

DEMAND NO. 129—CAPITAL OUTLAY OF THE MINISTRY OF SCIENTIFIC RESEARCH AND CULTURAL AFFAIRS

"That a sum not exceeding Rs. 2,18,00,000 be granted to the President 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, 1960, in respect of 'Capital Outlay of the Ministry of Scientific Research and Cultural Affairs'."

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: The House will take up discussion on Demands Nos. 85 to 94 and 131 to 135 relating to the Ministry of Transport and Communications for which 8 hours have been allotted.

Hon. Members desirous of moving cut motions may hand over at the Table within 15 minutes the numbers of the selected cut motions I shall treat them as moved, if the members in whose names those cut motions stand are present in the House and the motions are otherwise in order.

DEMAND NO. 85—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 50,01,000, be granted to the President 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, 1960, in respect of 'Ministry of Transport and Communications'."

DEMAND NO. 86—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 60,81,00,000 be granted to the President 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, 1960, in respect of 'Indian Posts and Telegraphs Department (including working expenses)'."

DEMAND NO. 87—MERCANTILE MARINE

Mr. Deputy-Speaker: Motion moved

"That a sum not exceeding Rs. 63,19,000 be granted to the President 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, 1960, in respect of 'Mercantile Marine'."

DEMAND NO. 88—LIGHT-HOUSES AND LIGHT-SHIPS.

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,18,13,000 be granted to the President 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, 1960, in respect of 'Light-Houses and Light-ships'."

DEMAND NO. 89—METEOROLOGY

Mr. Deputy-Speaker: Motion moved

"That a sum not exceeding Rs. 1,48,93,000 be granted to the President 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, 1960, in respect of 'Meteorology'."

DEMAND NO. 90—OVERSEAS COMMUNICATIONS SERVICE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,17,83,000 be granted to the President 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, 1960, in respect of 'Overseas Communications Service'."

DEMAND No. 91—AVIATION

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 6,50,25,000 be granted to the President 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, 1960, in respect of 'Aviation'."

DEMAND No. 92—CENTRAL ROAD FUND

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 3,56,24,000 be granted to the President 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, 1960, in respect of 'Central Road Fund'."

DEMAND No. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 6,09,01,000 be granted to the President 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, 1960, in respect of 'Communications (including National Highways)'."

DEMAND No. 94—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,56,91,000 be granted to the

President 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, 1960, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications'."

DEMAND No. 131—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 31,33,54,000 be granted to the President 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, 1960, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

DEMAND No. 132—CAPITAL OUTLAY ON CIVIL AVIATION

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,97,16,000 be granted to the President 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, 1960, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND No. 133—CAPITAL OUTLAY ON PORTS

Mr Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 2,78,21,000 be granted to the President 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, 1960, in respect of 'Capital Outlay on Ports'."

DEMAND No. 134—CAPITAL OUTLAY ON ROADS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 15,12,50,000 be granted to the President 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, 1960, in respect of 'Capital Outlay on Roads'."

DEMAND No. 135—OTHER CAPITAL OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 8,03,09,000 be granted to the President 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, 1960, in respect of 'Other Outlay of the Ministry of Transport and Communications'."

Shri Punnoose (Ambalapuzha): At the very outset, I have to say that I intend to confine myself to transport, more particularly by shipping and in a general way, road transport. Looking at the way our shipping industry is developing, I might say that the record is very depressing. Even in 1947, it was thought that our shipping tonnage was distressingly small, and the way the industry has conducted itself during these years does not give room for much hope. To a country like India with a long coastline of over 3,800 miles, shipping tonnage of a tremendous size is needed in order to cope with the vital supplies of the land and to carry on foreign trade. It was calculated in 1947 that the country required 2 million tons of shipping. But things have changed much since then. Today modest calculations show that we require 2.5 million tons of shipping. We are doing

every year something like Rs. 1,500 crores worth foreign trade. Every year we are spending by way of freight Rs. 150 crores, out of which the legitimate share of Indian shipping is Rs. 75 crores. But the fact is that we do not get more than Rs. 15 crores. That means we are losing every year Rs. 60 crores. Whenever the question of the development of our shipping industry is taken up, whenever the question of strengthening our fleet is taken up, we are told about the difficulties of foreign exchange. But, every year, this country has to pay a big amount by way of freight. And, if only we are able to gather our resources and prepare a plan and work it out we will be able to catch up. But that is not the story if we look at it closely.

In 1947, the shipping industry was considered as the close preserve of the private sector. At that time, it was considered that Government had only one function and that was to assist private enterprise. But a lot of assistance was given to the private sector and it was not prepared to invest any money with the result that the results were very discouraging. Therefore, Government took another step forward. Apart from assistance, they tried to participate; they tried what we call mixed ownership.

At that time Government proposed that they will have corporations. They declared that they will have two or three corporations formed within a year or two and that Government will take 51 per cent and 26 per cent of the shares will be given to the private companies dealing in shipping and 23 per cent will be subscribed by the public. The public did not subscribe and Government took 51 per cent. The 23 per cent that had to be subscribed by the public was also taken by the Government and the 26 per cent was given to Scindias and, thus, the Eastern Shipping Corporation came into existence. The idea was mooted in 1947 and for long three

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years consultations went on and it took shape only in 1950

But, after some time with the passing of the Companies Act, the 26 per cent share of the Scindias was also purchased by Government and the Eastern Shipping Corporation became a purely government Corporation And, in 1954, the Western Shipping Corporation was also formed Thus, two corporations came into existence, and the shipping industry is no more the preserve of the private capital

Nevertheless, if we closely study the whole industry we will find that there is a lot of confusion about it Even today the public sector in this industry stands in a very apologetic way Please read the speeches made by the Chairman of the Eastern Shipping Corporation as well as the Chairman of the Western Shipping Corporation You will feel that the Chairman is always in the dock and that he is trying to explain to private capital: 'Look here, we are not thriving well we have gone to routes which are the least paying, whatever subsidy is given, whatever loan is available is given to you and we have no ships We are not adding to our fleet Now, we are waiting for the Third Plan' That is the attitude taken

The objective of the Second Plan is very modest We aimed only at 9 lakh tons of shipping Everybody will agree that it is very low, too low for our purposes From what we have achieved up to date, it is quite clear that we are not going to achieve even these 9 lakh tons

With regard to the way in which these corporations have to function in the industry, we find certain features standing out I refer to the routes. All the paying routes, all the profitable routes are almost exclusively in the hands of the private sector. It is said that the entire coastal shipping belongs to the private sector I do

not particularly object to that. But, what do you really find? Something like 30 to 33 per cent of the coastal shipping was not carried by Indian bottoms but by ships, with foreign flags. I can understand Government giving a sort of protection or limited protection to private industry here in this country But I cannot understand why foreign ships are allowed to come in when the private sector is not able to discharge its function The private sector goes on chartering foreign ships and trading while the public sector is looking at it helplessly This position is, I think, a hang-over from the past. The Government of India must, here and now, come forward with a clear, definite and precise statement as to its policy with regard to shipping

It has been proved and proved to the hilt that private capital cannot deliver the goods Therefore it is inevitable and irresistible that Government should step in and take the full responsibility I do not wish that private industry should be ousted I do not wish that the private sector shall be wiped out Permit private sector to function Give it encouragement. I am not against even giving them assistance. But the legitimate right of the public sector is being overlooked But, what is the meaning of the Chairman of these Corporations saying to the private sector 'You are all behaving very well, we know it, the Minister also knows it' and all that? Why should they always feel as if they are in the dock? Why should that be?

With regard to purchase of vessels, the Chairman complains—I think it was the Chairman of the Western Corporation—that they could not purchase additional ships, and that the money that was available was given as loan to private enterprise Why and how are we not able to purchase ships and develop our public sector?

This is particularly the opportune moment for me to refer to the speech of the Chairman of the Eastern Shipping Corporation in December last. He says:

"We can purchase second-hand vessels on easy payment terms; and ship-building yards are prepared to accept orders on fixed price without escalation and with deliveries to be effected within a short period of 10 months. It is a buyer's market today, and it can easily become a seller's market tomorrow"

The opportunity that we now have to obtain tonnage at a reasonable cost may not recur for years to come. What steps are being taken to strengthen our fleet? I am told that there are parties who are prepared to deliver the goods now and to receive money as and when the vessels begin earning. Why not we arrange to purchase? These are some of the immediate steps that Government should take.

In regard to routes also I do not understand why there should be these water-tight compartments for private sector and public sector? There are certain routes where the private sector flourishes. The shipping companies ply their ships. But, it is quite clear that they alone cannot discharge the job and carry the whole freight. Why not the public sector also get a share? A co-ordination committee may sit and work out the details. But, to keep these two in two separate compartments and to leave the whole area to private shipping like that is not good. Today it is the Government that chooses the routes. It is a practice which I believe should be discontinued. Government may lay down broad policies and also may suggest that such and such lines should be taken up by the corporations. There are certain lines which may not be very profitable. But in our national interests a corporation in running those lines may have to take

it up. Therefore, the Government may indicate its mind and the losses sustained by the corporation may be made good by the Government. With regard to the other lines, I think they should be looked from the commercial point of view. The corporation must judge whether it is worthwhile taking it or not. If that is done I think the results will be quite different. The Chairman of the Eastern Shipping Corporation says that it has sustained losses or that the profit is negligible. But the private company has made good profit. Why is this difference between the earnings of the private companies and the public sector? It is because of the reasons given by me.

15-52 hrs

[SHRI BARMAN in the Chair]

The public sector should develop its fleet and must go forward in a big way.

Shri V. P. Nayar (Quilon). There seems to be a sub-committee going on there.

Shri Punnoose: Is it a co-ordination committee? Government must step up the public sector and must develop it and it must be made clear that wherever possible the public sector will be developed.

There is the Hindustan Shipping Yard; it is doing well and we are all proud of it. They have been asking for a dry dock. Without a dry dock the ships that are constructed are taken to Calcutta for dry docking. It is not only expensive but it also involves time and inconvenience to the manufacturer as well as the consumer.

There is one disquieting feature about the training. The number of persons trained in the Hindustan Shipyard is surprisingly small. It would appear that this Government has not only no present plans to develop the ship-building industry but also no future plans. What is the meaning of having such a small number of

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people for training? Why not develop that and at least have a large number of cadets who can take up the work as and when it comes.

