

[Shri Ram Vilas Paswan]

electrification and we are looking for nearest points. ...*(Interruptions)* We have laid the foundation stone and the work of doubling has been done from Katihar to Jogbani and we are not going to tell here that after that which train would stop here, which would stop at Lakhisarai and which would not. Afterwards he raised the issue of Hatidah station....*(Interruptions)* It is not the issue of party. The fact is that work on Mokama bridge over Ganga has been completed and on its one side is Hatidah, it is written Hatidah junction but train goes from Hatidah to Patna also but it is not full fledged station, but a flag station.

He demands that status of a full fledged station should be given to it and I think that status should be given and will be given. ...*(Interruptions)*. We have noted down all the demands. Naval Kishore Rai ji has demanded for conducting survey of Sitamarhi, Jainagar via Sonbarsa, Metha Modh broadgauge lines and a survey will be conducted of Janakpur road, Jainagar, Madhubani via Madhubani. Haradhan Roy ji has demanded for a railway line from Asansol to Bardhaman. We are considering it. Jai Prakash ji has demanded for Rewari, Rohtak and Hissar line and we are considering it because we have a plan under which Government of India have sanctioned six thousand crore rupees for national capital territory of Delhi. We don't want repetition, so I said that we can work in a coordinated way. If they would not do it then we will do it but it is done by them then what is the need to do it again. ...*(Interruptions)*

Our friends from Punjab have asked when will a survey for Kalka-Parvanu be conducted. If our friends do not read, then what can I do. We have included this item in the budget and they are demanding for survey. Kalka-Parvanu is included in item No. 6. Fatmiji has demanded for survey regarding Darbhanga-Muzaffarpur line for which order has been issued. If it has not been done then I'll find it out. Not only survey would be conducted but we will consider it seriously.

Mr. Chairman, Sir, I would like to say that the Members of Parliament should speak with patience. I have certain figures with me. I know replies of all the questions related to each constituency. I keep myself busy in it. I would only like to say that ask questions one by one. All questions will be answered. With these words, I would like to tell the hon'ble members that we would send the written replies of all the letters, suggestions and things which were left during discussions, within one month. ...*(Interruptions)*

[English]

SHRI SUNIL KHAN (Durgapur) : What is the progress on the River Damodar Railway at Bankura? ...*(Interruptions)*

MR. CHAIRMAN : I shall now put the Supplementary Demands for Grants (Railways) for 1997-98 to the vote of the House.

The question is:

"That the Supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1998, in respect of the head of demand entered in the second Column thereof against Demand Nos. 2 and 16".

The motion was adopted

SUPPLEMENTARY DEMANDS FOR GRANTS
(RAILWAYS) FOR 1997-98 SUBMITTED TO
THE VOTE OF THE LOK SABHA

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
2	Miscellaneous Expenditure (General)	5,000
16	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	20,000
	Railway Funds	25,000
	Total	50,000

15.33 hrs.

APPROPRIATION (RAILWAYS) NO. 4 BILL*

[English]

MR. CHAIRMAN : The House will now take up the Appropriation (Railways) No. 4 Bill, 1997. The hon. Minister of Railways shall move for leave to introduce the Bill.

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways.

[English]

MR. CHAIRMAN : The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund

*Published in the Gazette of India, Extraordinary Part II, Section 2, dated 12.8.97.

of India for the services of the financial year 1997-98 for the purposes of Railways."

The motion was adopted.

SHRI RAM VILAS PASWAN : I introduce* the Bill.

MR. CHAIRMAN . You may now move for consideration of the Bill.

[Translation]

SHRI RAM VILAS PASWAN : Sir, I beg to move that the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways, be taken into consideration.

[English]

MR. CHAIRMAN : Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways, be taken into consideration."

[Translation]

SHRI RAM NAIK (Mumbai-North) : Mr. Chairman, Sir, I listened the speech of Minister of Railways seriously and I have a complaint that he has not answered a single question regarding the problems of Mumbai city in his lengthy answer. He has not even mentioned the name of Mumbai. Mumbai has been grossly neglected.

