

[श्री यमुना प्रसाद मंडल]

जो किया गया है सोच समझ कर किया गया होगा। हम लोग तो साधारण जनता के प्रतिनिधि हैं। मैं तो समझता हूँ कि यह सुन्दर काम किया गया है।

यह सही है कि आज लोग पैसा कमाने के लिए तरह तरह से एडवर्टाइजमेंट कर के लोगों को गुमराह कर रहे हैं, वे तरह तरह के पैम्फलेट निकालते हैं और साधारण औषधि को रामबाण औषधि बताने का प्रयास करते हैं। आज ऐसा करने की होड़ सी लगी हुई है। लोग एडवर्टाइजमेंट देख कर बहकावे में आ जाते हैं और गुमराह हो जाते हैं। इन को रोकना चाहिए। लेकिन साथ ही जो हमारे देश में आयुर्वेद की परम्परा है उस की अच्छी औषधियों के प्रचार को नहीं रोकना चाहिए। जैसे अगर कोई तुलशी के पत्तों के बारे में शुद्ध भावना से कुछ लिखे तो वह उस के अन्तर्गत नहीं आना चाहिए, उस पर रोक न लगाई जाये। अगर कोई काम अच्छे मतलब से किया जाता है तो उस को एडवर्टाइजमेंट न समझा जाये।

आज हम देखते हैं कि बहुत से ऐसे पत्र और पत्रिकाएँ हैं जो कहने को तो पत्र और पत्रिकाएँ हैं लेकिन जिन के भीतर इस प्रकार की दवाओं के एडवर्टाइजमेंट भरे रहते हैं। उन पर भी रोक लगनी चाहिए। जो रजिस्ट्रार पत्रों का रजिस्ट्रेशन करते हैं उन को ऐसे पत्र पत्रिकाओं पर रोक लगाने की हिदायत देनी चाहिए। ऐसा न हो कि जो आप इस कानून द्वारा रोक लगाएँ उस से बचने के लिए लोग इन पत्र पत्रिकाओं का आश्रय ले कर अपना काम करते रहें।

मैं फिर कहता हूँ कि इस प्रकार का कानून लाना एक स्तुत्य कार्य है। यह ब्वेकरी को रोकने के लिए कदम उठाया गया है। जो लोग गलत विज्ञापन कर के लोगों को ठगने का गन्दा रास्ता अपनाते हैं उस पर

इस से रोक लगेगी। मैं इस बिल का स्वागत करता हूँ।

श्री बड़े (खारगोन) : माननीय उपाध्यक्ष महोदय, जब मैं ने इस बिल को देखा तो मुझे प्रतीत हुआ कि जो सुप्रीम कोर्ट का रूलिंग हुआ है उसी के परिणामस्वरूप यह बिल लाया गया है। इस के पहले भी फारमेस्यूटिकल एनक्वायरी कमेटी ने अपनी १९५४ की रिपोर्ट में भी इस प्रकार की सिफारिश की थी। उस में आयुर्वेदिक दवाओं के बारे में एडवर्टाइजमेंट्स के बारे में सिफारिश की थी।

In England, they have the British Code of Standards in relation to the advertising of medicines and treatment. This Code is drawn by an Advisory Committee of newspaper-proprietors. National newspapers do not accept advertisements which fail to conform to the Code.

वहाँ पर न्यूजपेपर्स के प्रोपराइटर्स हैं वे इस प्रकार की दवाओं के एडवर्टाइजमेंट्स को प्रसिद्ध नहीं करते हैं।

Mr. Deputy-Speaker: He can continue his speech tomorrow.

17 hrs.

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

TRAIN-BUS COLLISION ON 25-11-1963
NEAR GANDHIDHAM, CUTCH

Shri Yashpal Singh (Kairana): Sir, I call the attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon:

"The train-bus collision on the 25th November, 1963 at an un-manned level crossing near Gandhidham, Cutch, resulting in the death of some persons and injuries to others."

The Minister of Railways (Shri Dasappa): Sir, at about 8.58 hours on 25th November, 1963, while 65 Up Fast

Passenger was proceeding from Bhimsar to Gandhidham on the Radhanpur—Gandhidham metre gauge section of Western Railway, its engine dashed against a motor truck loaded with green grass at an unmanned level crossing gate No. 236 situated at mile 182.

The collision resulted in the death of two occupants of the truck—the driver of the truck and a labourer—and injuries to three persons. The injured persons after being given first aid on the spot by the Guard of the train were taken to Gandhidham by the same train and admitted in the railway hospital. One of the injured succumbed to his injuries on the evening of 25th November, 1963. The other two are said to be progressing satisfactorily.

The next of kin of the dead and injured persons were informed.

The cause is under investigation and an enquiry has been ordered.

The view of the railway track from the road is clear.

