

[Sh. S.B. Chavan]

reported by Joint Committee be adjourned."

1993, as reported by Joint Committee be adjourned."

The motion was adopted

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, a grave mistake has been committed. What is to be adjourned? Where is the debate? The Bill has not been introduced and you cannot allow the debate to be adjourned. I cannot understand this.

17.24 hrs.

SUPPLEMENTARY DEMAND FOR GRANTS (RAILWAYS), 1993-94;

AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1989-90

[English]

MR. SPEAKER: There is some misunderstanding. Now, this is not at the introduction stage. This Bill has already been introduced. After it was introduced, it was referred to the Joint Select Committee and that Committee has reported to this House and it is at the stage of consideration.

MR. SPEAKER: Motions moved:

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. BHARDWAJ): Sir, I beg to move:

"That the debate on the Representation of the People (Amendment) Bill, 1993, as reported by Joint Committee be adjourned."

MR. SPEAKER: The question is:

"That the debate on the Constitution (Eightieth Amendment) Bill, 1993 (Insertion of new articles 24A, 28A, 102A and 191A and Amendment of article 329 and Ninth Schedule) as reported by Joint Committee be adjourned."

The motion was adopted

MR. SPEAKER: The question is:

"That the debate on the Representation of the People (Amendment) Bill,

(i) "That the respective supplementary sum not exceeding the amount shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1994, in respect of the head of Demand entered in the Second column thereof against Demand No. 16."

(ii) "That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1990 in respect of the heads of demands entered in the second column thereof against Demand Nos. 3, 5, 6, 9, 13, 14 and 16."

Supplementary Demand for Grants (Railways) for 1993-94 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
16.	Assets—Acquisition Construction and Replacement Other Expenditure Capital	Rs. 4,00,000

Demands for Excess Grants (Railways) for 1989-90 submitted to the Vote of the Lok Sabha

<i>No. of Demand</i>	<i>Name of Demand</i>	<i>Amount of Demand submitted to the vote of the House</i>
1	2	3
		<i>Rs.</i>
3.	General Superintendence and Services on Railways	99,22,878
5.	Repairs and Maintenance of Motive Power	17,59,38,706
6.	Repairs and Maintenance of Carriages and Wagons	24,32,70,037
9.	Operating Expenses—Traffic	3,52,89,157
13.	Provident Fund, Pension and other Retirement Benefit	2,47,27,647
14.	Appropriation to Funds	31,97,57,087
16.	Assets—Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	41,15,85,196
	Railway Funds	74,31,13,310

MR. SPEAKER: Shri Sharad Dighe to initiate the Debate.

SHRI SHARAD DIGHE (Bombay North Central): Mr. Speaker, Sir, I rise to support the Supplementary Demands for the expenditure of the Central Government on Railways, as presented to the House. I have only a few remarks to offer. Even though these Demands are only for a small amount of Rs. 4 lakhs, really speaking they are taking approval for the five new items which the Railways want to undertake as far as this year is concerned and which are not sanctioned under the original Budget.

I am very happy to know that out of these five items, nearly three items referred to some work in Maharashtra. As far as the first item is concerned, it refers to gauge conversion of Solapur (Hotgi) Gadag conversion from metre gauge to broad gauge.

The second item is for automatic signalling in Anand-Vatva section with which I am not concerned.

But the third item is, really speaking, for Bombay. This item refers to Elphinstone Road, Bombay Central, 5th Line and

I congratulate the hon. Minister for undertaking this item because it will help to reduce the congestion as far as the suburban railways are concerned. Already there is a demand for further corridors as far as the Bombay suburbs are concerned and this part of the item will, really speaking, help to decrease the congestion as far as suburban commuters are concerned. Therefore, I congratulate the Government for adding this in the Supplementary Demands.

As far as the fourth item is concerned, I would like to submit and would like to seek a clarification from the hon. Minister.

