को इसी तरह से वह अपनी निगाह से दूर रखना चाहती हैं जैसे और प्रधान मंत्री ने रखा ?

श्रीमती इंदिरा गांधी : श्रीमान्, माननीय सदस्य का कहना बिल्कुल ठीक है और मैं क्षमा मांगती हूँ कि मैं इस विषय पर नहीं बोली। लेकिन इस के माने यह नहीं है कि हम इस पर विचार नहीं कर रहे हैं या यह मसला हमारे सामने नहीं है। यह बिल्कुल सच है कि जब भी कोई कठिनाई आती है तो यही लोग हैं जिन को सबसे से पहले और सबसे ज्यादा भुगतना पड़ता है। सरकार इस को पूरे तौर से देख रही है कि हम कैसे उन की अधिक से अधिक मदद कर सकते हैं ?

श्री जगदेव सिंह सिवान्ती (भुज्जर) : माननीय प्रधान मंत्री जी ने, पंजाबी सूबे के सम्बन्ध में जो अपना वक्तव्य दिया है तो मैं यह उन को ध्यान दिलाना चाहता हूँ कि प्राज भी श्रद्धेय संत फतेह सिंह ने अपना वक्तव्य दिया है, मैं आप से नम्रतापूर्वक और बड़ी दुकता से यह निवेदन करना चाहता हूँ कि इस सम्बन्ध में हरयाणा की 80 लाख जो जनता है उस के जो अधिकार हैं उन को हनन करने का आप मन में भी विचार मत लाइए, बाहर लाने की तो बात ही क्या है ?

श्री हुकम चन्द कछबाय : (देवास) : क्या मैं जान सकता हूँ कि जो संसदीय सदस्यों की कमेटी बनी है पंजाबी सूबे के सम्बन्ध में क्या वह अपनी रिपोर्ट इस पार्लियामेंट को देगी या सरकार को देगी, इस सम्बन्ध में कभी कोई आप ने खुलासा नहीं किया ?

अध्यक्ष महोदय : यह खुलासा मैं कर देता हूँ। अगर वह पार्लियामेंट की कमेटी है तो यह रिपोर्ट पार्लियामेंट को देगी क्योंकि इस की तारीफ रूल्स में यही है कि पार्लियामेंटरी कमेटी वही है कि जो पार्लियामेंट को रिपोर्ट दे। और फिर एक दूसरा सवाल है जो सारे हाउस का है। जिस कमेटी का चेयरमैन स्पीकर है वह कभी एग्जीक्यूटिव को रिपोर्ट नहीं जा सकती।

Shri Harish Chandra Mathur (Jalore): It is a very important matter. This question has been put to the Government and Government have expressed very different views. It is not for you to rule it out. The question has been addressed to the Government. The Government has to answer. (Interruptions).

Shri Bhagwat Jha Azad (Bhagalpur): Let the Government give the reply.

Shri Harish Chandra Mathur: We are really very much agitated about it.

Mr. Speaker: Because there were certain other statements that we had

[Mr. Speaker]

seen in the papers, I intervened. It is in the statement of the Home Minister that he requested me to constitute a Parliamentary Committee. (*Interruptions*)

Shri Surendranath Dwivedy (Kendrapara): It is a Parliamentary Committee and not a Committee of Members of Parliament.

Shri Harish Chandra Mathur: It may or may not be a Committee of Members of Parliament. It is really most unfortunate that you compel us to say that such a political, controversial question should be entrusted to a Committee which is headed by the Speaker. Nothing more unfortunate has happened in this House. It is digging the grave of democracy—and you are also the mother of it here. I would like the Government to understand the situation. We will never be able to tolerate it. (*Interruptions*)

13 hrs.

Mr. Speaker: I am not responsible . . . (*Interruptions*)

Shri Harish Chandra Mathur: But the Home Minister has been saying something very different.

Shri Bhagwat Jha Azad: Let Government speak out their mind.

Mr. Speaker: If Government want to say anything, then they might say it.

Shri Bhagwat Jha Azad: Let the Home Minister speak.

The Minister of Home Affairs (**Shri Nanda**): I would not like to intervene in a matter where you, Sir, are concerned. I must take the responsibility on myself for having requested you to become the chairman of that committee . . .

Shri Surendranath Dwivedy: It is not a Government committee; we are not responsible to Government in that regard; we have no responsibility to

Government in that matter. **Shri Harish Chandra Mathur** should, therefore, withdraw his words.

Shri Nanda: I made a statement here

Shri Bhagwat Jha Azad: It is not a parliamentary committee but a committee of Members of Parliament.

Shri Nanda: . . . and also in the Rajya Sabha. It is a question of interpretation on which mine cannot be the last word; it is for you.

Shri Surendranath Dwivedy: There has been an aspersion cast on you. It is very bad. He should withdraw it.

Shri Vasudevan Nair: Can an hon. Member shout at you in this manner in the course of the business? (*Interruptions*).

Mr. Speaker: I would request all hon. Members to resume their seats.

Shri Bhagwat Jha Azad: We shall bring a motion to dissolve the committee, if necessary.

Shri H. N. Mukerjee: May I make a submission on one point? Here is the Home Minister who makes an equivocal statement wherein perhaps due to internal dissensions within the Congress Party, a Congress Member says something in regard to him; I wanted him to say very openly that it was on account of the alleged desire of the Government for a co-operative solution that under your chairmanship a committee was asked to be formed in this House; therefore, any reflection on you is wrong. He should withdraw those words.

Shri Harish Chandra Mathur: You have permitted **Shri H. N. Mukerjee** to cast some aspersions . . .

Shri Bhagwat Jha Azad: I would like to say that . . . (*Interruptions*).

Mr. Speaker: Order, order. Hon. Members should resume their seats.

Now, I shall take up Shri Ranga's amendment . . . (*Interruptions*).

Shri Harish Chandra Mathur: You have permitted Shri H. N. Mukerjee to make some observations

Shri Bhagwat Jha Azad: We have also got a right to speak.

Mr. Speaker: Order, order. I am not going to allow hon. Members to carry on in this manner

Shri Harish Chandra Mathur: Shri H. N. Mukerjee has cast some aspersions on us saying that we have dissensions in our party and, therefore, we have said so. But you are not permitting us to refute it. It is entirely improper to say that we have dissensions within the party. I am speaking absolutely on the principle of it only, and I am speaking only in respect of you. What has it got to do with the party? We are all at one with the party; I am at one with my party; I am absolutely at one with my party. Let that be understood very clearly. It is absolutely wrong on the part of Shri H. N. Mukerjee to say like that. What justification has he to say that we have dissensions in the party? I am at one with the Home Minister. . . .

Shri Buta Singh (Moga): Those words must be expunged.

Shri Harish Chandra Mathur: Such kinds of remarks cannot be tolerated. Shri H. N. Mukerjee cannot get away with a statement like that casting insinuations on us. He should not speak in that way. It is all humbug to say that we have dissensions within the party.

Shri Maurya: What is the reason why a Congress Member is shouting and shouting like that? Why is he shouting like that?

Shri Harish Chandra Mathur: Shouting is as much my right as the hon. Member's.

Shri N. Sreekantan Nair: Is it open to any hon. Member to speak on a thing on which you have ruled already? You have already said that you would be putting Shri Ranga's amendment to vote. If you are going to allow hon. Members to speak on other things, you would be contradicting your earlier stand.

Shri Buta Singh: On a point of order. . . .

Shrimati Indira Gandhi: I only wanted to say that I regret that you had been brought into a controversy here and that it was most unfair.

Shri Buta Singh: On a point of order. Shri Harish Chandra Mathur should withdraw those words first.

Shri Harish Chandra Mathur: I am not going to withdraw a single word. I have to add much to what I have said already. (*Interruptions*).

Shri Kapur Singh: Grave reflections have been cast on the dignity of the Chair. This House is, therefore, bound to take note of it.

Shri Vasudevan Nair: Shri Harish Chandra Mathur cannot speak like that.

Shri Surendranath Dwivedy: We know, Sir, that you are in a very delicate position, and aspersions are made against you.

Shri Maurya: Shri Harish Chandra Mathur has no business to talk like that. . . .

Shri Surendranath Dwivedy: In spite of the regret expressed by the Prime Minister who is the leader of the party, Shri Harish Chandra Mathur is still not prepared to express regret for what he had said.

Shri Harish Chandra Mathur: Has the Prime Minister expressed regret on my behalf?

Mr. Speaker: The hon. Member ought to resume his seat now. He has said enough already. There ought to be some end to it.

Shri Maurya: Shri Harish Chandra Mathur was shouting at the Chair. He has no business to shout at you in that way. Because we are in a minority, if any Member from our side shouts, you can take action; but because he belongs to the party in power, no action is being taken. He has no business to shout at you in that manner. (*Interruptions*).

Mr. Speaker: Hon. Members may kindly resume their seats.

Shri Kapur Singh: Why is it that a Congress Member cannot be named?

Mr. Speaker: I have named many a time Congress Members also . . .

श्री जगद्वेव सिंह सिद्धान्तली : माधुर साहब क्षमा मांगें ।

Mr. Speaker: . . . So, the blame cannot be put on me that I have not named any Congress Members so far. (*Interruptions*). Enough has been said against me. It is very unfortunate . . .

Shri Buta Singh: I say that it is shameful to say those words with respect to the Chair. (*Interruptions*)

Shri Kapur Singh: Shri Harish Chandra Mathur must be asked to withdraw his words, or in the alternative, his words must be expunged.

Mr. Speaker: Order, order. Hon. Members would not even listen to me. I may have been a fool that I had agreed to that request . . .

Several hon. Members: No, no.

Shri S. M. Banerjee (Kanpur): Why should you be so much worried over this? . . . (*Interruptions*).

Mr. Speaker: Hon. Members should bear patiently.

Shri Buta Singh: The dignity of the Chair must be maintained.

Shri Bhagwat Jha Azad: We have not said anything against the Chair.

Mr. Speaker: But the Members ought to realise that the request was made by the Government, as has been said by the Home Minister himself. Now, I am being made a victim of that criticism and those attacks are being made on me . . .

Some hon. Members: Shame!

Mr. Speaker: I might also point out that when Government were coming up with that statement and the hon. Minister had made that announcement, every section of this House applauded him and paid him encomiums . . .

Shri Buta Singh: We gave our co-operation only on this understanding that the status of the committee was that of a parliamentary committee.

Shri Bhagwat Jha Azad: He assumes that this is a committee of the House; it is not; it is only a committee of Members of Parliament. (*Interruptions*)

Mr. Speaker: Now, it is not fair; they might have that discussion or that criticism any time they like; or if they have objection against me, they can only bring in a vote of censure for removing me . . .

Shri Surendranath Dwivedy: The censure motion should be against the Home Minister Shri Nanda, but they have no guts to do that.

Mr. Speaker: This is not the manner in which I should be criticised, and these are not wholesome conventions that are being set . . .

Shri Bhagwat Jha Azad: You are not being criticised. Do you consider that the Chair is being criticised? We have not said a word against the Chair. It is not a committee of the House . . .

Mr. Speaker: Does Shri Bhagwat Jha Azad mean to say that I am not being criticised? . . . (*Interruptions*).

An hon. Member: You are being attacked.

Shri Harish Chandra Mathur: I am not criticising you. Let me make it clear. I am not criticising you at all. If you would permit me, let me make it clear that I have not been criticising you at all. That means that you have not understood me correctly. I have not at all criticised you. You do not seem to understand this position. It is very unfortunate. You may please read every word of what I have said. There is not one word which I have said in respect of which you can say that there has been criticism against you.

श्री प्रकाशवीर शास्त्री (बिजनौर) :
ज्यादा भ्रष्टा यह होता कि जवाब प्राप्त
दने के बजाय होम मिनिस्टर देते ।

अध्यक्ष महोदय : फिर भी वही घाता ।

श्री प्रकाशवीर शास्त्री : भव चूंकि प्राप्त
ने जवाब दे दिया इसलिए फिर यह कंट्रोवर्सी
हो गई

अध्यक्ष महोदय : फिर भी जवाब तो
वही घाता ।

Now, I shall take up Shri Ranga's amendment, namely amendment No. 1. Is Shri Ranga pressing it?

Shri M. R. Masani: (Rajkot): Yes, we are pressing it.

Shri Buta Singh: I am sorry I cannot associate myself with the proceedings of the House where the Speaker is being insulted and the Chair is being flouted. So, I go out.

(*Shri Buta Singh left the House*)

Mr. Speaker: The question is:

"That at the end of the motion, the following be added, namely:—

'but regret that the Address does not give any indication of an intention immediately to end the state of emergency declared by the President and to restore the normal functioning of full democratic liberties in the country.'" (1)

Let the Lobby be cleared.

If there are any other substitute motions on which they would like to divide, those numbers may also be given. They might choose one or two.

Shri N. Sreekantan Nair: That cannot be.

Dr. L. M. Singhvi: The others are separate.

Mr. Speaker: All right.

The question is:

"That at the end of the motion, the following be added, namely:—

'but regret that the Address does not give any indication of an intention immediately to end the state of emergency declared by the President and to restore the normal functioning of full democratic liberties in the country.'" (1)

The Lok Sabha divided.

AYES

Division No. 3]

Alvares, Shri
Aney, Dr. M. S.
Anthony, Shri Frank
Banerjee, Shri S. M.
Barua, Shri Hem
Bhecl, Shri P. H.
Buzé Singh, Shri
Dandekar, Shri N.
Das, Shri P. K.

Dwivedy, Shri Surendranath
Elias, Shri Mohammad
Gokaran Prasad, Shri
Gupta, Shri Kashi Ram
Kachhavaia, Shri Hukam Chand
Kamath, Shri Hari Vishnu
Ker, Shri Prabhat
Koya, Shri
Lahri Singh, Shri

Limaye, Shri Madhu
Masani, Shri M. R.
Mate, Shri
Maurya, Shri
Muhammad Ismail, Shri
Mukerjee, Shri H. N.
Nair, Shri Vasudevan
Nath Pai, Shri
Omkar Singh, Shri

[13.13 hrs.

Pandey, Shri Sarjoo
Raghunath Singh, Shri
Rajaram, Shri
Ram Singh, Shri
Reddy, Shri Narasrahe
Sen, Dr. Ranen

Seshyan, Shri
Shastri, Shri Prakash Vlr
Singh, Shri A. P.
Singha, Shri Y. N.
Singhvi, Dr. L. M.
Solanki, Shri

Swamy, Shri Sivamurthi
Tan Singh, Shri
Yadav, Shri Ram Sewak
Yajnik, Shri
Yashpal Singh, Shri

NOES

Abdul Rashid, Bakshi
Abdul Wahid, Shri T
Achal Singh, Shri
Achuthan, Shri
Akkamma Devi, Shrimati
Alagesan, Shri
Alva, Shri A. S.
Alva, Shri Joachim
Arunachalam, Shri
Azad, Shri Bhagwat Jha
Bajaj, Shri Kamalnayan
Bal Krishna Singh, Shri
Balakrishnan, Shri
Barkataki, Shrimati Renuka
Barupal, Shri P. L.
Basappa, Shri
Baswant, Shri
Bhagat, Shri B. R.
Bhakt Darshan, Shri
Bhanja Deo, Shri L. N.
Bhattacharyya, Shri C. K.
Bisr, Shri J. B. S.
Borooh, Shri P. C.
Brahm Prakash, Shri
Brajeshwar Prasad, Shri
Brij Basi Lal, Shri
Brij Raj Singh, Shri
Chanda, Shrimati Jyotsna
Chandak, Shri
Chandriki, Shri
Chaudhry, Shri Chandpamani Lal
Chaudhuri, Shrimati Kamala
Chaudhuri, Shri Sachindra
Chavan, Shri D. R.
Chavan, Shri Y. B.
Chavda, Shrimati Jhansab
Chuni Lal, Shri
Daffe, Shri
Daljit Singh, Shri
Das, Shri B. K.
Das, Shri Sudhansu
Deo, Bhanj, Shri P. C.
Desai, Shri Morarji
Deshmukh, Shri B. D.
Deshmukh, Shri Shivaji Rao S.
Dey, Shri S. K.
Dhuleshwar Meena, Shri
Dighe, Shri
Dincab Singh, Shri
Dixit, Shri G. N.
Doral, Shri Kasinatha
Dubey, Shri R. G.
Dwivedi, Shri M. L.

Ering, Shri D.
Gahmari, Shri
Gajraj Singh Rao, Shri
Ganga Devi, Shrimati
Gowdh, Shri
Gupta, Shri Badahsh
Gupta, Shri Shiv Charan
Hanumanthaiya, Shri
Harvani, Shri Ansar
Hazarika, Shri J. N.
Heda, Shri
Hem Rai, Shri
Himatsingka, Shri
Iqbal Singh, Shri
Jadhav, Shri Tulshidas
Jamir, Shri S. C.
Jamunadevi, Shrimati
Jedhe, Shri
Jha, Shri Yogendra
Joshi, Shri A. C.
Kappen, Shri
Karuthiruman, Shri
Kedaria, Shri M. C.
Keishing, Shri Rishang
Khan, Shri Shahnewaz
Khanna, Shri Mohr Chand
Klean Veer, Singh
Koujalgi, Shri H. V.
Kripa Shankar, Shri
Kureel, Shri B. N.
Lakshmikanthamma, Shrimati
Lalit Sen, Shri
Laghkar, Shri N. R.
Lonikar, Shri
Mahadeo Prasad, Shri
Mahadeva Prasad, Dr.
Mahtab, Shri
Mahishi, Dr. Sarojini
Maimoona Sultan, Shrimati
Majithia, Shri
Melaichami, Shri
Malaviya, Shri K. D.
Maniyangadan, Shri
Mantri, Shri D. D.
Masuriya Din, Shri
Matchareju, Shri
Mathur, Shri Shiv Charan
Mehdi, Shri S. A.
Mehta, Shri J. R.
Mehta, Shri Jashwant
Melkote, Dr.
Mengi, Shri Gopal Datt
Menon, Shri Govind

Mirza, Shri Bakar Ali
Mishra, Shri Bibhutl
Mishra, Shri M. P.
Misra, Shri Bibudhendra
Misra, Shri Shyam Dhas
Mohammad Yusuf, Shri
Mohsin, Shri
More, Shri K. L.
Mukane, Shri
Mukerjee, Shrimati Sharda
Munzni, Shri David
Murthy, Shri B. S.
Murti, Shri M. S.
Musafir Shri G. S.
Muthiah, Shri
Nair, Shri N. Sreekantam
Nanda, Shri
Neskar, Shri P. S.
Nayar, Dr. Sushila
Nesamony, Shri
Nigam, Shrimati Savitri
Niranjan Lal, Shri
Paliwal, Shri
Pande, Shri K. N.
Pandey, Shri R. S.
Pandey, Shri Vahwa Neth
Panna Lal, Shri
Pant, Shri K. C.
Paramasivan, Shri
Patel, Shri Chhotubhai
Patel, Shri Man Singh P.
Patel, Shri N. N.
Patel Shri Rajeshwar
Patil, Shri D. S.
Patil, Shri M. B.
Patil, Shri S. K.
Pattabhi Raman, Shri C. B.
Prabhakar, Shri Naval
Pratap Singh, Shri
Puri, Shri D. D.
Raghuramaiah, Shri
Rajdeo Singh, Shri
Raju, Dr. D. S.
Ram, Shri T.
Ram Sewak, Shri
Ram Subhag Singh, Dr.
Ram Swarup, Shri
Ramanathan Chettiar, Shri B.
Ramdhani Das, Shri
Rameshchhar Prasad Singh, Shri
Rameshji Singh, Shri
Rao, Shri Hanamath
Rao, Shri Jagannath

Rao, Dr. K. L.
 Rao, Shri Krishnamoorthy
 Rao, Shri Muthyal
 Rao, Shri Rameshwar
 Rao, Shri Thirumala
 Rattan Lal, Shri
 Ray, Shrimati Renuka
 Reddi, Dr. B. Gopala
 Reddler, Shri
 Reddy, Shri Linga
 Reddy, Shri R. Surendra
 Reddy, Shrimati Yashoda
 Roy, Shri Bishwanath
 Sadhu Ram, Shri
 Sahu, Shri Rameshwar
 Samanta, Shri S. C.
 Samnan, Shri
 Sanji Rupji, Shri
 Saraf, Shri Sham Lal
 Shah, Shri Manabendra
 Shah, Shrimati Jayaben
 Sham Nath, Shri
 Shankarjaya, Shri
 Sharma, Shri A. P.
 Sharma, Shri K. C.

Shashi Ranjan, Shri
 Shastri, Shri Ramanand
 Sheo Narain, Shri
 Shinde, Shri
 Shivananjappa, Shri
 Shree Narayan Das, Shri
 Shukla, Shri Vidya Charan
 Shyam Kumari Devi, Shrimati
 Siddananajappa, Shri
 Siddiah, Shri
 Sidheshwar Prasad, Shri
 Sinha, Shrimati Remdulari
 Sinha, Shri Satya Narayan
 Sinha, Shrimati Tarkeshwari
 Sivappraghassan, Shri Ku.
 Satak, Shi Naradeo
 Sonavane, Shri
 Shrinivasan, Dr. P.
 Subbaraman, Shri
 Subramaniam, Shri C.
 Subramanyam, Shri T.
 Sumat Prasad, Shri

Sunder Lal, Shri
 Surendra Pal Singh, Shri
 Swamy, Shri M. P.
 Tahir, Shri Mohammed
 Thomas, Shri A. M.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tiwary, Shri R. S.
 Tula Ram, Shri
 Tyagi, Shri
 Upadhyaya, Shri Shiva Dutt
 Valvi, Shri
 Varma, Shri Rabin-dra
 Vecra basappa, Shri
 Verma, Shri Balgovind
 Vidyalankar, Shri A. N.
 Virbhadra Singh, Shri
 Wadwa, Shri
 Wasnik, Shri Balkrishna
 Yadav, Shri Ram Harkh
 Yadave, Shri B. P.

Shri Krishnapal Singh (Jalesar): My machine did not work. I wanted to vote for 'Ayes'.

Mr. Speaker: That would be noted.

The result of the division is: Ayes 44; Noes 226.

The 'Noes' have it; the 'Noes' have it.