The demand for laying the railway line from Kurla to Thane, which is given at page 32, has been included in 5th and 6th line in second phase. The expenditure would be incurred from budget. There is token demand of one thousand rupees only. Rest of the nine lakh, 99 thousand will have to be adjusted by reappropriation. I am to ask that whether this work was included in the other part of M.V.P.T. second phase, Mumbai railway and I have asked a question in the month of March that whether you have received loan from World Bank or not. Whether you discussed in this regard or not. It is being received or not. I would like to submit this question in regard to policy matter. I would like to know the latest position in this regard.

Another point is that there is a large number of juggi jhompris in the area of Thane where railway line has to be laid. What decision has been taken by the Ministry of

Railways to shift them? Who will bear this expenditure? Since when it is likely to be started?

I am submitting the demand of Konkan Railway in detail because there is demand of 87 crore rupees. It says that we will take one thousand rupees as token. The remaining amount i.e 86 crore 99 lakh, 99 thousand will be taken through reappropriation. It means a big amount of 86 crore rupees will be taken through reappropriation. The amount will be taken from here while the project decided earlier has not been completed. Which is this project. Wherefrom so much amount is required to be taken through reappropriation. Why it cannot be projected.

My last point is very serious. I would like to read out whatever you have stated in your budget speech of 26th February:

[English]

"Hon'ble members will be happy to know that the work on the Konkan Railway project has been completed to the extent of 98%. I have personally inspected the tunnels. We are making all out efforts and we hope to complete the line by June, 1997. It is hoped that thorough train services will be started from one end to the other by June, 1997."

15.37 hrs.

[SHRI CHITTA BASU *in the Chair*]

[Translation]

Now, this is the month of August and 98 percent work has been completed. Only two percent work could not be completed in 5-6 months. I would like to know that is the problem. You'll pay 87 crores but the work has not yet been completed. What is the reason?

We would be obliged if the Hon'ble Minister elaborates his statement regarding a train to be started from Dadar to Konkan. About starting a train from Dadar to Konkan.

SHRI RAM VILAS PASWAN : I'll take the later part first, you know that earlier Konkan Railways capital was 600 crores and later it was raised to 800 crores. Railways either had to give or has to give Rs. 102 crores and the States of Goa, Karnataka and Kerala have to pay the remaining amount. The share of Railways in it is 51 percent which comes to the total of Rs. 102 crores. Last year we gave Rs. 10 crores and this year we gave Rs. 5 crores. According to this calculations Rs. 87 crores are left. This provision is made in the budget of supplementary demands. We got rupees one thousand as token money. That cannot be taken other-wise because that is token money. Out of 87 crores, 86 crores 97 lakh and

*Introduced with the recommendation of the President.

[Shri Ram Vilas Paswan]

99 thousand rupees are left and that we have to take from Appropriation. You asked that from where will we get this big amount. I have just told that we have received rupees 170 crores. Hon'ble Finance Minister is present here and I had congratulated him for that.

[English]

SHRI RAM NAIK : You have mentioned 'by reappropriation'.

[Translation]

SHRI RAM VILAS PASWAN : We will give rupees 87 crores out of what we have received. With this the whole matter gets settled.

SHRI RAM NAIK : The project has been approved and you are transferring it from there.

SHRI RAM VILAS PASWAN : Secondly, he had talked about the Urban Transport Project.

Hon'ble members know that as you said in the beginning there was only phase-I, after that phase-II was added. Earlier, we approach World Bank for the road only and it imposed the condition that they would help only when it would be a joint project for Road and Rail, then Railways and Maharashtra Government together decided that Government of Maharashtra and the Railways would share fifty-fifty. The main head under which we will give is "The land utilisation". There we have said that 1/3 of the money will be spent on Mumbai, 1/3 on Maharashtra and the remaining 1/3 on the whole country. So far as the Maharashtra Government is concerned, they will get the money from the Bank. It is natural but if Railway is to pay Rs. 5000 crores then we'll have to pay 25 crores for it and from where will this money flow. You know that it comes from Budgetary Support. Besides we have got many other plans too, we have to take up other items also. We have prepared a project and sent it to the World Bank. It is a matter of great pleasure that you have mentioned Borivali-Virar fourth line, Repair of Signal, Kurla-Thane fifth, sixth line, new rail between Bandra and Kurla and Santacruz, Borivali sixth line and conversion of DC into AC, out of it. All these projects have been sent. After that the World Bank appointed a consultant for the preparation of the Project. When the consultant went to study the project he came up with an important point and that was, "The financial and Institutional restoration". It was suggested to set up a zone for it. If the matter would have been continued to confine to the zone only, it was alright but they asked to set up a Corporation. Then it was said that the authority of planning, operating and maintenance of the Corporation be handed over to them. A deep thought over the matter