Everybody knows that the Konkan Railway Corporation Ltd was established for the purpose of constructing this Konkan Railway. Now it has been known that there are some disputes as far as the routes in the State of Goa are concerned. We had some discussion here when there was a question on Konkan Railway in the name of Shri Indrajit Gupta and myself. Here it has been stated that the authorised capital was Rs. 250 crores which was subsequently raised to Rs. 400 crores and now by this demand, it is sought to be increased

[Sh. Sharad Dighe]

to Rs. 600 crores. Therefore, the Government wants a token grant of only Rs. 50 lakhs as far as this demand is concerned. 17.26 hrs.

[MR. DEPUTY SPEAKER

in the Chair]

I would like to know whether it includes the probable re-routing of the Konkan Railway which is under dispute as far as the Goa State is concerned because if ultimately the Oza Commission which is hearing this dispute, sanctions re-routing of the Konkan Railway as far as the Goa region is concerned, then there would be more expenses for completing the Konkan Railway.

Therefore, I would like to know whether this increase that is sought for, contemplates the re-routing of the Konkan Railway or is it for the purpose of the original routes which have been agreed to by all the four States including the Maharashtra State. Maharashtra State already has clarified before Oza Commission of filling of an affidavit that if there is any further increase in the construction of the Konkan Railway because of the re-routing, as demanded by some Sections in the Goa State, then the Maharashtra Government will not be will to contribute anything further as far as this Railway is concerned.

Therefore, a clarification is necessary whether this has any connection with the re-routing or the contemplated re-routing of the Konkan Railway as far as the Goa region is concerned.

The last item is for the procurement of aircraft for the railway. It has been stated that at the time of accidents, this aircraft would be necessary and, therefore, Rs. 15 crores are being asked for and a token demand is there as far as these Supplementary Demands are concerned for Rs. 50 lakhs. To procure one aircraft for the whole of India, how is it going to solve the problem of meeting the exigencies as far as the accidents are concerned? Therefore, I would like to seek some clarification as far as this Demand is concerned.

With these words, I support these Demands

SHRI V. DHANANJAYA KUMAR:
(Mangalore): Sir, there are two items before us now: one is, the Supplementary Demands for Grants for the year 1993-94 wherein the Minister is seeking the approval of this House for the demand of Rs. four lakhs under the Capital Account for the purposes of: first, Rs. one lakh for recoupment of an advance of rupees one crore obtained from the Contingency Fund of India to undertake a new work, namely, Gauge Conversion of Solapur-Gadag from M.G. to B.G.; then Rs. one lakh each for undertaking two new works, namely, 'automatic signalling on Anand-Vatva Section and fifth line between Elphinstone Road Bombay Central; then Rs. 50,000 for further investment of Rs. 51 crores towards Equity share of Konkan Railway Corporation Ltd; and the fourth one Rs. 50,000 for an advance of Rs. 15 crores to Indian Railway Construction Company Limited for acquisition of an aircraft. Though the Demands are simple, this would give us an opportunity to make a critical examination of the Demands placed before the Parliament.

Sir, I would like to deal with these Demands in short. The first item is regarding the Gauge Conversion of Sholapur and Gadak railway-line from M.G. to B.G. In this connection, I would like to draw the attention of the hon. Minister to the fact that for the last two years, so much is said about the efforts being made by the Indian Railways to take the country towards the Uniguage System. Even the Prime Minister, on several occasions on the floor of this House, has been reminding us that he is trying to fulfil the promise made to the country that the Government would generate new employment opportunities and by resorting to Gauge Conversion, converting the Metre-Gauge into Broad-Gauge, so much of employment is being generated. At this point of time, I would like to know from the hon. Minister whether, during the last two years, the Indian Railways has been able to keep up the commitment; whether it would convert the Metre-Gauge line into Broad-Gauge line to the extent as they have held out the promise before this House. I would also like to know how much employment is generated out of the Gauge Conversion already undertaken.

According to my information, practically the Gauge Conversion work is attended to by the Indian Railway Construction workers and the existing staff only.

