

I am told, the new nawabs of the South-Eastern Railway are very much fascinated about retaining the historical association with the said house. I have no quarrel with the present nawabs of Oudh of S. E. Railway. At least, the offices of the Chief Commercial Superintendent Office and the Railway Public Service Commission could be shifted by stages. That will go a long way in assuaging the frayed tempers of the people of Orissa. I hope, the hon. Minister will do justice to the humble plea that I have made on the floor of the House in this regard.

Then, about the Cuttack-Paradip railway link which lies within my constituency, the hon. Minister held out a promise that it will be completed by December, 1972. The hon. Minister knows that it is not even going to be completed by December, 1974. The pace of the work is so slow, the implementation of the programmes is so tardy, that unless some special steps are taken, the Cuttack-Paradip link is not going to be completed within the stipulated time.

Further, on this railway, the local people are not given any preference in employment. I have received a number of telegrams and communications which I will forward to the Railway Minister for his kind consideration. The local people are not being given any preference. So far as the existing employment policy is concerned, other conditions being equal, the local people are to be given preference. But even though all other conditions are equal, the local people are not being given any preference in matters of employment. This has created a lot of heart-burning.

About the construction of a new railway between Jakhpura and Bansh pauri, the hon. Railway Minister had promised that the construction of this railway line could be taken up as soon as the economic feasibility report was available.

The economic feasibility report was made available to him and, after the Orissa Mining Corporation promised to give him the siding, the hon. Minister turned round to say that unless the Malanagtoili deposits are investigated, its potential is explored, the decision on this railway line could not be taken. This is how a raw treatment is being meted out to a State which is called an under developed State. For developing an under-developed area, the railways is the most important infra-structure. I would urge upon the hon. Minister to consider all these aspects, not in a spirit of political jingoism, not in a spirit of political passions and prejudices, but to go by objective factors.

SHRI B. S. MURTHY (Amalapuram) : Mr. Deputy-Speaker, Sir, I congratulate Mr. Hanumanthaiya. In many respects, he has the qualities of the original Hanumanthaiya of whom we read in Ramayana. . . .

MR. DEPUTY SPEAKER : Now, you continue your speech on Monday. We take up the private Member's Business now.

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS.

FOURTEENTH REPORT

SHRI AMARNATH VIDYALANKAR (Chandigarh) I beg to move :

"That this House do agree with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 17th May, 1972."

MR. DEPUTY SPEAKER : The question is :

[Mr. Deputy Speaker]

"That this House do agree with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 17th May, 1972,"

The motion was adopted.

15.31 hrs

RESOLUTION re NATIONALISATION OF LEADING INDUSTRIAL HOUSES—Contd.

MR DEPUTY SPEAKER : We will now take up further discussion of the Resolution moved by Shri H N Mukerjee on 5th May, 1972 for which 2½ hours were allotted. We have already taken one hour and the balance is 1½ hours

Shri Satpal Kapoor to continue his speech

श्री सतपाल कपूर (पटियाला) : डिप्युटी स्पीकर साहब, मैं इस रेजोल्यूशन की भावना से पूरी तरह इतिफाक करता हूँ, उस से पूरी तरह एग्री करता हूँ।

हमारे यहाँ कुछ लोग कहते हैं कि पहले प्रोडक्शन बढ़ाया जाये, इंडस्ट्रियल प्रोमथ को तेज़ किया जाये, उस के बाद उस को नेशनलाइज करना और डिस्ट्रिब्यूट करना हमारे अल्टीमेट में होगा और हम जब चाहे तब उस को नेशनलाइज और डिस्ट्रिब्यूट कर सकेंगे। मैं इस थ्योरी से इतिफाक नहीं करता हूँ। मैं उन लोगों से भी नहीं हूँ, जो यह समझते हैं कि पहले बिड़ला, टाटा, साहूजन वर्ग रह बड़े-बड़े मानोपली हाउसिज देश में कारखाने खड़े कर लें, हम देश के लोगों को लूट लें और फिर सरकार जब चाहे तब उन को नेशनलाइज कर लेगी।

15.31 hrs.

[SHRI K. N. TIWARY in the Chair.]

पिछले कुछ सालों में देश में मानोपलीज बढ़ रही हैं। हम मानोपलीज को कर्ब करने के लिए मानोपलीज बिल लाये, लेकिन उस सिलसिले में बहुत कुछ नहीं हुआ। बल्कि यह हुआ कि मानोपलीज कमीशन ने मानोपली हाउसिज को वे लाइसेंस दे दिये, जो कि वे चाहते थे। पिछले तीन चार सालों में हमारे यहाँ किसी भी मानोपली हाउस को किसी लाइसेंस के लिए मायूस नहीं होना पड़ा—हाँ, उस के लिए एफर्ट ज़रूर करनी पड़ी।

इस वक्त मानोपलीज कमीशन में ऐसे लोग बैठे हैं—मैं किसी की चर्चा नहीं करना चाहता—, जिनका अपना विश्वास मानोपलीज को कर्ब करने में नहीं है। उन का अपना विश्वास यह है कि अगर कोई बिज मानोपली हाउस अपना प्रोडक्शन बढ़ाना चाहता है, तो उस पर एतराज नहीं करना चाहिए, अगर कोई एक्सपेंशन की स्कीम ले कर आता है, तो उस की मदद करनी चाहिए। आज का मानोपलीज कमीशन मानोपलीज को कर्ब करने के बजाये उन को एनकरेज कर रहा है।

मैं मिनिस्टर साहब से मुतालिबा करना चाहता हूँ कि मानोपलीज कमीशन को दोबारा बनाया जाये, उस को रीकास्टीट्यूट किया जाये। उस में ऐसे लोग होने चाहिए, जिन की कनविक्शन, इरादा, नीयत और भावना यह हो कि मानोपलीज को कर्ब करना है। पिछला उन्चुर्बा यह बताता है कि इस वक्त मानोपलीज कमीशन में जो लोग बैठे हैं, वे मानोपलीज को एनकरेज करने वाले हैं।

हमारे यहाँ जो टैरिफ़ कमीशन बना हुआ है, अगर कोई बिज मानोपली हाउस