

would not catch any particular point on which he was asking for specific information.

It is true, that so long as these persons were working they were doing certain jobs. The recommendation of the study group was that this was a sphere in which the scale could be revised. That recommendation has been accepted, and as a result of that, certain persons are being retrenched. As for alternative jobs, we shall do our best. It is a human problem, and I have the greatest sympathy for these people from the human angle, and it is with this object that we shall do our best to find other jobs for them; they will be given a certain higher priority in the employment exchanges; if there are any vacancies anywhere, we shall try to fit them in those vacancies. We have already done something and this effort will continue.

12.56 hrs.
PAPERS LAID ON THE TABLE
NOTIFICATIONS UNDER CUSTOMS ACT ETC.

The Minister of State in the Ministry of Finance (Shri K. C. Pant): I beg to lay on the Table—

(1) A copy each of the following Notifications under section 159 of the Customs Act, 1962:—

- (i) G. S. R. 728 published in Gazette of India dated the 20th May, 1967.
- (ii) G. S. R. 729 published in Gazette of India dated the 20th May, 1967.
- (iii) G.S.R. 754 published in Gazette of India dated the 20th May, 1967.
- (iv) G.S.R. 778 published in Gazette of India dated the 26th May, 1967.

[Placed in Library. See No. LT-485/67]

(2) A copy each of the following Notifications under section 159 of the 1961 (A) L.S.—7.

Customs Act, 1962 and section 28 of the Central Excises and Salt Act, 1944:—

- (i) The Customs and Central Excise Duties Export Drawback (General) Twenty-ninth Amendment Rules, 1967, published in Notification No. G.S.R. 730 in Gazette of India dated the 20th May, 1967.
- (ii) The Customs and Central Excise Duties Export Drawback (General) Thirtieth Amendment Rules, 1967, published in Notification No. G. S. R. 731 in Gazette of India dated the 30th May, 1967.
- (iii) G.S.R. 732 published in Gazette of India dated the 20th May, 1967, containing corrigendum to G. S. R. 1557 dated the 8th October, 1966.
[Placed in Library. See No. LT-486/67]

(3) A copy of the Central Excise (Eighth Amendment) Rules, 1967, published in Notification No. G.S.R. 747 in Gazette of India dated the 16th May, 1967, under section 38 of the Central Excises and Salt Act, and Salt Act, 1944. [Placed in Library. See No. LT-486/67].

12.57 hrs.

BUSINESS ADVISORY COMMITTEE
SECOND REPORT

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): I beg to move:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

Mr. Speaker: Motion moved:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

श्री राजलक्ष्मण माधव (भारतवर्षी) : अध्यक्ष महोदय, मैं यह निवेदन करना चाहता हूँ कि कार्य मंत्रणा समिति की इस रिपोर्ट की प्रतियों को इस सदन के सदस्यों में प्रसारित किया जाये। मैं यह भी जानना चाहता हूँ कि इस रिपोर्ट में कार्य जिस क्रम में दिया गया है, क्या वह इसी प्रकार लिया जायेगा, या उस में फेर-बदल होगा। अगर उस में कोई फेर-बदल होगा, तो उसको कब तक निश्चित किया जायेगा, क्योंकि ठीक सूचना न होने से सदस्यों को अपना कार्यक्रम तय करने में बड़ी दिक्कत होती है।

श्री० राम सुभग सिंह : हम इस बात की कोशिश करेंगे कि यह कार्यक्रम इसी क्रम के लिया जाये, लेकिन कुछ मंत्रियों की धीर से यह निवेदन था कि प्रमुख तारीख पर ही उन की मांग ली जाए। उन की सहूलियत के अनुसार इस क्रम में परिवर्तन करने का विचार है। लेकिन हम एक बार जो तिथि प्रसारित करेंगे उस के बाद हम उस को लागू करने की कोशिश करेंगे।

श्री राज लक्ष्मण माधव : इस में फेर-बदल निश्चित हो जायेगा ?

श्री० राम सुभग सिंह : हम पांच सात दिनों में तिथियां निर्धारित कर देंगे। अनिश्चितता इस बात में है कि रेलवे बजट अब तक बल्ब हो जाना चाहिये था, लेकिन वह अभी चलता जा रहा है। हाउस में जो कार्य-वाही होती है, अगर उस के समय में वृद्धि हो जाये, तो मजबूरी होती है।

श्री कृष्णलाल (मुन्नेर) : कुछ अनावश्यक काम भी साए जाते हैं, जिन में समय जाता है। जैसे, कम बाला विधेयक था। उस को कम जाने की क्या उम्मीद थी ? उस में दो फूटे चलने गये। उस को बजट के बाद लाया जा सकता था।

