

(1) A copy each of the following Reports under article 151 (1) of the Constitution :

(a) Report (Hindi and English versions) of the Comptroller and Auditor General of India on the Appropriation Accounts of the Central Government (Posts and Telegraphs) for the year 1969-70. [Placed in Library. See No. LT—327/71]

(b) Report of the Comptroller and Auditor General of India on the Appropriation Accounts of the Central Government (Defence Services) for the year 1969-70. [Placed in Library. See No. LT—328/71]

(c) Report of the Comptroller and Auditor General of India on Central Government (Civil) Revenue Receipts for the year 1969-70. [Placed in Library. See No. LT—329/71]

(d) Report (Hindi version) of the Comptroller and Auditor General of India on the Appropriation Accounts of Central Government (Railways) for the year 1969-70. [Placed in Library. See No. LT—330/71]

(2) A copy each of the following Accounts :

(a) Appropriation Accounts, Posts and Telegraphs, for the year 1969-70 (Hindi and English versions). [Placed in Library. See No. LT—331/71]

(b) Appropriation Account of the Defence Services, for the year 1969-70 and commercial Appendix thereto. [Placed in Library. See No. LT—332/71]

(c) (i) Appropriation Accounts, Railways, for the year 1969-70, Part I—Review (Hindi version).

(ii) Appropriation Accounts, Railways, for the year 1969-70, Part II—Detailed Appropriation Accounts (Hindi version). [Placed in Library. See No. LT—333/71]

(iii) Block Accounts (including Capital Statements comprising the Loans Accounts), Balance Sheets and Profit and Loss Accounts, Railways, for the year 1969-70, (Hindi version). [Placed in Library. See No. LT—334/71]

12.46 hrs.

STATEMENT RE: COLLISION BETWEEN LUCKNOW-GORAKHPUR PARCEL PASSENGER AND KANPUR-BARAUNI FAST PASSENGER ON N. E. RAILWAY

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : I lay on the Table a statement regarding collision between 184 Dn. Lucknow-Gorakhpur passenger and 32 Dn. Barauni-Kanpur fast passenger outside Gonda station of N. E. Railway on 5-6-1971.

Statement

On 5-6-71 Train No. 184 Down Lucknow-Gorakhpur Parcel Passenger passed through Gonda Kachahri station on the Lucknow-Gonda single line Metre Gauge section of the North Eastern Railway at 03.34 hours. While this train was standing outside the first stop signal of Gonda station for reception, train No. 32 Down Kanpur-Barauni fast passenger which left Gonda Kachahri station at 03.46 hours came from behind and collided with the rear of the train No. 184 Down at about 03.53 hours. As a result 3 inspection carriages attached in the rear of the Train No. 184 Down were badly damaged and capsized and the third-class-cum-luggage and brake van of the train and two third class coaches next to it also capsized. The engine of Train No. 32 Down derailed of its front wheels.

In this accident 8 persons, all of them railway employees and their dependants who were travelling in the Inspection carriages, were killed : 5 on the spot and 3 in hospital. Seven persons of whom 4 are railway employees and their dependants and 3 passengers sustained grievous injuries and another 2 persons of whom one is a railway employee and the other a passenger sustained minor injuries. In addition 9 persons who had sustained only trivial injuries were discharged after being rendered first-aid.

Immediately after the accident all the injured persons were rendered first-aid and rushed to the railway and civil hospitals at Gonda. The 4 railway employees and their dependants who sustained grievous injuries and one railway employee with minor injuries are being treated in the Railway Hospital, Gonda and 3 passengers with grievous injuries and one

[Shri Hanumanthaiya] with minor injuries are being treated in the Civil Hospital, Gonda.

The Deputy Minister of Railways accompanied by Member (Transportation), Director (Signalling and Telecommunication), Railway Board and the General Manager, North Eastern Railway rushed to the site of the accident from Delhi by air. They inspected the site of the accident and visited the injured persons in the hospitals.

Ex-gratia payment has been made to the next of kin of the dead and to the injured.

The Additional Commissioner of Railway Safety, North Eastern Circle, Calcutta will hold his statutory inquiry into this accident tomorrow.

Pending the inquiry, the train crew of No. 32 Dn. Kanpur-Barauni fast passenger and the concerned staff responsible for train operations at Gonda Kachahri station have been placed under suspension.

12.46 hrs.

GENERAL BUDGET, 1971-72—GENERAL DISCUSSION—Contd.

MR. SPEAKER : We resume discussion on the General Budget. There are 13 hours and 15 minutes yet to go.

SHRI SHANKARRAO SAVANT (Kolaba): Mr. Speaker, Sir, the Finance Minister deserves to be congratulated on making the best of a bad situation.

We are only recently recovering from the severe jolt which our economy received at the time of devaluation. We went for devaluation in the fond hope of improving our adverse balance of trade as we believed at that time that as a result of devaluation, our imports would be cut down and our exports would receive a boost. This expectation however, did not come true and for full three years we were left to lick our wounds. Our perseverance however started yielding dividends since last year. The Economic Survey for 1970-71 clearly shows that we have made considerable

headway in agriculture and industry. The Report says on page 35 ;

“Money supply with the public which increased at the rate of about 8 per cent during 1968-69, has witnessed a certain accelerated growth during the subsequent two years. The annual growth rate works out to 10.8 per cent for 1969-70 and 9.2 per cent for 1970-71”.

In the case of our balance of trade, this is what is said on p. 49 :

“The overall balance of payment during 1970-71 showed a sharp reversal from the favourable position in 1969-70... Thus for the first time during the Second Plan, there are no outstanding drawings on the IMF”.

Again on p. 51 :

“A further reduction in the trade deficit was one of the factors leading to the overall improvement in the balance of payments during 1969-70”.

While thus we were making progress in all spheres and when our economy was poised for a further leap, we were suddenly faced with the evacee problem which has threatened to eat up most of our extra earnings in agriculture, trade and industry, during the last two years. For this catastrophe, nobody is to be blamed, but we have willy-nilly to tackle it.

The second challenge to our economy is of our own making. It arises from our own slogan of *garibi hatao*. If we were to concentrate all our efforts only to ensure economic growth, it would have been a much easier task ; but we want there should, at the same time, be social justice. The two things cannot go easily hand in hand. This means that the incentive, which is the main plank in a planned economy, must not be dampened, and at the same time, jobs must be found both for the educated and for the uneducated. This requires rare acumen and accurate foresight. The Finance Minister, therefore, deserves to be congratulated because he has shown tremendous courage in augmenting the annual plan by Rs. 300 crores. If only he were to stick to the old annual plan, there would have been no need for extra taxation. But he has augmen-