No new employment is generated by undertaking the gauge conversion work. And the Minister had held tall promises on the floor of this House that within a period of one year so much of kilometres of metre-gauge would be converted into broad-gauge and in the second year we would be going to take up many new works in other sections. I would like to make a pointed reference to the gauge conversion work which would benefit the people of my constituency that is, Mangalore. The Minister had held a promise on the floor of this House that along with the gauge conversion between Bangalore and Miraj, the gauge conversion work between Arsekare and Mangalore also would be taken up. But for the last two years, nothing has happened. In fact, today the people of Mangalore are denied the travel facility by train from Mangalore to Bangalore. Now the train is being operated between Mangalore and Mysore. Even people who have been enjoying the facility of travelling to Bombay from Mangalore via Arsekare, they are also being denied the benefit. Had the Indian railways undertaken the gauge conversion work between Mangalore and Arsekare simultaneously, by now, the work would have been completed. So, my submission is, the reason given for this additional demand that since there is a great demand by a section of the people that the gauge conversion work between Sholapur and Gadag should be taken up in this financial year itself, the Indian railways may be permitted, the Railway Ministry may be permitted by the Parliament to make an investment by way of supplementary grants of Rs. 1 lakh. Then what is worrying me is the later portion of the reasoning given. It reads, a supplementary grant of Rs. 1 lakh is sought and the balance amount of Rs. 99 lakhs can be found by re-appropriation within the grant. That is, the total money required for this year to take up this work is estimated at Rs. 1 crore whereas the demand is only for Rs. 1 lakh. And the Minister is holding a promise here that

Rs. 99 lakhs will be made available by making re-appropriation.

Then I come to the second demand. The second demand again pertains to taking up two new works. I have absolutely no objection to it. In this also, the total cost of the new work envisaged would amount to Rs. 7.50 crores whereas the demand and the outlay for this year is Rs. 15 lakhs. The demand is for Rs. 1 lakh and Rs. 14 lakhs can be found re-appropriation within the grant.

Third is about the construction of fifth line between Elphinstone Road and Bombay Central. The total cost is Rs. 3.07 crores with an outlay of Rs. 10 lakhs for this year. The demand is for Rs. 1 lakh. And the statement says that balance amount of Rs. 9 lakhs can be found by re-appropriation within the grant.

And the fourth is, where only Rs. 50,000 is being sought for making an investment in the Konkan Railway Corporation as equity share to make the sum of Rs. 51 crores. The idea is very good.

There again, the statements says that the balance can be found by reappropriation within the grants. I would like to make a mention about the last demand also and then I will try to elaborate on this Konkan Railway Project afterwards.

MR. DEPUTY SPEAKER: The maximum time allotted is only ten minutes and before two minutes to ten, the first bell will be rung.

SHRI U. DHANANJAYA KUMAR: That is why, in the beginning, I said that the Demand seems to be very simple, but, in fact, what the Indian Railways is going to do, that we would like to know from the Minister. How are they going to get these additional resources by making re-appropriation?

I would present bring to the notice of this House, how the Indian Railways will give up other important and urgent major works and they will make investments wherever they think it fit.

[Sh. Dhananjaya Kumar]

The last Demand is meant to give Rs. 15 crore to the Indian Railways Construction Company Limited to acquire an aircraft.

So far as this Konkan Railway Project is concerned, I do not know whether really the Indian Railways is interested in completing this project on time, as per schedule. The Government itself has granted a stay for the construction work in the Goa region without any valid reasons. This is the fourth time the work is being stalled in the Goa region and the main reason for enhancing the equity share from the original amount of Rs. 250 crore to Rs. 400 crore and now to Rs. 600 crore is that the work is not being taken up as per the schedule and with some ulterior motive, a section of the people is pressurising the Government to stop the work in the name of realignment; and this Government is working under threats.

Sir, on the one hand, the Government grants a stay for the on-going work and on the other hand, the Indian Railways is coming before this Parliament with a Demand that "Please permit us to make an investment of Rs. 51 crore as equity share in the Konkan Railway Corporation". The idea is very good and I welcome that. But, when the Railway Budget was being discussed in this House, we were told that efforts are being made to issue bonds in the name of Konkan Railway Corporation, in the name of Konkan Railways and that money will be raised through the issue of Konkan Railway bonds.

Sir, I must tell you that people of the region are ready to make investment. They have already made commitments, many of the cooperative societies have made the commitments. They said, "Please sell the bonds, we are going to make the investment." But, unfortunately, Sir, the Finance Ministry has not yet cleared the project, in a sense, the Finance Ministry has not granted permission to the Konkan Railway Corporation to issue the bonds to be purchased by the general public. That being the situation, I would like to know from the Minister, how the Indian Railways would make investment in the Konkan Railway Corporation and make available the required money to the Corporation for the work to be completed on time?