The question of the second shipyard has been hanging fire for a long time. When we ask questions we have been told that the British Technical Mission was coming and that will give the last word. It has come, reported and gone. But the decision is not yet known. I do not know what is happening about it. I do not believe in rumours. I think that I need not attach much importance or significance to the broad ways in which it is said that the second shipyard would be in the west coast.

It is quite clear that the second shipyard has been suggested for Cochin. You will be surprised to know the way in which every section of the public reacts to the delaying attitude taken up by the Ministry. Kerala is a State with too much of party politics. But if there is one issue on which every one of our people join together and speak with one voice, it is that the second shipyard should be located there as suggested by the British Technical Mission without any further delay. I may quote from a Malayalam daily—the most venomous anti-communist paper in that area and it is one of the strongest supporters of the Congress Party—*Malayala Manorama*. It has written an editorial on this on the 17th of March that it is quite clear now that some sort of a discriminatory approach is being made with regard to the second shipyard and with regard to the report of British Technical Mission. The paper goes to the extent of saying that if it so happens and Cochin is denied this right, then the Members of Parliament from Kerala should resign and come back. Such is the strong feeling in that area on this issue. We do not ask for any particular favour. Here is the Technical Mission's recommendation and it has chosen Cochin as the most fitting place. Why should there

be any delay? The other day there were some hints given about Calcutta, or somewhere near Calcutta. We all like Calcutta and respect it. But I am sure that Calcutta is suffering not from lack of industries but from too much of industries, the excess of it. As such, I believe there is no reason why Cochin should be denied its right and why the second shipyard should not be opened there. I say this not only from the interest of the small State from which I am coming. One thing is quite clear. Unless the second shipyard is opened here and now we cannot proceed as fast as we should. We are sometimes talking about the glories of India in the past as a maritime State. We have got every chance to achieve that again. But because of the ineptitude of the Government on account of the callous negligence towards the whole question, we are allowing that chance to slip away. So, let us take up this question more seriously because it is a question of our whole future. Without a mighty mercantile fleet, we cannot think about the reconstruction of our country or a prosperous future. As such, I believe we should establish a second shipyard as early as possible. I would like to have a positive, clear and definite reply from the hon. Minister. Let there be no mysteries about it, let us know where we stand.

I will make one or two points with regard to road transport. The competition between road and rail has wrongly placed. We believe that there is no competition like that. If the two are properly planned, there is ample room for development for both and both can serve a useful purpose. There are some States which have got a nationalised transport of some standing. For instance, in Kerala our transport was nationalised in 1937.

18 hrs.

All these years it has been developing, and today it is one of our most

important sectors. It serves the people. It is as useful to the people as the railways themselves. 1,800 miles of our road are nationalised. We have sunk a lot of money there. It gives us good profit. Just imagine the position of a State which has no other source of revenue. Except for land revenue, what is the other source from which a State can get money for development? That land revenue itself is dwindling, and especially after the land reforms it will go down very much. Then this is the only one source on which a State can depend—the State transport.

The State Government is asking for loans. I am not speaking for Kerala alone. Why are you bringing this pressure on States for more corporations? It is a very Shylockian attitude. You only want your pound of flesh and that is why you are trying to bring pressure on the State Governments. That is no good.

An Hon. Member: To earn income-tax

Shri Punnoose: Let them catch the tax evaders instead of trying to throttle the States. They ask for some loans. We have got money from the Railways and from the Transport Ministry. Rs 19 crores are available for the development of road transport. If you can help the private industry with loans, if you can give loans to private shipping, if you can give loans to the big business houses in India, what is the justification in denying loans to State Governments for development of their nationalised transport? That will give employment to the people there. That will give more income to the States. At least from a position of enlightened self-interest the Central Government should help, because if the States get so much of revenue from transport the less will be the pressure on the Central Government for more grants and loans in other ways. Therefore, this question

has to be looked at from that point of view. In any case, the Central Government should cease to bring pressure on State Governments for the formation of corporations. If corporations are formed, the State Governments will lose much of its income and, I believe, the quality of service will also be affected adversely.

Well, Sir, may I ask what has happened to the Gokhale Committee Report and the Master Plan with regard to inland transport? It has been pending for the last two years. Why not take a decision on that? The plan for repair and construction of the Buckingham Canal has also been held up. It is a very important thing and the Government will have to take it up immediately.

Coming to water transport, I think the Central Government must encourage the State Governments to form water transport corporations. Such water transport corporations can do good service to the public and can also earn good money for the States. There also I would request the Central Government to grant loans to the States.

There is one other point, and I will conclude. There are small islands in the Indian Ocean which want to be connected to the main land. Today, I understand, there are certain arrangements made but mostly made by the Ministry of Home Affairs. What I would suggest is this, that such islands should be connected by the vessels given by the corporations. To a certain extent it will pave the way. If there is any loss that should be made good by the Government, because these are not only useful for trade but they keep these islands in touch with the main land.

These are, Sir, the few remarks that I wanted to make.

Shri Manasa (Darjeeling): Mr Chairman, Sir, I am grateful to you for giving me this opportunity to

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speak on the Demands for Grants relating to the Ministry of Transport and Communications. I feel the nomenclature of this Ministry should be expanded and it should be called the Ministry of Transport, Communications and Tourism.

During the limited time at my disposal I will try to discuss the question of tourism, which I think is a very important wing of this Ministry. The word 'tourism' has gained a certain degree of importance in this country during the past few years, and its significance is gradually being realised by both the Government and the people.

Sir, the Ministry and, particularly, the Minister in charge of tourism has given a very good account of himself in this particular field of tourism. Tourism has come of age and has come to stay in this country, but I must say that this is a particular field which has not been thoroughly and completely explored and exploited.

The number of foreign tourists who visited this country in 1951 was 16,000. This number swelled to 80,000 in 1957 giving us a foreign exchange earning of Rs. 16 crores as against Rs. 2½ crores in 1951. If steps are taken in right direction and if a more realistic approach is adopted, I am sure the number of foreign tourists will rise to a level of about a million giving us a foreign exchange earning in the region of Rs. 200 crores. It is estimated that about 7,00,000 American tourists cross the shores of their country every year with pockets full of dollars looking for places to go, things to see, people to meet and funs to enjoy. Even if 50 per cent of these American tourists come into this country it would mean quite a big foreign exchange earning for us.

When I say Rs. 200 crores, one might think it is a fairly big amount of money. But I say, Sir, it is not a very big amount compared to the in-

finite variety of attractions that this country has. Western countries like United Kingdom, France, Italy and other smaller European countries are earning much more than this with lesser variety of attractions. In England, it is estimated that in 1957 about a million, about 12 lakh tourists visited that country giving them a foreign exchange earning of about £ 160 to £ 170 million. As a matter of fact, the tourist traffic is a major foreign exchange earner for Britain.

Tourist traffic does not give us only dollars, it also helps to bring about better understanding among nations of the world and it promotes international goodwill. Sir, every sweet memory carried by a tourist to his or her country will add one more golden link in the chain of our friendship with that country. Tourist traffic, therefore, has a great deal of human value too.

If the Government realise the potentiality of tourism and rises up to it, I am sure the need for voyage of begging to foreign countries will be lessened. This country is abundantly blessed with the best things of the world—we have the highest mountains in the earth, the only place in the world from where the sunrise could be seen in its supernatural grandeur, we have places of historical importance and cultural beauties like Taj, Ajanta, Ellora, there are diverse varieties of attractions in this country. It is said we have about 500 tourist spots in this country. These 500 tourist spots are explored areas. I am sure there are many more areas which are unexplored, undeveloped, and if explored and developed they might prove to be excellent tourist spots in this country.

These 80,000 or 90,000 tourists who come into this country and give us foreign exchange to the tune of Rs. 16 crores to Rs. 20 crores every year, do so out of sheer attraction for beautiful tourist spots that this country has, and they are not always very

comfortable during their brief sojourn in this country. Lack of proper accommodation, irritable customs, rules and the depredations of the racket of jewellery, souvenirs and curio sellers, prohibition and perhaps begging also, and various other things confront the tourists during their stay in this country.

Accommodation, adequate and proper, is a great problem in this country. It is estimated that this country has today the western style of accommodation for about 9,000 tourists only. According to a leading hotelier in this country it would cost us about Rs. 36 crores to provide for additional accommodation. Obviously it will not be possible for the private sector to cope with the present pressure of accommodation. Therefore, Government will have to come into the picture. Apart from giving loans to such private operators who are willing to expand their establishments and to enlarge their business, Government should, in all important tourist spots, construct hotels and run them under State management. In fact, I very often wish we had miniature Ashoka Hotel in each of our important tourist centres.

As far as these suggestions are concerned these are all for long term programmes. In the meantime, Government will have to take steps in the line of what they have done in Delhi, that is, they must start the paying guest system and the hospitality schemes. After all, what do the foreign tourists want when they come to a country? They want good and proper place to live and clean and good food to eat. If we introduce the paying guest and hospitality schemes our tourists will be happy to stay in any good home in this country. As a matter of fact, foreign tourists prefer Indian touch and decor, which they do not always get in all the hotels. Of course, tourist officers will have to exercise a great deal of caution in selecting homes and families for such purposes. The system of bed and breakfast which is very popular

in England and other European countries would also be very much welcome here. In fact the system of bed and breakfast would encourage the growth of good restaurants in this country. Apart from that, the introduction of hotels and rest houses in all the important tourist centres will also be very much welcome. The Youth Hotels should also get their rightful place.

In order to state the natural hunger of tourists for entertainment, Government should organise cultural programmes at least in those tourist centres where Government have their Tourist Information Bureaux or tourist centres. Cultural programmes like folk dances and folk songs and even talks on the history and culture of this country should be arranged. I have observed that foreign tourists have a living willingness or desire and curiosity to know the country. In fact, they are never surfeited by honest informations about the country. I do not mean that they should be dragged into a controversial polemics.

Another important thing is, people living in the areas of tourist interest should be encouraged to respect foreign tourists and also the home tourists. Nothing will please a tourist, whether he is from England, America or one going from Calcutta to Darjeeling, more than a smile or readiness to help. It will make the tourists feel very much at home. The memory of the magnificence and the beauty of a place, as also the sweetness and the smile of the people of a particular tourist area would be treasured by a tourist.

It is quite sometime since the report of the Hotel Standard and Rate Structure Committee has been submitted. I feel that this report should be discussed on the floor of the House and until that is done I also feel that the major recommendations made by the Committee should be accepted. If necessary, a comprehensive legislation will have to be enacted in order

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to regulate and standardise the hotels and also to bring in provisions to ensure the safety, convenience and comfort of the tourists.