The motion was negatived.

Mr. Speaker: No. 2 is not moved. I shall now put No. 3 moved by Shri Sivamurthi Swami to the vote of the House.

The amendment No. 3 was put and negatived.

Mr. Speaker: I shall now put amendment No. 4 to the vote of the House.

The amendment No. 4 was put and negatived.

Mr. Speaker: I shall now put the other amendments one by one to the vote of the House.

Amendments Nos. 5 and 6 were put separately and negatived.

Mr. Speaker: Amendment No. 7 is barred.

Amendments Nos. 9 to 12 were put separately and negatived.

Dr. L. M. Singhvi: I would beg leave of the House to withdraw my amendments Nos. 13 to 32.

The amendments Nos. 13 to 32 were, by leave, withdrawn.

Mr. Speaker: I shall now put the other amendments to vote.

Amendments Nos. 35 to 41 were also put and negatived.

Mr. Speaker: May I put all the amendments together?

Shri Hari Vishnu Kamath: No. 53 may be put to voice vote separately.

Mr. Speaker: I shall now put amendment No. 42.

Amendment No. 42 was put and negatived.

श्री राम सेवक दाबव : मेरे सक्टीद्यूट मोशन 43 से 49 को एक-साथ ले लिया जाये ।

अध्यक्ष महोदय : उन चारों को एक-साथ नहीं लिया जा सकता है । आप उन एक को विभाजन के लिए चुन लें

श्री राम सेवक यादव : 43 पर
विभाजन करा लीजिए ।

अध्यक्ष महोदय : मैं उस को बाद में
से लेता हूँ ।

I shall now put Nos. 44—49 together.

The amendments Nos. 44 to 51 were
put separately and negatived...

Dr. M. S. Aney (Nagpur): I beg
leave of the House to withdraw my
amendment No. 52.

The amendment No. 52 was, by leave
withdrawn.

Amendment No. 53 was put and
negatived.

Mr. Speaker: I put amendment Nos.
54 and 55 to the House.

The amendments Nos. 54 and 55
were put and negatived.

Mr. Speaker: I put amendment Nos.
59, 60 and 61 to the House.

The amendments Nos. 59 to 61 were
put and negatived.

Mr. Speaker: The question is:

"That at the end of the motion,
the following be added, namely:—

'but regret that there is no men-
tion in the Address of increasing
disparity and poverty and any pro-
gramme to bring about equality
and eradication of poverty among
people.'" (43).

Lok Sabha divided.

13.22 hrs.

AYES

Banerjee, Shri S. M.
Gokaran Prasad, Shri
Kar, Shri Prabhat
Limaye, Shri Madhu
Mathur, Shri Harish Chandre
Maurys, Shri

Omkar Singh, Shri
Pandey, Shri Sarjoo
Pottekkatt, Shri
Ram Singh, Shri
Samanta, Shri S. C.
Sen, D. Ranen

Shastri, Shri Prakash Vir
Singh, Shri A. P.
Singha, Shri Y. N.
Swamy, Shri Sivamurthi
Tan Singh, Shri
Yadav, Shri Ram Sewak

Division No. 4

Abdul Wahid, Bakshish
Abdul Wahid, Shri T.
Achal Singh, Shri
Achhutan, Shri
Alagesan, Shri
Alva, Shri A. S.
Arunachalam, Shri
Azad, Shri Bhagwat Jha
Bajaj, Shri Kamalnayan
Bal Krishna Singh, Shri
Balakrishna, Shri
Barkatuki, Shrimati Renuka
Barupal, Shri P. L.
Basappa, Shri
Bhagat, Shri B. R.
Bhakt Darshan, Shri
Bhanja, Deo, Shri L. N.
Bhattacharyya, Shri C. K.
Bist, Shri J. B. S.
Boroosh, Shri P. C.
Brahm Prakash, Shri
Brajeshwar Prasad, Shri
Brij Basi Lal, Shri
Brij Raj Singh-Kotah, Shri
Chanda, Shrimati Jyotsna
Chandak, Shri
Chaudhry, Shri Chandramani Lal
Chaudhuri, Shrimati Kamala

NOES

Chaudhuri, Shri Sachindra
Chavan, Shri D. R.
Chavan, Shri Y. B.
Chuni Lal Shri
Daljit Singh, Shri
Das, Shri B. K.
Das, Shri Sudhansu
Deo Bhanj, Shri P. C.
Desai, Shri Morarji
Deshmukh Shri B. D.
Deshmukh, Shri Shivaji Rao S.
Dey, Shri S. K.
Dhuleshwar Meena, Shri
Dinesh Singh, Shri
Dixit, Shri G. N.
Dora, Shri Kasinatha
Dwivedi, Shri M. L.
Ering, Shri D.
Firodia, Shri
Gajraj Singh Rao, Shri
Gowdh, Shri Veeranna
Gupta, Shri Badashah
Gupta, Shri Shri Charan
Hanumanthaya, Shri
Hagarika, Shri J. N.
Hem Raj, Shri
Himatsingka, Shri
Iqbal Singh, Shri

Jachav, Shri Tulshidas
Jaipal Singh, Shri
Jaisir, Shri S. C.
Jamunadevi, Shrimati
Jedhe, Shri
Jha, Shri Yogendra
Joshi, Shri A. C.
Kappen, Shri
Karathiraman, Shri
Kedaria, Shri C. M.
Keishing, Shri Rishang
Khan, Shri Shahnawaz
Khanna, Shri Mohr Chand
Kisan Veer, Shri
Koujalgi, Shri H. V.
Kripa Shankar, Shri
Krishnapal Singh, Shri
Kureel, Shri B. N.
LakshmiKanthamma, Shrimati
Lalit Sen, Shri
Laskar, Shri N. R.
Lonkar, Shri
Mahadeva Prasad, Dr.
Mahishi, Dr. Sarojini
Maimoona Sultan, Shrimati
Majithia, Shri
Malachami, Shri
Malaviya, Shri K. D.

[13.22 hrs.

Maniyaganadan, Shri	Patil, Shri M. B.	Shankaraiya, Shri
Mantri, Shri D. D.	Patil, Shri S. K.	Sharma, Shri A. P.
Masuriya Din, Shri	Pettabhi Raman, Shri C. B.	Sharma, Shri K. C.
Matcharaju, Shri	Prabhakar, Shri Navai	Shashi Ranjan, Shri
Mathur, Shri Shiv Charan	Pratap Singh, Shri	Shastri, Shri Ramasand
Mehdi, Shri S. A.	Puri, Shri D. D.	Sheo Narsin, Shri
Mehra, Shri J. R.	Raghunath Singh, Shri	Shinde, Shri
Melkote, Dr.	Raghuramiah, Shri	Shivananjappa, Shri
Mengi, Shri Gopal Datt	Rajdeo Singh, Shri	Shree Narayan Das, Shri
Menon, Shri Govinda	Ram, Shri T.	Shukla, Shri Vidya Charan
Mirza, Shri Bakar Ali	Ram Sewak, Shri	Shyam Kumari Devi, Shrimati
Mishra, Shri Bibhuti	Ram Subhag Singh, Dr.	Siddananjappa, Shri
Mishra, Shri M. P.	Ram Swarup, Shri	Siddiah, Shri
Misra, Shri Bibudhendra	Ramanathan Chettiar, Shri R.	Sidheshwar Prasad, Shri
Misra, Shri Shyam Dhar	Ramdhani, Das, Shri	Sinha, Shrimati Ramdulari
Mohammad Yusuf, Shri	Rameshkhari Prasad Singh, Shri	Sivappaghasan, Shri Ku.
Mohsin, Shri	Renanlai Singh, Shri	Snatak, Shri Nardeo
Mukone, Shri	Ranjit Singh, Shri	Sonavane, Shri
Munzani, Shri David	Rao, Shri Hanmanth	Srinivasan, Dr. P.
Murthy, Shri B. S.	Rao, Shri Jaganatha	Subbaraman, Shri C.
Murti, Shri M. S.	Rao, Dr. K. L.	Subramanyam, Shri T.
Muthiah, Shri	Rao, Shri Muthyal	Sumat, Prasad, Shri
Naik, Shri Maheswar	Rao, Shri Rameshwar	Sunder Lal Shri
Nakar, Shri P. S.	Rao, Shri Thirumala	Swamy, Shri M. P.
Nayar, Dr. Sushila	Rattan Lal, Shri	Tahir, Shri Mohammed
Nesamony, Shri	Ray, Shrimati Renuka	Tiwary, Shri K. N.
Niranjan Lal, Shri	Reddi, Dr. B. Gopala	Tiwary, Shri R. S.
Paliwal, Shri	Reddier, Shri	Tula Ram, Shri
Pande, Shri K. N.	Reddy, Shri Lings	Upadhyaya, Shri Shiva Datt
Pandey, Shri R. S.	Reddy, Shri Surender	Verma, Shri Ravindra
Pandey, Shri Vishwa Nath	Reddy, Shrimati Yhod	Veerabasappa Shri
Panna Lal, Shri	Roy, Shri Bishwanath	Verma, Shri Balgovind
Pant, Shri K. C.	Sadhu Ram, Shri	Vidyankar Shri A. N.
Paramasivan, Shri	Sahu, Shri Rameshwar	Virbhadra Singh, Shri
Patel, Shri Chhotubhal	Samnani, Shri	Wadiwa, Shri
Patel, Shri Man Siah P.	Sanji Rupji, Shri	Wasnik, Shri Bal Krishna
Patel, Shri N. N.	Saraf, Shri Sham Lal	Yadava, Shri B. P.
Patel, Shri Rajeshwar	Shah, Shri Manabendra	
Patil, Shri D. S.	Sham Nath, Shri	

Shri Vasudevan Nair: None of us could vote. It was so sudden.

Mr. Speaker: If there are three or four votes, I can record that.

Some hon. Members rose—

Mr. Speaker: Five, six . . .

The Minister of Parliamentary Affairs and Communications (Shri Satya Narayan Sinha): I did not vote at all.

Mr. Speaker: The Leader of the House says he has not voted correctly!

Shri Harish Chandra Mathur: I have followed my leader.

Mr. Speaker: The result of the division is:

Ayes: 18; Noes: 200.

The motion was negatived

Mr. Speaker: The question is:

"That an Address be presented to the President in the following terms:—

"That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 14th February, 1966."

The Lok Sabha divided.

Division No. 5]

AYES

[13.24 hrs.

- Abdul Rashid, Bakshi
 Abdul Wahid, Shri T.
 Achal Singh, Shri
 Achuthan, Shri
 Akkamma Devi, Shrimati
 Alagasan, Shri
 Alva, Shri A. S.
 Alva, Shri Joachim
 Ancy, Dr. M. S.
 Arumachalam, Shri
 Azad, Shri Bhagwat Jha
 Bajej, Shri Kamalnayan
 Bal Krishna, Singh Shri
 Bal Krishnan, Shri
 Barkatki, Shrimati Renuka
 Barupal, Shri P. L.
 Basappa, Shri
 Baswant, Shri
 Bhagat, Shri B. R.
 Bhakti Darshan, Shri
 Bhanja Deo, Shri L. M.
 Bhattacharyya, Shri C. K.
 Bist, Shri J. B. S.
 Borooah, Shri P. C.
 Brahm Prakash, Shri
 Brajeshwar Prasad, Shri
 Brij Raj Singh, Shri
 Chanda, Shrimati Jaytana
 Chandak, Shri
 Chandrick, Shri
 Chaudhry, Shri Chandramani La
 Chaudhuri, Shrimati Kamala
 Chaudhuri, Shri Sachindra
 Chavan, Shri D. R.
 Chavan, Shri Y. B.
 Chunji Lal, Shri
 Dafle, Shri
 Daljit Singh, Shri
 Das, Shri B. K.
 Das, Shri Sudhanu
 Deo Bhanj, Shri P. C.
 Desai, Shri Morarji
 Deahmukh, Shri B. D.
 Dey, Shri S. K.
 Dhuleswar Meena, Shri
 Dighe, Shri
 Dinesh Singh, Shri
 Dixit, Shri G. N.
 Dorai, Shri Kasinatha
 Dubey, Shri R. G.
 Dwivedi, Shri M. L.
 Ering, Shri D.
 Firodia, Shri
 Gahmari, Shri
 Gajraj Singh Rao, Shri
 Ganga Deyi, Shrimati
 Gowah, Shri
 Gupta, Shri Badahah
 Gupta, Shri Shiv Charan
 Hanumanthaiya, Shri
 Harvani, Shri Anwar
 Haserika, Shri J. N.
 Hem Raj, Shri
 Himatsingka, Shri
 Iqbal Singh, Shri
 Jadhav, Shri Tulashida
 Jamir, Shri S. C.
 Jamunadevi, Shrimati
 Jedhe, Shri
 Jha, Shri Yogendra
 Joshi, Shri A. C.
 Kappen, Shri
 Karuthiruman, Shri
 Kedarla, Shri C. M.
 Keishing, Shri Rthang
 Khan, Shri Shahnewas
 Khanna, Shri Mehr Chand
 Kishan Veer, Shri
 Koujalgi, Shri H. V.
 Kripa Shankar, Shri
 Kurrel, Shri B. N.
 LakshmiKanthamma, Shrimati
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Lonikar, Shri
 Mahadeva Prasad, Dr.
 Mahtab, Shri
 Mahishi, Dr. Sarojini
 Maimoona Sultan, Shrimati
 Majithia, Shri
 Malaichami, Shri
 Malaviya, Shri K. D.
 Maniyangadan, Shri
 Mantri, Shri D. D.
 Masuriya Din, Shri
 Matcharaju, Shri
 Mathur, Shri Harish Chandra
 Mathur, Shri Shiv Charan
 Mehdi, Shri S. A.
 Mehta, Shri J. R.
 Melkote, Dr.
 Mengi, Shri Gopal Datt
 Menon, Shri Govind
 Mirza, Shri Bakar Ali
 Mishra, Shri Bilbhuti
 Mishra, Shri M. P.
 Misra, Shri Bibudhendra
 Misra, Shri Shyam Dhar
 Mohammad Yusuf, Shri
 Mohain, Shri
 More, Shri K. L.
 Mukanc, Shri
 Mukerjee, Shrimati Shaada
 Munzni, Shri David
 Murthy, Shri B. S.
 Murti, Shri M. S.
 Musafir, Shri G. S.
 Muthiah, Shri
 Naik, Shri Maheshwar
 Naik, Shri N. Sreekantam
 Nanda, Shri
 Nankar, Shri P. S.
 Nath Pai, Shri
 Nayar, Dr. Sushila
 Neasamony, Shri
 Nigam, Shrimati Savitri
 Niranjan Lal, Shri
 Palwal, Shri
 Pandey, Shri K. N.
 Pandey, Shri R. S.
 Pandey, Shri Vishwa Nath
 Panna Lal, Shri
 Pant, Shri K. C.
 Paramasiven, Shri
 Patel, Shri Chhotubhai
 Patel, Shri Mar. Sukh P.
 Patel, Shri N. N.
 Patel, Shri Rajeevwar
 Panil, Shri D. S.
 Patil, Shri M. B.
 Patil, Shri S. K.
 Pattabhi Ramen, Shri C. R.
 Prabhakar Shri, Naval
 Pratap Singh, Shri
 Puri, Shri D. D.
 Raghunath Singh, Shri
 Raghuramiah, Shri
 Rajdeo Singh, Shri
 Ram, Shri T.
 Ram Sewak, Shri
 Ram Subhag Singh, Dr.
 Ram Swarup, Shri
 Ramenathan Chettiar, Shri R.
 Ramdhani Das, Shri
 Rameshkhari Prasad Singh, Shri
 Ranaraj Singh, Shri
 Ranjit Singh, Shri
 Rao, Shri Hanmanth
 Rao, Shri Jagannatha
 Rao, Dr. K. L.
 Rao, Shri Krishnamoorthy
 Rao, Shri Muthyal
 Rao, Shri Rameshwar
 Rao, Shri Thirumala
 Ratten Lal, Shri
 Ray, Shrimati Renuka
 Reddi, Dr. B. Gopala
 Reddiar, Shri
 Reddy, Shri K. C.
 Reddy, Shri Linga
 Reddy, Shri R. Surendra
 Reddy, Shrimati Yashoda
 Roy, Shri Bishwanath
 Sadhu Ram, Shri
 Sahu, Shri Rameshwar
 Samanta, Shri S. C.
 Samsoni, Shri
 Sanji Rupji, Shri
 Saraf, Shri Sham Lal
 Shah, Shri Manabendra
 Shah, Shrimati Jayabai

Shankaraya, Shri
Sharma, Shri A. P.
Sharma, Shri K. C.
Shashi Ranjan, Shri
Shastri, Shri Ramasand
Shoo Narain, Shri
Shjade, Shri
Shivananjappa, Shri
Shree Narayan Das, Shri
Shukla, Shri Vidya Charan
Shyam Kumari Devi, Shrimati
Siddananjappa, Shri
Siddiah, Shri
Siddheshwar Prasad, Shri
Sinha, Shrimati Ramdulari
Sinha, Shri Satya Narayan

Sinha, Shrimati Tarbakhwari
Sivapraghasan, Shri Ku.
Sivasankaran, Shri
Snatak, Nardoo
Solanki, Shri
Sonsavane, Shri
Srinivasan, Dr. P.
Subbaraman, Shri
Subramaniam, Shri C.
Subramanyam, Shri T.
Sumat Prasad, Shri
Sunder Lal, Shri
Surendra Pal Singh, Shri
Swamy, Shri M. P.
Tahir, Shri Mohammad

Tiwary, Shri K. N.
Tiwary, Shri R. S.
Tula Ram, Shri
Tyagi, Shri
Upadhyays, Shri Shiva Dutt
Valvi, Shri
Verma, Shri Ravindra
Veerasasappa, Shri
Verma, Shri Balgovind
Vidyalankar, Shri A. N.
Virbhadra Singh, Shri
Wadiwa, Shri
Wanik, Shri Belkrishna
Yadav, Shri Ram Harkh
Yadava, Shri B. P.

NOES

Ajwara, Shri
Banerjee, Shri S.M.
Bheel, Shri P.H.
Buta Singh, Shri
Deo, Shri P. K.
Dwivedy, Shri Surendranath
Elias, Shri Mohammed
Gupta, Shri Kashi Ram
Kachhaveliya, Shri Hukam Chand
Kamath, Shri Hari Viahau
Kar, Shri Prabhat
Kriahnapal Singh, Shri

Lahri Singh, Shri
Limsaye, Shri, Madhu
Masani, Shri M.R.
Mate, Shri
Maurya, Shri
Mukerjee, Shri H.N.
Nair, Shri Vasudevan
Pandey, Shri Sarjoo
Pottakkatt, Shri
Ram Singh, Shri
Reddy, Shri Narasimha
Sen, Dr. Ranen

Shahank Manjari, Shrimati
Shastri, Shri Prakash Vir
Singh, Shri A.P.
Singha, Shri Y.N.
Solanki, Shri
Swamy, Shri Sivamurthi
Tan Singh, Shri
Verma, Shri S.L.
Yadav, Shri Ram Sewak
Yajnik, Shri
Yashpal Singh, Shri

Shri Nath Pal (Rajpur): There should be one No here.

Mr. Speaker: One more No.

The Deputy Minister in the Ministry of Mines and Metals (Shri Syed Ahmad Mehdi): I think my machine is not working at all.

Shri S. M. Banerjee: What is not working, his mind or hand, because every machine is working?

Mr. Speaker: The result of the Division is: Ayes: 225; Noes 35.

The motion was adopted.

13.26 hrs.

(Mr. Deputy-Speaker in the Chair)

RAILWAY BUDGET GENERAL
DISCUSSION

Mr. Deputy-Speaker: We will now take up the Railway Budget.

Shri Narasimha Reddy (Rajampet): Shri S. K. Patil is very well known to Andhra as a leader par excellence in election campaigning. The Congress in Andhra was once

badly mauled by the communists. The High Command had sent Shri S. K. Patil to raise the faded and jaded Congress of Andhra from the slough of despondency. By deft handling and wise generalship, he was able to resuscitate its dying embers and the communists were laid prostrate in the field.

I mention this here to say that Shri S. K. Patil, as the cleverest Congress election campaigner, in his pre-election Budget has put in a *saave* and most presentable appearance. In spite of it, since he is part of the Congress bureaucratic, autocratic and plutocratic administrative machinery, he could not resist the contagion of heaping a further burden on the people by raising freight rates by three per cent, which not only raise the present spiralling prices, but affect the consumer badly.

At the same time, Shri Patil has decreased the rates of season tickets in all the towns in India, and by one stroke attempted to ingratiate

[Shri Narasimha Reddy]

his party with the large number of season-ticket holders who inhabit the towns, who are the leaders of public opinion and important factors to be counted in the elections. He might have, and probably he would have, raised the passenger fares too, but probably he thought that he should postpone the evil day for the next year when he hopes that this Government which we curse with bell, book and candle will come back to power.

I may draw the attention of the House to the fact that there has hardly been a single year during all these years when there has not been a rise in either fares or freights. In the year 1960-61 there was a supplementary charge of 5 n.p. per rupee for freight goods and local traffic. In 1962-63 the basic rate chargeable for goods traffic was increased by 50 n.p. per ton of traffic upto 40 kms and to one rupee per ton beyond 80 kms. In 1963-64, there was a surcharge at 10 n.p. per rupee in regard to parcel traffic with some exceptions and the freight rates were also increased by five per cent. In 1964-65 the budget increased the surcharge by two per cent on goods freight. In 1965-66 the budget increased passenger fares as well as freight rates for 27 merchandises like iron and steel, cement, iron ore, etc. In 1966-67 there has been an increase of three per cent in freight rates. This latest increases when viewed in the background of continuous and unmitigated increase in fares and freights, year in and year out during the last six years presents the railway administration in a sorry plight. There is such a thing as the last straw that breaks the camel's back. I wish Shri Patil had left the gathering of these last straws to the professional butchers of the government of India, that is, the Finance Ministers. Shri S. K. Patil mentions three reasons as the pretext for increasing the freight rates—they have to pay more to the government; they have to pay more by increased house

allowances, etc., the price of commodities which they have to use like coal etc. have increased and also they have to pay increased dearness allowance. These things ought to have been adjusted during the economy of the railways itself without increase in freight charges. Anybody can go on increasing the taxes whenever they have no money provided they are sure of a big majority behind them. I am sure the deficit could have been set right by avoiding the avoidable expenditure, by effecting economy and increasing operational efficiency.