Sir, Shri Sharad Dighe mentioned about the acquisition of one aircraft and he asked as to how would one aircraft cater to the needs throughout the country. I do not know what he was suggesting. Probably, he was suggesting that they should acquire more aircrafts. My basic question is, why the Indian Railways want even a single aircraft? The Indian Airlines is operating within the limited open sky policy or whatever it is called and the private airliners are also in operation in the country.

Sir, I may be granted five minutes more; I am coming to an end.

MR. DEPUTY SPEAKER: Everybody will have ten minutes only, so that within the limited time everybody can participate in it. You should concise your speech in such a way as to make all your points.

SHRI SRIBALLAV PANIGRAHI (Deogarh): The time should be extended for this debate, Sir.

MR. DEPUTY SPEAKER: If the time is limited, they concise their speeches and put them into a capsule.

SHRI SRIBALLAV PANIGRAHI: There is never unlimited time before the House on any matter. Judging the mood of the House and judging the importance of the subject, the time has to be extended.

SHRI V. DHANANJAYA KUMAR: Now there is absolutely no excitement, the Government appears to be very much relaxed; they have already got the permission of this House to defer the very very important Bills. So all the time is available for discussions. I would submit that this is rather more important; so we may be granted more time.

I would like to know from the hon. Minister as to what is the necessity to acquire an aircraft when the Minister every now and then tells this House that money is not available for taking up new works. When we make a demand to introduce a new train, when we make a demand that you take up this gauge conversion work, when we make a demand that a new railway line should be allowed, the usual answer that comes from the Minister is that money is not available. And here the Minister is coming up with a demand

to permit him to go in for an aircraft. Where is the necessity? Our experience has been, if and when the occasion arises, the Indian Railways makes available to itself an aircraft from the Indian Air Force and helicopters from other Departments. So under these circumstances I would like to know from the Minister where is the necessity for going in to purchase an aircraft.

For all this, my doubt is whether he would make a sincere effort to make the investment in the Konkan Railway Corporation at all. What does he mean by all this reappropriation?

MR. DEPUTY SPEAKER: For your kind information, in the Business Advisory Committee, the representatives of the political parties do meet and decide as to what time should be allotted to each subject.

SHRI V. DHANANJAYA KUMAR: Ultimately we are going to support this demand. We are not opposing it.

MR. DEPUTY SPEAKER: That does not mean that you can speak for half-an-hour. Whether you support it or oppose it is not the concern of the Chair. The concern of the Chair is to see that the time allotted to each political parties is not exceeded.

SHRI V. DHANANJAYA KUMAR: I am completing Sir.

I would like to know from the hon. Minister whether by way of referring to this method of reappropriation, any of the ongoing works would be affected; from where they would find money; which of the ongoing works are going to be affected. If the Indian Railways ventures to make an investment for the purchase of an aircraft at the cost of some other ongoing work, then probably this House may not agree with such a proposal. That is the sort of warning I would like to give to the hon. Minister.

Then on the demand for excess grants for the year 1989-90 I would say only one word. Through this the Minister wants the approval of this House for excess spending during the year 1989-90 of the order of Rs. 199 crore. Here again, I would like to know from the hon. Minister

as to wherefrom they found out this money. For example, when during the year 1993-94 they come up with a demand for excess grant of the order of Rs. 4 lakh, during the year 1989-90 how could the Indian Railways spend Rs. 199 crore more than the amount voted by the Parliament and from where the money came?

Since the Public Accounts Committee has made an observation, the Ministry has come up before the Parliament to get the approval of the Parliament, after having spent excess money. My point is that we definitely admit and agree that there is a provision for getting the approval of the Parliament after spending the money; and I do not dispute that aspect. But, the Minister is bound to explain as to how this money was spent; from where this money was made available and why proper planning was not made during that particular year.