In this connection, may I remind the hon. Minister, Shri Raj Bahadur of what he had said while addressing the session of the All-India Hoteliers' Convention some time back? He was pleased to say:

"I think the hotel industry has come to age and nobody can afford to ignore it. If we are interested in tourism we shall have to find a place for it in the Five Year Plan"

We are conscious of Shri Raj Bahadur's zeal in this particular field. He has taken a number of progressive steps to boost tourism in this country. Would he be pleased to tell this House what definite steps he has taken since he made this statement?

May I, with your permission, specifically mention a tourist spot of magnificent beauty which is very much neglected and yet it finds its rightful place in the itinerary of every well-informed tourist? This spot is Darjeeling, the queen of hill stations and the home of Tenzing. To Darjeeling, people come from the farthest corners of the earth to see the sun-rise from Tiger Hill and yet, the road to the top of Tiger Hill is not yet motorable. I dare say, without any fear of contradiction, that Tiger Hill has earned for this country a fairly good deal of foreign exchange. Had this spot been in some other part of the world, the road to the top of this hill, I am sure, would have been made of gold. It is such a magnificent hill station and a tourist centre, and yet Shri Raj Bahadur's office, I mean, the Tourist Information Bureau, is a bare 10' X 10' room with inadequate staff. I would appeal to the hon. Minister that he should pay a visit to Darjeeling and stay there to find a suitable place to construct an office for the Informa-

tion Bureau and also for the I.A.C. In fact, I would be glad to help him to find such a place. In fact, I have a spot in mind and it belongs to the Municipality, so there should not be any difficulty in getting that place for this purpose.

Mr. Chairman: The hon. Member's time is up.

Shri Manaan: Sir, I beg of you to give me a few more minutes. I had the privilege of meeting a number of foreign and home tourists in Darjeeling, and their honest opinion was that Darjeeling is a place of unique beauty in the world and also in India.

Sir, you have rung the bell, and although I had a strong temptation to expatiate on the beauty of Darjeeling, I have to resist the temptation and I would only request the hon. Minister Shri Raj Bahadur to pay a visit to Darjeeling. I can, in fact, be of service to him there as a guide to him.

In our enthusiasm for foreign tourists we should not ignore the home tourists. Tourism does not mean only attracting tourists from outside. It also means encouraging and enabling people from different parts of this country to go to other parts of the country. Apart from shifting little money from one place to the other, it will also help to bring about an emotional integration of different people and help the people to get to know each other's problems and difficulties better. In this regard, the State Governments must be activated. I am in entire agreement with the principle laid down by the Planning Commission which is mentioned at page 112. I quote:

"The provision of facilities for our foreign tourists is the responsibility of the Central Government, and the provision of such facilities for the home tourists is the responsibility of the State Governments".

But then there should not be any hitch as to which areas are of interest to foreign tourists and which areas for home tourists. The State Governments should be entirely entrusted with the job of developing cheaper accommodation for home tourists and also running separate tourist offices.

Shri D. C. Sharma (Gurdaspur):
How far is Kalimpong from Darjeeling?

Shri Manson: Two and a half hours' drive by land-rover. In each State, there should be a separate Ministry and Directorate for Tourism, at least in those States where there are a number of areas of tourist interest. Serious and concerted efforts will have to be made both in the State and in the Union levels to boost tourism in this country. Schemes included in the second Five Year Plan to boost tourism are indisputably good, but then, we would like to know when the hon. Minister replies—of course he has other major things to deal with and I do not know whether he considers tourism of major importance—as to what definite measures have been taken in this particular direction.

The suggestion of the Planning Commission to reduce the fund for the central sector is not very welcome. It would severely affect tourism, I must say. There may be valid reasons for proposing to reduce the provision of fund. But it is a serious thing so far as tourism is concerned. I am sure Raj Bahadurji was not very happy about it. It is said in the report:

"As a result of this, a large number of schemes which were included in the original programmes have had to be postponed for being considered for inclusion in the Third Five Year Plan".

Let us hope that the Third Plan will conceive of bolder schemes to boost tourism in the country.

I will be failing in my duty miserably if I do not say a word or two about the Calcutta port. Unless the Government take bold steps with a certain degree of imagination and speed, I am sure Calcutta port may have to be given up as a doomed port. On Calcutta port hinges not only the life of the people in and around the metropolis of Calcutta, but the entire trade and commerce of the eastern region depends on the Calcutta. Sir, I have no time and you are also getting impatient. I have no time to give statistics. I am only hoping that Shri Raghunath Singh would come forward with statistics. But unless some measure is taken to save this port—let us not only think of Bengal, which we are very often inclined to do—this will dislocate the life and economy of the country as a whole. There is no measure other than building the Farrakha Barrage. It will not only save the Calcutta Port, but it will also provide cheap, speedy and easy communication to North Bengal and Assam.

Speaking from the tourist point of view—I would like to conclude by making a reference to tourism again—the journey to Darjeeling from Calcutta by train is strenuous and almost a nightmare, and going by plane is beyond the means of many. So, the time has come for Government to face the issue boldly. Let not the Government evade this issue.

श्री प्र० नं० तारिक : (जम्मू तथा काश्मीर) : जनाब केमरमेन साहब मैं आपका बधाकर हूँ कि आपने मुझे ट्रान्सपोर्ट और कम्युनिकेशंस की बजारत के मुताबिक़ा खर्च की मांगों पर जो कि आज हाउस के मामले पेश है, बोलने का मौका बख़्शा ।

जहाँ तक ट्रान्सपोर्ट और कम्युनिकेशंस मिनिस्ट्री का ताल्लुक है मैं इसके एक शोयबे टूरिज्म के ऊपर अपनी तकरीर को मख़सूस कर लूँगा । लेकिन मैं चाहता हूँ कि इससे पहले कि मैं इस बजारत के दो बड़े मुहकमों

[श्री प्र० मु० तारिक]

पोस्ट एंड टेलीग्राफ्स और ट्रांसपोर्ट के बारे में बन्द नजरिये आपके सामने रखूँ, मैं टेलीफोन ट्रंक कोल्स के बारे में यह धर्ज करता चाहता हूँ कि टेलीफोन ट्रंक कोल्स का जो सिलसिला है उससे ग्राम लोगों को बड़ी दिक्कत होती है। ट्रंक कोल्स के लिए हमने चार किल्वे मुकरर की हुई है, फ्रांजिनेरी, अर्जेन्ट, इम्पीजियेट और इम्पाटेंट। अब हम ग्राम लोगों के लिए सिर्फ फ्रांजिनेरी ट्रंक कोल्स ही मखसूम कर सकते हैं लेकिन सरकारी हलकों की बजह से और ग्राम तिजारत की बजह से ग्राम लोगों को फ्रांजिनेरी ट्रंक कोल्स का मिलना बड़ा मुश्किल हो जाता है और उनको इससे बड़ी दिक्कत होती है क्योंकि वह इतना निखं और इतना अधिक दाम घटा नहीं कर सकते हैं कि वह अपनी कोल को इम्पाटेंट या अर्जेन्ट करा ले क्योंकि उसका रेट बहुत ज्यादा होता है। मैं चाहता हूँ कि इसके बारे में कुछ रिहायत दी जायें और कुछ टाइम फ्रिक्स किया जाय। इम्पाटेंट ट्रंक कोल्स और अर्जेन्ट ट्रंक कोल्स के दरमियान कोई वक्त मुकरर हो कि ५ या १० अर्जेन्ट और इम्पाटेंट ट्रंक कोल्स के बाद एक फ्रांजिनेरी ट्रंक कोल को भी मौका दिया जायगा।

इसके अलावा मैं चाहता हूँ कि टेलीफोन सुपरबाइजर्स को रिहायत की तरफ और मुहकमे के दूसरे मुलाजमीन की तरफ तबज्जह दी जाय। मेरे नोटिस में यह बात आई है कि पोस्ट एंड टेलीग्राफ्स के ज्यादातर मुलाजमीन कई कई सालों के बगैर मकानों के हैं। इसकी तरफ मैं आपकी तबज्जह चाहता हूँ और इसका कोई फ़ौरी इतफ़ाम किया जाय जब उनकी तनब्याह बहुत कम है और किराया बहुत ज्यादा घटा करना पबता है।

इसके अलावा मैं चाहता हूँ कि वायरलेस सिस्टम की तरफ थोड़ी सी तबज्जह दी जाय। पहाड़ी इलाकों मसलन् काश्मीर, हिमाचल प्रदेश और दूसरे इलाकों में वायरलेस का होना

अबज्जह जरूरी है। जिस इलाकों से मैं घाता हूँ वहाँ पर बारिश और बर्फ पड़ने की बजह से १५, १५ और १६, १६ दिन के लिए कम्युनिकेशंस का सिलसिला खत्म हो जाता है, तार, हवाई जहाज और टेलीफोन का सिलसिला मुनकता हो जाता है और तब निवाय वायरलेस के हमारे सामने और कोई दूसरी चीज नहीं रहती है जिससे कि हम वहाँ से कम्युनिकेट कर सकें। इसलिए मैं चाहता हूँ और यह मेरी मांग है कि पहाड़ी इलाकों के लिए वायरलेस सिस्टम को एम्बूव किया जाय और उसकी तरफ ज्यादा से ज्यादा तबज्जह दी जाय।

इस के बाद जनाब वाला, मैं टूरिज्म की तरफ आपकी तबज्जह दिलाना चाहता हूँ। अब यह मेरी खुशकिस्मती या बदकिस्मती ममसिये कि मैं खुद एक टूरिस्ट इलाके का रहने वाला हूँ, वही की मेरी पैदाइश है और अल्लाह ने चाहा तो इन्हा अल्लाह वही पर मेरा इतकाल भी होगा। अब सबसे पहले तो मैं टूरिज्म के बर्जर और मेहकमा टूरिज्म के तमाम अफसरान और उनके कारिन्दो को मुबारिकबाद देना अपना अखलाकी फ़र्ज समझता हूँ। टूरिज्म के मामले में हमने इस कलील घरे में निहायत मुक्तसर मुहन में जितनी तरक्की की है यकीनून वह काबले तारीफ़ है। टूरिज्म के मामले में हमारा हिन्दुस्तान ने बाहर के बहुत से मुल्कों के साथ वास्ता पड़ा है। हिन्दुस्तान में निवाय बन्द इलाको के टूरिज्म के कही मायने ही नहीं समझे जाते हैं लेकिन आज जब हम उस नवसे की तरफ देखते हैं जो कि टूरिज्म का हमारे मुल्क में है तो हम उस पर क्रोध कर सकते हैं।