I now come to a circular issued by the government of India prohibiting long distance transport beyond 300 miles without the permission of the railway authorities. The transport demands have increased or are increasing to unprecedented proportions and opened up unlimited scope for every variety of traffic—air, water, rail and road. The railways themselves are not able to meet the ever-increasing demand for more space in the trains, for greater number of wagons for the movement of goods. It has been the standing complaint in Parliament and outside that the railways have not been able to meet the continuing overcrowding in trains, that their capacity is limited and they are not able to meet the increasing demands of our nation. There has been a phenomenal increase in the traffic of the railways. In 1951 the traffic carried by the railways has been to the extent of 91 million tons and in 1964-65 the railways carried as much as 195 million tons. It will be seen thus that the suppression of road transport is mainly to create a monopoly for the railways and help it to hide its own inefficiency when compared with the other modes of transport. This circular has put shackles and has impeded the growth of other modes of transport. The railways have long since been passed their adolescence and there is no justification for nursing them any further at the cost of other modes of transport. The late Shri Shastri when

he was the Railway Minister, while introducing the Motor Vehicles Act of 1946 expressed the decision of the Government that this rule would be scrapped, the rule prohibiting the grant of long distance transport permits to public carriers. A decade has passed and that decision had not yet been given effect to. In this connection I would like to quote a statement from a United States report dated June 1965 on improved sectoral policies in the field of Indian transport. It says that "one of the clearest cases of a mode of transportation not carrying the proportion of traffic suggested by its relative competitive position is road transport. Rather the road transport, it says, is prevented from achieving its natural competitive position by a series of restrictive regulations, high taxes and a combination of light duty highways and overway restrictive highway use regulations". It goes on to say that there is no doubt that the railways are actively encouraging the continuance of this overtly restrictive approach to road transport and that their position as a powerful ministry in the government has helped them to achieve this end. It further says that the Indian Railways possess a dominance in the field of transportation that cannot be justified on economic grounds and that nuisance legislation regulating the number of trucks that may use any particular route and the distance or territory over which a particular truck can travel should be repealed?

Why should the user be denied the freedom to choose the mode of transportation found best for his own consignment? Mr. J. R. Sargent in his book *British Transportation Policy* states—

"The transport co-ordinator has no need to attempt the impossible feat of allocating traffic in the most economic way. This will be done by the users themselves choosing freely and we can be confident that this will lead to that transport agent being chosen for each job whose employment minimises the total cost to the

community as well as to the user. The user knows precisely the costs, monetary real, direct and indirect in resorting to a particular mode of transport."

So, Sir, this suppression of road transport has been responsible for depriving the users of a flexible and quick mode of transport, door to door service, and has denied the choice of freedom to the consignors. The beginnings and expansion of road traffic have been accompanied by uncommon daring and imagination and has exerted a powerful influence on the expanding economies of Asia, Europe and Africa. The farthest villages in the outermost reaches of the mountains have been penetrated by road traffic galvanising the hitherto stagnant economies of these regions, and giving a spurt to industry, trade and agriculture. Sir, road traffic has made a significant contribution in its unmatched potential for absorbing the manpower resources of the particular region. In the United States of America, which has but a fraction of India's population, 11.9 millions have been absorbed by the automotive industry. Viewed from this angle of employment, the proportion of employed people by the roads and the railways will be about 7:1. Equally unmatched is the contribution of road transport to the exchequers of our country. While the railways have contributed about Rs. 185 crores this year, of which 70 per cent is in investment, motor traffic has contributed Rs. 282 crores though carrying one-third of the railway traffic, after defraying all road maintenance costs. Thus, it is seen that viewed from the angle of providing amenities to the people, decreasing overloading and pressure on the railways, and contributing revenues to the exchequer, road traffic ought to be encouraged and this rule should be scrapped.

In this connection, I would like to read a portion of the editorial in the Indian Express dated 22nd February this year which must impress the Railway Minister on this matter.

[Shri Narasimha Reddy]

It reads as follows:

"It is refreshing, in these days of a purely seller's market, to come across a view in favour of the consumer. When that view comes from so big and powerful a "seller" as the Minister of Railways, it is doubly welcome. In a speech in Bombay the other day, Mr. S. K. Patil, asserting his "firm belief" in a competitive economy, stressed the need even for the Railways, though the largest single unit in the public sector, to compete with other modes of transport. This competition, of course, will not be for its own sake, or merely to bring in larger revenues for the Railways, but to give the public a progressively better service. In the absence of healthy competition, an enterprise tends to lose its original momentum and gradually to deteriorate, with damage to itself, which is bad enough, and also to the public it is intended to serve, which is worse."

I have almost adopted the sentiments expressed by the Railway Minister himself in my speech till now. Since we know the sentiments that are throbbing in the bosom of the Railway Minister, we hope he would not lose any time in abrogating this abnoxious, prehistoric, circular and usher in the dawn of a healthy, progressive, nation-building competition between these two important modes of transport.

Next, I come to another important matter which is of great concern to our country, and that is, the laying down of new railways. There is neither the Minister of Railways nor the Minister of State in the Ministry of Railways to hear me on this important matter. (*Interruption*).

Shri M. R. Masani (Rajkot): At least one of them should be present.

Shri Narasimha Reddy: He may not hear me, sitting so far away.

Mr. Deputy-Speaker: He can hear from every corner.

Shri Narasimha Reddy: As I mentioned, this is an important matter on

which I am commenting. There is no rule or rhyme in the laying down of the new railway lines by the Railway Ministry. Always, emphasis is being laid on industrial areas, leaving to lurch the areas which ought to develop agriculturally too. And further, the priority in taking up new railway lines goes on changing with every change in the Chief Minister of a State. One Chief Minister comes and he says that a particular railway should be taken up first. And then all others are pushed down in the list. So, they are going on getting pushed out, because of the changing Chief Ministers. I want the Railway Minister to go carefully into all these projects which are being investigated and take up that project first which has been investigated earliest. There is, you know, a queue for the people; for getting priority they must stand in a queue. Likewise, these projects must also be made to stand in a queue and taken up one by one accordingly to the prior date of investigation.

I may mention here that a project was investigated into in Rayalaseema--the laying of a railway line from Nandyal to Madanapalli via Cuddapah and Rayachoti, 35 to 40 years back, the British Government investigated into it and found it feasible for that purpose had been levying a tax called Railway cess and collecting it for nearly 25 years from the poor people of Rayalaseema. Rayalaseema is a chronic famine zone of India, with its usual rainfall between 15 to 20 inches; last year, it was only 2". Rayalaseema consists of highly inflammable people sometimes prove to murder and rioting, and the British people realised that even with their 150 years of rule and continuous hanging of people by the judges, it was not possible to minimise the number of these offences. So, they thought that the laying down of a new railway would turn their activities to peaceful pursuits, and that is why they contemplated having this railway. Further, Rayalaseema has got much mineral wealth embedded in its bowels, and if this railway had been

taken up and had become an accomplished fact, by this time Rayalaseema would have been bubbling with activity and prosperity. Unfortunately, at present, in the list of new railways to be taken up, which is submitted by the State Government, what was originally the first item, namely the railway which I mentioned earlier—Nandyal—Madanapalli—has been pushed down to the last. It figures as the seventh. Though a son of Rayalaseema has been the Chief Minister of Andhra Pradesh for a very long time and even till recently, he has in his anxious pursuits of his own ambition for power, riches and fame, thrown the welfare and interests of Rayalaseema to the winds. (*Interruption*). I request both the Ministers—the Minister of Railways and the Minister of State in the Ministry of Railways—to look into the matter and to prove to the whole country that they are capable of taking a new look into the matter and that they are not always the handmaids of these Chief Ministers, and by laying down this railway, to show to the people of Rayalaseema that so far as the Central Government at least is concerned, there are men who can be depended upon, free from interigue, free from corruption, and free from wirepulling. I can tell you, Sir, that if this railway line materialises, statues can be erected every where for you, not the bronze statues of the Vijayawada variety, but those inerasable, ineradicable statues in the heart, as a humble tribute of a grateful people in appreciation of your work. Having mentioned this—I am sure I have sufficiently drawn the attention of a very sympathetic minister, Mr. Ram Subhag Singh, who is sitting before me and by whose smile I am led to think that he is going to take some action—I go on to other subjects.

Tirupati is a place of pilgrimage for people through out the country. In Gujarat and Bombay, the God there is called Balsaji. In other places,

he is called Lord Venkateswara. That is a most popular temple, highly respected and venerated throughout the centuries. I may say it is the richest temple; the riches are not being fizzled out in any unproductive manner, but we have there a university, cultural centres, centres of learning, a Sanskrit college and all kinds of charitable institutions being fostered by the funds of Lord Venkateswara. There has been a request from time to time to the railways that from Rengunta to Tirupati—it is only a small span of 6 miles—they should have a broad gauge line, because the hundreds of thousands of pilgrims who go there are put to a lot of inconvenience by having to change over. I do not know why the vast resources of the railway administration should feel shy of taking up this puny railway line of six miles length and deny the people the advantage of easy travelling by broad gauge. I am sure the first reaction of the Railway Minister in regard to these matters would be favourable and sympathetic. But when he sits with the Railway Board which is wooden and unimaginative, he very often yield to their suggestions. This is a religious question, in which the whole Hindu world is interested and I request him to bring to bear his own independent outlook on this question and eschew any suggestion by the Railway Board to put it off to a later date.

The Calcutta Mail which starts from Calcutta carries passengers from three States Bengal, Orissa and Andhra. If they have to go to Tirupati, they will have to get down at Gudur and change over to another line. Now the Calcutta Mail is not made to stop at Gudur, but it goes straight to Madras. Imagine the fertile imagination of the Railway Board which could conceive such a surprising kind of absurdity which puts hundreds and thousands of people to inconvenience. Gudur is a very important junction, where people take lunch. I do not know; it is most surprising how any human mind can think of such a kind of thing . . .

श्री सिद्धासन सिंह (गोरखपुर) : बह
कर देंगे ।

Dr. Ranen Sen (Calcutta East): He has agreed.

Shri Narasimha Reddy: Since the Minister is sympathetic to it, I will pass it to other subjects.

This is the mango season. So far as Rayalaseema is concerned, we are very good at producing excellent mangoes which can compete even with the Delhi mangoes. Our people have got agencies here. Cuddapah mangoes are found in plenty in Delhi. This time, as I said before, here were only 2" of rainfall, but God has been kind in giving us 75 per cent of the usual mango crop. The mango season will begin in June. July is the month when people will need plenty of wagons. If wagons are not supplied, in addition to famine and scarcity of foodstuffs, thousands of mango baskets would get rotten and people would be ruined. I am mentioning this to the Railway Minister in advance, so that he may make proper arrangements for the wagons to be sent there in time and in the necessary number.

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): You will be getting wagons also.

Shri Narasimha Reddy: Thanks. Once when I intervened when there were no wagons and 20 telegrams were sent from my place to the then Railway Minister, Shri Swaran Singh, he sent a telegram saying that wagons would be sent. Imagine, Sir, 35 wagons were sent all of a sudden. How could the people, all of a sudden, load all the wagons? So, I am requesting the minister not to send hundreds of wagons, because people will get confused. They should send only the necessary number of wagons. Every day 15 wagons for stations like Koduru, Rajampet, Nandalur, Pakala and Damalcheruvu should be sent, because these are the centres for mango transport.

Regarding wagons, it is not possible for the railway administration to suppress greasing of the palms. Please don't get angry with me. In this House, Mr. Brahm Prakash made a statement that he himself had to grease some railway official for getting wagons. He challenged even the minister to go incognito and get wagons without greasing somebody's palm. I am suggesting a method to avoid corruption in the matter of supplying wagons. Once the baskets are put in the station yard, if they get rotten on account of the wagons not being supplied in time, you should make a rule that those persons who are responsible for the delay in supplying wagons, from the station master upwards to the wagon-sanctioning authority will have to pay the damages incurred by the fruit sellers. Then everything will be set right.

In every long-distance train, people are running after reservation of berths in the sleeper compartments. We always see that people get disappointed and in spite of their early efforts they do not get the reservation. I make this suggestion, i.e., that the Railway administration should have another sleeper coach attached to all the long-distance trains. The Railway Administration should also manufacture smaller sleeping compartments, so that, when there is an unexpected demand for sleeper berths, nobody should be refused. They should tag on these smaller coaches and see that everybody is provided. If that is done, a lot of dissatisfaction will disappear. A lot of black-marketing for reservation of berths will also disappear.

14 hrs.

A train runs from Howrah to Rourkela and then stays for a whole day there. Our suggestion in respect of this is that instead of staying idle for a whole day at Rourkela they should extend the train up to Waltair. Thereby it will serve many of the industrial areas on that route and also three States—that is, it will serve Bengal, Orissa and Andhra.

I am afraid, Sir, I have taxed our good Railway Minister with too many suggestions. Now I only pray God to give retentive memory to both our good Railway Ministers so that they may retain in their minds the suggestions which are put forward today and also the suggestions that will come hereafter from these benches.

Shri A. P. Sharma (Buxar): Mr. Deputy-Speaker, Sir, last year, I congratulated the Railway Minister for presenting a surplus budget without increasing passenger fares and freight. This year also the budget is surplus, not only without any increase in passenger fares but even with a little reduction in the rates of seasonal tickets for which my hon. friend, Shri Narasimha Reddy has accused the Railway Minister beyond a distance of 20 kilometres in all regions other than the cities of Madras, Bombay and Calcutta.

But the freight on commodities like coal, and coke and salt beyond a distance of 800 kilometres has been increased. The reason for this increase, as accounted for by the Railway Minister, is that the freight on these commodities was not revised last year and the movement of these commodities over long distances is at present uneconomical. Sir, from this increase the Railway is going to have an additional income of about Rs. 18.10 crores. In my opinion, the increase in the freight on coal and coke and salt beyond a distance of 800 kilometres is worse than any increase in passenger fares because—I am not speaking on sentimental grounds—we all know what a big movement, in this country, was launched regarding the increase in the levy on production of salt in this country popularly known as the salt movement. I am saying this because the increase in the freight on commodities like coal and salt is bound to have repercussion in the market and the prices of other commodities are also bound to increase. In my opinion, if the passenger fares were increased it would have only affected those who use the railways frequently for their travelling purposes. But

here, as I said, the increase in the freight on coal, coke and salt is bound to have its repercussion in the market and the prices of other commodities will also increase with the result that a larger number of people in this country, even those people who do not use the railways frequently for travelling purposes, are bound to be affected. The worst affected persons will be the railway workers and the middle-class people in this country.

An hon. Member: Railway workers eat more salt or what?

Shri A. P. Sharma: Everybody eats salt. Who does not eat salt, I do not know. I am talking of the poorest people in this country. Every person in this country eats salt.

Therefore, I do not know whether I should congratulate the Railway Minister this year also although he has presented a surplus budget. In my opinion, the Railway Minister would have deserved better congratulation of this House and the people at large if he had not have taken measures to increase the freight on these two commodities.

Shri Hari Vishnu Kamath (Hoshangabad): Sir, I rise to a point of order. I am sure you will agree with me that when a Railway expert from the Congress Benches is speaking, making an interesting speech, there should be a quorum in the House.

Mr. Deputy-Speaker: The hon. Member, Shri Sharma, may resume his seat. Quorum has been challenged. The Bell is being rung.

There is quorum now. The hon. Member may continue.

Shri A. P. Sharma: I would like now, Sir, to say something about the increase in the working expenses of the Railways in the year 1965-66. While presenting his budget the Railway Minister said that the working expenses in the year 1965-66 have increased and he gave reasons for that also. He said that on account of the increase in dearness allowance paid to the railway employees and also increase in house rent allowance paid,

[Shri A. P. Sharma]

the working expenses for the year 1965-66 have increased.

In this connection, another reason given by the Railway Ministry is that the price of fuel has gone up. I think diesel is also included in fuel. May I ask very humbly how far the Railway Minister is justified in saying that the price of fuel has increased when the Railway Ministry themselves have increased the freight on coal and coke? Therefore, it does not sound very well for the Railway Ministry on the one side to charge more freight from the consumers and on the other side blame the rise in prices of commodities for increased working expenses.

Coming to dearness allowance and house rent allowance paid to the Railway employees, I would like to remind this hon. House that so far as we in the labour field are concerned, particularly the National Federation of Railwaymen, we have been urging on the Government and particularly on the Railway Ministry that the mere grant of increased dearness allowance in cash will not give real benefit to the railway workers and that certainly the grant of dearness allowance on an *ad hoc* basis by taking an arbitrary decision is not the proper way of satisfying the employees. We have been suggesting that the Railway Ministry should open cheap grain shops, as they had in the past. In these shops all essential commodities should be made available to the railway workers at subsidised rates. This facility should be extended to employees of other departments of the Central Government also. I am sorry to mention here that although people working in the labour field are unanimous in making this demand, neither the Government as a whole, nor the Railway Ministry which is the biggest employer in the country, has paid any heed to this demand of the labour.

Regarding the payment of house rent allowance to the railway emp-

loyees I made a suggestion that what is really required by the railway employees is not house rent allowance but a house to live in. I made a concrete suggestion that like other local bodies, Improvement Trust or Corporations, the railways should acquire big plots of land near about railway stations or workshops, develop that land and allot plots of land to their employees so that they may build their own house according to their requirements. The railways can help them by making housing loans and advances from provident fund available to them. The railways have not paid any heed to this suggestion of mine either. Therefore, to say that on account of payment of increased dearness allowance or house rent allowance the working expenses of the railway have gone up is nothing but apportioning blame to the railway employees who have given their all—they have sacrificed their all, day and night, season in and season out—to run the Indian railways efficiently.

Now I come to the speed of trains. The Railway Minister has stated in his speech that the running time of some of the trains, particularly, Howrah-Delhi Mail and Howrah-Madras Mail, has been reduced. If we carefully examine the position today, then one can see what is the average running speed of these trains. In the case of Kalka-Howrah Mail it is 56 kilometer per hour. In the case of Madras Howrah Mail it is 42 kilometer per hour. Is this the improvement we are going to have in the Indian railways when we are going in for more and more for electrification and dieselisation? So far as the Kalka-Howrah Mail is concerned, it is hauled from Howrah to Asansol by diesel engine. When we have energised the line from Howrah to Allahabad, why should the train not be hauled by electric locomotive so that the speed can be increased. At present it takes 25 hours 25 minutes to cover this distance between Delhi and Howrah by the fastest train and

importance. What I say is that the Madras-Howrah Mail should not run like a passenger train, in any case between Bezwada and Waltair. Why should the passengers pay the fare of a mail train if it is running like a passenger train? But nothing is being done in this respect.

Now I come to my subject, labour relations. The Railway Minister in the course of his speech has very highly praised labour relations on the railways. He has devoted 10 to 15 lines in his speech for this topic. Being the biggest employer in the country, employing 16 lakh workers, of which 4 lakhs are unfortunate casual workers, the Railway administration always tries to emphasize in this House and outside that they have got very cordial and fine relationship with their labour, without caring to find out whether the labour is satisfied or not. Here the satisfaction is always one-sided.

For settling disputes between management and labour they always talk of the permanent negotiating machinery. But what is our experience of the working of the permanent negotiating machinery for the last twelve years? There is a provision written machinery that if the disputes are not settled between the Railways and the federation at the Board level an *ad hoc* tribunal should be appointed. But, in spite of the repeated demands by both the federations—I am talking particularly about my federation—they have not appointed any tribunal even though a number of issues are pending before the railways. They are functioning like any other Government department. Is this the way that an employer like the railways, the biggest employer in the public sector, they should maintain labour relations?

Shri Maurya (Aligarh): Why can't you say something about casual labour? They are the most exploited lot.

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Shri A. P. Sharma: Even though so many issues are pending before the railway administration, no decision has been given on any of those issues.

Now I will say something about casual workers. With great difficulty we have been able to persuade the Railway Ministry to do something for them. The latest decision of the Railway Board is that the casual workers should be paid a minimum wage of Rs. 1.50 per day. What will an unskilled worker do if he gets Rs. 1.50 per day as wage? Then, there is another discrimination. If a casual worker is utilized against the vacancy of a person who has gone on casual leave, he gets Rs. 1.50 per day. But if his services are utilized against the vacancy of a person who is on privilege leave, he gets 1/30 of the salary of the person against whose vacancy he is utilised. In this case it comes to roughly Rs. 3 per day. So far as the casual labour is concerned, what difference does it make whether he is working against a casual leave vacancy or privilege leave vacancy?

I do not find any justification whatsoever for the Railway administration to keep down four lakhs of workers like this. Therefore I will urge through this House that the Railway Minister must consider this question because it is a burning question so far as the railway workers are concerned. Unless this question is tackled evenly and squarely there is bound to be serious difficulty on the Indian Railways. I want to sound a note of warning in this respect.

Now I come to the question of transfer of railway employees. We had very recently in the P.N.M. with the Railway Board meeting five and a half hours discussion on the question of transfer of railway employees. The railway employees are transferred from one place to another without caring whether the Railway provides them with housing accommodation or not, without caring about the education of their children, and without caring for sickness in the

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family, sickness of his children or somebody in the family are lying sick.

These transfers are of different nature. There is a wonderful system of transfer known as periodical transfer. At the end of every three years or five years people have to move from one place to another. The reason for this periodical transfer is that they want to root out corruption from the Railways. Instead of rooting out corruption, they root out the person from one place to another and place him in a more difficult position.

This is the method of dealing with transfers on the Railways. And it is surprising that this transfer is confined only to the lower rank of the people, particularly Class Three and Class Four employees. Some of the bigger bosses always tell us that they are also transferable, forgetting completely that a huge bungalow is reserved for them before-hand, and so many peons and a moving palace known as the saloon are at their disposal. They always compare themselves with persons working below them because they are subject to transfer. But I want to say that although the rule is equally applicable to them, there are a large number of officers stationed at particular places, particularly in Calcutta, who move from Fairlie Place to Sealdah and from Sealdah to Howrah and thus keep on working for 15 to 20 years in the Calcutta area. Similar is the case in Bombay and other places also. Therefore the Railway Minister should see that if there is going to be any difficulty for railway employees who are in the lower categories, or if railway employees in a class are required to share the difficulties, either everybody should share it evenly or they should see that before moving people from one place to another they must get a quarter.