With this, I conclude; I do not know whether to support this or to oppose this. But, I know that even otherwise... (Interruptions) Sir, except for the purchase of an aircraft, probably, I would support the Demand. I would strongly oppose the proposal made by the Minister for the purchase of this aircraft. (Interruptions).

MR. DEPUTY SPEAKER: On either side of the House, hon. Members are sitting. Shri Ram Nihor Rai. Mr. Rai, each hon. Member will speak for ten minutes.

[Translation]

SHRI RAM NIHOR RAI (Roberts-ganj): First of all I would like to express my thanks to the hon. Minister of Railway that he has started the work of converting narrow gauge into broad gauge line from Varanasi to Allahabad. Arrangement should be made for its electrification also. I had written a letter to you for conducting survey for a direct line from Mirzapur to Jabalpur so that the people of Mirzapur, Eastern Uttar Pradesh and Bihar may get adequate facilities and the distance of Bombay will also be reduced by 160 kilometres. Our area supplies power, coal and other equipments required by the Railways. It is unfortunate that the hon. Minister of Railways does not pay any attention to

[Sh. Ram Nihor Rai]

our area. They turn a deaf ear to our demand. When the bridge over Renu river was collapsed, they did not pay any heed and we were put to difficulties for six months. We had demanded a train and that was provided. But as soon as the temporary bridge was constructed, the hon. Minister withdrew the train. Our demand is that the said train should be reintroduced promptly so that people may get relief. Similarly the train running between Gorakhpur and Banaras may be extended to Choupan, Renukut-Sakti Nagar, because the people of these areas have no train facility. The people of many districts of Poorvanchal like Gorakpur, Balia, Ghazipur and Jaunpur etc. work there. They include officers and labourers also who do not have any train facility. Through you I would like to seek assurance from the hon. Minister in his reply. Our area has many big industries. It has hydro-power plants and Thermal Power Stations, and Shakti Nagar, Vindhya Projects, Anpara Thermal Powers, Obra Thermal Power, Rihand are prominent among them; but stepmotherly treatment is meted out with the said area. I, therefore, want that a train may be introduced either from Shakti Nagar or Renukut which may arrive Delhi at 5.10 hrs and that very train may be started from Delhi for Renukut, Shaktinagar at 19.00 hrs. If it materialises, the people will not have to go to Allahabad or Mugalsarai-Varanasi. It is sad that there is no such train.

Sir, the Delux train halts at Allahabad, for pretty long time but it has no halt at Sonbhadra. Previously this train used to stop at Mirzapur. We have to go to Allahabad, Mughulsarai to catch this train. Moreover, with the revision of time schedule the Moori Express coming from Bihar is also not coming in time and so, we face great difficulty whereas the previous timings were more suitable in the public interest. Our area supplies power. If the appropriate facility of the said train is not made available, we are bold enough to block the power-supply. Therefore, through you, I would like to submit that due attention may be paid to it. Arrangement may be made to provide halt of Delux train at Mirzapur.

Sir, there is a Triveni Express which starts from Lucknow. The number of second class compartment is very less in this train and people are packed in it like animals. I have written several times in this regard, but it was not heard. Secondly, there are sufficient A.C., 1st class compartments and AC-II tiers' compartments because we are accustomed to luxury. But the number of second class compartments meant for the poor people are being reduced. The poor people have to travel on the roof of the train. Reservation quota facility for every class in the Delux and the Magadh Express trains may be provided at Mirzapur.

18.00 hrs.

[English]

MR. DEPUTY SPEAKER: Should we extend the time of the House?

SEVERAL HONOURABLE MEMBERS: No, Sir.

SHRI BASUDEB ACHARIA (Bankura): We may continue tomorrow.

MR. DEPUTY SPEAKER: Mr. Rai, please sit down for a minute. Every honourable Member wants to participate in the debate. Time should also be liberal. If you just cooperate, then many hon. Members can participate in the debate.

SHRI RAM NAIK (Bombay North): Sir, we have not brought our papers today. You must appreciate our position also. The debate of the earlier Bill was to continue till tomorrow. If we speak, we have to speak with the papers and we should speak in a limited manner, that is, about the grants only. Speeches are limited to supplementary demands for grants.