मुझे उम्मीद है कि जैसे हमने कुछ लोगों से यह अन्वाजा पाया है कि हमें इन साल तक़रीबन इस मद से २० करोड़ रुपये की आयवनी होने की उम्मीद है और बाऊर्

यह एक बहुत बड़ी रकम है और यह हिन्दुस्तान को उसके मौजूदा प्लास में काफी मदद दे सकती है। लेकिन इसके साथ ही टूरिज्म के मायने यह भी है कि हम बाहर से आये हुए लोगों का और अपने लोगों का टूरिज्म से तारुक्त करायें। हम लोगों को ज्यादा से ज्यादा सहूलियतें दें, बाहर के लोगों को भी और अपने लोगों को भी। इतना ही काफी नहीं है कि हम बाहर के लोगो पर ही भरोसा करे बल्कि जरूरत इस चीज को भी है कि हम हिन्दुस्तान के रहने वालों को शुमान से लेकर जन्म तक के और मशरिक से लेकर मगरिब तक के लोगों को हम टूरिज्म के मायने बतलायें। हिन्दुस्तान का हर बाशिन्दा हिन्दुस्तान के ज़र्रे ज़र्रे में वाकिफ हो। हम लोगो को उनकी आमदनी को महेनजर रखते हुए और हिन्दुस्तान के आम अम्पराजात को महेनजर रखते हुए कलील खर्च पर उनको यह सहूलियत पहुंचाये। इसके लिए यह जरूरी है कि हम थोटी छोटी सरायें, छोटे छोटे रैस्ट हाउसेज और अच्छे और माफ मुझे होटल्स मुकानिफ पहाड़ी इलाको पर जो कि टूरिज्म से नाल्लुक रखते हैं, बनायें। हम लोगो को रमद और रसायल के मामले में ज्यादा से ज्यादा सहूलियत पहुंचायें। मुझे अफसोस है कि शायद यह मुहकमा टूरिज्म का, बजारन ट्रान्सपोर्ट का या वजीर माहब का तशाफुन था कि वह बजट के मीके पर फाइनेंस मिनिस्टर को कायल नहीं कर सके। अब टूरिज्म उन इलाको के लोगो के रोखगार की रीढ की हूँगी है और टूरिज्म उनका जरिया मास है। आपके डीजेल प्रायल पर टैक्स नगाने से उनको चोट पहुंची है। डीजेल प्रायल पर आपने टैक्स लगा करके लोगो को मजबूर कर दिया है कि टूरिस्ट्स लोग टूरिज्म के इलाको में बहुत कम सादाद में जायें। आपको चाहिये था कि जहां आपने डीजेल प्रायल का निर्र्ख उड़ाया वहां आप पेट्रोल का दाम कम करते। अब एक तरफ तो आप यह चाहते हैं कि हिन्दुस्तान में टूरिज्म आम हो जाय और दूसरी तरफ आप ऐसी चीजें पैदा करते

हैं कि लोगो के लिए भ्रमना फिरना मुश्किल हो जाता है।

जनाब वाला बजारत ट्रान्सपोर्ट का यह फर्ज है कि वह चीप और छोटे छोटे मकान टूरिस्ट्स लोगो की रिहाया के लिए निर्र्क पहाड़ी इलाको में ही न बनाये बल्कि हिन्दुस्तान में हर जगह पर बनाये ताकि एक रिस्ता जो कि पिछले कई सौ मालो से जिसको कि बाहर के मुल्क की विदेशी ताकत ने काट कर रख दिया था वह फिर से पैदा हो जाय और यह मालूम हो जाय कि हिन्दुस्तान के शुमान में रहने वाले हिन्दुस्तान के मगरिब में रहने वालो से मुकानिफ नहीं है। मैं ममन्नता हू कि यह हम बजारत का फर्ज है कि वह इन तमाम सहूलियतों को बहम पहुंचाये।

जनाब वाला, मैं चन्द बातों की तरफ वजीर माहब की नवज्जह दिलाना चाहता हू कि हम दिल्ली में जो कि भरकज है हिन्दुस्तान का, एक प्राणीशान किस्म का टूरिस्ट सेंटर कायम हो। टूरिस्ट सेंटर के मायने क्या है? टूरिस्ट सेंटर के मायने यह है कि एक ऐसी इमारत हो जहा कि टूरिज्म के मुताल्लिक तमाम चीजें मुहैया हो। ट्रेवल एजेंट्स मुहैया हो। टूरिस्ट आफिसर्स मुहैया हो। और टैक्सी स्टैंड मुहैया हो। ताकि बाहर से आने वाले टूरिस्ट को यह खतरा न हो कि कहीं वह बुरे हाथों में लो नहीं पड़ने जा रहा है।

जनाब वाला मैं इस सिलसिले में अर्ज करना चाहता हू कि आज दिल्ली में हर इमान को जिसके कि पास कोई रोखगार नहीं है आप उसको टूरिस्ट गाइड की शकल में पायेंगे। चाहे उसको यह भी न मालूम हो कि कुतुब मीनार कहा है, लेकिन वह टूरिस्ट गाइड है। वह करना क्या है? टूरिस्ट गाइड को एक अजीब पैसा है लेकिन हिन्दुस्तान में वह एक दल्लाल की शकल में दिखायी देता है। वह चन्द दुकानदारो का एजेंट होता है और बजाये इसके कि वह टूरिस्ट को लाल किना दिखाये, कुतुब की लाट दिखाये, राष्ट्रपति भवन दिखाये,

[श्री ध० मु० तारिक]

धीर हुसरी नई पुरानी इमारतें विद्यादे, यह उनको यह चन्द दुकानें विद्याता है, धीर उन दुकानों से उसको कमीशन मिलता है। मैं ने सुना है कि यह कमीशन साल में २५ हजार रुपया तक का हो जाता है। इस चीज को डाइरेक्टर जनरल आफ टूरिज्म को देखना चाहिए। मुहकमे को यह पाबल होनी चाहिए ताकि इन चीजों पर नजर रखी जा सके। हमारा यह प्रयत्न फल है कि हम इस मुल्क में धाला किस्म के टूरिस्ट गाइड पैदा करें। इस स्कीम को देखने से मालूम होता है कि हमारे यहां टूरिस्ट गाइड्स के लिए एक स्कूल है। होगा, लेकिन मैं उस बात से इतिफाक नहीं कर सकता कि वहां से लही किस्म के गाइड तैयार किये जाते हैं।

मैं महसूस करता हूँ कि इस एंवान के वेम्बरान काश्मीर के बजीर भाखम को बुबारकबाद देम कि उन्होंने हुकूमत हिन्द की रजामन्दी से काश्मीर में परमित सिस्टम को खत्म कर दिया है। यह उन्होंने एक बड़ी बात की है। साथ ही काश्मीर की नेधानल कानफ्रेंस का यह फैसला भी बहुत प्रहम है कि काश्मीर में इलेक्शन कमीशन को वही बरजा दिया जाये जो कि बाकी हिन्दुस्तान में उसको हासिल है। मैं समझता हूँ कि काश्मीर गवर्नमेंट के इस कदम से बजारत टूरिज्म को बहुत फायदा होगा। धीर उनको चाहिए कि वह ज्यादा से ज्यादा लोगों को काश्मीर पहुंचाने का इन्तिजाम करे ताकि वह जोय खम्हूरी काश्मीर को देख सकें।

श्री श्री० धं० शर्मा . इसके लिए हम मन्थवाद करते हैं।

श्री ध० मु० तारिक : नुक्तिमा।

मैं एक चीज की तरफ धीर धाय की बख्शह दिलाता चाहता हूँ। वह है हमारे ट्रेविल एजेंट। जनाब बाजा, वहां तक हमारे

ट्रेविल एजेंटों का ताल्लुक है, यह बात धायब बहुत कम दोस्तों को मालूम होनी कि हिन्दुस्तान से बाहर उन्हीं ने अपने कारयब को पूरा करने में धीर अपनी दयानतवारी में जो मकाम पैदा किया है यकीनन हर हिन्दुस्तानी उस पर कश्च कर सकता है। मैं चाहता हूँ कि इन ट्रेविल एजेंट्स को ज्यादा से ज्यादा धराधास धीर सहुलियत दी जायें क्योंकि धयर एक ट्रेविल एजेंट धच्छी धीर दयानतवार धायनी होगा धीर हर धामले को समझता होगा जो बकीनन यहां ज्यादा टूरिस्ट धायेंगे। एक टूरिस्ट एजेंट के खिलाफ धिघायत पर दस टूरिस्ट धपना प्रोधाय मंजुल कर दते हैं। ट्रेड विन्स, मर्करी ट्रेवलस, जैना एंड को, धारियंट ऐक्सप्रेस धीर हुसरे एजेंट्स ने पिछले चन्द सालों में हमारे जो मकाम हासिल किया है उस का सबूत यह है कि पिछले साल जब कांस में एक धजीमुधान कानफ्रेंस हुई थी तो उस के लिये हमारे एक ट्रेविल एजेंट को इतिजाम करने के लिये बुलाया गया था। उस के बाद एक धीर कानफ्रेंस टोकियो में हुई है। उस के लिये भी एक हिन्दुस्तानी ट्रेविल एजेंट को बुलाया गया है। उस से बरखास्त की गयी कि वह इस कानफ्रेंस कं तमाम इन्तिजामात करे। जब हमारे पास ऐसे लोग हैं जिन से बाहर के मुल्कों की हुकूमतें फायदा उठा रही हैं तो उन से हम भी क्यों न फायदा उठावें। वह धामलात को धच्छी तरह से समझते हैं। हमें उन की राय को ज्यादा से ज्यादा ध्रमियत देनी चाहिये। मर्करी ट्रेवलस धीर ट्रेड विन्स ने सास कर बंमलपवामी कान्फ्रेंसों का इन्तिजाम जिस खुश खैसलाबी से किया गया वह काबिले तारीफ है।

मैं यह भी चाहता हूँ कि हवें दिल्ली के, सास कर पुरानी दिल्ली के होटलों पर भी नजर रखनी चाहिये। हय धक्कर सुन्ते हैं कि एक धायनी धाय को होटल में ठहरा

