

quarters which have been completed in all respects and are ready for occupation are lying unallotted.

(b) and (c): Do not arise.

Out of Turn Accommodation

581. Shri Ram Garib: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of applications received during the months of August and September, 1960 for allotment of out-of-turn accommodation;

(b) how many of them have been accepted/rejected; and

(c) how many of them have been allotted Government accommodation by now and how many are on the waiting list?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) 232 applications were received in August, 1960 and 183 in September, 1960.

(b) 197 of these applications were accepted and 187 rejected. The remaining 31 are under consideration.

(c) Twelve of them have been allotted Government accommodation and the remaining 185 are still on the waiting list.

12 hrs.

MOTION FOR ADJOURNMENT

DERAILMENT OF PATROL TRAIN

Mr. Speaker: I have received notice of an adjournment motion which reads as follows:

"Immediate need to discuss the explosion on rail track at midnight on 20th November, 1960 between Jakolari and Sarna resulting in derailment of a patrol train. As this is the third incident and apparently a case of

sabotage immediate discussion is needed."

I would not have brought this motion before the House as normally the hon. Minister reports to the House about serious accidents that occur from time to time and he has agreed to do so. But there is a reference here about this accident being the third. What is the position?

Shri D. C. Sharma (Gurdaspur): I have also sent a calling attention notice, Sir. It is in my constituency.

Mr. Speaker: I do not read out the names of all the persons wanting some information. I have read out the substance. The hon. Minister will tell us what the position is.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The previous two explosions were discussed in the House and questions about them have already been answered.

At about 20.35 hours on 20-11-1960, while patrol train was running between Jakolari and Sarna stations on Amritsar—Pathankot section of Northern Railway, a loud explosion was heard at KM 95/13-14 and it was found that the track had been badly damaged. Patrol train consisting of engine and brake van on either side was completely derailed. One R.P.F. Sainik in the brake van received slight injuries due to breakage of window glass.

Patrol train and track were not disturbed. Military personnel reached the site of the explosion and are patrolling the track between Dinanagar Jakolari Sarna stations.

Four rails were badly damaged for a length of 160 feet: 68 sleepers were also damaged. The inspection of the site by the Civil, Police, Intelligence and Military Officers was completed and the patrol train was re-railed at 16:50 hours on 21-11-1960. Through communication on Amritsar Pathankot section was restored at 17.15 hours on the same day.

Shri Braj Raj Singh (Firozabad): That is the information that has appeared in the Press also. We want something more. How did it occur? There were previously two explosions on the same line.

Mr. Speaker: The hon. Members are anxious to know the cause of the explosion. Is it due to sabotage or some such thing?

The Minister of Railways (Shri Jagjivan Ram): We are not at present in a position to say that. But it can be presumed, looking to the previous cases, that it may be a case of sabotage. But we have not got any more information than what the hon. Deputy Minister read out at present. But I may assure the House that with the assistance of the State Government and the Armed Personnel there, a thorough investigation will be made and whatever precautionary measures are necessary will be taken.

Shri Vajpayee (Balrampur): How can we feel secure? This is the third explosion and the Minister comes and says that every effort will be made. What steps were taken to avoid this in view of the fact that there were already two explosions?

Mr. Speaker: The hon. Minister admits that there have been two such explosions and questions have been answered here. What steps have been taken to investigate whether they have been due to sabotage? What steps have been taken to prevent recurrence of such an accident? That is the object of the question.

Shri Jagjivan Ram: Perhaps the details have been given in this House . . . (Interruptions).

Mr. Speaker: Order, order. Is there no rule to be observed in this House? Hon. Members will kindly remain patient.

Shri Jagjivan Ram: Quite a number of questions were put in this

House by the hon. Members and answers were given. I am speaking from memory. Some arrests were made but for lack of enough material prosecution could not be launched . . . (Interruptions). As a precaution we decided to have permanent patrolling in that area. More than that I am not in a position to say.