I will say one word more and finish. This dissatisfaction is not a confined

to the lower rank of employees only; it is prevalent among the higher grade of officials in the Railways also. On this occasion I want to speak particularly about officials in the salary range between Rs. 1,000 to Rs. 2,250 per month. Their grievance today is that people getting below Rs. 1,000, get something because of the trade union's agitation, and people getting above Rs. 2,250 also get something because they are the policymakers. I agree with my hon. friend, Shri Reddy that the policymakers in the Railway Board are not the people who claim that they are making the policy but really the people in the Railway Board and Secretaries and Joint Secretaries in the various other ministries are the policymakers. They have increased their salaries; they have protected their higher emoluments, whereas people in the salary range of Rs. 1,000 and Rs. 2,250 are given nothing. Therefore this discontent today and I hope the Railway Minister, in his own department particularly, will see that this is removed.

I will say only one more thing and that is about personnel management department of the Railways. In the personnel management department people are posted on a casual basis. There is no regular personnel management cadre in the Railways. Officers posted in this department are either not liked by their higher-ups in their own department or their promotion has to be protected because there is no vacancy elsewhere; therefore, they are dumped in the personnel department. This is how the biggest labour relations maintaining department in the Railways is managed by the railway administration.

Before I close Sir, I would like to remind the hon. Minister of Railways—Shri Patil is not here—that in this very House Shri Patil had assured that the Railway Board was considering very sympathetically the setting up of a service commission at Patna.

This is not the demand from Bihar only; this is the demand from all the neighbouring areas. I am talking of the Eastern Railway up to Moghulsarai, the North Eastern Railway running between UP and Bihar and also some part of the South Eastern Railway running in Bihar and Madhya Pradesh. This sympathy of the Railway Minister and the sympathetic consideration of the Railway Board are not going to have any meaning so far as the people of Bihar are concerned, unless and until this sympathy is translated into action.

Before I close....

Mr. Deputy-Speaker: You have taken three times to close.

Shri A. P. Sharma: Now I am closing; Sir, I am sorry. The time has now come when the Railway Minister must examine the salary and emoluments of all the railway employees *de novo*. The Second Pay Commission was set up in the year 1957. The recommendations of the Second Pay Commission were implemented in 1959-60. Now the time has come, if the Railways want to see that workers in the Railways are satisfied, that they must set up either a commission or a wage board, or whatever they may call it, so that the salary and emoluments and service conditions of railway employees are examined satisfactory and satisfied workers of the Indian Railway should be able to manage the efficient running of the railways.

I thank you, Sir, for the indulgence shown to me.

Dr. P. Srinivasan (Madras North): Mr. Deputy-Speaker, Sir, the previous speaker, Shri A. P. Sharma, has gone into many details since he knows much of the railways. Speaking today I must first of all congratulate the Railway Minister—I should say, the Railway Ministers because there is a Cabinet Minister, a Minister of State and a Deputy Minister—for the

able Budget that they were able to present with a surplus of Rs. 29.99 crores. But I am yet to understand one point in the speech made by the Railway Minister when he says in paragraph 18 on Page 17:—

“I now come to my proposals.

I may first mention that there will be no increase in passenger fares.”

Am I to understand from that that every year when the Railway Budget is presented they are intent on raising passenger fares? I think, they do not. Already the whole nation, the entire middle class and the lowest paid people, are greaning under taxes everywhere. There is any amount of taxes and taxes. I will request the hon. Railway Minister not to have this attitude that he is not going to have an increase in passenger fares.

Now I come to another point which my hon. friend, Shri A. P. Sharma has already rightly pointed out, that is, the 3 per cent surcharge on goods traffic, specially on salt. As the whole House knows, including our Minister of State Dr. Ram Subhag Singh, India has won its freedom because of the Salt Satyagraha. How could such a thing ever be thought of being taxed? There are so many considerations. In so many States other people belonging to Opposition parties, say that if you want money, why do you not tax salt. Salt was untouched till today, but the Railway Minister thinks of having a surcharge on conveying salt from one place to another. I think, better counsels will prevail and during his reply he may withdraw it once and for all.

Then, this 3 per cent surcharge on commodities will be 300 per cent when it comes to consumer goods; it may be 3 per cent for the railways but when it is passed on to consumers, it will be 100 or 200 per cent, if not 300 per cent. Coming as I do from Madras State, we have three trains to Delhi—one is a passenger train,

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the Janata train, taking about 54 hours, then there is the good old Grand Trunk Express taking 45 hours and then in their mercy they have introduced the AC De Luxe, Southern Express, taking 42 hours. Except on a few occasions when I have had to travel by air, I have to travel 1400 miles up and down by one of these trains. Have they ever started in time or have they ever reached in time? In this context, I may tell you, Sir, that we have to travel for 42 or 45 or 52 hours and, of course, these trains are attached with the restaurant cars. I do not know how many restaurant cars are available. But, unfortunately, every time I have travelled the restaurant cars have fallen sick or they have been detached. With the result, at the railway junctions, we do not get anything except water to drink. That is our fate. Last time, when I came to Delhi, after Bezwada, the restaurant car was detached. When I asked the Guard, he said that due to hot axle trouble—I do not know what it means—the restaurant car was detached. What was our fate? At what time did we get our breakfast? It was at about 9.30 A.M. At what time did we get our lunch? It was, near Wardha, at about 3 O'Clock. And about tea, we did not get it—we do not want tea—but at least we should get some dinner. We got some chapatis at about 11 O'Clock. These are the facts which could be verified. I am prepared to challenge that and tell the Minister about that.

Shri Alvarez (Panjim): He is not challenging. (Interruption).

Shri A. P. Sharma: Once the Minister was also going without food. But he did not worry.

Dr. P. Srinivasan: I did not worry too. The food saved could be utilised for other people. But the people who are hungry must be fed.

Coming to the season tickets, they have given a reduction. But why should these urban areas of Madras, Calcutta and Bombay be singled out? The people are not coming from these

far-away places out of luxury or for the sake of any pleasure. It is because they do not get the housing accommodation and they have to travel 20 or 30 or even 40 miles with the greatest discomfort and the disadvantage. Can't the Minister think even now of the difficulties of those urban people? I represent those urban people and I know the pinch and where it pinches. Therefore, I would request the Minister in-charge to give some relief to them.

In the Madras State, we have got only one electric train going upto Vilupunam via Chingleput and in the other sectors from Madras to Thiruvallur and upto Arkonam or from Madras to Gudur, there are trains running upto schedule. Next to Punjab, I am proud to say, Madras has many industries all along those places. I suggest that at least some diesel cars should be provided. The only alternative is the cycle, as the late Pandit Nehru rightly said "we are in the cycle-age". But how many miles can a man travel by cycle? At least diesel cars should be provided. The people upto Thiruvallur and Ennore where there are factories all along the places, are being denied that facility. I request the Minister concerned to see that the electrification scheme is taken up. It is not in the Third Plan and I do not know whether it is in the Fourth Plan and I do not know whether it will be provided in the Fifth Plan. I request the Minister to see whether something can be done to alleviate the sufferings of those people. In the interim period, at least some diesel car trains may be provided so that they can shuttle here and there to relieve the congestion there.

Now, I am coming to the conciliation or the arbitration board. As my friend rightly said, the Railway Department is the single major and the biggest public sector Department. Why is that denied? The Labour Minister and other Ministers concerned are now asking the private and the public sector undertakings to

have arbitration or conciliation boards. Why is the Railway Minister feeling shy of this? I am not able to understand that. There are so many grievances. For instance, there is the question of the Dearness Allowance. Instead of giving the increased amount of D.A., may I suggest, in all humility, the old scheme of the Railways under which the Railways were giving the consumer goods at fair price to their employees? Let the D.A. be discontinued once and for all. I suggest the consumer goods at fair price be given to the employees. Let the Railways set an example to the Central and other State Governments. It will be a boon to the employees and they will pray for the long life of the Minister concerned. In this connection, I may point out that in some foreign countries U.K., U.S.A. and in Far East there is some scheme of weekly packet wages—I have had the honour of travelling those places. Here, supposing a man gets Rs. 120 a month, by the time second week or third week comes, he is left with practically nothing. Can't the Minister think of giving weekly packet wages which will be a boon to them. I am suggesting this even for the Central Government servants and the State Government servants. It will be a boon for the workers in the long run.

Then, there are so many grievances of A.S.Ms. and the Guards of 'A', 'B' and 'C' categories. They are groaning and working under stress and strain. Then, there are medical men, the graduates and the licentiates who are being differentiated. I am unable to understand this. The other day, I had a casual talk with the Minister of State and I hope he will be convinced. Please permit me to read a few lines from the representation made by the Railway Doctors about the rationalisation of pay structure applicable to them. It says:

"With further rationalisation of pay structure recently vide Board's letter No. PC-65/PC-5/NH-7 dated 24-12-65 and with further increase in volume, res-

possibility and burden of works on Railway doctors equally on both the licentiates and the graduates and sharing the same amount of responsibility, it is observed that the Board has deviated from its earlier policy decision of abolishing class distinction (which was a closed chapter) has revived again the old two classes of doctors which definitely is not at par with the Board's already adopted early policy decision, giving Class II status and scale of 350-900 for the graduates and retaining the already existing status and scale of 335-650 for the licentiates. The Board's orders now issued have given a rude shock to the Licentiates Assistant Surgeons on account of the discriminatory treatment and keeping the existing scale of Licentiates static and also by curtailing the existing privilege of competing for A.M.O's Post, which is against all canons of justice and fair-play."

There were the days when the Licentiates were differentiated from the graduates. Thanks to the wisdom and the foresight of the Central and the State Ministers, the Licentiates have been abolished once and for all. But what becomes of the Licentiates who have already been absorbed in service? They are being differentiated as against graduates. I can understand the Railway Minister or the mighty Railway Board saying that in future the Licentiates will be taken at this level and that the graduates will be taken at that level. There cannot be any complaint against that. But there are some Licentiates who have been already taken in service. Now to have a differentiation as between licentiates and graduates is an anomaly. I request the Minister of State to think about it and do justice to them. In my State Madras State, there is a clamour, and quite rightly so, for this: the Tinnevely-Kanya Kumari line has already been finalised it was recommended by the State Government and was also approved by

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the Central Government, but I do not know—I am yet to know—whether it has been included in the Fourth Five Year Plan. I request that it should be taken up at that level. Also the Tiruchirapalli-Tuticorin line should be converted from metre gauge into broad gauge.

Mr. Narasimha Reddy has rightly said that from Renigunta to Tirupati—a distance of 6 or 7 miles—it is still kept as metre gauge; it should be converted into broad gauge. The amount of transshipment involved in changing from one gauge to another can be better imagined than explained. In the name of Lord Venkateswara, in the name of Balaji, may I request the Ministry concerned to take it up immediately at a personal level and see that something is done so that the pilgrims to Lord Venkateswara, whom all of us worship and who may give His blessings to all including the Ministers, are not inconvenienced.

One more word and I will finish. I am told that in the goods train which is hauling about sixty wagons, there are only one Driver, two Firemen and one Guard. The distance between the Driver's seat and the Guard's compartment is two to three furlongs. In the wayside stations, there is lot of pilferage, open pilferage. The Guard knows about it; the Engine Driver knows about it, but they dare not get out of the compartments and save the goods for fear that they might be wounded. What happens? There is a colossal loss on account of compensation that we have to pay for the consignments which are pilfered. Can the Minister not think of posting one or two armed constables or Police so that the pilfering does not take place. It will also be more economical to Government.

Coming to the dining car, as I have said before also, the dining cars always falling sick must also be taken at that level. The travelling public

must be given at least this facility. Let the Railway Ministry say, "no, dining cars will not be attached as in British days". In British days, Spencer & Co. were catering to the needs. Let them say like that, so that people will make their own arrangement for their food and tiffin. If it is a question of dining car falling sick every time or it is inefficient or there is no electricity or hot axle or something like that, then nobody is satisfied. You can well imagine the difficulty and agony to which the people travelling for 42 to 48 hours are put. Once more I will request the Ministry to think in terms of my little suggestion and take steps to improve it. The whole nation will be thankful to them for this.

Dr. Ranen Sen: I must confess that I cannot congratulate the Railway Minister for presenting this Railway budget for 1966-67. I am not satisfied with the budget because firstly this budget presented by the Railway Minister does not reflect a bright future for the Indian Railways. With all the failings of Railways, they have done something which is commendable. I will come to the specific criticisms later on.

I am not satisfied with the budget firstly because this budget does not reflect that side which is very important; secondly this budget does not hold out any better prospects for the Railway employees, nor for the public. These are the three main points which I want to emphasize.

Let me first deal with the Railway finance a little. The position is like this. The actuals of 1964-65 show a surplus over the revised estimates. The revised estimates for 1965-66 shows an improvement. Though due to Indo-Pakistan conflict, there was less earning through passenger traffic, this was compensated by goods traffic earnings. The gross traffic receipt which was Rs. 25.80 crores was about 3.6 per cent more than the budget amount

The total surplus is to the tune of about Rs. 29 crores—nearly Rs. 30 crores,— regarding contribution to the Plan. That is also notable. The Railways have contributed 6 per cent more than what was envisaged in the mid-Plan appraisal. I am quoting from the Minister's statement. In the mid-Plan appraisal, estimation was Rs. 1,582 crores, to be paid from the Railways. But the Railways are going to pay Rs. 1,677 crores. Therefore, the financial aspect of the Railways has been always good and in future also, from what he has said here, it is clear that it will be good. Thanks to the Railway men, the people who are working round the clock, in season and out of season, the Railways are prospering. According to the Railway Convention Committee's recommendation of 1965, the Railways will contribute more to the General Revenues. All these things are there but as I said, the budget gives a picture as if we have got to cut down the new projects and new developments. That is why I say that it does not hold out a better prospect for the public also.

Coming to the question of public, before me many gentlemen here have referred to the fares and freights. This is a pre-election year. Mr. Patil, being an election expert, did not want to irritate the already indignant public of India just a few months before the elections. Therefore, he has not asked for any fare increase. But I must say that it has been the feature of the Railway budget, at least for the last few years, that either the fare is increased or the freight is increased or both of them are increased (*Interruptions*). Therefore, it is not good for Mr. Patil, the Railway Minister, to take credit in the fact that he has reduced the fare for a certain section of the public.

Shri V. B. Gandhi (Bombay Central South): Do you want the fare to be increased?

Dr. Ranen Sen: I do not want the fare to be increased. What I want is that the Railway Minister should go into the fare structure. During the

last twenty years, the Third Class passenger fare in India have increased by 300 per cent. Simply saying that there is spiralling of prices and all that and always taking the same line of argument will not reduce the spiral or will not reduce the price rise. What has happened this time? He has imposed a 3 per cent surcharge on certain goods. One hon. gentleman has just now said that salt tax is associated with our national movement. The hon. Railway Minister has thought it fit to impose tax on salt even. He has spoken about the rising price of fuel. Why should not rise in the price of fuel take place? The coal and coke are being surcharged now. On one side Government will go on putting some sort of tax on these commodities and then the employers will go on rising the prices on the other side. But Government do not have any price-freezing policy, not to speak of price reduction policy. It goes on rising and rising; with each and every Railway Budget and General Budget, the prices suddenly shoot up. He has said that the price should not rise. One cannot argue that way. This has been our sad experience in this country that, whenever a little tax, a minutest tax is imposed on certain consumer goods, immediately this spiral goes on. This is because Government has no machinery to control or check or reduce it. Government do not want to hit at the profiteers who take advantage of the situation and increase the prices. Therefore, it goes on. So, merely coming here and making a statement that the prices should not increase does not satisfy anybody. Already, after the railway budget was presented in this House, the prices in Calcutta, Bombay and Madras have started rising. I am saying this because I have made a study of this. The Federation of Indian Chambers of Commerce and Industry, the representatives of the big business immediately afterwards said that the prices were likely to rise. They take the simplest pretext to attack the consumers and the public. Therefore, I have said that this budget

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does not hold out any better prospects for the public.

Now, I come to the question of self-sufficiency in the railways. It is true that the railways have shown some improvement in regard to wagons, and coaches etc., but at the same time I shall also have to point out certain deficiencies which are of a very serious nature. Shri S. K. Patil has said that we are attaining self-sufficiency in wagons, coaches and mechanical signalling equipment. That is well and good. But what is it that we are achieving? Do all the railway workshops have the competence and do they manufacture wagons? No. The manufacture is given to the private sector. The coaches are partly produced in the railway workshops and partly also in the private workshops. Why should they be given to the private entrepreneurs? Why should the railways themselves not undertake the manufacture of these wagons and coaches, and other components and spare parts, in fact, what is lacking in the railways? Instead of going into this matter, the hon. Minister has simply said that we are self-sufficient as if the railways are producing all that they need in the matter of wagons, coaches etc.

Then, I come to the question of dieselisation and electrification. It is good that the Indian railways have laid the foundation of dieselisation and electrification. But one wishes to know the percentage of the components that we are yet importing from abroad for the Chittaranjan locomotive workshop and the Varanasi workshop. I would like to know how much of the components is being produced in those workshops and how much is being imported. That is a very important thing. This morning, the hon. Prime Minister was speaking of self-sufficiency. Naturally, the country as a whole, irrespective of political affiliations, everybody in this country, wants self-sufficiency. But what about the railways? What is the programme

that they have undertaken for self-sufficiency?

Shri Shinkre (Marmagao): Their slogan is self-reliance.

Dr. Ranen Sen: Self-sufficiency is self-reliance..

Shri Shinkre: Not always.

Dr. Ranen Sen: Some programme for achieving self-sufficiency should have been there in the railway budget to indicate at what rate we are going forward towards this goal of self-sufficiency in regard to production and other things. That is also relevant, because we must know how much we are importing of components and spare parts from abroad. If we go on importing the components and spare parts from abroad, then I am afraid we may have the same experience as we had before during the Indo-Pakistan war; it had been our experience then that certain countries, the imperialist countries, particularly the USA whose great admirer our Railway Minister is, wanted to hold India to ransom; and they are still trying to do it. Therefore, this question of imports of machinery, components and spare parts is a very important thing. I draw the attention of the Railway Minister to this important fact because merely saying that we have become self-sufficient or we are trying to rely on ourselves etc. will not satisfy anybody; we want to know how much is being produced, and what percentage is still to be imported, and what programme we have taken on hand to make the railways in India self-sufficient, and what self-reliance movement is taking place on the Indian railways.

श्री प्रिय सुप्त (कटिहार) : हर साल एक एक कम्पोनेट बनेगा ।

Dr. Ranen Sen: Then, I come to the question of the employment opportunities on the railways. It is a known fact that during the last few years the Indian railways have not

filled up the vacancies which they should have filled up. That means that the Indian railway workers have borne a heavy workload. There is no denying of this fact. Today there is the risk of a large number of railwaymen being declared surplus. These are all automatic things, and the things follow logically. Take, for example, the case of electrification. An electric locomotive is equal to five steam locomotives, and a diesel locomotive is equal to two and a half steam locomotives. These are the statements of the railway experts. So, while welcoming this dieselisation and electrification, we cannot ignore this fact that this dieselisation and electrification if not properly handled will create a tremendous problem in our country. Besides, we find that already automation is also being introduced on the railways. While I welcome electrification and dieselisation, I cannot welcome automation; rather, I condemn this automation and its introduction on the Indian railways. Why should there be automation? Why should we try to copy the USA whose whole outlook is different, whose whole background is different, and whose whole foundation is different...

Shri Priya Gupta: Also, Russia.

Dr. Ranen Sen: Also, why should we copy the USSR whose whole social structure is different and whose outlook and whose foundation and everything else is different from ours? When we speak of the success of the Five Year Plans, that simply does not mean an account of how much money has been spent and how much has been the output. The success of the Five Year Plans also means an account of how much labour has been employed in the country and how much unemployment has been reduced in the country. But what do we find? Since the First Five Year Plan has started, and as the plans go on, and new plans come, more and more unemployment grows. This has

been our sad experience. In the mid-term appraisal and also in the memorandum on the Fourth Plan it has been said that the unemployment will be horrible. So, I would like to ask whether this is the way to tackle unemployment? The Railway Ministry is the biggest Ministry employing the biggest and the largest number of people in our country. If vacancies are not filled up and employment is frozen thereby, it means that there is a freezing of the potential employment in the country; it may be that people are not being thrown out, but freezing of employment means freezing of the potential employment in the country. Why should the railways not expand? The dieselisation and electrification project is a serious threat not only to the workers but also to the public. If this electrification and dieselisation goes on then those people would be rendered surplus. But they can be usefully employed in the workshops for preparing components, and spare parts etc., more people will also be needed for maintaining the tracks because the speed of the engines is going to be increased, and the trains are going to run faster; so lakhs of people could be employed there. So people can be re-employed and deployed efficiently. This should be the outlook. But it was missing in the railway budget. This is a national problem, a human problem. The railways should tackle it very seriously.

15 hrs.

Then I will come to certain other questions. First about railwaymen. Some of our friends like Shri A. P. Sharma mentioned something about the grievances of the railwaymen. I have nothing more to add to that except that I fully support Shri Sharma on this point. The railwaymen have an enormous number of grievances. While on the one hand we pay compliments to our railwaymen, on the other we do not listen to their grievances, we do not want to remove those grievances. We do not sympathise with them; we do not raise

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out little finger to remove their grievances. So naturally there would be mistrust on the part of railwaymen, there would also be lack of sympathy on their part. This is not a question of industrial labour relations. It is a bigger question affecting the whole nation.

In the Railway Accidents Inquiry Committee's Report, what have they said? I take it as a correct approach to the whole thing. They say that the main factor in accidents is the human factor. The railwaymen do not deliberately want to cause these accidents so that the public die and they also die in the bargain. That cannot be. If there is over work, if the workers for some reason or other feel a grievance, there is a particular psychology created among them which leads to lack of discipline and when that happens, accidents and other things also happen.