धीर सुबह उस का कलम हो जाता है। कमी यह बहाना किया जाता है कि होटल के कमरे में अचानक धाग लप गयी थीर इस से यह धागनी नर गया, कमी यह बहाना किया जाता है कि उस ने इतनी सिरारिमें की कि उन के बुयें की बबह से उस की जान बली गयी। कमी नाबुन होता है कि होटल की बरहन्तियामी के देसा हुआ। में ट्रांसपोर्ट मिनिस्टर के धीर बाहरेस्टर बनरस धाफ दूरिज्म से दरब्यास्त कडंगा कि इन होटलों पर नजर रखी जाये। में यह तो नहीं चाहता कि इन का आरोबार बन्द कर दिया जाये लेकिन इन में निगाह रखी जाय। होटलों के जो मुताबिजि हूँ उन के बारे में मिनिस्ट्री धाफ ट्रांसपोर्ट पुलिस से दरब्यास्त करे कि उन की ठीक से रिपोर्ट की जाय कि यह इन होटलों में काम करन के काबिल हूँ ना नहीं।

में यह भी चाहता हूँ कि टूरिस्ट डिपार्टमेंट के बितने बाबीज हूँ उन में धाफिधियल्ल को ज्यादा नुमायन्दगी न दी जाय, नान धाफिधियल्ल को ज्यादा कानकडेंस में लिया जाय।

इस के धलावा काश्मीर के लिये टूरिस्ट ड्रेजिक के मुताबिक में एक बात धाफ के नोटिस में लाना बहुत जरूरी समझता हूँ। वह यह है कि दिल्ली धीर काश्मीर के दरम्यान जो एक मरकबी मुकाम पठानकोट का है वहां पर एक भन्खा टूरिस्ट सेंटर बनाया जाय। मबीर साहब ने फरमाया कि जो टनल है वह घास बंदर टनेल है। लेकिन उस टनेल तक पहुंचने के लिये जो सड़क है वह तो घास बंदर सड़क नहीं है। उस सड़क के टूट जाने वा फट जाने से धक्कर मुसाफिरी को बम्बू वा पठानकोट में ही रह जाना पड़ता है। वह पठानकोट हमारे धामी साहब की कांस्ट्रुक्शनी में है। वहां पर न कोई भन्खा होटल है धीर न ठहरने के लिये दूसरी कोई भन्की बपह है। में चाहता हूँ कि धाफ मेहरबानी करवा कर इस नामके को पहली धहभियत

में धीर पठानकोट में एक धावा किस्म न्ग टूरिस्ट सेंटर बनाया जाये।

इस के धलावा में धाफ की तबज्ज्ह ध्वर जाइन की तरफ भी दिलाना चाहता हूँ। पहले हमारी ध्वर जाइन में निर्र कम से धीर खिदमात ज्यादा कीं। धब निर्र ज्यादा हूँ पर खिदमात कम हूये गयी हूँ। पहले यह वा कि किराया कम लिया जाता था पर बेकफास्ट भन्खा मिलता था धीर टाफी धीर सुपारी मिलती थी। लेकिन धब सिर्फ सुपारी पर ही मुजारा करना पड़ता है धीर टाफी धीर बेकफास्ट गायब हो गये। में दरब्यास्त कडंगा कि धपर इन को गायब ही करना है तो धाहिस्ता धाहिस्ता कीजिये, एकदम न गायब कीजिये।

दूसरी बात में यह धर्ज करना चाहता हूँ कि दिल्ली से काश्मीर जानें में दिल्ली के धलावा धमृतसर, पठानकोट, जम्मू धीर धीनगर के हवाई धड्डे पड़ते हूँ। इन में दिल्ली धीर धमृतसर को छोड़ कर, पठानकोट, जम्मू धीर धीनगर के धड्डे ऐसे हूँ कि वहा गरमी धीर सरदी में ठहरने के लिये कोई भगह नहीं है। मुझे ताज्जुब होना है कि किन्न बरह धादमी धीनगर के एयरपोर्ट पर बकत मुजारते होंगे। इस बारे में कमी कहा जाता है कि यह डिफेंस का मामला है, कमी कहा जाता है कि सिविल ऐवियेशन बाने नहीं मानते। में कहता हूँ कि कोई न माने पर धाफ तो मान जाइये, में चाहता हूँ कि कोई बेहतरीन कदम उठा कर इस मामले को तै किन्न जाये।

में एक धीज भी राजबहादुर साहब से यह धर्ज करना चाहता हूँ कि वह टूरिज्म को एक धधाम की धीज बनाये। में पाटिल साहब से भी यह दरब्यास्त कडंगा कि टूरिज्म तोर्षी की धीज है, धधाम की धीज है धीर इस धीज को हमें हिन्दुस्तान के रहने वालों के लिए निहायत धकरी करार देना चाहिये। हम को रास्ते बेहतर बनाने चाहिये ताकि लोगों को ज्यादा सहूलियत हो। इस में हमें ज्यादा धर्ज

[श्री प्र० मु० तारिख]

नहीं करना है। हमारे यहाँ तारीखी मुकामात हैं जैसे ताज है, फतेहपुर सीकरी है, बनारस है, यहाँ पर कुछ छोटे छोटे प्रोग्राम रले जाय। पिछली मर्तबा हम ने फतेहपुर सीकरी में एक जलसे का प्रोग्राम करना चाहा तो दूसरी मिनिस्ट्री की तरफ से ऐतराज किया गया। यह मेरी समझ में नहीं आता कि जब एक ही हुकूमत की सारी मिनिस्ट्रीज हैं तो फिर इस तरह का ऐतराज क्यों किया जाता है। ऐसा मालूम होता है कि हर फर्द यह समझता है कि यह मेरी मिनिस्ट्री है और यह दूसरी मिनिस्ट्री से अज्ञात है। मैं दरखास्त करता हूँ कि मान में दस दफा फतेहपुर सीकरी में उस होता है, लाखों आदमी बढ़ा जाते हैं, ताज में लाखों आदमी जाते हैं, लाल किले में हम कितने जलसे करते हैं और रिसेप्शन करते हैं उन में लाखों आदमी आते हैं लेकिन उन वक्त में मानुमेंट खराब नहीं होते। लेकिन जब हम हिन्दुस्तान के लोगों को करीब लाने के लिये कोई फंक्शन करना चाहते हैं ता कहा जाता है कि मानुमेंट्स को नुकसान पहुंचाने का खतरा है।

16.40 hrs.

[MR. L. PUTY-SPEAKER in the Chair]

उपाध्यक्ष महोदय अब माननीय सदस्य सन्म कर दें।

श्री प्र० मु० तारिख हजूर वामा, मेरी एक दरखास्त है कि

उपाध्यक्ष महोदय: एक और मेम्बर साहब ने भी बाहर जाना है।

श्री प्र० मु० तारिख मेरी दरखास्त सुन लीजिये। हजूर की सदारत में मैं छ दफा इस ऐवान को खताब कर चुका हूँ। एक दफा भी जनाब को घटी बजाने की जहमत नहीं उठानी पड़ी। आज मुझे दो मिनट दे दीजिये।

उपाध्यक्ष महोदय मुझे इस में ऐतराज न होता, लेकिन एक और मेम्बर साहब ने भी

बाहर चले जाना है और उन को भी खताब देना है।

श्री प्र० मु० तारिख ये दो मिनट में खत्म कर देता हूँ।

मेरी दरखास्त यह है कि इस मामले पर खास तौर पर तबज्जह दें कि बाहर के लोगों के अलावा हिन्दुस्तान के लोगों पर भी पूरा ध्यान दिया जाये और उन को हर तरह की सहूलियतें मुहैया की जायें।

इस के बाद मैं पब्लिसिटी के बारे में कुछ अर्थ करना चाहता हूँ। पब्लिसिटी के मायने में है कि लोगों को हिन्दुस्तान के बारे में ज्यादा से ज्यादा इल्म हो। हमारे यहाँ बाहर के मुल्को से जितने विजिटर आते हैं, उन को बाहर अपने दोस्तों, रिश्तेदारों और दूसरे लोगों को भेजने के लिये सस्ते दामों पर कांडं मुहैया किये जायें, जिन पर हिन्दुस्तान की खूबसूरती के फोटो हो। यह ता हम करने नहीं हैं और बहाना यह करने है कि इस पर दाम ज्यादा लगने हैं। तकिन जनाबे बाला, मेरे पास एक शीफ़्ट कलम है एयर इंडिया इन्टरनेशनल वालो की। इस किस्म की कीमती कलम, जिस की कीमत तीस, चालीस रुपये होती है, एक आदमी को हम दे सकते हैं और वह आदमी उस कलम का अपनी जब में रख सकता है, तकिन पाच छ रुपये के पोस्ट कार्ड और फोटो-कार्ड का सेट हम नहीं दे सकते हैं, जो कि सौ आदमियों के पास जायेंगे। उन पर लगायें जाने वाले टिकटों में हम को धामदनी होगी और साथ ही लोगों का हिन्दुस्तान के बारे में ज्यादा इल्म होगा। तकिन यह हम नहीं कर सकते हैं। मेरी दरखास्त है कि इन कांडं, अल्बम और पब्लिसिटी पर ज्यादा से ज्यादा तबज्जह दी जाय।

आखिर में मैं बकीर साहब और उन के यहकमा टूरिज्म के डायरेक्टर-जेनरल को धुबारकबाद देता हूँ कि उन्होंने इस का काब

किया है। मुझे फख्र है कि वह बैनल-कवामी ट्रस्टिज के बेयरनेन हैं। नंकिन इस के बाबजूद हमारे यहाँ ये दिक्कतें हैं और हम दुनिया के ट्रस्टिज को किसी तरह कनविल्ट नहीं कर सकते हैं।

मुझे उम्मीद है कि डायरेक्टर जनरल ट्रस्टिज पब्लिसिटी की तरफ सास तवज्जह देंगे।

[श्री अ - अ - अ - अ - अ (जदों व केश्वर) : जड़ब चषर रीन صاحب - में अ क मशकूर हों के अ ने मजदूर त्रान्सपोर्ट और केश्वरकेसल की वरत के मत्माके खरुज की मानकों पर जो के अ हाँस के सामने पेश हों बोलने का सूत्रमे बखशा -