revealed the fact that the entire property of Railway will go under their authority. It means that if operating is handed over to them then they will decide whether to give Rajdhani for suburban passengers or not, another train should run or not? If they find that in the interest of suburban passengers other train needs to be discontinued they would do so. They have started asking for all the authorities to be handed over to them with all these things, we encountered some problems. We accepted everything but for operating we said that it will remain with the Railways. If the World Bank, would threaten us, we will not surrender before it. Now, it is but natural that Maharashtra Government would have faced difficulties in this regard. We can not say that they had not faced any. You will find that after reading the reports of all the concerned State officers, your Chief Secretary has talked to the Railways and has given his approval. Mumbai Development Corporation would work but under the Railway Board and would see the entire construction work. We said that we agree for the Corporation but only on the condition that it would get the construction work done under Railway Board where there will be one M.D., two officers from your office and two from our side and one part time Chairman for co-ordination and proper working. ... (Interruptions)

MR. CHAIRMAN : Let him finish first.

SHRI RAM VILAS PASWAN : I am neither a technical man nor an economist. I have some facts

[English]

let me put the facts.

[Translation]

Mr. Chairman Sir, so far as the question of equity is concerned it needs Rs. 10 crores. Even then we have asked the State Government to give any nominal amount—it wants to give, Railway will do the rest. Then all the secretaries and chief secretaries of Maharashtra Government agreed to it. I have written all this to the World Bank. We had written about it to the World Bank in March and Maharashtra Government wrote it in April. I am confident that if Maharashtra Government and we unanimously give clarification on this matter, they would find no reason to withdraw it. As per my information, I can say that they have not withdrawn it yet, it was only a threatening.

Mr. Chairman Sir, we get Rs. 100 crores for this purpose from Planning Commission. You too levy a surcharge on passenger tickets. We have given a suggestion for this and we get approximately Rs. 100 crores out of it. Our officer had talked with the Chief Secretary of Maharashtra. Our officer had asked him to get political clearance from C.M. and we will get clearance from the Central Government. I think that all of us hope that on the basis of this, the World Bank would not withdraw it.

Mr. Chairman Sir, I would like to tell you and the House that out of the projects which were sent to the World Bank for approval, we have included four in it without waiting for the approval of World Bank. We have included them without their help. Borivali to Santacruz fifth line is the part of 1995-96 Budget, Borivali to Virar, fourth line is the part of 1995-96 Budget.

In the same way the work on fifth and sixth line between Kurla and Bhandup was taken up in the budget for 1995-96. The work in second phase of fifth and sixth line between Bhandup and Thane has been taken up in supplementary budget of this year.

Mr. Chairman, Sir, the third point raised here was about the completion of the tunnel project by December. For information of the Members, I would like to tell that originally, this project was proposed to be completed by October 1996. We had planned to run goods trains on this line by October and passenger trains by December. But when I saw that it has not become possible to start the train till December. I, myself, visited Goa on 1st and 2nd January and inspected the tunnel. I wanted to check the position myself because I felt that this project is being delayed due to laxity on the part of the Chairman of Railway Board. I think that you may also have not heard any adverse remarks about Shri Sridharan and people consider him as an efficient Chairman of Railway Board. Due to delay in this project, I doubted his efficiency and myself visited to the project.