Shri Shinkre: Lack of alertness is also there.

Dr. Ranen Sen: Yes. Take the question of food and the situation created just outside the city of Calcutta and Howrah. Rice is selling at Rs. 3 a kilo. Railwaymen do not have any quarters inside the city. They do not get rice. How can the workers, who get so little pay Rs. 3 per kilo of rice outside the city of Calcutta and Howrah? In the neighbouring villages a big food movement is going on in West Bengal and the Government's only answer is bullets and mass arrests under DIR. When such is the situation, those workers—we know some of those workers living there—are naturally irritated. So if something happens, you cannot blame them. You should blame all these Ministries and the Government who are responsible for it. I therefore say that this is a very serious matter and the Railway Ministry, as the biggest employing Ministry, must take this into consideration and remedy the situation.

Now I come to some questions which are of a interest to the workers. Take the question of cheap grain shops. This is a very important demand of the railway workers. Then the question of housing, quarters, for the workers. This is also very important. Then comes the question of their wage-scale, their living conditions. The guards have their grievances. They start very low and end up also very low. The different categories of workers have different grievances. The only method of dealing with these grievances is to set up a wage board to go into these and make proper recommendations, which should be implemented. I strongly support the suggestion for the constitution of a wage board for railwaymen. I am also for cheap grain shops for railwaymen.

Now I come to the question of railway passengers' requirements near about Calcutta. The position is like this. Last year, after repeated demands in this House, the hon. Minister made an announcement that a committee has been set up to go into the question of the construction of a circular railway or any other railway for better transport facilities in Calcutta. Since then, six months have passed. But as far as the Bengal public are concerned, as far as the people who reside outside Calcutta are concerned, people even from Bihar and other places who get the benefit of the city of Calcutta, for good reasons also—there is no knowing what has happened to that committee, how far they have proceeded, what they have done and so on, whether the full committee has been set up—because there were some vacancies; Shri Patil made a reference to that in those discussions. Therefore, people are anxious to know what has happened to that project and what has happened to the committee.

As regards the Calcutta suburban railway, as the hon. Minister comes

from Bombay city he must be knowing that in Bombay city both on the Central and Western railways inside the city during peak hours there is an electric train running every three minutes. In Sealdah and Howrah during peak hours, on the average, every 15 minutes there is an electric train running for the local passengers. During normal hours, for every 5 minutes in Bombay city, there is an electric train running. But in Calcutta and Howrah and Sealdah during the normal hours, on the average every 25 minutes there is a train service. As he comes from Bombay city, he knows the conditions of Bombay. But I want him to understand the difficulties of the Calcutta public. Calcutta is the biggest city in India with the largest population.

Shri Sonavane (Pandharpur): A city of processions also.

Dr. Ranen Sen: A city of processions also. So let not the Railway Minister when he goes to Calcutta face a hostile procession. Let him sympathetically consider the suburban traffic needs of the Calcutta public and do the needful.

Dr. M. S. Aney (Nagpur): Equal treatment.

Dr. Ranen Sen: Yes, equal treatment, if not better treatment. Railway finances are in a tight position. Last year also I pointed out that the Ministry should try to curtail certain expenditure. I have been studying the railway budgets for the last four years. What is this administrative expenditure if it is not top-heavy? This is not only at the Railway Board level but also at the zonal level. I know it for certain that not only high officers but even officers of the rank of assistant engineer are asked to travel by air—I know of at least one instance that took place last year. Why this expenditure? Whose money is this? Then they have saloons and saloons, a lot of them. The higher officials

travel mostly by air, the lower ones sometimes by saloon, sometimes by air. Can we not curtail this expenditure?

Then there are the air-conditioned trains. There is the Kalka Mail. Not only there, in the Delhi-Howrah Express,—what is known as 12 down—there are two AC compartments. Who are travelling mostly by these? Class I officers of the Government including the Railways, travelling shorter distances.

Last year, the Minister made the plea that foreign tourists were coming and travelling in these compartments. I made a check both at Howrah and at Delhi on four occasions to find out in the tourist season how many foreign tourists were travelling by these. I found very few; mostly they were Indians travelling by these.

An hon. Member: What about Bombay?

Dr. Ranen Sen: I do not have personal experience of Bombay. Can we not curtail or take away these AC compartments? We can have vestibule trains with good seating arrangement; in the mail trains like Kalka, one such compartment will suffice.

Shri Shinkre: There should be ACC, but increase the fare of ACC.

Dr. Ranen Sen: When I say that ACC must go, must be reduced to a minimum, it is a matter of principle. Instead of those AC compartments, let third class compartments be attached to the trains. Let there be more janata trains. We should do something to ameliorate the condition of the third class passengers. There are still medium size stations—I have been to some of them only a few months back—where there is no bathing arrangement for the travelling public. And on the wayside stations, there are just apologia of waiting rooms. There are no waiting rooms. There are one or two benches

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and nothing more. This is the condition of the third class passengers. So, there is enough scope to improve it, and there should be improvement. So, on the one hand luxurious travel must be curtailed, and on the other hand third class amenities should be increased.

Secondly, I want to emphasize the question that has already been raised, the question of surplus labour and the question of self-reliance or self-sufficiency. The railway workshops should be renovated in such a way that all the spares and components can be repaired there. Already our scientists, our experts, have expressed their opinion that we are in a position to do certain things and very satisfactorily. So, the surplus railway workers should not be thrown out. There should be no declaration of surplus staff. They can be easily absorbed and their services can be utilised by the railways for the improvement of the railways, which is ultimately for the benefit of the travelling public.

Lastly, I want to put one question to the hon. Railway Minister. Last year it was announced that from this year onwards all the ministries will have their own stationery. In the Railway Budget I find that there is no single item as stationery separately but mixed with other things there is stationery also. So, I want to know whether provision for stationery requirements has been made in the Railway Budget, and if so, why this provision has been made. This is a very important point, because with it is connected the employment of many other people. So, I want to know this information.

In conclusion, while appreciating the performance of the railways—I am not a blind person, I cannot say that the railways have not made any improvement, they have made some improvement—I would say there is enough scope for more improvement, and that this Railway Budget has

not given any indication of that. Therefore, I am sorry to say that I am not able to congratulate the Railway Minister and that I am not satisfied with the Railway Budget.

श्री बिहबनाथ पाण्डेय (सलेमपुर): माननीय उपाध्यक्ष महोदय, श्री जी जिन माननीय सदस्य ने रेलवे बजट के बारे में अपना विचार प्रकट किया है, उन का दृष्टिकोण बिल्कुल आलोचनात्मक था। उनको ऐसा प्रतीत होता है कि मंत्री महोदय ने जो रेलवे बजट प्रस्तुत किया है, उसमें कोई अच्छाई नहीं है। मैं समझता हूँ कि उनका यह दृष्टिकोण दोषपूर्ण है। रेलवे मंत्रालय ने जो काम किया है, वह सराहनीय है। 1965 में देश पर जो आक्रमण हुआ, उस समय रेलवे मंत्रालय ने जिस दक्षता का परिचय दिया, वह सराहनीय है और उसके लिए मैं अपनी तरफ से रेलवे मंत्रालय और मंत्रालय को हार्दिक बधाई देता हूँ।

113 वर्ष पूर्व जब इस देश में रेलवे का विस्तार किया गया, तो यहाँ पर केवल 32 किलोमीटर रेलवे लाइन बिछाई गई, जब कि इस समय हमारे यहाँ 67,181 किलोमीटर रेलवे लाइन है। आज हमारे देश में प्रतिदिन दस हजार ट्रेनें चलती हैं, जिन पर प्रतिदिन पचास लाख लोग सवार होते हैं। हमारे यहाँ आज 6800 के करीब स्टेशन हैं। जैसा कि मंत्री महोदय ने बताया है, रेलवेज भारत सरकार के अन्तर्गत एक साम्राज्यवाद के समान हैं। इसका प्रबन्ध करने के लिए आठ क्षेत्रीय रेल प्रशासन (जोन) हैं। रेलवेज के अन्तर्गत 13 लाख कर्मचारी काम करते हैं।

श्री जी देश में तीन तरह की रेल चलती हैं—मीटरगेज, ब्राडगेज और नेरोगेज, अर्थात् छोटी लाइन। लगभग 662 किलोमीटर छोटी लाइन अभी भी सरकार की संस्था के स्वामित्व में है। मैं

नम्र निवेदन करना चाहता हूँ कि इस प्रणाली को तोड़ कर सरकार छोटी लाइन की रेलवे को अपने हाथ में ले ले।

रेलवेज केवल एक व्यावसायिक संस्था नहीं है, बल्कि विकास, सुरक्षा और यातायात में भी इसका योगदान है। इस देश के 97 फीसदी लोग रेल के द्वारा सफर करते हैं और इसलिए रेलवेज में अधिक सुविधायें प्रदान करनी चाहिए। जैसा कि मंत्री महोदय ने अपने बजट भाषण में कहा है, रेलवे विभाग ने बहुत सी ट्रेनों चलाई हैं, लेकिन इसके बावजूद अभी यातायात की समस्या हल नहीं हो पाई है।

मैं नम्र निवेदन करना चाहता हूँ कि जिस-जिस विभाग में हमारे मंत्री महोदय रहे हैं, उसमें काफी सुधार हुए हैं। यदि वह इस विभाग में भी कोई क्रान्तिकारी कदम उठावें, जिसके द्वारा रेल-यात्रियों को उचित सुविधायें मिलें, तो यह एक प्रशंसनीय बात होगी। आज स्थिति यह है कि जब तीसरे दर्जे के लोग ट्रेनों पर चलते हैं, तो उन्हें बैठने की सुविधा भी नहीं मिल पाती है—वे लटके रहते हैं, पायदान पर चढ़े रहते हैं। मैं आपको याद दिलाना चाहता हूँ कि महात्मा गांधी भी तीसरे दर्जे में सफर करते थे और इस देश के साधारण लोग भी तीसरे दर्जे में सफर करते हैं।

मैं आपको बताना चाहता हूँ कि रेलवेज को ऊंचे दर्जे के यात्रियों से 1964-65 में 25.13 करोड़ रुपये, 1965-66 में 27.34 करोड़ रुपये और 1966-67 में 28.38 करोड़ रुपये की आमदनी हुई। इसकी तुलना में रेलवेज को तीसरे दर्जे के यात्रियों से 1964-65 में 174.14 करोड़ रुपये, 1965-66 में 193.16 करोड़ रुपये और 1966-67

में 198.88 करोड़ रुपये की आमदनी हुई। इन आंकड़ों से प्रकट होता है कि तीसरे दर्जे में सफर करने वाले लोगों से रेलवे मंत्रालय को काफी आमदनी होती है, लेकिन उन की सुख-सुविधाओं की तरफ ध्यान नहीं दिया जाता है। मैं निवेदन करना चाहता हूँ कि इस जन-तांत्रिक प्रणाली में और इस समाजवादी व्यवस्था में ऊंचे और नीचे दर्जे के भेद को खत्म करके एक दर्जा और एक प्रणाली होनी चाहिए। अमरीका एक पूंजीवादी देश है, लेकिन वहाँ भी रेलवे प्रणाली में कोई वर्गभेद नहीं है। हमारे देश में राजा-महाराजाओं के सैलून तो हट गए, लेकिन रेलवे विभाग की सामन्तशाही के, रेलवेज के बड़े-बड़े कर्मचारियों के सैलून अभी भी चलते हैं, जिनकी तादाद 800 के करीब है। अगर उनको तोड़ दिया जाये, तो मैं समझता हूँ कि बहुत सी गाड़ियां चल सकती हैं और बहुत सी कठिनाइयां दूर हो सकती हैं। मैं मंत्री महोदय से यह नम्र निवेदन करूंगा कि वह इस ओर भी विशेष ध्यान दें। अगर वह एक क्रान्तिकारी कदम उठावेंगे और इस मराले को हल कर देंगे, तो मैं समझता हूँ कि यह मंत्रालय तीसरे दर्जे के मुसाफिरों के लिए एक विशेष काम कर देगा।

मंत्री महोदय ने जो 22.19 करोड़ रुपये की बचत दिखाई है, वह अधिक हो सकती है। किस तरीके से? एक, जो सामान रेलवेज से गायब हो जाता है, जिसका नुकसान होता है, जो चोरी हो जाता है, उसकी ठीक ढंग से रक्षा की जाये। इस तरह काफी रुपया बच सकता है, क्योंकि जिन लोगों के सामान का नुकसान होता है, वे अपने दावे प्रस्तुत करते हैं और उनका रुपया वे लेते हैं। दूसरे, जो लोग बिना टिकट सफर करते हैं, उनकी रोकथाम को जानी चाहिए और तीसरे, रेलवे विभाग अपने खर्च में कमी करे, मितव्ययिता करे।

[श्री विश्वनाथ पाण्डेय]

देश में जो तीन तरह की रेल हैं, एक योजनाबद्ध तरीके से उन की एक प्रणाली बनाई जाये और सब रेलों को बड़ी लाइन में बदल दिया जाये। इसमें समय लगेगा, लेकिन अगर एक योजनाबद्ध क्रम से से यह काम किया जायेगा, तो इसमें अवश्य सफलता मिलेगी।

रेलवे में होने वाली दुर्घटनाओं की समीक्षा की जो पुस्तिका दी गई है, उससे पता चलता है कि कुछ रेलवेज में अधिक दुर्घटनायें हुई हैं और कुछ में कम हुई हैं। पिछले दो तीन महीनों में जो दुर्घटनायें हुई हैं, उनसे बहुत हानि हुई है। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि वह दुर्घटनाओं को रोकने के लिए विशेष कदम उठाये और इस बात की कोशिश करें कि दुर्घटनायें कम हो जायें।

मैं थोड़ा सा निवेदन उत्तर-पूर्व रेलवे के बारे में करना चाहता हूँ और मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ कि वह उत्तर-पूर्व रेलवे बिहार और उत्तर प्रदेश में बिछाई गई है और अधिकतर इसकी लम्बान उसी में है। गत वर्ष भी मैंने और बहुत से हमारे सदस्यों ने प्रार्थना की थी कि आप बरोनी से लेकर लखनऊ तक दोहरी लाइन बिछायें लेकिन आपने अपने बजट में, जो आय-व्यय पत्रक प्रस्तुत किया है उसमें कहा है कि छपरा से गोरखपुर को केन्द्रीय यातायात नियन्त्रण प्रणाली के अन्तर्गत लाया गया है। मैं समझता हूँ कि उसके ऊपर करोड़ों रुपये व्यय किये गये हैं। लेकिन वह दोहरी लाइन बिछाने का लाभ है, जो फायदा हो सकता है, उसकी पूर्ति यह नहीं कर सकता है।

दूसरी बात यह है कि उत्तर प्रदेश के पूर्वी प्रांचल में ढाई करोड़ लोग बसते

हैं, जब हम मानते हैं कि उन्हें उद्योग दिये जायें, तो कहा जाता है कि वहां रेल नहीं है, आवागमन के साधन नहीं हैं, इसलिये मेरा यह निवेदन है कि बनारस से लेकर भटनी तक बड़ी लाइन का समावेश किया जाय, जिससे आवागमन की सारी सुविधायें सबको प्राप्त हो जायें।

बहुत से रेलवे स्टेशन ऐसे हैं जहां पर मुसाफिरों को जाड़े में, बरसात में, धूप में बैठने के लिये शोध नहीं है। इसलिये यह आवश्यक है कि उन लोगों को बैठने के लिये सुविधायें प्रदान की जायें और वहां पर शोध बनाये जायें। उसी के अन्तर्गत हमारी कांस्टीट्यूएन्सी में कुछ स्टेशन हैं, तुर्तीपुर, सलेमपुर, नोनापार, भाटपार, सतरांव, बरहज, इनमें भी शोध नहीं है। वहां भी शोध की व्यवस्था की जाये। बेलथा रोड का शोध बढ़ाया जाये। पूर्वी प्रांचल का यह एरिया बहुत पिछड़ा हुआ है, कृषि की दृष्टि से, यातायात की दृष्टि से, विद्या की दृष्टि से, यहां तक रेलवे विभाग भी उस ओर ध्यान नहीं देना चाहता है। तुर्तीपार और बेलथा रोड के बीच में एक रेलवे पुल है जो बलिया और आजमगढ़ को मिलाता है। वहां पर जाने के लिये कोई साधन नहीं है। जब श्री रामा राव, वहां जनरल मैनेजर थे, तब भी मैंने उनसे आप्रह किया था और अब वह रेलवे बोर्ड में आ गये हैं, कि तुर्तीपार और बेलथा रोड के बीच में जो पुल है, वहां रेल-कम्प्लेक्स बनाया जाये, जिससे लोगों को आने-जाने में सुविधा हो जाये।

अभी भी बहुत से प्रांचल ऐसे हैं जहां रेल-प्रणाली नहीं आई है। हिमालय का पर्वतीय प्रांचल है, जम्मू और काश्मीर है, नेपा है, बद्रिकाश्रम है, मैं समझता हूँ कि सुरक्षा की दृष्टि से भी विकास की दृष्टि से भी यह आवश्यक है

कि रेल-मंत्री इनमें भी आवागमन के लिये यातायात के साधनों को दें, जिससे वहां भी काम हो सके।

देवरिया जनपथ का बहुत पहले सर्वेक्षण हुआ था एक नई लाइन देने के लिये, बरहज से हनुपुर, गौरी बाजार और कुशीनगर, जोकि एक अन्तर्राष्ट्रीय स्थान है, भगवान बुद्ध का स्थान, वहां से खड्डा, पैसालोटन जाने के लिये लेकिन उस बारे में कोई ख्याल नहीं किया गया। अभी रामकोला और पडरीना के बीच में एक हास्ट स्टेशन है बडहरा गंज, इसे फ्रांसिग स्टेशन बनाया जाय, जिससे लोगों को वहां माल लाने से जान में सुविधा हो जाय, यह एक बहुत आवश्यक काम है।

हमारे मंत्री महोदय ने कहा कि बहुत सी ट्रेन रेलवे ने हिन्दुस्तान को प्रदान की हैं। इस समय गोरखपुर इलाहाबाद के बीच में काफी यात्री चलते हैं लेकिन 24 घन्टे के अन्तर्गत सिर्फ दो ट्रेनें चलती हैं। एक 8-20 पर रात्रि में और फिर 10 बजे रात्रि में, पहले दिन में ट्रेन चलती थी, अब नहीं चल रही है इससे काफी असुविधा हो रही थी, इसलिये मैं आप्रह्न करना चाहता हूं कि पुनः उस ट्रेन को चालू किया जाय, जिससे दिन के अन्दर यात्री लोग बनारस और इलाहाबाद जा सके। बहुत सी ट्रेनों में डिब्बे लगते हैं बड़े बड़े शहरों के लिये, लेकिन गोरखपुर से बलिया जाने के लिये कोई भी डिब्बा न बनारस पैसेन्जर ट्रेन में और न इलाहाबाद एक्सप्रेस ट्रेन में लगता है। मैं यह आप्रह्न करना चाहता हूं कि इन ट्रेनों में एक बोगी लगाई जाय, कम्पोजिट बोगी लगाई जाय, तीसरे दर्जे की बोगी लगाई जाय, जिससे यात्री कहीं बीच में न उतरे और सीधे चले जायें।

मैंने जैनरल मैनेजर महोदय से यह भी आप्रह्न किया था कि जो ट्रेनें पहले

हमारी कांस्टिच्यूएन्सी के अन्तर्गत रहती थीं, उनको उन्होंने बन्द कर दिया है। जैसे इलाहाबाद एक्सप्रेस सलीमपुर रहती थी, कानपुर एक्सप्रेस भाटपार रहती थी, लेकिन अब नहीं रहती है। इनके रुकने से कोई नुकसान नहीं है और इन स्टेशनों पर इन को रोका जाय।

अन्त में मैं रेलवे कर्मचारियों के सम्बन्ध में कहना चाहता हूं। जब श्री रामाराव गोरखपुर में थे तब मैंने उनसे कहा था और वहां के कर्मचारियों ने भी आप्रह्न किया था कि जो सुविधा रेल कर्मचारियों को रेल से जाने की दी गई है उसमें कुछ परिवर्तन किया जाय। देवरिया जनपथ के सैकड़ों कर्मचारी गोरखपुर जाते हैं और वहां काम करते हैं। उनके रहने के मकान नहीं हैं। वे संख्या समय घर को लौट आते हैं, उनको चौरा-चौरी तक का पास दिया गया है और उस पास को लेकर वे भटनी और देवरिया तक जाते हैं। उन्होंने इस सम्बन्ध में आप्रह्न भी किया, आवेदन भी दिया, लेकिन कोई सुनवाई नहीं हुई। जब रेलवे कर्मचारियों के निवास स्थान का प्रबन्ध नहीं कर पाती तो कम से कम जिस प्रकार अन्य रेलवे ने अपने कर्मचारियों को सुविधायें दूर के स्थान पर जाने की प्रदान कर रखी हैं, उसी प्रकार इनको भी देवरिया और भटनी तक पास दिये जायें जिससे वे वहां पर जा सकें।

खान-पान व्यवस्था के सम्बन्ध में कुछ कहना चाहता हूं। जैसा कि हमारे मंत्री महोदय ने अंकित किया है कि 95 स्टेशनों पर विभागीय खान-पान व्यवस्था है और 25 जोड़ी गाड़ीयों के अन्तर्गत विभागीय खान-पान व्यवस्था है और अब भी देश के अन्दर पांच हजार के करीब ठेकेदार हैं जो खान-पान की व्यवस्था करते हैं। मैं तो विभागीय प्रबन्ध के पक्ष में हूं। मैंने यह देखा है

[श्री विश्वनाथ पाण्डेय]