जहाँ तक त्रान्सपोर्ट और केश्वरकेसल मलसरी का तेलक है में अ के अक शेरु त्रुपुड के अरु अनी त्रुपुड को - मखसूस कर लुनका - लकिन में जहता हों के अ से पहले के में वरत के दु बरे मखकूम पोस्ट अइलत त्रुपुडकेसल और त्रान्सपोर्ट के बारे में जलद नखरुवे अ के सामने दकहों में त्रुपुडकेसल त्रुनक कलस के बारे में ये वरुष करना जहता हों के त्रुपुडकेसल त्रुनक कलस का जो सलसे है अ से वरुष लुकों को बरी दलत हुती है - त्रुनक कलस के लके म ने चार कसमें मखरु की हुकी हों - अरुपुडकेसल अरु जलद है ली जलत अरु अइलतकेसल - अब म लुकों के लके मखरु अरुपुडकेसल

त्रुनक कलस ही मखसूस कर सकते हों लकिन मखरुकी खलकों की वरुष से अरु वरुष त्रुपुडकेसल की वरुष से वरुष लुकों की अरुपुडकेसल त्रुनक कलस का मल्ला बरा मखकूर हु जता है अरु अ को अ में बरी दलत हुती है कुनुके वरु अल्ल नरुज लु अल्ल अइलतकेसल दल अरु नहों कर सकते हों के वरु अनी कूल को अइलतकेसल या लुजलत करा लु कुनुके अ के दल मखत زیادे हुते हों - में जहता हों के अ के बारे में कषे वरुपुडकेसल ली जहता हों अरु कषे तलम नकस कषा जल्ले - अइलतकेसल त्रुनक कलस अरु लुजलत त्रुनक कलस के दरुसली करुनी वरुत मखरु हु के 5 या 10 लुजलतकेसल लु अइलतकेसल त्रुनक कलस के बंद अक अरुपुडकेसल त्रुनक कूल को वी सूत्रमे देवा जल्ले -

अ के वरुष में जहता हों के त्रुपुडकेसल मखरुअरुस की वरुपुडकेसल की लुग अरु मखकूर के दुसरे मखरुमें की लुग नुजे ली जल्ले - मखरु नुक्स में ये वरुष अनी है के पोस्ट अइलतकेसलकेसल के वरुषदे तरु मखरुमें कळी कळी सलों से बखरु मखरुमें के हों - अ की लुग कळी वरुष अतलम कषा जल्ले - जब अ की तलखुल मखरु कषे है अरु कळी मखरु वरुषदे अरु करना हुता है -

[غریبے - ایم - طارق]

اس کے علاوہ میں چاہتا ہوں کہ
وائٹلیمس سسٹم کی طرف توجہ سے
توجہ دی جائے۔ پہاڑی علاقوں مثلاً کشمیر-
ہماچل پردیش اور دوسرے علاقوں
میں وائٹلیمس کا ہونا اچھا ضروری
ہے۔ جس علاقے سے میں آتا ہوں
وہاں پر بارش اور برف پڑنے کی
وجہ سے 10-10 اور 11-11 دن
کے لئے کمپونڈنگ سسٹم کا سلسلہ ختم
ہو جاتا ہے۔ تار، ہوائی جہاز اور
تھلڈرون کا سلسلہ منقطع ہو جاتا ہے
اور تب سولے وائٹلیمس کے ہمارے
سلسلے اور کوئی دوسری چیز نہیں
رہتی ہے جس سے کہ ہم وہاں سے
کمپونڈنگ کو سکیں۔ اس لئے میں
چاہتا ہوں اور یہ میری مانگ ہے
کہ پہاڑی علاقوں نے لئے وائٹلیمس
سسٹم کو ابھارنا کیا جائے اور اس
کی طرف زیادہ سے زیادہ توجہ دی
جائے۔

اس کے بعد جذبات والا میں
ٹوریزم کی طرف آپ کی توجہ داتا
چاہتا ہوں۔ اب یہ میری خواہش
نہیں ہے یا بد قسمتی سمجھتے کہ
میں خود ایک ٹوریسم علاقہ کا رہنے
والا ہوں وہیں کی میری رہنمائی ہے
اور اللہ نے چاہا تو اتھارڈ علاقہ وہیں
پر سہرا انتقال بھی ہوا۔ اب سب
سے پہلے تو میں ٹوریزم کے رجسٹر اور
مسکے ٹوریزم کے تمام افسروں اور

اس کے کارندوں کو رکھنا دیکھنا لینا
اخلاقی فرض سمجھتا ہوں۔ ٹوریزم
کے معاملے میں ہمارا ہندوستان سے
اور باہر کے بہت سے ملکوں کے ساتھ
واحدہ پروا ہے۔ ہندوستان میں سولے
چند علاقوں کے ٹوریزم کے کہیں معلی
ہی نہیں سمجھے جاتے ہیں لیکن
آج جب ہم اس نقشہ کی طبقت
دیکھتے ہیں جو کہ ٹوریزم کا ہمارے
ملک میں ہے تو ہم اس پر نظر کر
سکتے ہیں۔

مجھے امید ہے کہ جیسے ہم نے
کچھ لوگوں سے یہ اندازہ پایا ہے کہ
میں اس سال تقریباً اس حد سے
۱۰ کروڑ روپے کی آمدنی ہونے کی
امید ہے اور واقعی یہ ایک بہت
بڑی رقم ہے اور یہ ہندوستان کو اس
کے موجودہ پلان میں بھی مدد
دے سکتی ہے۔ لیکن اس کے ساتھ
ہی ٹوریزم کے معلی یہ ہی ہیں
کہ ہم باہر سے آئے ہوئے لوگوں کا اور
اپنے لوگوں کا ٹوریزم سے تعارف کرائیں۔
ہم لوگوں کو زیادہ سے زیادہ سہولتیں
دیں باہر کے لوگوں کو بھی اور اپنے
لوگوں کو بھی۔ اتنا ہی کافی نہیں
ہے کہ ہم باہر کے لوگوں پر ہی
بھروسہ کریں بلکہ ٹوریزم اس چیز
کی بھی ہے کہ ہم ہندوستان کے رہنے
والوں کو مثال سے لے کر چارپ تک
اور سفرت سے لے کر سفر تک کے

لوگوں کو توہریم کے مغلی ہلالوں -
 ہندوستان کا جو باقاعدہ ہندوستان کے
 ذرہ ذرہ سے واقف ہو - ہم لوگوں کو
 ان کی آمدنی کو مدنظر رکھتے ہوئے
 قائل خرچہ پر ان کو یہ سہولیت
 مہیا کرنی چاہئے - اس کے لئے
 یہ ضروری ہے کہ ہم چھوٹی چھوٹی
 حوائج ، چھوٹے چھوٹے دست
 خانے اور اچھے اور صاف ستھرے
 ہوٹل مختلف پہاڑی علاقوں پر
 جو کہ توہریم سے تعلق رکھتے ہیں
 بنائیں - ہم لوگوں کو ریل اور رسائل
 کے معاملہ میں زیادہ سے زیادہ
 سہولیت پہنچائیں - مجھے انیسویں
 ہے کہ شاید یہ ممکنہ توہریم کا
 وزارت توانسپورٹ کا وزیر صاحب
 کا تعلق تھا کہ وہ بھارت کے سولہ
 پوائنٹس ماسٹر کو قائل نہیں کو
 سکے - اب توہریم ان علاقوں کے لوگوں
 کے روزگار کی ذمہ داری ہوتی ہے اور
 توہریم ان کا ذمہ داری ہے - آپ
 کے قبیل اٹل پور ٹیکس لگانے سے ان
 کو چھٹ پھانسی ہے - قبیل اٹل پور
 آپ نے ٹیکس لگا کر کے لوگوں کو
 سہیرو کر دیا ہے کہ ٹورسٹس لوگ
 توہریم کے علاقوں میں بہت کم تعداد
 میں جائیں - آپ کو چاہئے تھا
 کہ جہاں آپ نے قبیل اٹل کا نوع
 بڑھایا وہاں آپ پھانسیوں کا دلم
 ہی کم کرتے - اب ایک طرف تو
 آپ یہ چاہتے ہیں کہ ہندوستان

میں توہریم عام ہو جائے اور دوسری
 طرف آپ ایسی چیزیں پیدا کرتے
 ہیں کہ لوگوں کے لئے کھینا پھرنا
 مشکل ہو جاتا ہے -

جناب والا - وزارت توانسپورٹ کا
 یہ فرض ہے کہ وہ چھپ اور چھوٹے
 چھوٹے مکن ٹورسٹس لوگوں کی رہائی
 کے لئے صرف پہاڑی علاقوں میں ہی
 نہ بنائے بلکہ ہندوستان میں ہر
 جگہ پر بنائے تاکہ ایک رشتہ جو کہ
 پچھلے کئی سو سالوں سے جس کو
 کہ باہر کے ملک کی روایتی طاقت
 نے کات کر رکھ دیا تھا وہ پھر سے
 پیدا ہو جائے اور یہ معلوم ہو جائے
 کہ ہندوستان کے شمال میں رہنے
 والے ہندوستان کے مغرب میں رہنے
 والوں سے مختلف نہیں ہیں - میں
 سمجھتا ہوں کہ یہ اس وزارت کا
 فرض ہے کہ وہ ان تمام سہولتوں
 کو ہم پہنچائے -

جناب والا - میں چند باتوں کی
 طرف وزیر صاحب کی توجہ دلاتا
 چاہتا ہوں کہ اس دلی میں جو
 کہ مرکز ہے ہندوستان کا ایک عالمی
 نس نئی ٹورسٹ سہائو قائم ہو -
 ٹورسٹ سہائو کے مغلی کہا ہیں -
 ٹورسٹ سہائو کے مغلی یہ ہیں کہ
 ایک ایسی عمارت ہو جہاں کہ ٹورسٹ
 کے متعلق تمام چیزیں مہیا ہوں -
 ٹورسٹ سہائو مہیا ہوں - ٹورسٹس
 انیسویں مہیا ہیں اور ٹیکسی اسٹیشن

[شری اے۔ ایم۔ طارق]

سہا ہوں تاکہ باہر سے آنے والے
ٹورسٹ کو یہ خطرہ نہ ہو کہ کہیں
وہ بڑے ہاتھوں میں تو نہیں پڑے
جا رہا ہے۔