Mr. Chairman, Sir, when I inspected the tunnel project, I found that he was not at fault. They had expected a rock in that region which could be dug at a speed of one metre per hour but the stone was too hard to break and it could not be dug even one metre in the whole day. Then they started construction of double layer of wall. I myself have seen that wreckage was falling down and water was seeping in various parts of the tunnel. I had gone there with the Chairman of Railway Board and Ravindraji, who is member of engineering group of the project. I asked them by when this project is to be completed. They replied that they were optimistic and would try to complete it by April and latest by June. We were not technical people to say anything definitely in this regard. We extended the period by another one month and made an announcement there itself that it would be inaugurated on 15th August. An expert from Germany was called for this project. Then rainy season started and water filled in it. I had gone again there to check it and found that it is very difficult to complete it by 15th August and it may take three months more. My officers are still sending me slips that this project would be completed after rainy season but I feel that it would be completed by November or December. I am still not sure about this project because 50 metres of the tunnel from one side could be dug easily on the other side, it

has many difficult problems. The proposed Padnam tunnel of Goa could not be dug for this purpose whereas work on other tunnels is going on smoothly.

The second point raised here relates to rail line between Dadar and Kurla. As I have already told that we are trying to introduce a train there. I wish to introduce a train from Konkan Railway Station, which would be given a stoppage at Dadar, V.T or Shivaji Terminus. We are unable to do that and I feel that our M.Ps are well aware of our problems. Sub-Urban trains are plying on these lines on a very high speed and frequency. After a gap of just two minutes another train starts from that station. We are unable to find gap. ...(*Interruptions*) we can extend this train to Dadar or Mumbai if there is any scope of adjusting the time of the new train in the existing schedule of trains. As a Railway Minister, I would be very fortunate if without disturbing the existing schedule the proposed train is accommodated there. Otherwise which train could be withdrawn. I had already told that four trains start from this station, one for Gorakhpur in Uttar Pradesh, Second for Chennai, third for Amritsar in Punjab and the fourth Sarvodaya Express for Nagpur in Maharashtra. We can give this train if you can persuade the people of Nagpur for withdrawal of this train, or our friends from Punjab where B.J.P and Akali Dal coalition Government is in power. I can withdraw the train bound for Amritsar if they agree to it. Your party is in power in U.P also and I can give this train in place of train bound for U.P or if people from Chennai are ready for it we can do that(*Interruptions*) It is a delicate matter. (*Interruptions*) You are an expert in the field of Railways and that is why I have called you. Sharad Pawarji was not here, otherwise we would have discussed this matter yesterday itself. I wish that leaders of all the political parties of Maharashtra sit together and try to adjust the new train at Dadar Railway Station without disturbing the existing trains. If it is not possible then tell me as to which train is to be withdrawn.

In context of Kurla, I would like to say that we are committed for its development. I would like to know the reasons for backwardness of so many areas in Mumbai. Railways will make investment in the areas where it is required but the State Government should also spend funds for development of those areas where it is required. Why you have not developed your area? In Delhi, somehow, we can construct platform No. 15 and 16 but where in Dadar or Mumbai it can be constructed. It is a technical matter. Such matters should not be dragged in party politics. One should not issue harsh strictures on the basis of the statement made or said something by the Minister of Railways about this matter in reply to some Unstarred Questions. What more can be said in

[Shri Ram Vilas Paswan]

this matter as some one has stated that Minister of Railways would not be allowed to enter here.

Therefore, I would like to say that such a matter should be given due consideration. Secondly, yesterday also I have not said anything with *malafide* intentions. I have said something about changing the name of Dadar railway Station. I have with me a file on this subject. There is a letter from the leader of Congress Party, Janata Dal and a letter from Pramod Mahajan dated 3rd May. He has recommended to change the name. He has given six points(Interruptions) Alright, I read out this letter:

"The name of Dadar Railway Station be named after Bharat Ratna Baba Saheb Bhimrao Ambedkar. ... (Interruptions) We have no objection if it is changed in this way. We have no objection if you change the name of Chait Bhoomi after Baba Saheb Ambedkar. Are you prepared for it?"

With regard to request for changing the name of Dadar railway station to Baba Saheb Ambedkar Sthanak Station, immediate action should be taken after considering the following points:

1. Lakhs of people from all over the country come to see the Samadhi-Chait Bhumi of Dr. Baba Saheb Ambedkar through Dadar railway station.
2. Lakhs of people come with devotion to see the Rajgrih of Baba Saheb Ambedkar in Hindu Colony near Dadar railway station.
3. Siddharth Colony of T.E. Society and Dr. Baba Saheb Ambedkar College is also situated in Dadar-Batla.
4. Assembly house of Buddhist Janpanchayat is in Dadar. It was given the name of Baba Saheb Ambedkar because his residence was situated there.
5. Dr. Baba Saheb Ambedker had started 'Janata Prabhudharak' and 'Bhahishkrit Bharat Ka Bhatti Patra' from Budh Bhushan Printing Press in Dadar.
6. Shrimati Mai Sahebi, wife of Dr. Baba Sahab Ambedkar is living in Dadar."

