

that a proper enquiry should be conducted by the Speaker himself, because when people were being beaten, accidentally I went to that place and asked the police...

Mr. Speaker: Order, order.

Shri V. G. Deshpande: And I have seen, I was an eye-witness and I must inform the Speaker that I requested the police to take them to the hospital.

Mr. Speaker: Order, order.

Shri V. G. Deshpande: When people were being man-handled...

Mr. Speaker: Order, order. The hon. Member is not in order in trying to reply to what the hon. Home Minister has said in fact, he himself has invited the statement by giving notice of an adjournment motion.

If he has any grievance of that kind, he may see me in the chamber, and inform me of the grievances that he has...

Shri Vallatharas (Pudukkottal): May I make one submission? Of course, I do respect the hon. Home Minister's statement as regards the veracity of facts. But one glaring factor is there which cannot escape anybody's eye this morning. One of the morning newspapers has given an exact photograph of the occurrence in which one of the persons in the crowd, a bearded man, perhaps a *sanyasi* or somebody else, has his one hand seized by the hands of one policeman, and one of his legs is seized by the hands of another policeman, and his entire body is being dragged along on the ground. The photograph itself is evidence of the consequences...

Mr. Speaker: We need not go into that description here. We shall proceed to the next item now.

CRASH OF AIR INDIA INTERNATIONAL CONSTELLATION IN SOUTH CHINA SEA

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): On the 14th of April, the

hon. Minister of Communications gave this House an account, based on the reports then available, of the unfortunate crash of the Air India International Constellation, the 'Kashmir Princess', in the South China Sea on the 11th April, while on a charter flight from Hong-Kong to Djakarta carrying Chinese and Vietnamese officials and journalists to the Bandung Conference.

Subsequent developments have been largely reported in the press, and I need not recapitulate them here in detail. As the accident took place off Great Natuna Islands in the territorial waters of Indonesia, an Investigation Committee was appointed by the Indonesian Government in accordance with the provisions of the International Civil Aviation Organisation Convention to investigate the causes of the accident. The committee consisted of officials of the Indonesian Ministry of Communications and the accredited representatives of the Government of India and the United Kingdom. The Government of India were represented on the committee by Shri K. M. Raha, Deputy Director-General of Civil Aviation.

The committee has completed its investigation. The full report has not yet been published, but a summary was released by the Indonesian Government on 27th May, for simultaneous publication in India, Indonesia, the United Kingdom and Hong-Kong. Members must have read the summary in newspapers. I am, however, placing a copy of it on the Table of the House.

The Indonesian Investigation Committee has found beyond any doubt that the accident was caused by an explosion of a timed infernal machine planted in the starboard wheel-well of the aircraft. Incidentally, this confirms the suspicion of the survivors among the crew of the ill-fated Constellation, that the accident was the result of sabotage by a time-bomb. Who planted the infernal machine in the aircraft and where it was planted were outside the scope of the Investi-

[Shri Jawaharlal Nehru]

gation Committee of Enquiry. However, the fact that Hong-Kong was the last airport touched by the aircraft and that the time-bomb could be placed in the aircraft only within a limited period preceding the explosion leads to the conclusion that it could be placed in the aircraft only at Hong-Kong. The Hong-Kong authorities have been holding a separate enquiry to determine the culprits responsible for the crime. The Chinese Government have collected some definite information about the conspiracy and they have placed this at the disposal of the Hong-Kong Government. Several persons have been arrested, but the enquiry has not yet been concluded.

The report of the Investigation Committee shows that the crew of the 'Kashmir Princess' carried out their duties calmly and efficiently during the tense moments before the disaster. The President in recognition of the exemplary courage and self-sacrifice displayed by the crew of the Constellation—in particular, Captain Jatar, and the air hostess, Miss Berry—has posthumously awarded Ashoka Chakra Class I to Captain Jatar, and Ashoka Chakra Class II to the air hostess. Captain Dekshit, the co-pilot, has been awarded Ashoka Chakra Class II and the other members of the crew have been awarded Ashoka Chakra Class III.

I take the opportunity to pay a tribute to the heroism displayed by the deceased members of the crew as well as the survivors in the face of imminent peril. Air India International has paid generous compensation to the heirs of the deceased and to the three surviving members of the crew.

The Government of India are thankful to the Government of Indonesia for the careful and thorough enquiry carried out by the Committee appointed by them and for the ready co-operation extended by them in all matters concerning this unfortunate disaster.

We are also grateful to the Indonesian Navy and the British Navy for the successful salvage operations which have resulted in the recovery of most of the wreckage.

We hope that the Hong-Kong enquiry will soon come to a successful conclusion and result in the apprehension and punishment of those who are responsible for this dastardly crime.

FLOODS IN UTTAR PRADESH

The Minister of Planning and Irrigation and Power (Shri Nanda): I beg to lay on the Table a copy of the Statement regarding floods in Uttar Pradesh. [See Appendix III, annexure No. 23].

And may I, with your permission, add a few words, giving a brief account of the situation on the basis of the latest reports and my personal survey?

On receiving reports regarding serious floods in the eastern districts of Uttar Pradesh, I immediately carried out a personal inspection of the affected areas by air, and discussed the situation with the Chief Minister and the Minister of Irrigation, Uttar Pradesh.

In the previous years, floods were caused generally by the Rapti and the Ghagra, which are the 'problem' rivers of Uttar Pradesh. The worst floods this year have, however, been caused not by the Rapti or the Ghagra, but by two other small rivers, the Tons and the Gomti, which, over a very long period, had given no signs of their destructive capacity. According to the Uttar Pradesh Government, the rise of the water in these rivers has no parallel in recent times. At Azamgarh on the Tons, and Jaunpur on the Gomti, the highest flood level recorded as far back as 1871, i.e. 84 years ago, was exceeded this year.

Although floods are a recurring feature in Uttar Pradesh, the experience this year is of a wholly unusual character. The Tons and the Gomti are