جناب والا۔ میں اس سلسلہ
میں عرض کرنا چاہتا ہوں کہ آج
دلی میں ہو انسان کو جس کے کہ
یاس کوئی روزگار نہیں ہے آپ اس کو
ٹورسٹ لائڈ کی شکل میں پاتھیں لے
چلیے اس کو یہ بھی نہ معلوم ہو کہ
قطب مہنڈا کہاں ہے۔ لیکن وہ ٹورسٹ
لائڈ ہے۔ وہ کرتا کیا ہے۔ ٹورسٹ
لائڈ کا ایک عظیم پھلہ ہے لیکن
ہندوستان میں وہ ایک دلال کی
شکل میں دکھائی دیتا ہے۔ وہ چلد
دوکانداروں کا ایجنٹ ہوتا ہے اور بھائی
اس کے کہ وہ ٹورسٹس کو لال لٹغہ
دکھائے۔ قطب کی لٹ دکھائے۔
رائٹگریٹی بیون دکھائے۔ اور دوسری
نئی پرائی سارٹھیں دکھائے۔ وہ ان کو
چلد دوکانیں دکھاتا ہے۔ اور ان
دوکانوں سے اس کو کمیشن ملتا ہے۔
میں نے سنا ہے کہ یہ کمیشن سال
میں ۲۵ ہزار روپیہ تک کا ہو جاتا ہے
اس چوڑی کو فالوکنگ جنرل آف ٹورزم کو
دیکھنا چاہئے۔ مستحکمہ کو یہ پاورس
ہونی چاہئے تاکہ ان چھڑوں پر دھر
رکھی جا سکے۔ ہمارا یہ اولیں فرض
ہے کہ ہم اس ملک میں ایسے ٹورسٹ کے
ٹورسٹ لائڈ پیدا کریں۔ اس

سکیم کو دیکھنے سے معلوم ہوتا ہے کہ
ہمارے یہاں ٹورسٹ گائڈس کے لئے ایک
اسکول ہے۔ ہوگا۔ لیکن میں اس
بات سے اتفاق نہیں کر سکتا کہ وہاں
سے صحیح قسم کے گائڈ تیار کئے جاتے
ہیں۔

میں مخصوص کرتا ہوں نہ اس
ایوان کے ممبران کھمبر کے وزیر اعظم
کو مبارکباد دینگے۔ کہ انہوں نے
حکومت ہند کی رہامندی سے کھمبر
میں پورٹ سسٹم کو ختم کر دیا ہے۔
یہ انہوں نے ایک بڑی بات کی ہے۔
ساتھ ہی کھمبر کی نیشنل کانفرینس
کا یہ فیصلہ بھی بہت اہم ہے کہ
کھمبر میں الیکشن کمیشن کو وہی
درجہ دیا جائے جو کہ ہالی ہندوستان
میں اس کو حاصل ہے۔ میں
سمجھتا ہوں کہ کھمبر گورنمنٹ کے اس
قدم سے وزارت ٹرانسپورٹ کو بہت فائدہ
ہوگا۔ ایوان کو چاہئے کہ زیادہ سے
زیادہ لوگوں کو کھمبر پہنچانے کا انتہام
کریں۔ تاکہ وہ لوگ جمہوری کھمبر
کو دیکھ سکیں۔

श्री बी० चं० सनी इसक लिए हम
बन्वबाब करते हैं।

شری اے۔ ایم۔ طارق۔ شکریہ۔

میں ایک چوڑی کی طرف اور آپ
کی توجہ دانا چاہتا ہوں۔ وہ میں
ہمارے ٹریول ایجنٹ۔ جناب والا۔

جہاں تک ہمارے تریپول ایجنسیوں کا تعلق ہے۔ یہ بات شاید بہت کم دوستوں کو معلوم ہوگی کہ ہندوستان سے باہر انہوں نے اپنے فرائض کو پورا کرنے میں اور اپنی دیانتداری میں جو مقام پیدا کیا ہے یہ بتانا ہو ہندوستانی اس پر نظر کر سکتا ہے۔ میں چاہتا ہوں کہ ان تریپول ایجنسیوں کو زیادہ سے زیادہ مراعات اور سہولیات دی جائیں۔ کیونکہ اگر ایک تریپول ایجنسی اچھا اور دیانتدار آدمی ہوگا اور ہو معاملہ کو سمجھتا ہوگا تو یہاں زیادہ ٹورسٹ آئے گا۔ ایک ٹورسٹ ایجنسی کے خلاف شکایت پر اس ٹورسٹ اپنا پروگرام منسوخ کر دیتے ہیں۔ جناب والا۔ تریپولنگ اور مرکزی ٹریپولس۔ جیٹا اینڈ کو۔ اور ہیلٹ ایکسپریس اور دوسرے ایجنسیوں نے پچھلے چند سالوں میں جو مقام حاصل کیا ہے اس کا ثبوت یہ ہے کہ پچھلے سال جب فرانس میں ایک مہتمم الہان کانفرنس ہوئی تھی۔ تو اس کے لئے ہمارے ایک تریپول ایجنسی کو انتظام کرنے کے لئے بھیا کہا تھا۔ اس نے بعد ایک اور کانفرنس توکو میں ہوئی۔ اس کے لئے بھی ایک ہندوستانی تریپول ایجنسی کو بھیا کہا ہے۔ اس سے درخواست کی گئی ہے کہ وہ اس کانفرنس کے تمام انتظامات کرے۔ جب ہمارے پاس ایسے لوگ موجود

میں جن سے باہر کے ملکوں کی حکومتیں فائدہ اٹھا رہی ہیں۔ تو ان سے ہم بھی کہیں نہ فائدہ اٹھائیں۔ وہ معاملات کو اچھی طرح سمجھتے ہیں ہمیں ان کی رائے کو زیادہ سے زیادہ اہمیت دینی چاہئے۔ مرکزی ٹریپولس اور تریپولنگس نے خاصکر ہون الاقباسی کانفرنسوں کا انتظام جس خوبی اسلوب سے کیا ہے قابل تعریف ہے۔

میں یہ بھی چاہتا ہوں کہ ہندوستانی کے۔ خاص کر پرانی دہلی کے ہوٹلوں پر نظر رکھنی چاہئے۔ ہم اکثر سنتے ہیں کہ ایک آدمی شام کو ہوٹل میں تھپکا اور صبح اس کا نکل ہو گیا۔ کہی یہ بہانہ بنا جاتا ہے کہ ہوٹل کے کمرے میں اچانک آگ لگ گئی اور اس سے وہ آدمی مر گیا۔ کہی یہ بہانہ کہا جاتا ہے کہ اس نے اتنی سگڑیں کھیں کہ ان کے دھوئیں کی وجہ سے اس کی جان چلی گئی۔ کہی معلوم ہوتا ہے کہ ہوٹل کی بد انتظامی سے ایسا ہوا۔ میں ٹرانسپورٹ منسٹر سے اور ڈائریکٹر جنرل آف ٹورزم سے درخواست کرونگا کہ ان ہوٹلوں پر نظر رکھی جائے۔ میں یہ تو نہیں چاہتا کہ ان کا کاروبار بند کر دیا جائے لیکن ان پر ننگہ رکھی جائے۔ ہوٹلوں کے جو ملازم ہیں ان کے بارے میں منسٹری آف ٹرانسپورٹ پولیس سے درخواست کرے کہ ان کی تھیک سے رپورٹ دی

[عربی لہ - ایم - طارق]

جائے کہ وہ ان ہوٹلوں میں کام کرنے کے
لائبل ہیں یا نہیں -

میں یہ بھی چاہتا ہوں کہ ٹورسٹ
ڈیپارٹمنٹ کے جملے باقی رہیں ان میں
آفیسس کو زیادہ نمائندگی نہ دی جائے۔
ان آفیسس کو زیادہ کانسٹنس میں
لیا جائے -

اس کے علاوہ کھمبر کے لئے ٹورسٹ
ڈیپارٹمنٹ کے متعلق میں ایک بات آپ
کے نوٹس میں لانا بہت ضروری
سمجھتا ہوں - وہ یہ ہے کہ دہلی اور
کھمبر کے ہسٹوریوں جو ایک سرکاری مقام
پتھان کوٹ کا ہے وہاں پر ایک اچھا
ٹورسٹ سٹارٹ ہلایا جائے - وزیر صاحب
نے فرمایا کہ جو ٹیل ہے وہ آگ رہا
ٹیل ہے - لہذا اس ٹیل تک پہنچنے
کے لئے جو سوک ہے وہ تو آگ رہا
سوک نہیں ہے - اس سوک کے ٹوک
جانے یا کٹ جانے سے اکثر مسافروں
کو جمنوں یا پتھانکوٹ میں ہی رہنا
جانا پڑتا ہے - یہ پتھانکوٹ ہمارے
عربا صاحب کی کانسٹیبلوں میں
ہے - وہاں پر نہ کوئی اچھا ہوٹل
ہے - اور نہ ٹھہرنے کے لئے دوسری کوئی
اچھی جگہ ہے - میں چاہتا ہوں کہ
آپ سہولتی فرما کر اس معاملہ کو
پہلی اہمیت دیں اور پتھان کوٹ میں
ایک اعلیٰ قسم کا ٹورسٹ سٹارٹ ہلایا
جائے -

اس کے علاوہ میں آپ کی توجہ
ایئر لائن کی طرف بھی دلانا چاہتا
ہوں - پہلے ہماری ایئر لائن میں نوب
تہ کم اور خدمات زیادہ تھیں - اب
نوب زیادہ ہیں خدمات کم ہو گئی
ہیں - یہ وہ تھا کہ کرلیا کم لیا جاتا
تھا پر ہریک فاسٹ اچھا ملتا تھا اور
ٹائی اور ہماری ملتے تھے - لہذا اب
صرف ہماری پر ہی گزارہ کرنا پڑتا ہے
اور ٹائی اور ہریک فاسٹ فائبر ہو گئے۔
میں درخواست کروں گا کہ اگر ان کو
فائبر ہی کرنا ہے تو آہستہ آہستہ
کھجئے - ایک دم نہ فائبر کھجئے -

