

[Shri C. D. Deshmukh]

Harijans as a class. Even so, I should be very glad to have the particulars so that we could follow them up and perhaps visit the offender with the same punishment with which the officer has been visited.

Some Hon. Members rose—

Mr. Deputy-Speaker: What is this?

Shri Biren Dutt: I want a clarification of the statement.....

Mr. Deputy-Speaker: If any statement is wrong, hon. Members can certainly say. But, to say I would like to bring this statement to notice, where is the end to this debate?

PERSONAL EXPLANATION BY SARDAR LAL SINGH

Sardar Lal Singh (Ferozepur-Ludhiana): Sir, I came to learn that on the 28th April, in answer to a question by a Member, the hon. Minister of Food said that the Director of Agriculture, Punjab, had recommended a firm or factory as of very old standing, doing fruit preservation work and that upon enquiry it was found that no such firm existed. I was the Director of Agriculture in Punjab and I deny the allegations.

Firstly, although it is hardly fair to pick out one case out of thousands disposed of by me in official routine, yet, even in this case, I am prepared to stand by my recommendation.

The facts of the case, to the best of my recollection, are that there was a garden in Simla Hills which was one of the biggest and the best gardens existing for decades, and which, for its highest quality of fruits, was winning prizes in provincial fruit shows for years, and where a lot of fruit used to go to waste. As Director of Agriculture and in charge of fruit industry, it was my bounden duty to encourage garden owners to take to fruit preservation in the national interest. I did induce the owner of this garden to take to this industry, to utilize the fruits and prevent them from going to waste, and I recommended the case to Government. Even now, I cannot conceive of a garden with better facilities to start this industry.

Secondly, it was the Central Government officers who were to see that all conditions were complied with by the owner of the garden before licence was given to start the factory and subsequently to ensure that sugar

given was not misused, and with all these I had no concern.

Thirdly, the case was found to be one of intrigue and conspiracy between certain individuals and non-observance of certain formalities and discreetness involving no question of dishonesty and the accused persons were adjudged innocent by the court and honourably acquitted not only legally but even morally, so much so that the chief man complained against was subsequently selected as the best person to be sent abroad for training at Government expense, and there was no question of dismissal of anybody.

I am sorry that not only in any answer to this question, but during the debate on the Budget last month, the hon. Minister did not correctly represent my recommendation and made it appear that I was to blame in this connection. Soon after the Budget I requested the Prime Minister to go into this matter, and I offered to abide by his own decision and he was to be the sole judge. I very much regret that such an insinuating statement should have been made by the hon. Minister on the floor of the House.

I find further from the proceedings of the 28th April that when the hon. Minister was asked a supplementary question whether the Director was proceeded against or adverse entry was made in his character roll, he replied that it was for the Punjab Government to say, thereby creating an impression that all was not well with my record of service. Even at the risk of immodesty, but to vindicate my honour, I wish to state to the hon. Minister that, what to speak of adverse remarks, not only was I awarded personal pay as also pension, higher than pay and pension previously provided for the Director, but the Punjab Cabinet, presided over by the Governor himself, sent to me a formal resolution of thanks for the valuable services rendered.

Further, I received heaps of encomiums from leaders of all political parties including the Congress in the Punjab Assembly session for meritorious services rendered, and for converting the Province from a deficit to a surplus one. And in support of above, I am submitting herewith the attached papers showing what those in a position to judge my work as

close quarters thought of my achievements, and you will kindly note, Sir, that my record of service is of the highest possible calibre that any Government servant can ever aspire to, and of which my country can feel justly proud.

AIR CORPORATIONS BILL

Shri Seshagiri Rao (Nandyal): I present a petition signed by a petitioner regarding the Air Corporations Bill, 1953.

Mr. Deputy-Speaker: Where is the petition?

Shri Seshagiri Rao: I have already submitted it.

STATEMENT RE ACCIDENT TO NAINI TAL EXPRESS

The Minister of Railways and Transport (Shri L. B. Shastri): I am sorry, Sir, that when you called me first, I was not present in the House.

Mr. Deputy-Speaker: Is it a very long statement?

Shri L. B. Shastri: No. It is very short.

Shri C. D. Pande wanted to get some information regarding the recent accident near Kichcha. I have, therefore, thought it proper to place before the House the information we have so far received.

On 29th April, 1953, at about 21:40 hours, 307 Dn. Naini Tal Express from Kathgodam derailed between Kichcha and Baheri stations on the Kathgodam-Bareilly single line section of the North Eastern Railway. The train engine and the four coaches behind it capsized and the following three coaches derailed and the last four coaches remained on the line. As a result of this accident, the engine fireman and the khalasi died on the spot and the driver succumbed to his serious injuries in the hospital and nine third class passengers and one without ticket were injured, one of them grievously. The nine injured passengers with simple injuries proceeded onwards after having been rendered first aid first by the train Guard and then by the Baheri doctors, and the driver and the passenger with grievous injuries were admitted as indoor patients in the hospital at Baheri. The passenger is reported to be progressing in the Izatnagar Civil Hospital to which he

has subsequently been shifted. The Station Master, Baheri, with two local doctors left by motor lorry for the site of accident at 22:45 hours and the medical relief train with District Officers left Bareilly at 23:05 hours reaching the site at 0:54 hours. Through local help including the co-operation of the Sugar Factory at Baheri, drinking water, milk and other such facilities were provided for train passengers. Regional Officers from Lucknow and the Senior Deputy General Manager from Gorakhpur also proceeded to the site of the accident.

Transshipment of trains was arranged as the Civil and Police officials were reluctant to allow the restoration of the line pending completion of their enquiries on the spot and inspection by the Government Inspector of Railways. In the meantime, a diversion has been laid over which through communication has been restored at 5:30 hours on 1st May, 1953. The first train to pass over it was 308 Up at 7:30 hours on 1st May, 1953.

Enquiry by the Government Inspector of Railways has been fixed to commence on 2nd May, 1953.

It is not yet possible to ascertain even the *prima facie* cause of the accident.

DEMANDS FOR GRANTS—PEPSU

DEMAND NO. 1—LAND REVENUE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 28,33,800 be granted to the President, out of the Consolidated Fund of the State of Patiala and East Punjab States Union to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Land Revenue'."

DEMAND NO. 2—STATE EXCISE DUTIES

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 12,48,900 be granted to the President, out of the Consolidated Fund of the State of Patiala and East Punjab States Union to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'State Excise Duties'."