कि इस व्यवस्था को चलाने के लिये यद्यपि सलाहकार समिति भी है, उस में राय देने के लिये संस्था भी है, लेकिन बावजूद इस के जो खान-पान व्यवस्था है, वह सन्तोषप्रद नहीं है। इसके लिये आवश्यक है कि कोई ऐसी प्रणाली निकाली जाय, जिससे यह खान-पान की व्यवस्था सुधरे और जो लोग उस में बैठें, उन के लिये मुनासिब तरीके से खान-पान का प्रबन्ध हो जाये। लम्बी लम्बी बातें कहने से, पुस्तकों में अंकित कर देने से कि रेलों में सब सुधीते हो गये हैं, इस से काम नहीं चल सकता है। रेलवे विभाग खान-पान की व्यवस्था को ठीक नहीं कर सका है। लोग पैसा देते हैं, लेकिन पैसा देने पर भी मुनासिब भोजन नहीं कर पाते हैं। मंत्री महोदय इस के ऊपर गम्भीरता से विचार करें और खान-पान की व्यवस्था को ठीक ढंग पर लावें।

मैंने आय व्यय पुस्तक को देखा। मंत्री महोदय ने यहां अंकित किया है कि रेलवे कर्मचारियों के बच्चों के पढ़ाने के लिये सुविधायें प्रदान की हैं। एक स्कूल भी खोला और कालेज भी खोला है। इसके लिये मैं उन्हें बधाई देता हूँ और उस में उन्होंने यह भी दिया है कि कुछ गैर-रेलवे संस्थाओं के स्कूल और कालेजों को मदद भी दी है। मैंने गत वर्ष भी बाबू राम सुभाष सिंह से अनुरोध किया था कि भटनी स्टेशन एक जंक्शन स्टेशन है, पिछड़े हुए अंचल का स्टेशन है, वहां पर रेलवे कर्मचारी रहते हैं और उनके बच्चे पढ़ते हैं। वहां एक सुभाष इण्टरमीडियेट कालेज है, जिसमें रेलवे कर्मचारियों के सैकड़ों लड़के पढ़ते हैं लेकिन उसे कोई भी मदद नहीं दी गई है। श्री रामाराव के पास दरखास्त दी गई, उन्होंने उत्तर दिया कि भरे पास ऐसा कोई प्रबन्ध नहीं है कि जो स्कूल रेलवे की तरफ से न चलाये जाते हों, बल्कि और लोगों की तरफ से चलाये जाते हों, अगर

उन में रेलवे कर्मचारियों के लड़के पढ़ते हैं तो मदद नहीं दी जा सकती है। लेकिन स्कांशर-शिप दी जा सकती है, कोई ग्रान्ट नहीं दी जा सकती। लेकिन इस पुस्तक में हमारे मंत्री जी ने अंकित किया है कि उन्हें दी जायेगी। मैं आग्रह करना चाहता हूँ मंत्री महोदय से, रेलवे बोर्ड से कि उस स्कूल की भ्राम मदद करें, उसको ग्रान्ट दें। क्योंकि जब भ्राम मदद देंगे तो स्कूल आगे बढ़ेगा और रेलवे कर्मचारी जो वहां काम करते हैं, उनको सुविधा प्राप्त होगी।

ये सब बातें मैंने भ्राम के सामने रखी हैं ताकि भ्राम इन पर विशेष विचार कर सकें। ऐसा भ्राम न करें जैसे हम लोग रेलवे विभाग के पास कोई भ्रामपत्ति लिख कर या कोई सुझाव लिख कर भेजते हैं तो उसका जवाब हम को यह लिख कर आ जाता है कि भ्रामका पत्र मिला और उसके लिए धन्यवाद। इस पर विचार किया जायेगा। इसके बाद क्या विचार होता है, क्या नहीं होता है यह बताया ही नहीं जाता है। मैं प्रथम भ्रामदमी हूँ और मैं समझता हूँ कि और भी सदस्य होंगे जो जब रेलवे का टाइम टेबल बनाया जाता है अक्टूबर में और अप्रैल में तो रेलवे विभाग को जब हम से पूछा जाता है तो सुझाव लिख कर भेजते हैं और हमेशा से मैं देता आ रहा हूँ लेकिन कुंभारण्य है कि वह उनके बारे में कुछ नहीं करता है। सही बात भी कही जाती है तो उसको भी नहीं मानता है। बड़ी मुश्किल के बाद उन्होंने ग्रसम ऐक्सप्रेस को देवरिया में रोका है, जिसके लिए मैं माननीय डा० राम सुभाष सिंह जी के प्रति बहुत आभार प्रकट करता हूँ। मैं कहना चाहता हूँ कि जो कुछ भी सुझाव हम मंत्री महोदय को या रेल मंत्रालय को यहां सदन में दें या रेलवे बोर्ड को दें या जेनरल मैनेजर साहिबान को पत्रों में दें उन पर वह विचार करें, उनकी वह जांच करें और उनके अनुसार उत्तर दें और काम करें।

में समझता हूँ कि रेल मंत्रालय देश के लिए बहुत अच्छा कार्य कर सकता है और कर भी रहा है। लेकिन अभी बहुत कुछ करने की गुंजाइश बाकी है। इन शब्दों के साथ जो आय-व्यय के अनुमान इस सदन के सामने प्रस्तुत किये गये हैं उसका मैं समर्थन करता हूँ।

Shrimati Akkamma Devi (Nilgiris): Mr. Deputy-Speaker, Sir, I thank you for giving me this opportunity to speak on the Railway Budget. In this year's budget the hon. Minister needs our congratulation because he has presented not only a surplus budget but he has given concessions to the general travelling public; there is no increase in passenger fares. There is a slight reduction in season ticket charges for distances beyond 20 kilometres. There is a slight reduction also on commodities of daily use like sugar, tea, medicines and other consumer goods. I do hope that perishable commodities are also included in this category and, if not, I request the hon. Minister to include perishable commodities like vegetables and fruits under this category.

I repeat and endorse the statement made by my hon. friends Shri A. P. Sharma and Dr. P. Srinivasan and other friends who stressed that the surcharge of three per cent on salt should be removed. Salt is used by all. In Tamil also we say "Uppillatha sorai kuppayile podu". What is food without salt? Salt is used by the rich and the poor. While the rich man can afford to pay this levy, the poor man is hard-hit by this surcharge. Salt, mixed with water and rice, is used by the poor, the farmer, the industrial worker and the Class IV employees of the railways and elsewhere; and because this surcharge hits the poor man, I request the hon. Minister, when he replies, to announce that this surcharge on salt is removed; it should be removed.

Then I come to some suggestions regarding my constituency. I come from Ootacamund, the queen of hill stations. All hill stations in the coun-

try including this queen of hill stations, are linked up by metre gauge lines. The trains running on these metre gauge lines, from the foot of the hills, take hours to reach the destination causing inconvenience to passengers. Not only have the hill stations become places of importance to our own tourists but also they have attracted foreign tourists as well. For example, the Blue Mountain Express, now called the Nilgiri Express, reaches Mettupalayam at about 9 O'clock in the morning; it reaches Coonoor, just a distance of 20 miles, only in the afternoon. The passengers do not get food in time; they do not have the necessary sanitary arrangements. Therefore, the people, the tourists and the travelling public prefer to go by road rather than by train. By this, there is loss of income to the railway and also there is inconvenience to the passengers. Therefore, my suggestion is, just as we have the rail-car service from Kalka, at the foot of the hills, to Simla, a similar rail-car service may be introduced from Mettupalayam, at the foot of the hills, to Ootacamund, the queen of hill stations.

While going through the pamphlet, I was very happy to see this feature of rail-car service on some metre gauge lines. We have our own coach-making factories. At Perambur, we have the Coach Factory, where we are making our own coaches. We are also making our own locomotives. So, where is the difficulty in making these rail-cars so that the people may be benefited. The rail-car service will not only save time but it will bring income to the railway. When there is the possibility of making these rail-cars in our own country, with imported components, I request our hon. Minister to consider this suggestion. I have already taken up this matter at the Consultative Committee meeting, and once again I request the hon. Minister to see that the requirement of hill stations, along with other places of importance such as historical and religious places, should be fully considered and that the suggestion should be fully implemented without delay.

[Shrimati Akkamma Devi]

My next point is with regard to De luxe and the Southern Express trains. When we speak of passenger amenities, we must also see to the welfare side of our workers, especially the Class III and Class IV employees. The De luxe from Madras to Delhi runs on two days in a week and from Delhi to Madras on two days in a week. On the remaining days, the Southern Express trains run. We have the workers there—the Class IV and Class III employees. They come to Delhi. If the train leaves Madras on Friday, it reaches Delhi on Sunday, and by the time it leaves Delhi, it takes another two days. Where are the workers to stay in Delhi, when there is no accommodation for them? Madras is their headquarters no doubt, where they have got housing facilities. But when they come to Delhi, where they have to stay for a couple of days, where are they to stay. Delhi is a place which, during winter, is too cold. We, the well-to-do people, protect ourselves with blankets, sweaters and so many other woollen garments. But what about the Class IV employees who have no accommodation? In the dining-car, there is a small place where all of them get huddled together in that corner. When they come to the retiring rooms, they are not allowed to stay there. So, my request is, we must think of our workers before we think of passenger amenities. Let us look after them and they will in turn look after the passengers. Therefore, when they are in Delhi, you must have hostels for their stay. Or, one or two rooms may be provided for them. There are so many of these workers without accommodation; they come from a hot place and when they come to Delhi, or vice versa, they are put to great difficulties. Therefore, I request the hon. Minister, who is always a practical man and who understands the difficulties of the common man, to see that these poor people, the Class IV and Class III employees, are provided with proper accommodation when they come to Delhi.

Then, I would say a few words about the catering arrangements in the Southern Express and the De Luxe trains. The food trays are brought and just pushed inside at the entrance of the bogie. In each bogie there are two bathrooms on either side and then there is the entrance. I do not blame the servers. They have no place to place the trays. The passengers also do not allow them to keep the trays either in the first A compartment or in the last F compartment. They simply bring the trays and push them at the entrance of the bathroom and at the entrance of the bogie. My suggestion is that, from a hygienic point of view and also as a welfare amenity to the passengers, hereafter, a separate place or just a small compartment, or say, a shelf or a cupboard be constructed specially for this purpose. The trays or whatever be the containers in which food is being brought and served to the passengers, may be kept there so that it will be clean; the bathrooms will be away from them, and then the travelling public will be very happy. This point must be kept in view from the hygienic point of view.

Then, in these bathrooms the water always stops. I had travelled many a time in the third-class compartments. I have travelled in the sleeper compartments to see the difficulties of the ordinary man. While the first-class compartments are swept at every junction, the third-class sleeper compartments, at the most, are cleaned once or twice during the entire journey. They are not at all looked after; the whole compartment is full of rubbish.

There is no water in the bath room. Why this difference? In fact, third class compartments should be looked after more than first class compartments. I would request the Minister to see that proper attention is given to third class compartments.

Madras Central Station is the headquarters of the Southern Railway. In the reservation counter for third class, the queue goes on increasing. More counters are opened, but the space inside is not sufficient. The ticket books are dumped in a corner and there is not enough staff also. So, the Minister should see that sufficient accommodation is provided and the staff also is increased. When the staff are looked after better, they in turn will look after the public better.

Regarding the trains in the hill areas, we have got the engineering staff and other class IV employees. Ooty is a cold place; it is like Delhi during winter. There is provision for them to get warm clothes. Measurements have been taken and the clothes have been stitched also, but there is some lacuna in distributing them. I have already repeated this request in the consultative committee meetings. What is the use of giving the woollen clothes after the winter season is over? You must give them these things in time and satisfy the poor people.

Since there are many more hon. members who want to speak, I will just conclude by giving my full support to the demands of the Railway Ministry, with my humble request to the minister to see that my humble suggestions are implemented.

Shri U. M. Trivedi (Mandsaur): Sir, I do not know whether I will be able to pay the same compliments which my predecessor has paid to the Railway Minister. It is really creditable that the number of deaths that took place in railway accidents has gone down. We have not killed as many as we did in 1963. But there have been accidents. Very recently a most unfortunate accident took place in respect of the Gujarat Mail. Why these accidents on interlocked lines take place will ever remain a mystery and not possible of solution, because one defect which persists in the railway administration is that the Class III officers are generally funky and do not tell the truth. To avoid certain

difficulties, wrong bookings of time take place with the net result that it becomes very difficult to arrive at a proper analysis of the case. I do not know how we will be able to enthuse the idea of telling the truth in our class III officers.

This evil results from the attitude of Class I officers at the divisional levels of serving charge sheets on poor class III employees on the slightest pretexts. They are kept always on tenter-hooks and they are more or less nervous when they are working. Talking to the station masters and ASMs, I have noticed that whenever there is a crossing, the station master or ASM, whosoever is the operating man, is always very nervous and he gets peace of mind only when the train crossing is over. In these days of mechanical arrangements and interlocking practically all over India, why should there be any difficulty for the man to attend to a crossing? On the slightest mistake he makes, in comes a call for explanation, then comes the notice imposing penalty and so on. The man is reduced in rank and refused increment. Increments are stopped on the slightest pretexts. Recently on the Western Railway, I added up the figures and found that in 783 cases during this one year, punishments reducing ranks have been inflicted on poor commercial clerks and ASMs. Why such a heavy punishment? It seems in the railways there are departments run only for framing charge sheets. Why should there not be an end to these things? Why is it that the controlling authority is not prepared to meet half way the class III officer, tackle him with love and affection and make him work in a proper manner? Recently I went to Kotah where I was shown nearly 300 files containing orders for departmental enquiries. Why is there such a huge loss of time because of this? They will not get satisfaction unless there is a departmental enquiry and serving of charge sheets day in and day out. The officer will not go home without charge-sheeting somebody or ordering departmental enquiry against somebody.

[Shri U. M. Trivedi]

This attitude of officers at the divisional level must change.

I find that we have a system developed in our country where there is some sort of monopoly, as if we are afraid to have freedom to work, freedom to cooperate, freedom to tender advice and receive advice. I cannot understand why in the Indian railway system, only two unions are recognised. If in the whole administration of the Government of India, including the P. & T. category-wise unions are being recognised all over, I fail to understand the monopoly being given to the communist party and the congress party to handle the labour in the railways. Why is it that nobody else is allowed to step in? Mr. Alvares knows better than I do. Only two unions are there; not a third. Mr. Alvares may change shape and call himself PSP.

Shri Alvares: I have not changed shape yet.

Shri U. M. Trivedi: No, Sir, you have changed colour only. But the difficulty still remains that there is only recognition of two units. Very recently I had occasion to go through a particular file in the railway administration and I was surprised to find that whereas uniforms were considered necessary to be supplied to the various categories of commercial clerks, only commercial clerks in a particular unit of a particular zone are being supplied with uniforms and those in the same category but belonging to other zones are not being supplied with uniforms. When the discussion between the Railway Administration and the union took place, the union very readily agreed that those commercial clerks need not be supplied with uniforms. What type of representation did these poor clerks have in that union, that the union readily agreed that they need not be supplied with uniforms. I, therefore, say that it is very essential that the Administration should change its outlook and see that this caucus which has grown, this giant which has grown to this

extent that it has paralysed the working of the whole machinery, it must not be allowed to have its hold as it has got now. The Government must also come to this decision that the Government must be able to negotiate with all those who represent the various distinctly different categories of people and whose difficulties are of a different type, different from those of the general employees. These things must be taken into consideration, and the rules that are obtaining all over India, particularly in the sister Post and Telegraphs Department, must be brought into force and these other bodies must also be given recognition.

Shri Priya Gupta: There are 731 categories in the Railways.

Shri U. M. Trivedi: Quite right. Do not worry about that. That will not create any trouble.

One thing that has pained me is this. At the time when the law was made and when the Payment of Wages Act was put through last year, an amendment was made to this Payment of Wages Act I do not see the propriety of it. It has specifically meant for the railway employees. If a railway employee for some reason or other makes a mistake and gets a forged note or somebody passes on a mutilated note, he is penalised for that. He is not an expert cashier. He is not an expert treasurer. He has no method of detecting whether it is a good note or a bad note. He has no method of detecting whether the bank will say that a note is mutilated or not and will not receive it. Why is it that on his shoulders the responsibility of reimbursing the Railways is cast? Why is it that if there is some wharfage to be recovered the provision is that it will be recovered from the poor railway employee? Why is it provided that if there is some demurrage to be recovered it will be recovered from this poor railway employee for having not been able to collect it? Why is it that if he

(Gen. D.J.)

writes out an excess fare ticket and he recovers something less than what ought to have been charged the poor man is told that it will be recovered from him? Why is this question of reimbursement cast on the poor employee who hardly gets Rs. 150 a month? For one wrong note, for one forged note, the poor man is made to part with Rs. 100. How will he maintain himself and his family? On the top of it, the Divisional Officers always say that his increment is also stopped for the future. I had very recently occasion to come across a case in the Jaipur Division where the increment of a man has been stopped for ten years. For ten years he will not get any increment. Another fellow's increment was stopped for 14 years and a third man's increment was stopped for 18 years. What is it? You are growing fat at the cost of the poor class III employees of the Commercial Branch, particularly the Assistant Station Masters of way-side stations, the commercial clerks, the goods clerks and so on and so forth.

15.55 hrs.

[SHRIMATI RENUKA RAY in the Chair]

This kind of attitude on the part of the Government must stop. The Railway Minister I know, is a very efficient man. I would appeal to all the three of them to work together. I would appeal to their good sense to look into this and see that the poor employees are not so crushed and kept always on tenter-hooks and they remain nervous for all time during their work.

If I have said something which is not felt palatable to some of my friends. I am not afraid of it. I will now pass on to the question of passenger amenities provided by our railways. Under the convention, Rs. 3 crores were formerly provided for passenger amenities. Now Rs. 4 crores is being provided. What for? There are very intelligent railway officers who will

put down even their amenities under the passenger amenities.

An Hon. Member: They are also passengers.

Shri U. M. Trivedi: I remember, at one place they wanted a good latrine in their own officers' house. That was put down under the passenger amenities. It was shown to us in the meeting. When we pointed out that it does not come under the passenger amenities, they said that it was included under passenger amenities by mistake. This kind of mistake must have crept in at other places also. Everybody is not sufficiently alert to point out whether a particular item comes under this head or that head.

Then, just to fill the pockets of the contractors, well built latrines, latrines built in the time of the British with nice stones all along from Hatundi station to Khandwa, over a distance of 390 miles, were all pulled down and new latrines have been built out of the passenger amenities. What for has this been done? It is just to fill the pockets of the contractors and to say that they have utilised the money. I say, it is a waste, a criminal waste of money.

The same thing applies to carriages. The Railway Administration is trying its level best to provide good and sufficient accommodation in the carriages for the passengers. The Railway Administration wants to provide more comfort for the passengers. But the officers who are lethargic never move out of their air-conditioned rooms and have a look at the carriages whether they are built properly or not. Very recently I was travelling with an engineer, a Class I officer. When I brought this matter to his notice, he said that they check everything before it is put into use. That sort of reply is very usual with these officers and therefore I took him with me to a compartment in the train. I asked him to see the bolting arrangement in the latrine. He found that the bolt

[Shri U. M. Trivedi]

would not fit in. He tried his best but it did not work. How was this carriage passed for use when there was this defect? How will a lady be able to use this latrine for answering her calls of nature? This was the position not in one place but in two or three places it was so, I could show him such things in that very same compartment. There are some good officers, I do not want to run them down in a general way. There are some very good and efficient officers. But the general tendency among these officers is to sit in their offices and travel in saloons. Why should they not travel by ordinary trains with ordinary passengers, get in touch with the travelling public, develop contact with them, hear their grievances and remedy their grievances on the spot. I fail to understand this attitude of bossism in the minds of the officers who travel in saloons.

16 hrs.

There is one thing which has always been lying dormant in my mind but which at times becomes very patent. I cannot relish the idea of the speed of our trains remaining stationary where it is. I also cannot understand why some trains are made to stand with their engines in steam for hours together. I do not know how to calculate this loss. More than 120 crores of passengers travel in India. If a train goes slowly and loses one hour, what a huge loss is it to the nation? If two hours are saved it will mean a great saving of national wealth. If three hours are saved the saving will be more. My hon. friend, Shri Patil, generally travels by air from here and reaches Bombay in 1 hour 50 minutes. Why does he want us to be dragged in 24 hours to Bombay? I do not know.

It is high time that the speed of trains is brought to the high level existing in other countries. In 1938 when I was a student in England I found the famous Flying Scot running

at a speed of 126 miles per hour. That was in 1938. Why is it that in the year of grace 1966 our trains are not going beyond 55 miles per hour? Much was made of our decision to increase the speed of Taj Express to 65 miles as if it was a big achievement. The other day the Chairman of the Railway Board told me that they are going to increase the speed of the Frontier Mail. To what extent? 105 kilometers per hour. How will it help? With a track of 5½' the strongest possible track, on the widest possible gauge we are going to run trains only at this speed when on the standard gauge of 4½' the British trains are running at a much higher speed. Japan, which has developed railways later than us, has trains which are much faster than ours. How long are we going to sit tight over this?

Coming to time-tables, as soon as a new time-table is brought into force, a copy will be supplied to us and there will be a notice that any suggestions from the Members of Parliament about the timings will be welcome. What is this "welcome" business? We send our suggestions, we discuss our suggestions with the railways but nobody pays any attention to our suggestions. The clerks sitting in the Time-table Branch of the General Manager's office pays no attention whatsoever to the suggestions that are made by us. The timings remain where they are. The person who formulated the time-table for the Indian railways the first time must have been a great giant in intelligence. Now nobody wants to apply his mind to see whether that old time-table must be changed or not. If you call upon the Members of Parliament to make suggestions and if they make suggestions giving cogent reasons why do you not accept them? If there are any defects in those suggestions, why do you not say so? Time and again I have gone to the railways in this connection. More than ten times I have taken the trouble of meeting the General Manager of the Western

Railways and spending at least half an hour to one hour with the Chief Operating Superintendent. But it has all come to nothing. Sometimes those suggestions are accepted but, again, they are nullified.

For instance, very recently I made a suggestion. As there were operational difficulties in the Ajmer station in running two different trains, I suggested why not run 73 UP and 74 Down as 19 UP and 20 down with the same rake as that will prevent the operational difficulty of using two platforms. The COPS was very much pleased with this suggestion and it was worked out. I do not know what happened afterwards. Perhaps the clerk in charge did not like the idea. Probably, that might have brought about some sort of economy and, consequently, deprived somebody of his employment. Therefore, they said "No".