श्री० राम सुभग सिंह : मैं जाननीय सदस्य की बात को जानता, लेकिन वह

विधेयक उन की समझ में अनावश्यक था, जबकि हमारे विचार से वह आवश्यक था, जैसा कि कम बोटिंग में मालूम हुआ।

एक भावनीय सदस्य : हर वक्त बहुमत की बात की जाती है।

श्री० राम सुभग सिंह : जो सदस्य इस सदन में धाते हैं, वे बहुमत के आधार पर ही धाते हैं। इस लिए बहुमत की बात करना अनुचित नहीं है।

श्री बलराम मधोक (दक्षिण दिल्ली) : प्रलग प्रलग मंत्रालयों की डिमांड्स जिस क्रम में दी गई हैं, उस के बारे में निश्चित हो जाना चाहिए कि उस में परिवर्तन नहीं होगा। जैसे, शिक्षा मंत्रालय यह चाहता है कि उस के अनुदान जुलाई के मध्य में लिये जायें, ताकि जो कमेटी बैठे हुई है, वह फैसला कर सके। लेकिन जो कुछ भी परिवर्तन धारि करना है, वह कर लिया जाना चाहिए, ताकि हम लोगों को अपना कार्यक्रम तय करने में सुविधा रहे।

कई काम ऐसे धा रहे हैं, जिस से बाकी टाइम-टेबल अपसंट होने की सम्भावना है। उस के कारण शनिवार को भी सदन की बैठक करने का सुझाव दिया जा रहा है। मेरी प्रार्थना है कि गर्मी के दिनों में शनिवार को कई कार्यक्रम होंगे हैं। इस लिए शनिवार के दिन सदन की बैठक न की जानी चाहिये और केवल सप्ताह के पांच दिनों के लिए कार्यक्रम बनाया जाये।

Mr. Speaker: I know. The Business Advisory Committee has also recommended not to sit on Saturdays. Many members have also requested.

The question is:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

The motion was adopted.

Shri S. M. Banerjee (Kanpur): Before you go on to the next item.....

Mr. Speaker: The next item is lunch.

Shri S. M. Banerjee: We have read in the newspapers yesterday that the Gajendragadkar Commission has presented its report.

Mr. Speaker: That is coming tomorrow.

13 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET GENERAL DISCUSSION—Contd.

Mr. Deputy-Speaker: We shall take up the Railway Budget—General discussion now Shri Dipa.

Shri A. Dipa (Phulbani):** Mr. Deputy-Speaker, Sir, I do not find there has been any proposals for construction of new railway lines during the Fourth Five Year Plan and I consider the State of Orissa is completely ignored.

The proposed railway line between Rourkela and Talcher is not going to be taken up as I am informed. After completing the survey for construction of a Railway line between Khurdha Road to Bolangir in 1946-47, nothing has been done yet. The D.B. K. Railway project has been surveying for a Railway link between Ambaguda and Lanjigarh and yet it has not been decided whether it will find a place in the 4th Plan. It was brought to the notice of the Ministry of Railways

to construct a rail line between Phulbani and Berhampur but the Minister has informed me that the Railway Board has no proposal for such construction. It is distressing that the Railway Board has ignored the claim for development of undeveloped areas. The Indian Railways have failed to lay any railway line in the Phulbani District. The people of the area have to go hundreds of miles to reach the rail line. The area in question is predominated by Adibasis and Harijans and it is unbecoming in a democratic country to go on neglecting development in such areas and all will agree with me that it is neither the policy of our democratic country. I have proposed to the Railway Minister for construction of a Railway line between Talcher-Berhampur. In view of its importance it must be surveyed and be constructed during the 5th Plan. I beg to submit Sir, that the construction of the above railway lines i.e. Rourkela-Talcher and Cuttack-Paradip line, Khurdha Road-Bolangir, Ambaguda Lanjigarh lines may be taken up for construction as early as possible.

In all the Branch Railway lines running in Orissa State we do not have proper waiting rooms and in most of the waiting rooms it has been seen that railway staff is in occupation.

In most of the stations, the arrangement for supply of drinking water to the passengers is lacking. The inconvenience caused to the IIIrd class passengers has no limit. All the passengers running inside the State of Orissa are having ugly old coaches. In many cases there are no lights, very old seats and have hardly any fans. Over and above most of the Railway staff in Orissa lack in good behaviour and do not discharge their duties as desired.

During the current budget the rates of IIIrd class fares have been increased and along with freight has also been increased. While the prices of commodities will rise, due to higher freight rates the poor will also have to pay high for the Railway journey. It

**The Original speech was delivered in Oriya.