

employed in the Call Attention Motion. The Motion does not refer to discipline or indiscipline, but it refers to discontent; and my hon. friend's answer to the House is singularly silent about the causes of discontent, and about the widespread nature of the discontent. All that he has done is again to wave a baton before this House and to say: "I have a big baton with me; and, therefore, I shall ensure discipline in the Police forces of the country".

In all humility, I would like to submit that he has put the cart miles before the horse and treated the House to an essay in irrelevance. He has emulated the example of the ostrich and he believes that by hiding his head in the sand, he can deny the howling storms to which this country has been a witness in the last few months.

It is most unfortunate that he has gone into history, and talked about 1979. I can go back to history and talk about 1953 and 1960s and 1970s, when the Ministry headed by my distinguished friend....

MR. SPEAKER: Mr. Verma, please excuse me for a minute. I think I will postpone this till 5 O'clock. I would like the Minister to be here.

SHRI GEORGE FERNANDES: I think you could have done this, when I raised the point.

हाय बिलास पासबाब : अध्यक्ष जो, आप का बहुत बहुत धन्यवाद ।

श्री हरीश कुमार गंगवार (पोलीभीत) । आप ने जो इस सदन की डिमिन्टो रखी है, उससे लिए आप को धन्यवाद ।

SHRI RATANSINH RAJDA (Bombay South): You have maintained the dignity of the House.

12.15 hrs.

**BUSINESS ADVISORY COMMITTEE
THIRTY-FIFTH REPORT**

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND WORKS AND**

HOUSING (SHRI BHISHMA NARAIN SINGH): I beg to move:

"That this House do agree with the Thirty-fifth Report of the Business Advisory Committee presented to the House on the 4th October, 1982."

MR. SPEAKER: The question is:

"That this House do agree with the Thirty-fifth Report of the Business Advisory Committee presented to the House on the 4th October, 1982."

The motion was adopted.

MR. SPEAKER: Now matters under Rule 377.

SHRI K. RAMAMURTHY (Kriahna-giri): Before, you start it, I want to make a suggestion. Since the Calling Attention has been postponed to 5 O'clock, I would suggest that this should be adjusted accordingly, because all the members who have given notice under Rule 377 may not be available at this time; they might be thinking that this will be taken up after the calling attention is over.

12.16 hrs.

MATTERS UNDER RULE 377

(1) DROWNING OF CHILDREN IN NANGAL RESERVOIR

श्री मनो राम बागड़ी (हिंदार) : मैं सबसे पहले यह बता देना चाहता हूँ कि मेरा नाम मनोराम बागड़ी (लोकवल) है। इसमें (च) या (क) नहीं लगा हुआ है (ब्यवधान)

आप बैठ जाइये शास्त्री जी, आपका कोई ठिकाना नहीं है। कभी रूस जाते हैं, कभी चीन जाते हैं। मैं न पोलैंड जा रहा हूँ और न अफगानिस्तान जा रहा हूँ! (ब्यवधान)

अध्यक्ष महोदय 29 सितम्बर, 82 को गोविन्द सागर, नांगल में एक नाव में 114

[श्री मनी राम बागड़ी]

बच्चे पटियाला जिले के स्कूल के बूमने और सैर करने निकले। नदी में नाव डूब गई जिसके कारण 30 बच्चे डूबे। जिनमें से कुछ बच्चों की लाश भी अभी तक नहीं मिली। इतना भयानक और दर्दनाक कांड शायद कुतुब मीनार में ही हुआ होगा। इस तरह से मासूम बच्चों को नौका में बैठाकर ले जाना और नौका का उलट जाना, बच्चों का मारा जाना राष्ट्र की सबसे बड़ी संपत्ति की हानि है। इन बच्चों में आने वाली पीढ़ी, जिसमें शायद कोई गांधी भी बन सकता हो, तबाह हुई। वो बच्चे सिर्फ एक दो या 20-30 मासूमों के लाल नहीं थे। बल्कि भारत मां की आंतड़ी पर चोट लगी है।

इसके लिये न्यायिक जांच के आदेश दिये हैं। मैं चाहूंगा कि कुछ हिदायत बच्चों को इस तरह से जब सैर करने ले जायें तो राज्य सरकारें या केन्द्र सरकार जरूर जारी करें। जिससे बच्चों के जीवन की रक्षा हो सके। बच्चों के जीवन का सवाल सिर्फ राज्य या राष्ट्र का नहीं अन्तर्राष्ट्रीय बाल दिवस भी मनाये जाते हैं।

1. जिस नौका या बस में सफर ऐसे बच्चों को करना हो उसकी पहले जांच होना जरूरी है।

2. मौसम और इलाके में समान व्यवस्था होनी चाहिये।

3. समय के अनुकूल सफर किया जाए। बस या नौका से रात का सफर न किया जाय। ऐसी तरकीबें निकालने के लिये एक कमीशन मुकरर किया जाए।

मैं उन परिवारों को जिनके बच्चों की मौत हुई है, उनके शोक में न सिर्फ अपने भाप को शामिल करता हूँ बल्कि समूचे सदन को भी मैं महसूस करता हूँ कि मुझसे ज्यादा शोक में पीड़ित है।

न्यायिक जांच में जो दोषी पाये जायें उनको सख्त सजा दी जाय और दुखी परिवारों को पूरी सहानुभूति और सहायता दी जाए।

(ii) NEED FOR RE-ROUTING OF CERTAIN INTERNATIONAL AIR SERVICE THROUGH CALCUTTA BY GIVING THEM TRAFFIC LANDING RIGHTS.

SHRI NIREN GHOSH (Dum Dum): Calcutta Airport is the best airport amongst the 4 Metropolitan Cities both technically and from the point of view of the maintenance certified as such by the International Air Transport Authority. At one time it was the busiest airport, now it wears a deserted look because we firmly believe foreign airlines have been asked to quit Calcutta and come to Delhi. But if you say that they went to Delhi voluntarily for traffic landing rights, the question arises why did you give them berth at Delhi; you should not have refused them, thus encouraging desertion from Calcutta. Now certain foreign lines are asking for traffic landing rights—for example KLM, Air Canada and Cathay Pacific. This is not being settled.

CCPU recommended that Delhi and Bombay are bursting at the seams and cannot handle the traffic and recommended diversion of flights to Calcutta and Madras. No heed has so far been paid to this recommendation. Delhi and Bombay are common-rated as regards passenger fare but Calcutta is not. As a result, passengers from eastern region have to incur additional expenditure to go to Delhi or Bombay to catch west bound flights. If you make your own rules? Further, all east bound flights should originate from IATA, does not permit this why do not Calcutta has to the far east and Australia and terminate at Calcutta. Calcutta has not a proper aircraft base though it has the most skilled technical personnel.

It is a base for Dakota and Fokker Friendships which are being rapidly phased out. Avros are based at Hyderabad, Boings at Delhi and Airbus at Bombay. Short of complete overhauling capacity