On these six grounds, they demanded the change. There were outstanding personalities like Shivaji, Sahuji, Mahatma Phule and Baba Saheb Ambedkar. They are all our outstanding personalities. First of all they belong to Maharashtra and after that they belong to the nation and world as a whole. I have received a letter from Congress Party. They are making such a demand and if we write to the Government of Maharashtra for that they ... (Interruptions). We reverse all our leaders. Therefore, I

have written to the Government of Maharashtra impressing upon this popular demand. If you can accept this popular demand on this 50th year of independence, it will be a tribute to Ambedkar ji. Therefore, even today I would like to say that Baba Saheb Ambedkar was a great personality. I do not think that changing the name of one station will add to his prestige and not changing the name will bring his prestige down. I have never viewed him from any caste angle. In August Kranti I had said that those who accept Baba Saheb Ambedkar as leader of Dalits want to belittle him. The study of Baba Saheb Ambedkar is for the emancipation of the entire humanity and for the amelioration of poor & Dalit Class in the society. This is not for the first time that I am saying so, I had said so even when Shri V.P. Singh was the Prime Minister of the country. I will continue saying so in future also. I am asking the State Government to be generous. The decision has to be taken by the Government. That is all I want to say on this subject.

On the issue of Dadar and Kurla, we shall call leaders of all the parties to ascertain their views. But if a person threatens the Railway Minister or the Railway Ministry then I think, Ram Naik ji, you have to come forward for protection. ... (Interruptions)

SHRI RAM NAIK : Hon'ble Minister, I would like to seek clarification only one point. I would like to know the time by which Mumbai Sub-Urban Railway Corporation would be set up if you let me know this much then I think the point on Corporation will be complete. ... (Interruptions)

SHRI RAM VILAS PASWAN : It is only a part of the package and your Chief Secretary is its Co-ordinator. I think that Government of Maharashtra can tell you about it more authentically than the Railway Ministry.

16.00 hrs.

[English]

SHRI SONTOSH MOHAN DEV (Silchar) : Sir, we are grateful to the Railway Minister that he reacted to our demands yesterday. That is all right. But this gentleman says that he is going to do self immolation. We are requesting him not to do it. Yesterday, the Minister said something but it did not come on the record. If the Minister kindly says it now, it will be good.

[Translation]

SHRI RAM VILAS PASWAN : When I speak I do not do so for the sake of records. ... (Interruptions) Many members are interrupting. Even yesterday, I said. ... (Interruptions)

COL. RAO RAM SINGH (Mahendragarh) : Ram Vilas ji, yesterday you said that you were in favour of the welfare association of RPF but from your statement I could make out that there were other Ministers of the Government who were opposing it. ...*(Interruptions)*

SHRI RAM VILAS PASWAN : It is not so.

COL. RAO RAM SINGH : Then the Government should have unanimous opinion. You should convince them. You are Railway Minister. You should convince them. They should have their welfare Association, no one should have objection to it.

SHRI RAM VILAS PASWAN : Col. Saheb, you have been occupying high position and you know pretty well that every Ministry has a right to give its independent opinion. If we do something.....

[English]

The Finance Ministry has every right to tell the truth. The Law Ministry has very right to tell the truth.

[Translation]

Every ministry has its own right. It was unfortunate that one former Minister took up the matter at the end of their tenure and the case made no progress. But I agree with their view that they must get right for welfare. But as I have said that our Home Minister is there, Home Minister is Left minded, he has been a trade unionist we cannot doubt their intentions. On the one hand a demand is received from one side, but on the other hand a technical question that arises is that can armed forces have a right to form association? Here basic points come and if this demand is to be conceded then law has to be amended. ...*(Interruptions)* I will conclude within a minute.