Only yesterday I wrote a letter to my friend, Shri Patil about providing conductors on trains like 3 UP and 4 Down on the metre-gauge section. It has hardly one bogie and half a dozen first class passengers. One gentleman, one big gun was travelling by that train. He did not probably understand the difference between attendant and a conductor. He asked: where is the conductor? The answer was: there is no conductor. He was annoyed. He said: "What? No conductor? Bring the complaint book". He wrote a letter. I do not know what magic he had, within one month of his writing that letter, the system of conductors was introduced on that train. I have asked the Railway Minister to examine this question. It will bring about an expenditure of Rs. 40,000 to 50,000 if not more per month on a train which does not require conductors. If you are to have conductors on this train, then you should have it on at least another 400 trains of the same type.

Mr. Chairman: His time is up. He should conclude now.

Shri U. M. Trivedi: I am the leader of a party and I would be taking 34 minutes. I had a talk about this with the Chair.

I do not grudge the provision of employment for these conductors. But, at the same time, I do not want waste of Government money, public money. Economy and employment must go side by side. I do not want to stand in the way of employment. Give them employment by all means. But for providing them employment it is not necessary to pull down this building and then re-build it. Merely because somebody has suggested the appointment of conductors and that person happens to be a big gun you should not accept it. The question of economy must also be kept in view.

Then I have seen another tendency fast growing in the country. The *tehsildars* or *mamlatdars* sitting in their offices send out orders to the booking clerk or the station master, whoever is there that such and such commodities cannot be booked. The poor station master gets frightened of the DIR. If there is the DIR, let the hon. Minister, Shri Patil, be put behind the bars. Why should the station master be worried about it? He must carry out the instructions which he receives from his own department. If a particular commodity is not to be booked, it is the railway administration which has to tell him so because it is responsible. If there is anything wrong in the instructions, it is the railway administration which is responsible and not the poor station master. But generally what happens is that the poor station master is frightened beyond his wits when such instructions are received from *tehsildars* or *mamlatdars*. Very recently the booking of commodities worth Rs. 80,000 was refused at the Lunavada station because the *mamlatdar* had issued an instruction that gram cannot be booked. The poor station master got scared and he was not prepared to book it. But the same gram was booked by the private road transport and carried to Godhra.

[Shri U. M. Trivedi]

If it could not be booked from Lunavada how could it be booked from Godhra?

Shri Tyagi (Dehradun): How does the hon. Member know all these details?

Shri U. M. Trivedi: Because I travel and I keep my eyes open. It was a very annoying thing. What has been the result of this? People wanted that the Godhra Lunavada section should grow. But because of these restrictions transport has come down. Therefore, a suggestion has been mooted at the level of the Western Railways—probably it is now with the Chairman of the Railway Board—that the Godhra Lunavada section might be closed. Why should it be closed?

Shri Tyagi: Madam, this train is getting late.

Shri U. M. Trivedi: The whole difficulty about our railway working system is that it is such a huge department that anything which is put down on paper, any explanation which is called for, never reaches the Chairman of the Railway Board. I will therefore suggest that the inspection of the far-flung stations of the railways must be carried out *in cognito*. Now it is known in advance that a General Manager is visiting a particular station and there is white-washing, polishing and all that sort of thing. He does not get a correct impression of the real position obtaining in the stations. After his visit, there is nobody to look into those things like whether there are flies sitting on the fruits which are being sold, whether there are more stalls where one stall should be there and so on. Now the stalls are multiplying like anything. There is not sufficient space even for walking at the Ajmer station at the island platform. What is the idea of having so many vendors shouting at the cost of the poor passenger and not allowing him to walk. There must be a limit to it.

Now I come to the question of corruption. I was reading a very nice

book on this topic about Charlie Baker. There was a Commissioner of Police who was most rotten. The whole administration in New York in 1912 was so bad that it was simply impossible to root out the evil. The police officers themselves helped and protected the smugglers. Then, one day, one district attorney took it into his head to cure this evil. Right or wrong, he insisted upon it and he succeeded by getting the Commissioner of Police hanged. This is the book which I was reading. I will recommend it to our Minister. This corruption of yours is not at a smaller level; it is at the bigger level also. If you find it at the bigger level where it exists, do not show any mercy whatsoever; never show any mercy. I find that at stations for every wagon—of course, now the rate has come down—that is being booked, per wagon Rs. 400, 300 or 200 were being taken when there was difficulty in getting wagons. And who was sharing in this? Not only the station master but everybody was sharing in it. This system of graft should go.

I will say something about the catering department and, I think, I will have done my duty. I wanted to speak something about the Depreciation Reserve Fund but the Depreciation Reserve Fund is now well built up and I should say that we should continue to progress in that direction as also in the direction of the Development Fund.

The operating staff and operating fuel are two heads under which demands have been made. I have always failed to understand this differentiation of the various categories of railway employees into essential and non-essential. If you have got an employee who is non-essential, turn him out. Do not keep non-essential people; but if he is essential, keep him. Do not say that one is non-essential and another is essential. Every railway employee is as essential as any other and the

distinction between non-essential and essential must go.

I know many of these railway manuals. I have studied them. It is a habit with me. I have grown like this. I was searching high and low and I found that there is a small red book issued by the engineering branch, that notorious branch which spends money and also threatens to strike. It is that branch which has made the rule that it is essential and everybody else is non-essential. The poor commercial clerks—the booking clerk, the luggage clerk, the parcel clerk and all sorts of clerks—who have, to discharge their duty, to remain on duty at night, who have to go to their houses at night, who have to walk nearly two miles or four miles to go to the town—these are the people who are classified as non-essential and the mate is classified as essential, the timekeeper is classified as essential, the sub-overseer sahib is also essential, the PWI sahib is also essential. Everybody there is essential and the others are all non-essential. This categorisation of the staff of the Railways into non-essential and essential must go.

The Railway Budget is a huge thing and it is very difficult to criticize the whole of it. It is very difficult to read even the whole of it. It is just as big as the Government of India's budget. But one thing which strikes me is that whenever suggestions for railway surveys are made, I would request the hon. Minister to see for himself and study also the map of India to find out without looking at the topography whether or not that which is suggested is feasible and, at the same time, find out for himself with all the knowledge at his command with the geography and the political history of the country behind it, whether it will pay or it will not pay. It is no use satisfying the whims of the people; because they want a track somewhere, therefore a track must be built there.

I remember an occasion in 1952-53 when the doubling of the Godhra-

Ratlam section was taking place. I pointed out with map and everything that instead of doubling the track in an area where there is absolutely no traffic worth the name, why not lay a new line right from Godhra passing through Banswara, Partabgarh and Neemuch right up to the north of Kota avoiding the Chambal River which would have saved 83 miles of the total distance which we required for travelling from Bombay to Delhi.

श्री हुकम चन्द कछवाय (देवास) :

सभापति महोदया, मैं आप की व्यवस्था चाहता हूँ। हमारे दल के नेता बोल रहे हैं और सदन में गणपूर्ति नहीं है।

Mr. Chairman: The bell is being rung. Now there is quorum. The hon. Member may continue his speech.

Shri U. M. Trivedi: While concluding my speech I may say that we have got a very good catering service so far as the Western Railway is concerned but this time I was surprised—it was a shock to me—that the flour which is being supplied now at Bombay is not fit for human consumption and not fit even for animal consumption. I will therefore request that the *atta* that is being supplied from Bombay must be stopped and *atta* must be allowed to be purchased from Delhi so that we may be able to take our meals. This wooden attitude of the administration of always adhering to the thing that if the train is to start from Bombay it must be supplied from Bombay is rather most ridiculous. I should suggest that proper attention must be paid to catering and the Western Railway which has earned a good name in catering should not spoil its name just for the sake of a few annas here or there being incurred.

With these remarks I conclude. I think that the progress that has been made by our railways will continue hereafter also.

श्री क० ना० तिवारी (बगहा) :

सभापति महोदया, मैं सब से पहले रेलवे

[श्री क० ना० तिवारी]

मिनिस्टर, श्री पाटिल, और उन के साथी, डा० राम सुभग सिंह, को इसलिए धन्यवाद देता हूँ कि पाकिस्तान के साथ जो लड़ाई हुई, उस में रेलवेज ने बहुत खूबी के साथ काम किया और समय समय पर इस हाउस के माननीय सदस्यों को उसकी स्थिति से अवगत कराया। रेलवेज के वे सब कर्मचारी भी धन्यवाद के पात्र हैं, जिन्होंने उस समय अच्छी तरह से काम किया।

मैं मंत्री महोदय को इसलिए भी धन्यवाद देना चाहता हूँ कि उन्होंने इस बार पैसेंजर फ्रेजिंग को नहीं बढ़ाया है। एक माननीय सदस्य ने अभी कहा कि पैसेंजर फ्रेजिंग इसलिए नहीं बढ़ाये गये कि यह इलैक्शन टाइम है। दूसरी तरफ़ उन्होंने यह भी मांग की कि जितने लेबरजं हैं, चाहे वे ज्यादा तन्ख्वाह पाते हैं या कम, उन सब की तन्ख्वाह बढ़ा दी जाये। यह बात मेरी समझ में नहीं आती है। कुछ लोग कहते हैं कि बाहर से भ्रष्ट न मंगाओ, लेकिन सब को खिलाओ। उसी तरह यहां पर कहा जाता है कि सब की तन्ख्वाह बढ़ा दो, लेकिन जो आमदनी का जरिया है, उसको न बढ़ाओ।

एक और माननाय सदस्य ने यह कहा कि लोगों का ट्रांसफर न किया जाये। मेरा खयाल है कि जितने भी कर्मचारी तीन चार बरस के बाद उन जगह से ट्रांसफर कर देना चाहिए।

श्री श्यामलाल सर्राफ़ (जम्मू तथा काश्मीर) : मुनासिब वक्त पर।

श्री क० ना० तिवारी : मुनासिब वक्त पर कर देना चाहिये, चाहे वे बड़े अफसर हों या छोटे कर्मचारी हों।

जहां तक तन्ख्वाह बढ़ाने की बात है, मैं उसका विरोध नहीं करता, लेकिन मैं

यह भी चाहूंगा कि रेलवे एडमिनिस्ट्रेशन और मिनिस्टर इस बात को देखें कि जिनकी तन्ख्वाहें बढ़ती हैं वे ठोक से काम करें। सभापति महोदय, मैं एक उदाहरण देता हूँ कि कैसे काम होता है। एक रोज़ सुबह के वक्त मैं थर्ड क्लास में चला जा रहा था, उस में बहुत से लोग बैठे हुए थे। एक साथी सुबह के वक्त लेट्रीन गये और जब वह निकले तो आकर बैठे, फिर एक दूसरे मौलाना साहब गये, जब वह लौट कर आये तो उन्होंने कहा कि भाई मैं तो कोर्ट जा रहा हूँ, मेरे पास सम्मन था, मैंने तो ऐसे काम चला लिया, लेकिन आप ने कैसे काम चलाया, क्योंकि वहां पानी नहीं था। थर्ड क्लास में पानी नहीं होता है और स बात को मैंने कई बार कम्प्लेन किया है, कम्प्लेन्ट बुक में नोट किया है, और आखिर मैं रेलवे विभाग से यह जवाब आता है कि

complaint noted, inconvenience caused greatly regretted and inquiry is being made.

लेकिन क्या इन्क्वायरी हुई, क्या बात हुई, यह पता नहीं। मैं कर्मचारियों का तन्ख्वाहें बढ़ाने के विरोध में नहीं हूँ, लेकिन वे काम अच्छी तरह से करें और जितनी ड्यूटी उनको दी गई है, उसको पूरा करें। इस बारे में लेबर लीडर्स जब नेगोशियेशन करने आवें तो उन को भा इस बारे में कहा जाय।

अब मैं अपनी कांस्ट्रक्शन्स की बात को रखना चाहता हूँ। मैंने पिछली बार भी कहा है कि पहलेजा से बगहा तक एक डायरेक्ट ट्रेन होनी चाहिये, जिसकी वहां पर बहुत जरूरत है। दूसरे, मैंने पहले भी एक मर्तबा इस बात की तरफ़ ध्यान दिलाया था कि घनहा हमारे क्षेत्र में एक स्थान है जहां 45 लाख मन शुगर-केन होता है और वहां शुगर फैक्टरी तब ही हो सकती है जब उसको 12 मील की लाइन दे दी जाय। आज यहां सभी गृहस्थ बैठे हैं। पाटिल साहब हमारे फूड मिनिस्टर भी रहे हैं और

उनकी काफ़ी सद्गुणवृत्ति थी किस्सानी के साथ है। डाक्टर साहब भी बैठे हैं। मैं यह निवेदन करना चाहता हूँ कि वह एक इन्कम की जगह होगी और 12 मील लाइन बिछाने में ज्यादा खर्च भी नहीं होगा, लेकिन इस से उस क्षेत्र के किसानों को बहुत फायदा होगा, लेकिन फिर भी पता नहीं वह लाइन क्यों नहीं दी जा रहा है।

तीसरी बात मुझे यह निवेदन करना है कि गांधी जी ने सब से पहले अपना काम चम्पारन में शुरू किया, वहाँ भूतहरवा एक जगह है, वह तीर्थ स्थान बन सकता है। वहाँ पर बुड़ का अग्रोक पिलर है, वहाँ पर एक हाल्ट स्टेशन देने के लिये कई वार मैंने आप्रह किया, लेकिन रेलवे विभाग इस बात को कहती है कि उस में घाटा होगा। जो रेलवे ठोरा से लेकर, नरकटिया गंज जाती है उस में भी उनको घाटा है, मैंने कहा कि क्यों घाटा है, अगर इस बात की इन्क्वायरी का जाय तो आपको मालूम होगा कि वह घाटे की लाइन नहीं है। लेकिन अगर रेलवे विभाग यह समझता है तो उस को कांटेक्टर को दे दें, तो उस में से आमदनी होगी, वह घाटे की नहीं रहेगी। घाटे पर इसलिये चल रहा है कि आप का एफिशियन्सी ठीक नहीं है, अगर आप इस पर ध्यान दें और जितने लोग बिना टिकट ट्रेवल करते हैं और अधिकारों उन से पैसा ले लेते हैं, अगर उसकी हटा दिया जाय तो वह घाटे की लाइन नहीं रहेगी। . . .

श्री हुकम चन्द्र कछवाय : मैं व्यवस्था चाहता हूँ। सदन में गण-पूर्ति नहीं है।

Mr. Chairman: The bell is being rung... now there is quorum. The hon. Member may continue his speech.

श्री क० ना० तिवारी : इसलिये भीतहरवा में हाल्ट स्टेशन दिया जाय। वहाँ हाल्ट स्टेशन देने से राष्ट्र पिता का काफ़ी सम्मान होगा और वह एक तीर्थ स्थान बन जायगा।

यह बात बराबर हम लोग महसूस करते हैं कि रेलवे लाइन में जो बहुत सारे ऐसी जगहें हैं जहाँ से पानी का बहाव है, अगर उस में आउट-लेट दे दिया जाय, निवास दे दिया जाय, उस से रेलवे लाइन का कोई नुकसान नहीं होगा। इस बारे में कई बार कहा गया लेकिन इंजीनियरिंग विभाग इस ओर ध्यान नहीं देता। अभी दो तीन वर्ष की बात कि रेलवे ने कहा कि यहाँ आउट-लेट नहीं दिया जायेगा। जब वहाँ के लोग तैयार हो गये, कि लाइन तोड़ दी जायगी, पुलिस बुलाई गई, तब उन्होंने कहा कि वहाँ दिया जा सकता है। जब तक इस तरह का अन्दोलन न हो, तब तक उनका ध्यान उस ओर नहीं जाता है। इसलिये रेलवे मंत्री महोदय से मेरा अनुरोध है कि उनका ध्यान इस ओर जाय और जहाँ जहाँ आउट-लेट दिये जा सकते हैं वहाँ रेलवे लाइन में आउट-लेट दिये जायें।

कलकत्ते में रिजर्वेशन की तीन जगहें हैं। रिजर्वेशन होती है एस्पलेनेड में, फेयरली प्लेस में। साथ ही ईस्टर्न रेलवे का रिजर्वेशन दूसरी जगह है। अगर हम लोग हावड़ा स्टेशन पर रिजर्वेशन कराना चाहें तो हम को फेयरली प्लेस या एस्पलेनेड जाना पड़ता है, इसलिये हावड़ा स्टेशन पर भी रिजर्वेशन का प्रवन्ध होना चाहिये।

मुड़फूरपुर, रक्सोल या दूसरी ऐसी जगहें हैं जहाँ रिटायरिंग रूम्ज हैं, लेकिन उनकी बड़ी कमी है। यह रेलवे की आमदनी का जरिया है, अगर ये रिटायरिंग रूम्ज बढ़ा दिये जायें, तो उसमें पैसेन्जर जाकर ठहर सकते हैं और उस से रेलवे की आमदनी बढ़ती है। इसलिये मेरा निवेदन है कि यहाँ रिटायरिंग रूम्ज का नम्बर बढ़ाया जाना चाहिये।

समस्तीपुर तक जो बड़ी लाइन गई हुई है उसको नरकटिया गंज तक बढ़ा दिया

[श्री क० ना० तिवारी]

जाय तो इससे जितने पैसेन्जर्स वहाँ के जो यू० पी० जाते हैं, उनको सुविधा हो जायगी। इसलिये मेरा अनुरोध है कि इसको नरकटिया गंज तक बढ़ा दिया जाय।

पहले गोरखपुर से होकर एक लाइन गई थी, जो लाइन चली जाती था आसाम का तरफ, उस को टूटे हुए 40-45 वर्ष हो गये हैं। गण्डक बैरेज बन रहा है, अगर गण्डक बैरेज तक वह लाइन कर दी जाय और उसको धुमा कर सिसवा बाजार से मिला दिया जाय तो यह डबल लाइन हो जायगी और बांडर लाइन होगी और किसी एमरजेंसी के वक्त वह आसाम को और नेपाल के बांडर को सर्व कर सकती है। जहाँ तक उसके पुल के खर्च का सवाल है, गण्डक बैरेज का काम हो रहा है, पुल गण्डक बैरेज बना रहा है, बिहार गवर्नमेंट इस काम को चला रही है, अगर रेलवे विभाग बिहार गवर्नमेंट से ले ले और गण्डक बैरेज से इसको जोड़ दिया जाय तो यह काम कम खर्च में होगा। इससे जो आपका बोर्डर है वह भी सेफ हो जाएगा और एमरजेंसी में इससे फायदा होगा।

एक झगड़ा नार्थ और साउथ में चल रहा है और यह चीनी के फ्रेट को लेकर है। जो चीनी साउथ में जाती है या जो चीनी एक्सपोर्ट होने के लिए जाती है उसका जो रेल का भाड़ा है वह बहुत ज्यादा है। उत्तर प्रदेश, बिहार, पंजाब आदि में जो चीनी पैदा होती है उस पर भाड़ा बहुत ज्यादा पड़ जाता है। कोयले पर जो आप भाड़ा चार्ज करते हैं वह सारे देश में एक सा भाड़ा चार्ज करते हैं। चाहे वह कहीं जाए एक सा भाड़ा चार्ज होता है। इसी तरह से और भी कई चीजें हैं। मेरा निवेदन यह है कि पंजाब, उत्तर प्रदेश और बिहार की शूगर इंडस्ट्री के सामने भी कई प्रावलेम्स हैं और अगर उनके हल में गवर्नमेंट मदद कर सके तो बहुत अच्छा

होगा। वहाँ के लोग यह चाहते हैं कि उनकी यह कैंस क्रॉप जिन्दा रहे और किसान इस कैंस क्रॉप से फायदा उठा सकें। जो यह रेल भाड़ा है इसको लेकर कई रिप्रिजेंटेशन किए गए हैं और यहाँ भी कई बार कहा गया है कि शूगर के सम्बन्ध में भी वही नियम लागू होना चाहिये जो कोयले पर आप लागू करते हैं लेकिन ऐसा अभी तक नहीं किया गया है। अगर आपने ऐसा किया तो देश में शूगर इंडस्ट्री के मामले में समानता आ जायगी। हमारा दिक्कत यह है कि हमारा जो रिक्वरर है उत्तर प्रदेश और बिहार में शक्कर की वह कम है। महाराष्ट्र की जो रिक्वरर है वह ज्यादा है। जो एक्सपोर्ट हम यहाँ की चीनी का करते हैं उसका भाड़ा हम को ज्यादा देना पड़ता है। इस वास्ते मैं निवेदन करता हूँ कि इस पर भी विचार किया जाना चाहिये।

मैं मंत्री महोदय को धन्यवाद देता हूँ कि थर्ड क्लास पैसेन्जर की तरफ उनका ध्यान गया है। थर्ड क्लास पैसेन्जर की जो दशा है उसकी तरफ कई माननीय सदस्यों ने मंत्री महोदय का ध्यान खींचा है। मेरे क्वाल में हर स्टेशन पर जहाँ गाड़ी खड़ी होती है सफाई करने वाले थर्ड क्लास के डिब्बों की सफाई नहीं करते हैं, पंखों का क्या हालत है, बत्ती की क्या हालत है जिस विभाग के जिम्मे यह काम होता है वह विभाग उसको नहीं देखता है। कितने ही डिब्बे ऐसे होते हैं जिनमें अंधेरा रहता है और पंखे बन्द रहते हैं। गमियों में यात्रियों को इस से बहुत तकलीफ होती है। मैं निवेदन करता हूँ कि थर्ड क्लास के पैसेन्जर की तरफ, थर्ड क्लास कम्पार्टमेंट्स की तरफ ज्यादा ध्यान जाना चाहिये और जितनी सुविधाएँ इस क्लास के यात्रियों को दी जा सकती हैं देने की व्यवस्था आपको करनी चाहिये।

श्री शीर्ष : अगर थर्ड क्लास का पास दिया जाए तब तो शायद कोई अच्छी व्यवस्था हो जाए।

श्री क० ना० तिवारी : अब मैं रेलवे रिफ्रेशमेंट रूम के बारे में कुछ कहना चाहता हूँ। जो ये पब्लिक सेक्टर में आते हैं उनके बारे में कुछ कहना चाहता हूँ। जो उनके मैनेजर साहिबान होते हैं वे अपने आपको जनलर मैनेजर या बोर्ड के जो अफसर हैं या मिनिस्टर साहिबान हैं उनसे भी बड़ा समझते हैं। ये मैनेजर साहिबान यह जानते हैं कि लोग कभी बिना बताये आकर नहीं देखेंगे। इस वास्ते ये मुसाफिरों को एटेंड ही नहीं करते हैं। मैं चाहता हूँ कि अफसर और मिनिस्टर बिना सूचना दिए हुए इन रिफ्रेशमेंट रूम को जाकर देखा करें और जो फूड वहाँ सर्व होता है उसका निरीक्षण किया करें और जो लोगों को असुविधायें होती हैं, उनको दूर करवाने का प्रयत्न किया करें।

जितनी भी ये बातें हैं इनको हम हर साल रिपीट करते हैं। ऐसी बात नहीं है कि कोई नई बात कही जाती हो। टेस्ट आफ़ बी तूडिंग इज इन बी ईटिंग वाला बात है। वह कुछ कर के दिखायें। सुधार हर एक को नजर आना चाहिए। हमारे मंत्री महोदय कितने कुलश हैं, कितने ईमानदार हैं, जितने सहृदय हैं और जिस तरह से ये सारी बातें करते हैं उससे तो ऐसा लगता है कि वे काफी कुछ कर सकते हैं। जो हम सुझाव देते हैं अगर पहले से प्रोग्राम न बना कर और उन लोगों को उस प्रोग्राम को न भेजकर ऐसे ही मिनिस्टर और अफसर निरीक्षण करने के लिए चले जाया करें, थर्ड क्लास कम्पार्टमेंट को देख लिया करें, इन पैसेन्जर्स की मुख सुविधा को देख लिया करें, स्टेशनों की हालत को देख लिया करें कि कैसा काम होता है, इसको देख लिया करें तो ज्यादा फायदा होगा। मैं एक जेल सुप्रीटेंडेंट का बात आपकी बताता हूँ। वह मि० ब्राग था। वह अग्नेज था। वह लाहौर सेंट्रल जेल में जब भी जाता था तो सबसे पहले लेट्रिन देखने के लिये जाता था और देखता था कि वह साफ़ है या नहीं। अगर वहाँ एक मक्खी भी वह पाता था तो जो सफाई

करने वाले होते थे उनको सजा दे देता था। लेट्रिन पर जो इतना ध्यान देता था वह एडमिनिस्ट्रेशन पर कितना देता होगा इसका अनुमान आप लगा सकते हैं। आप जा कर देख लें कि स्टेशनों की क्या हालत रहती है, वहाँ पर लैट्रिन की क्या हालत रहती है, बोटिंग रूम की क्या हालत रहती है। कोई बड़ा भ्रामदी जाता है तब तो उनकी सफाई हो जाती है लेकिन उसके बाद फिर वही हालत उनकी हो जाती है। इस वास्ते मंत्री महोदय बिना प्रोग्राम के कभी कभी चले जाया करें, बड़े-बड़े अफसर बिना प्रोग्राम के चले जाया करें तो बहुत ज्यादा सफाई और इम्प्रूवमेंट हो सकता है।

16.35 hrs.