Mr. Speaker: There is nothing more to be done. Questions are being put here as if it is only the hon. Minister who is responsible out of the 40 crores alive in this country. If any person goes and sabotages some thing, is it none of the business of the trade unions and others who are employed there to prevent such things? Is it not the duty of the general public also to bring it to the notice of the Minister to help him apprehend such people? The police will take up the investigation and then the court must be satisfied thoroughly before anybody can be convicted. We function in a frame of law which will allow 99 persons to go unconvinced rather than sending one honest man to jail. So, they must also be vigilant and help the hon. Minister to know these things . . . (Interruptions). Nothing takes place, except in a forest, without any other man knowing these things. Every incident is normally known to many people. Therefore, the hon. Members also, through their various trade unions and other organisations, should try to gather information and pass it on to the hon. Minister. I would only remind hon. Members about their duty and responsibility to the country and the State. They must as far as possible see to it that this kind of sabotage does not take place. Whoever might be the Railway Minister for the time being the country as a whole loses. Therefore, tabling a question or an adjournment motion alone is not the duty of any hon. Member. Whoever comes from those parts must go round, try to investigate and try to help in this matter. I disallow this adjournment motion.

Shri Braj Raj Singh: Sir, could we have an assurance from the hon. Minister? Two such cases occurred previously. The hon. Minister said that nothing has been done. May we have an assurance that something will be done in this connection?

Mr. Speaker: He has done his best.

ALLEGED SERIOUS DIFFERENCE BETWEEN THE CENTRE AND WEST BENGAL GOVERNMENT OVER THE BERU BARI ISSUE.

Mr. Speaker: I have received another adjournment motion which says:

"Immediate need to discuss the serious difference between the Centre and West Bengal Government over the Beru Bari issue. An immediate clarification is needed to remove the confusion created in the public mind by the statement of the Chief Minister, West Bengal in the Assembly on 21st November, 1960."

We are also interested in Beru Bari. May I know what exactly the situation is?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The situation, Sir, is this, that in accordance with the agreement arrived at between the Government of India and the Pakistan Government it is proposed to bring a legislative measure before this House when we can consider it fully. It has been and it is our intention to bring it in the course of this session. But I do not quite guarantee that. It is conceivable that it may go on to the next session, perhaps, but at present it is our intention, if possible, to bring it in this session.

Only yesterday I received a letter from the Chief Minister of Bengal. We are examining it and we shall send, I hope, an adequate reply in the course of a day or two.

What is referred to in this motion is something about serious differences of opinion between the Chief Minister and the Centre. I do not know

there is any serious difference of opinion. From the newspapers report it appears that he said that such a measure should have the approval of the West Bengal Assembly. I do not think he is quite correct in saying that. There are two or three ways of references being made to an Assembly. One is more or less for information, the other is for their comments etc., and they may make suggestions, but approval in such matters is not constitutionally required. It is the Parliament that decides. As a matter of fact, these two Bills were sent to the three State Assemblies concerned—West Bengal, Assam and Punjab. The Punjab and Assam Assemblies have informed us that they concur. So I realise, of course, that there is some feeling in this matter in West Bengal. I thoroughly appreciate that. But the position is, as I have stated. Sir, there is no difference of opinion, I think and there can be none about the legal aspect of it.

Some Hon. Members —rose

Shri Tridib Kumar Chaudhuri (Bengal): Sir, if I remember aright, when the question of legislative action to be taken in regard to the transfer of Beru Bari and Cooch Behar enclaves was referred to it, the Supreme Court suggested two ways, either to amend article 1 of the Constitution under article 368 or to amend article 3 and then to bring legislation for the required transfer under the amended article 3. May I ask which of these proposals of the Supreme Court is under consideration of the Government, what are their intentions and whether they intend to proceed with the Bill during this session?

Shri Jawaharlal Nehru: As far as I remember, Sir, the Supreme Court mentioned three possible ways of approach. Naturally, we are bound by the Supreme Court's advice in this matter. After considering it fully we thought that the most feasible would be one of these ways which were suggested and we accepted it. I do not know how to describe it without the