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि जहाँ इस तरह की अनर्मेड लेविल क्रॉसिंग हैं, वहाँ पर सरकार को अंडरब्रिज या ओवरब्रिज बनाने में कितना समय लगेगा और इस तरह से आये दिन ऐक्सीडेंट्स का होना और जनता की जानों को इस तरह से खत्म करने का काम कब तक बंद हो जायेगा ?

Shri Dasappa: Sir, as regards providing an over-bridge or an under-bridge to these level crossings we have laid down a formula by which the Railways undertake to provide the bridge across the track. The approach roads have got to be done by the concerned authority—it may be the State Government or the urban areas municipality or the panchayat board and so on. The policy is, wherever they want it we are prepared to give the over-bridge or the under-bridge on this basis.

Shri Indrajit Gupta (Calcutta South West): Apart from the question of providing over-bridges and under-bridges, I want to know whether in view of the repeated tragic accidents happening almost every now and then at unmanned level crossings the Government is prepared at all to reconsider the former stand which it took that many thousands of unmanned crossings will not be manned? After these accidents that have taken place, are they reconsidering the matter.

Shri Dasappa: These unmanned level crossings are not a special feature of the Indian Railways. It is found everywhere. I want to inform the House that there are about 19,000 unmanned level crossings as against about 12,000 manned level crossings.

Shri Hari Vishnu Kamath (Hoshangabad): But there are plenty of men here in our country.

Shri Dasappa: We have also now liberalised the conditions under which the State Government or the concerned municipality or corporation could give its quota. Formerly it was on the basis of 50 : 50, that is to say, they had to give 50 per cent of the non-recurring charges and of the recurring charges also. But now we have said that if they can contribute to the non-recurring charges—it may be about Rs. 5,000 and odd for each crossing the responsibility for manning the level crossing would be that of the Railways. That is what we have now decided upon.

Shri Jashvant Mehta (Bhavnagar): The hon. Minister said that it is the policy of the Government to have over-bridges or under-bridges in the municipal areas or highways. Is it true that the rules of the Railway Department are such that Railways demand from the municipality or the State Government that the bridge should be constructed under the supervision of the Railway Department and the charges for such supervision should be made over to the Railways? Is it also true that in spite of many

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requests by the State Governments to take over such unmanned crossings where there is heavy traffic the Railway authorities have delayed for a long time the execution of construction of bridges at such crossings?

Shri Dasappa: I do not know what my hon. friend is referring to. Is he referring to under-bridge or over-bridge or manning the level crossings?

Mr. Deputy-Speaker: It has been answered.

Shri Jashvant Mehta: I want to know whether the railways are prepared to reconsider the procedure.

Shri Dasappa: If it is for the purpose of manning or providing an over-bridge or under-bridge, there is nothing to reconsider. The formula is there.

श्री कछवाय (देवास) सन्: १९६०, ६१, ६२ और ६३ में इस में औसतन कितने व्यक्ति मरे हैं, उन मरने वालों में कितने सरकारी कर्मचारी हैं, कितने गैर-सरकारी अथवा जनता के लोग हैं और प्रतिवर्ष कितना भुआविज्ञा उन को शमन की ओर से दिया गया ?

Shri Dasappa: It does not arise out of this.

श्री बड़े (खारगोन) : मंत्री महोदय ने कहा कि स्टेट गवर्नमेंट्स अपना कोटा नहीं देती हैं और लेवल क्रॉसिंग पर वे कोई आदमी नहीं रखती हैं तो इस के लिए क्या आप ने राज्य सरकारों को बाध्य किया कि वहां इस तरह का वे कोई इंतजाम अवश्य करें ताकि इस तरह के डैजर से वहां पर लोगों को बचाया जा सके ?

Shri Dasappa: It is a well-known principle. I do not think there is any need for us to issue a special notice. Everybody knows about the arrangements for level-crossing, either manned or unmanned.

17.06 hrs.

NEWSREEL* ON C.P.I. PROCESSION
SION IN DELHI

Shri Indrajit Gupta (Calcutta South West): Mr. Deputy-Speaker, it is my unpleasant duty to have to raise this half-an-hour discussion, because some of my friends, not belonging to my party, have been asking during the course of the day why I should bother to raise a discussion at all on what is such a trivial matter. If this was only a quarrel between the Communist Party and the Government, or the Communist Party and the hon. Minister, then it might be considered a trivial matter, but it is not on that plane at all that I wish to raise this question.

As far as the Communist Party is concerned, I am not bothered particularly whether a particular newsreel blacks out a demonstration held by our party, although on all accounts and by all admissions that demonstration was not a very minor matter. And as far as the publicity value goes, I would rather thank the hon. Minister for because of this peculiar procedure he took of releasing the newsreel and then withdrawing it and the hubbub it created the publicity that it has got was much more in that way and I should actually thank him for many people got to know about our demonstration than would otherwise have been. Therefore, I have no quarrel with the Minister on that point.

The issue involved here is not that. The issue involved here is whether the Government wishes to use and utilise its monopoly of these newsreel films for its own purposes, because, there is no private agency in this country permitted to make newsreels or exhibit