STATEMENT RE. COMMITTEE TO
REVIEW WORKING OF ADVOCATES ACT

Mr. Chairman: The Minister of State in the Ministry of Law, Shri C. R. Pattabhi Raman wants to make a statement. Shri C. R. Pattabhi Raman.

The Minister of State in the Ministry of Law (Shri C. R. Pattabhi Raman): With your permission, I would like to make a statement. In answer to a question in the Rajya Sabha today, I had informed the Rajya Sabha about the decision of the Government to appoint a small committee to review the working of the Advocates Act in all its aspects. With your permission, I am announcing that decision in this House also.

The proposed committee will consist of the Union Law Minister who will be the chairman, myself, the Attorney-General of India who is also the chairman of the Bar Council of India, and 9 lawyer-members of Parliament, three from Rajya Sabha and six from the Lok Sabha. The names of the lawyer-Members of Parliament will be announced as soon

[Shri C. R. Pattabhi Raman]

as possible. The terms of reference of the committee will be as follows:

- (a) to review the working of the Advocates Act, 1961, in all its aspects;
- (b) to consider whether amendments, if any, are necessary in that Act, and if so, to make recommendations in relation thereto; and
- (c) to make a report to the Government in the Ministry of Law by the 31st May, 1966.

Shri Thirumala Rao (Kakinada): This is a close preserve of the Lawyer-Members of Parliament. Earlier, when the Advocates Bill was discussed here and a committee was constituted, some non-lawyer Members were also included to represent the consumer interests. The lawyers are all belonging to one professional group and they have the professional interests in mind. As to how the law that is shaped by these experts will have its repercussions on the lay public, there must be somebody to watch the position. Therefore, I would request the hon. Minister not to make it a sort of an expert committee, because it is a committee of the House.

Dr. L. M. Singhvi (Jodhpur): I am sure the lawyer-Members would be very happy to enlist Shri Thirumala Rao as a prospective consumer.

Shri Thirumala Rao: Otherwise, how could the lawyers have work?

Mr. Chairman: The hon. Minister may take that suggestion into consideration.

Shri C. R. Pattabhi Raman: When the committee was appointed last time by the House, I happened to be the chairman of the Joint Committee, and we had made a report to the House, and, thereafter, this enactment was passed; at that time, a number of non-lawyers had also been taken on that committee. The committee

which is now appointed is to deal mainly with one question namely the question of enrolment, and who is to be enrolled. That is a purely professional matter. It is quite true that it is a professional body. But the Members of Parliament are there; I was very particular to have the majority from the Members of Parliament.

Shri U. M. Trivedi (Mandsaur): I suppose the report will come up before the House? If so, what is there to worry about?

Shri C. R. Pattabhi Raman: Yes, it will come up.

Shri U. M. Trivedi: Then, Shri Thirumala Rao can oppose the whole thing

Shri Thirumala Rao: I am not a professional opposer.

16.38 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Shrimati Jyotsna Chanda (Cachar): At the outset, I congratulate the hon. Railway Minister for not increasing the passenger fares. But his proposal for a three per cent surcharge on goods traffic rate is not welcome as this will hit the consumer. I have seen in the newspapers already that this has given an incentive to the private road transport concerns to increase the rates by 50 per cent.

We in Assam, Manipur and Tripura have to import everything except paddy and rice, and this additional surcharge will result in rise in commodity prices, and the businessmen will take advantage of this to increase the prices and ultimately the consumers will be hard-hit. Even at this hour, the prices of commodities in

that region are higher than in other places in India.

Moreover, the hon. Minister has exempted iron ore, manganese etc. from surcharge, but tea and jute which are also meant for the export market have not been exempted. I implore the hon. Railway Minister to consider these items also.

Government need this money for the Development Fund, but I am sure that a surplus can be made for appropriation in the Development Fund from the general railway budget by a watch on the progress of expenditure having in view a suitable assessment of the requirements. Further, the loss in compensation for shortage of goods in transit can also be reduced, if suitable measures are taken. Money can also be saved on account of purchase of stores, with proper checking and scrutiny.

श्री हुकम चन्व कछुबाय : मैं प्रापकी
व्यवस्था चाहता हूँ सदन में गारूपति नहीं है।

Mr. Chairman: The bell is being rung—Now there is quorum. Yes, she may continue.

Shrimati Jyotsna Chanda: I would like to make a submission without going into further details that if the recommendations made by the Public Accounts Committee on Railways are implemented, there is bound to be a surplus for appropriation in the Development Fund. It will be a real hardship on the consumer as the increase in surcharge on goods traffic by 3 per cent will indirectly raise the price level.

If Government are insistent on the increase of surcharge, all the essential commodities such as pulses, gram, all kinds of edible oil, kerosene salt, medicine, milk and milk products, cloth and yarn should be exempted. In this connection, I have noted the hon. Minister's speech regarding salt, and referring to p. 17 of his speech, I can say that though he has computed that the increase in salt rate will not be more than 0.18 paise per kg.,

the selling price of salt in Assam is already much higher than in any other place in India. This addition will increase the price further.

I would now like to refer to the amenities given to passengers and also to railway employees. I have been given to understand that the amenities provided in third class cannot be properly enjoyed by passengers as on many occasions lights and fans are found not to work. As regards reservation of sleeper berths, the word 'reservation' becomes meaningless as suitable arrangements are not made for passengers travelling 300 miles. These passengers force their way into sleeper coaches even at night.

Now I would like to refer to the housing condition of class III and class IV employees of the NF Rly. In the past, my association with the NF Rly. employees' union gave me opportunities to see the housing conditions, and I regret to point out that even today the houses are constructed without any regard to proper amenities, ventilation and sanitation. The age-old imperial outlook still guides the housing system in utter disregard of modern ideas of housing for workers. I feel ashamed to mention that latrines are used on community basis. I do not know whether this is the same fate with other railways. I would appeal to the hon. Minister that proper ventilation and sanitation of housing arrangements should be provided to the railway employees within the Fourth Plan period.

It may not be out of place to mention here regarding the poor communications of Assam, Manipur, Tripura and NEFA with the rest of India. It has been referred to by me in the past many a time on the floor of the House. These areas are border areas having China and Pakistan as neighbours. If railway communications in these areas are not immediately improved, these are bound to be isolated in the event of any attack from our neighbours. It is true that the broad gauge line has been extended up to

[Shrimati Jyotsna Chanda]

Jogigoppa but this must at least be extended up to Lumding, if not up to Dibrugarh.

For the purpose of defence, the metre gauge line from Karimganj to Dharmanagar should immediately be extended up to Agartala. For similar reasons, a new railway line should be constructed from either Katlicherra or from Silchar to Mizo district and Silchar to Manipur via Jiribun. I would request the hon. Minister to take this up immediately with the Planning Commission for survey work at least in the Fourth Plan period so that construction work could be taken up as soon as the survey is completed. I feel a day may soon come when due to lack of sufficient communications in border areas, the people will have to suffer very badly. In this connection, I would like to draw the attention of the House and the Government to the fact that during the last Pakistani aggression in Kashmir, absence of railway communications beyond Pathankot was a great impediment for the purpose of defence.

16.48 hrs.

[SHRI SHANLAL SARAF in the Chair]

The Lumding Badarpur Hill Section Railway is the only link for the people of Cachar, Mizo district and Tripura with the rest of India. But this hill section railway track and the main line railway track from Lumding to Mariani are often disturbed due to hostile Nagas. These tracks should be cleared of jungles on both sides, and should be settled with landless people of Assam in a planned way, so that they will be able to act as guards from any hostile infiltrators and at the same time production of foodgrains will also be increased.

I would recall the attention of the House that I have been suggesting this from 1962. I still think that troubles by one section or the other of Naga hostiles will always be there, and the remedial measures should be

taken in time, so that we may not repent later.

Before concluding my observations, I express my sincerest thanks and gratitude to the railway employees who have undauntedly worked during the last attack by Pakistan, and also during the last Chinese aggression. Further, my sincerest thanks are to the railway employees of NF Railway who are working in the face of the Naga hostiles from time to time. With these words, I support the Railway Budget.

Shri Priya Gupta: I rise to speak on the Railway Budget and to express my mixed reaction to it. If you look at the Budget, the income and expenditure position will show that there is no necessity for raising the freight as proposed by the Railway Minister. Even then unfortunately the Railway Minister has raised the freight much to the difficulties and hardship of the public. It will have an indirect impact on the whole thing. Another point is that while the railway administration has just spent the amount which is much more than the original budget itself which could be seen when it is to be tallied with the revised estimates, the targets in most of the cases could not be achieved and more so in time. In spite of the big slogan which the Railway Minister has raised in his speech, that he has done away with many unwanted expenditure, he has unfortunately not given as to how many point zero Zero crores had been saved. Not a single figure had been shown as to what unnecessary wastage of public exchequer had been avoided. He says that extra amount in proposed budget is needed to pay the increased dearness allowance etc. These are expenses in the normal course required for running the railways, since Government failed to arrest spiralling rise in cost of living. I have nothing more to say about the financial implications because in spite of the slogan of socialist society the general budget and railway Budget have an unwarranted and painful impact on the

poor public in general including the railway employees.

Coming to the other aspect, it is said that the management is having good relations with the labour. In so far as exchange of tea and biscuits and lunches and dinner in the Permanent Negotiating Machinery is concerned, it is correct. This machinery is the agreed procedure in lieu of the Industrial Disputes Act provisions to resolve the railwaymen's disputes according to an agreement reached in 1951 between the late Mr. Gopaldaswamy Ayyangar, the then Railway Minister and Mr. Jayaprakash Narain, the then president of the All Indian Railwaymen's Federation. This has three tiers. The first tier is the zonal Railway level tier which has two sub sections, one at the district or divisional level and the other one, at the General Manager's level. The second tier is at the railway Board's level and the third tier is arbitration. After 15 years of this agreement even till today there has been no attempt by the Railway Ministry to resolve disputes which cannot be settled at the second tier and no arbitration machinery has been set up. This is in spite of the fact as you will find in all cases of disputes there is a cry in this country and in this world for *panch, panch, panch*—that is arbitration and negotiation. They will conveniently quote the example of the Sankar Saran tribunal, which was not part and parcel of the three tier machinery; it was as a result of agreement after sitting of a Joint Advisory Committee which was set up after the first Pay Commission, and the disputes not agreed or settled between management and the federation were referred to that tribunal and that tribunal relates only to the points in those disputes, but for the day-to-day disputes, the permanent negotiating machinery has been allowed to function.

Now, all of a sudden, the Central Government is asking the railway administration to adopt whitley Council machinery at par with other Cen-

tral Government employees who have no machinery of negotiation of their problems. Now, in England, the Whitley Council—the Chairman of which was a reactionary man, Mr. Whitley, who was a Member of Parliament and later the Speaker there—was set up to tide over the difficulties of the second world war. Most of the recommendations of that body could not be implemented in England also. But they are going to be implemented in India and also in respect of the railways. What was the intention of the Whitley Council? It recommended that for the Government employees who have no opportunity or opening for negotiations in respect of their disputes, who have no forum, the Whitley Council should be introduced. But where the railway has got a structure, and when there is the question of sanctity of implementation, the Government is failing. So, they want to replace it by the Whitley Council.

Look at Great Britain. I had the privilege of meeting the main man in charge who came to India from England to discuss all these things and also with Shri Patil. I met him and I met him in England. In England also, we found that the railways are under some Ministry, the Ministry of Transport. They have got their own type of machinery for the permanent negotiations of their disputes. The Whitley Council's recommendations have not been implemented there in Railways. They said candidly that it is only for opening a channel of negotiation for those who have not got it at all. I thought very seriously as to why the Government is so much keen on implementing this with regard to the railwaymen also here. We have had two rounds of talks: one round was with Shri Sanjivayya, the Labour Minister, and the second and the last round of talks was with the Home Minister, Shri Nanda. It struck me then as to why so much force was being used: I found out the truth. They are, in the garb of a Whitley Council, trying to, and they want to, take away the right of the railway-

[Shri Priya Gupta]

men to rob—rape them, so to say—the railwaymen of their rights and privileges of a trade union which have been conferred on them by the Britishers in the year 1926 onwards. I quoted to the Home Minister the circular of 1st January, 1964, wherein I have pointed out that along with the implementation of the Whitley Council recommendations, there were three conditions one is, a recognised union shall have to seek a fresh recognition by accepting the new terms of reference. The other purpose was to cripple the railwaymen; to see that their railwaymen are deprived of their rights, to abjure the right to strike by virtue of the agreement and also to lose the outsider to represent their case. Unfortunately, this Government borrows a thing from another country in a half-hearted way. In the Whitley Council structure in Great Britain, outsiders are also represented in the negotiating machinery. So, this Government borrows a thing half-heartedly and implement it quarter-heartedly—a thing that they borrow from England and other countries.

Then I come to the question of bonus.

Mr. Chairman: The hon. Member has taken 10 minutes today. He will be given 15 more minutes tomorrow.
Shri Shree Narayan Das.

16.59 hrs.

BUSINESS ADVISORY COMMITTEE

FORTY-FOURTH REPORT

Shri Shree Narayan Das (Darbhanga): Sir, I beg to present the Forty-fourth Report of the Business Advisory Committee.

17 hrs.

PROCUREMENT LEVY SCHEMES OF STATES*

श्री मधु लिमये (मुंगेर) : सभापति महोदय, विभिन्न राज्यों की अनाज वसूली की जो योजनाएं हैं उनका तौलनिक अध्ययन कर के कुछ ठोस निष्कर्ष निकालने के हेतु मैं यह चर्चा उठाना चाहता हूँ। मैंने जो प्रश्न पूछा था अनाज वसूली के बारे में उस के जवाब में खाद्य मंत्री जी ने संक्षेप में बताया है कि विभिन्न राज्यों में अनाज वसूली करने के लिए क्या क्या योजनाएं बनाई गई हैं। लेकिन उन्होंने अपने उत्तर में यह नहीं बतलाया कि यह योजनाएं कहां तक सफल हुई हैं? कौन सी योजना ज्यादा मुफीद है, फायदेमंद है, इस के बारे में तौलनिक विवेचन इनके उत्तर में नहीं है। इसलिए अनाज वसूली के सम्बन्ध में कुछ बातें उनके सामने रखना चाहता हूँ।

सब से पहले यह बात मैं अर्ज करना चाहता हूँ कि अनाज वसूली की जितनी योजनाएं हैं उन योजनाओं से सब से ज्यादा अगर नुकसान किसी का होता है तो वह छोटे काश्तकारों का, छोटे किसानों का होता है। असल में हमारे देश में, विभिन्न राज्यों में थोड़ा बहुत फर्क पड़ सकता है लेकिन 9 और 10 प्रतिशत के बीच ही ऐसे काश्तकार हैं जिनके पास बेचने लायक अनाज रह जाता है जिसको कि "मार्केटबल सरप्लस" कहा जाता है। इस हालत में किसी भी अनाज वसूली की योजना का सब से बड़ा मकसद यह होना चाहिए कि जिन बड़े काश्तकारों के पास यह अतिरिक्त अनाज है, "मार्केटबल सरप्लस" है वह सरकार के हाथ में किस ढंग से आये लेकिन मुझे खेद के साथ कहना पड़ता है कि राज्य सरकारों की जितनी योजनाएं हैं उन योजनाओं में इस बात का बिल्कुल ध्यान नहीं रखा गया है कि जो बड़े काश्तकारों के

पास भनाज बच जाता है वह सब का सब कैसे कच्चे में लेना चाहिए। उस के लिए एक काम तो अवश्य करना चाहिए था। एकाधिकार, धान और भनाज के व्यापार पर सरकार का एकाधिकार स्थापित करना। दूसरा रास्ता जैसे बड़े काश्तकारों के पास ज्यादा जमीन रहती है उनकी पैदावार भी ज्यादा होती है तो लैबी का अनुपात भी प्रगतिशील ढंग से बढ़ना चाहिए था जैसा भ्रामदनी कर वगैरह के बारे में होता है। इसका एक ही उदाहरण सभापति महोदय आप के सामने रखना चाहता हूँ। बिहार में 5 एकड़ से जिनके पास कम जमीन है उनके ऊपर कोई लैबी नहीं लगाई है। लेकिन 5 एकड़ से आगे हर एकड़ पर एक ही अनुपात में लैबी लगाई गई है। उस का क्या मतलब होता है? उसका मतलब यह है कि जिनके पास बहुत ज्यादा जमीन है उनके पास लैबी देने के बाद भी काफ़ी भनाज बचेगा और वे खुले बाजार में वह भनाज बेच डालेंगे। इसी वक्त बिहार में जहाँ सरकार के द्वारा 16 रुपये मन धान का दाम निश्चित किया गया है और इस वक्त बसूली भी चल रही है। लेकिन दूसरी ओर हम देखते हैं कि खुले बाजार में 27 रुपये, 28 रुपये, 32 रुपये तक धान के दाम प्रति मन हो गये हैं। उसका नतीजा क्या होता है? जो बड़े काश्तकार हैं वह तो लैबी का अपना हिस्सा दे देंगे और उन के पास जो भनाज बचेगा, धन बचेगा, वह खुले बाजार में ऊँचे दाम से बेच डालेंगे। उसी तरह बिहार के अन्दर जो मिल वाले हैं, चावल के, उन के ऊपर केवल साढ़े 12 प्रतिशत की लैबी लगाई गई है। तो साढ़े 12 प्रतिशत चावल वह सरकार का जो निश्चित दाम है उस दाम पर बेचेंगे, लेकिन बाकी जितना

बचेगा, उन को इस बात के लिए पूरी छूट है कि जो जिस दाम से बेचना चाहे बेच सकते हैं। उसके ऊपर किसी किस्म की रोक नहीं है। इस से बिल्कुल साफ हो जाता है कि यह जो धान बसूली की योजना है उस में बड़े काश्तकारों का एक ओर और दूसरी ओर यह चावल के मिल वालों का व्यापार किया गया है और जो छोटे काश्तकार हैं उन के साथ बड़ा अन्याय हुआ है। इसी तरह महाराष्ट्र राज्य है जिसमें भनाज के व्यापार में सरकार द्वारा एकाधिकार प्रस्थापित किया गया है कोई निजी व्यापार उस में नहीं है। व्यापार को लोग नहीं खरीद सकते हैं लेकिन उस में . .

श्री हुकूम चन्द कच्छवाय (देवास) : सभापति महोदय, इस पर आप की व्यवस्था चाहता हूँ कि यह आध घंटे की चर्चा चल रही है तो हाउस में कोरम नहीं है। यह कोई पहली दफ़ा नहीं है जब भी कोई प्रस्ताव हो या कोई बिल हो तो कभी भी सामने की बेंच की ओर से कोरम पूरा नहीं किया जाता है। मैं चाहता हूँ कि आगे कार्यावाही चलाने से पहले आप हाउस में कोरम की व्यवस्था करायें।

Mr. Chairman: The hon. Member may resume his seat. Quorum has been challenged. The Bell is being rung.

I am told the Bell has stopped ringing and still there is no quorum. I have, therefore, to adjourn the House.

17.07 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 2, 1966/Phalguna 11, 1887 (Saka).