MR. DEPUTY SPEAKER: What Mr. Naik says is perfectly correct. But if there are hon. Members who have studied the subject so thoroughly that they want to speak, then should we extend the time of the House?

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Deputy Speaker, Sir, we were under impression that all this would be discussed the day after tomorrow. Till

tomorrow it was scheduled to continue discussion on Delinking Religion from Politics Bill.

[English]

MR. DEPUTY SPEAKER: Mr. Rai please complete in two minutes.

[Translation]

SHRI RAM NIHOR RAI: Mr. Deputy Speaker, Sir, on every occasion I have found that the hon. Minister of Railways states all sorts of thing. For example the hon. Minister said that the North-Eastern Railway runs in losses. I have written to the Government several times to introduce train for Renukut in our area. I would like to submit that the 147 acre of railway land at village Nokahi, Tehsil-Duhi, Khata No. 3 is in the possession of HINDALCO, a Birla Group Company. I have written/said several times in this regard but no action has yet been taken. In Chopan also properties worth crores of rupees have been occupied unauthorisedly. I, therefore, demand that some railway offices even if it is a DRM office should be set up in Chopan. In our region Sonbhadra, the work by Kamoor Survey Agency is continuing, so I request the Railway Minister to call those survey officers to Renukoot and Chopan for survey of railway land in North-Eastern Railway as I said earlier and by a suitable settlement after survey the Railway will be able to get its land back and if you construct shops thereon then it will be profitable for Railways.

Sir, I do not want to go into details. Keeping these things in view, I wish that the Railway Minister should give an assurance for starting a new train for Sonbhadra and Mirzapur because these cities are the biggest sources of electricity. The new train should start either from Shaktinagar or Renukut or the train should be started at such a time as we board it from these stations, and should reach our destination in time. Therefore, a train should be started which will benefit the people of Shakti Nagar and Renukoot.

In addition that I also want to submit that arrangements should be made for running a new train between Jabalpur and Mirzapur after conducting the survey. The

running of this train will reduce the distance between Bombay and our place by 107 Km. So I demand that you should start that train, for Bombay via Mugal-sarai, Chinari which will not only facilitate the people travelling to Bombay from East and eastern districts of the State but also people from Rewa and Seedhi districts of Madhya Pradesh and common people of Bihar will also be benefited by it. At present, in order to go to Bombay they have to go via Allahabad and have to pay extra fare for a longer distance of 200 kms. Therefore, I request that the Government must start a train for Bombay covering our region. Let that train start from Calcutta but it should run via Chunar, Renukoot, Shakti Nagar onwards. I can say it with a guarantee that it will reduce the distance by 200 km. This will benefit the common man and poor people of my area as they will have to pay less fare for a distance of 200 Kms. On the one hand it will benefit the nation as well as the public and on the other hand it will result into more income for the Railways. With these words I thank you for allowing me to speak.

[English]

MR. DEPUTY SPEAKER: Now, what is the mood of the House? Should we extend the time?

SOME HON. MEMBERS: No Sir, you may please adjourn the House for today. We can continue tomorrow.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): We may continue the discussion tomorrow.

[Translation]

MR. DEPUTY SPEAKER: Yes, Prabhuh Dayal ji, what do you want to say?

SHRI PRABHU DAYAL KATHERIA (Firozabad): Mr. Speaker, Sir, I had addressed an application to the Minister of Railways, on 24th August, 1993 regarding the stoppage of Gomti Express at Firozabad which plies between Delhi, the capital of the country, and Lucknow the capital of Uttar Pradesh. Although Gomti Express stops at every district head quarters yet it does not stop at Firozabad. I would like to say that it must have a stoppage at Firozabad also.

MR. DEPUTY SPEAKER: Katheriaji
you will also get a chance and you can
mention this point at that time.

(Interruptions)

[*English*]

MR. DEPUTY SPEAKER: You will get
an opportunity to speak. You can men-
tion this point also at that time.

Now, the consensus of the House is that
they are not prepared to sit today. The
House shall now adjourn to reassemble at
11 O'Clock tomorrow.

18.07 hrs.

*The Lak Sabha then adjourned till Eleven
of the Clock on Wednesday, August 25,
1993/Bhadra 3, 1915 (Saka)*