I have requested the Home Minister not once but twice. The Home Minister invited the concerned people twice. I also participated in that meeting, our Law Minister was also there, Basu Deb Acharia ji was there, Janeshwar Mishraji too was there and final consensus emerged, and then the Home Minister told that the opinion of Law Ministry should be sought. As I said the opinion was received from the Law Minister, but it was in the negative. Suppose that the opinion received is in the negative from Law Ministry and as a Railway Minister I allow it by going out of the way then tomorrow in this Parliament you will attack me by saying that I am a dictator because I am not following the Law Ministry's opinion. Therefore, yesterday I told that I was in its favour. I have requested the Home Minister to hold meeting once again and invite me, invite the Law Minister and also invite the three former Ministers, Janeshwarji. ...*(Interruptions)*

COL. RAO RAM SINGH : Hon'ble Minister, excuse me, you are bringing one lacuna in this. You are comparing RPF with armed forces.

[English]

Armed forces come under the purview of the Army Act, they Navy Act and the Air Force Act. It is a totally different Act.

[Translation]

Under this Act they can not form Armed Forces Welfare Association.

[English]

RPF does not come under the Army Act.

[Translation]

If there is a separate act for R.P.F. under the provision of which its disciplinary work is conducted then I understand that there is a point of law. We are unable to understand as to what legal point arises in it.

SHRI RAM VILAS PASWAN : I have said something. If you wish, I would like to request that you should remain in it. I want that someone should be there to assist us. But I want to say only this thing in the capacity of Railway Minister, that the Ministry of Railways has no objection in it. Thus, I would like to request that any of our colleagues should not take any extreme action or anything similar to it in this regard.

Col. Ram Singh ji, if you will look into it, I have provided Rs. 60 lakhs for the Welfare Fund. There is no binding on us in respect of Welfare Fund of R.P.F. When I had gone to attend the R.P.F. day, I was the first Railway Minister who was lifted alongwith the Chair by all the members and then they continued dancing for three hours. I was afraid that I will fell down. I have full sympathy with them. I want that we should solve this problem by sitting together. Therefore, I would like to request my colleagues to leave the path of agitation, whether it is peaceful Satyagraha or self immolation or any some other type of agitation. I would like to urge upon them that they should leave the path of agitation.

[English]

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1997-98 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : The House shall now take up clause-by-clause consideration of the Bill.

16.08 hrs.

Clauses 2 and 3

MR. CHAIRMAN : The question is:

"That Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. CHAIRMAN : The question is:

"That the Schedule, Clause 1, the Enacting Formula and the Long Title, stand part of the Bill".

The motion was adopted.

The Schedule, Clause 1, the Enacting Formula and the Long Title were added to the Bill.

[Translation]

SHRI RAM VILAS PASWAN : Sir, I propose :

"That the Bill be passed."

[English]

MR. CHAIRMAN : The question is:

"That the Bill be passed."

The motion was adopted.

*SUPPLEMENTARY DEMANDS FOR GRANTS—GENERAL

[English]

MR. CHAIRMAN : Motions moved:

"That the respective supplementary sums not exceeding the amounts on Revenue Accounts and Capital Accounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending 31st day of March, 1998 in respect of the following demands entered in the second column thereof: 2, 4 to 6, 9 to 11, 14, 15, 22, 23, 26, 28, 34, 35, 38, 43, 46, 47, 50, 52, 54, 55, 57 to 59, 62, 66, 67, 70, 74, 77, 78, 80, 81, 83, 86, 88, 89, 98 to 102."

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL) FOR 1997-98 SUBMITTED TO THE VOTE OF THE LOK SABHA

No. and Title of Demand		Amount of Demand for Grant submitted to the vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
2.	Other Services of Deptt. of Agr. and Cooperation	1,00,000	...
4.	Department of Animal Husbandry and Dairying	37,50,00,000	...
5.	Department of Chemicals and Petro-chemicals	2,50,00,000	...
6.	Department of Fertilizers	46,99,00,000	1,00,000
9.	Ministry of Civil Supplies, Consumer Affairs and Public Distribution	50,00,000	...
10.	Ministry of Coal	2,50,00,000	...
11.	Department of Commerce	2,00,00,000	...

* Moved with the recommendation of the President.