دوسری بات میں یہ عرض کرنا
چاہتا ہوں کہ دہلی سے کھمبر جانے
میں دہلی کے علاوہ امرتسر - پتھان
کوٹ - جمنوں اور عربی نگر کے ہوائی
اڈے پڑتے ہیں - ان میں دہلی اور
امرتسر کو چھوڑ کر پتھان کوٹ - جمنوں
اور عربی نگر کے اڈے لے کر دہلی سے
جہاں گوسی اور سردی میں ٹھہرنے کے
لئے کوئی جگہ نہیں ہے - مسجد
تعمیر ہوتا ہے کہ کسی طرح اسی
عربی نگر کے ایئر پورٹ پر وقت گزارنے
میں ہے - اس بارے میں کہی گیا
جاتا ہے کہ یہ قبیلے کا معاملہ ہے -
کہہ دیا جاتا ہے کہ سول ایروہی
والے نہیں ملتے - میں کہتا ہوں کہ
کوئی نہ مانے پر آپ تو مان جائے -
میں چاہتا ہوں کہ کوئی ایئر لائن
لپا کر اس معاملہ کو طے کیا جائے -

میں ایک چھڑ شری راج بھادر سے
 یہ عرض کرنا چاہتا ہیں کہ وہ ڈیڑھ
 کو 10 کی چھڑ بنائیں۔ میں
 پائل صاحب سے بھی یہ درخواست
 کروں گا کہ ڈیڑھ لوگوں کی چھڑ سے
 عوام کی چھڑ ہے۔ اور اس چھڑ کو
 ہمیں طلبہوں میں ریلے والوں کے
 لئے نہایت ضروری قرار دینا چاہئے۔
 ہم کو راستے بہتر بنانے چاہئیں تاکہ
 لوگوں کو زیادہ سہولت ہو۔ اس
 میں ہمیں زیادہ خرچ نہیں کرنا ہے۔
 سارے یہاں تاریخی مقامات ہیں
 جسے تاج ہے۔ فتح پور سکری ہے۔
 بنارس ہے۔ یہاں پر کچھ چھوٹے چھوٹے
 پروگرام رکھ جائیں۔ پچھلی مرتبہ ہم
 نے فتح پور سکری میں ایک جلسے کا
 پروگرام کرنا چاہا۔ تو دوسری مجلسوں
 کی طرف سے اعتراض کیا گیا۔ یہ
 سہی سب سے نہیں آتا کہ جب
 ایک ہی حکومت کی ساری مجلسوں
 میں تو پھر اس طرح کا اعتراض کیوں
 کیا جاتا ہے۔ ایسا معلوم ہوتا ہے کہ
 ہر لوگ یہ سمجھتا ہے کہ یہ سہی
 مجلسوں ہے اور یہ دوسری مجلسوں
 سے علیحدہ ہے۔ میں درخواست کرنا
 ہوں کہ سال میں کسی دفعہ فتح پور
 سکری میں عرس ہونا ہے۔ لاکھوں
 آدمی وہاں جاتے ہیں۔ تاج میں
 لکھوں آدمی جاتے ہیں۔ لال تلہ
 میں ہم کٹھے جلسے کرتے ہیں اور
 راجدھن کرتے ہیں۔ لی میں لکھوں

آدمی آتے ہیں۔ لکھوں اس وقت یہ
 ماترمانت خراب نہیں ہوتی۔ لکھوں
 جب ہم طلبہوں کے لوگوں کو
 توجہ دینے کے لئے کوئی ٹکٹوں کرنا
 چاہتے ہیں تو کہا جاتا ہے کہ
 ماترمانت کو نقصان پہنچنے کا خطرہ
 ہے۔

उपाययुक्त बहोवचन . प्रव मानवीय
 सत्य कर है ।

श्री अ० अ० طارق - حضور
 सہی ایک درخواست ہے کہ :

उपाययुक्त बहोवचन : एक और मेबर
 साहब को भी बाहर बाना है ।

श्री अ० अ० طارق - सہی
 درخواست میں لکھنے حضور کی
 صدارت میں میں چھ دفعہ اس لوگوں
 کو خطاب کر چکا ہوں۔ ایک دفعہ
 میں خطاب کو کھینک بھانے کی زحمت
 نہیں کھاتی تھی۔ آج سب سے دو ملک
 سے دیکھے۔

उपाययुक्त बहोवचन : वृत्ते वचनं कृतवच
 न हुवा, लेकिन एक और मेबर साहब ने
 भी बाहर बाने बाना है और उन को भी
 बतल देना है ।

श्री अ० अ० - طارق - میں دو
 ملک میں حکم کر دیتا ہوں۔

سہی درخواست یہ ہے کہ اس
 معاملہ پر خاص طور پر توجہ دیں
 کہ بھادر کے لوگوں کے علاقہ طلبہوں

[شری اے۔ ایم۔ - طارق]

کے لوگوں پر بھی پورا دھیان دیا جائے اور ان کو ہر طرح کی سہولیتیں مہیا کی جائیں۔

اس کے بعد میں پمپھسٹی کے بارے میں کچھ عرض کرنا چاہتا ہوں۔ پمپھسٹی کے معلیٰ یہ ہیں کہ لوگوں کو ہندوستان کے بارے میں زیادہ سے زیادہ علم ہو۔ ہمارے یہاں باہر کے ملکوں سے جتنے ریپورٹ آتے ہیں ان کو باہر اپنے دوستوں رسالہ داروں اور دوسرے لوگوں کو بھیجنا کے لئے سستے داسوں پر کارڈ مہیا کئے جائیں جن پر ہندوستان کی خوبصورتی کے فوٹو ہوں۔ یہ تو ہم کرتے نہیں ہیں اور بہانہ یہ کرتے ہیں کہ اس پر دلم زیادہ لگتے ہیں لیکن جلاب والا۔ مہرے پاس ایک شیفرز قلم ہے اہر انڈیا انٹرنیشنل والوں کی۔ اس قلم کی قیمت قلم جس کی قیمت تیس چالیس روپے ہوتی ہے ایک آدمی کو ہم دے سکتے ہیں اور وہ آدمی اس قلم کو اپنی جیب میں رکھ سکتا ہے لیکن پانچ چھ روپے کے پوسٹ کارڈ اور فوٹو کارڈ کا سہت ہم نہیں دے سکتے ہیں جو کہ سو آدمیوں کے پاس جائیں گے۔ ان پر لکائے جانے والے ٹکٹوں سے ہم کو آمدنی ہو گی اور ساتھ ہی لوگوں کو ہندوستان کے بارے میں زیادہ علم ہوگا۔ لیکن یہ ہم

نہیں کر سکتے ہیں۔ مہری درخواست ہے کہ ان کارڈز، الیم اور پمپھسٹی پر زیادہ سے زیادہ توجہ دی جائے۔ آخر میں میں وزیر صاحب اور ان کے محکمہ ٹورزم کے ڈائریکٹر جنرل کو مبارکباد دیتا ہوں کہ انہوں نے اس قدر کام کیا ہے۔ مجھے فخر ہے کہ وہ بین الاقوامی ٹورزم کے چہرے ہیں۔ لیکن اس کے باوجود ہمارے یہاں یہ باتیں ہیں اور ہم دنیا کے ٹورٹس کو کس طرح کلبنس نہیں کر سکتے ہیں۔ مجھے اید ہے کہ ڈائریکٹر جنرل ٹورزم پمپھسٹی کی طرف خاص توجہ دیں گے۔ جلاب والا میں آپ کا مشکور ہوں۔

Shri Mohammed Imam (Chitaldrug):
Mr. Deputy-Speaker, Sir, a well-developed system of transport and communications is vital and absolutely essential for the economic growth and the industrial development of the country. Roads, Railways and Aviation are the important means of transport, whereas Posts and Telecommunication are the most important means of communication.

At the outset I will deal with the problem concerning my own State lest I may forget it later on. This relates to the constitution of the Postal and Telegraphic circle in Mysore State. I am grateful for the assurance which the hon. Minister gave a few days ago that he would take early and immediate steps for the constitution of the Post and Telegraphic circle. I know that this matter has been

engaging the attention of the Ministry for a long time. I find that no concrete or visible step has been taken in the direction of constituting such a circle. This is a State which has been neglected in this direction, though it is composed of 19 districts. I do not know whether the Ministry is thinking of constituting it into a major circle or minor circle, or whether they are thinking of constituting it into a Postal circle and not a Telegraphic circle. But I submit that this is one of the biggest of our States, which has become very big after the reorganisation of States. It is absolutely essential that a major circle is constituted in Mysore State. The major circle should include Posts and Telegraphs and Telecommunication services. I hear a vague rumour that they are thinking of giving a Postal circle and not a Telegraphic circle. I submit that the hon. Minister should bestow sufficient and immediate attention to this particular matter.

We should have a major circle there, with one Post-Master General and two Deputy Directors to look after the Postal and Telegraphic services. For the last one or two years this question has been engaging the attention of the Ministry, but I regret to say that the solution has not materialised. Ere long, I hope, the constitution of the circle in the State of Mysore will be an accomplished fact.

I find that the Deputy Minister for Civil Aviation is taking rest and I want to give him some rattle. As you know, Sir, our Civil Aviation is composed of two Corporations—the Air-India International and the Indian Airlines Corporation. The Air-India International works at a profit but it is to be regretted that the Indian Airlines Corporation has developed chronic deficit. Every year, Government have to subsidise to the extent of Rs. 1,20 crores, and it looks as if it is impossible to overcome this deficit.

Recently, Government had appointed a cost structure committee to go into their affairs. That committee have made very valuable suggestions. In fact, in the report which they have submitted, they have made very interesting revelations. For example, they have said that the corporation's planning and control of expenditure is defective; they have also said that there is lack of cost consciousness, that budgetary planning is inadequate and deficient and gross roots have not developed. Again, the budget is prepared by one section and the expenditure is incurred by another section, and nobody is responsible ultimately. The cost accounting organisation is not functioning. As for labour relation, there is no control of labour relations; labour costs are not scrutinised, and it seems the management has abdicated its powers to labour.

Again, I may point out that the cost of administration has gone up; the salary bill has gone up by 40 per cent. during the last three or four years. Though the revenue is substantially the same, and though the work is substantially the same, still I do not know why the cost of administration has gone up to the extent of 40 per cent.

Taking all these things together, I think this corporation requires a thorough overhauling. Of all the routes, only those which are operated by the Viscounts are paying; all the other routes are working at a loss; even the night air mail service which was fetching us some profit is also working at a loss. These are things which have to be remedied. Government should look into this. Otherwise, this deficit will never be overcome.

I might also point out to the hon. Minister that these Dakotas which were purchased soon after the war were mostly war products; I do not know how most of them are functioning now. We have in mind the recent accident that took place in

[Shri Mohammed Inam]

Assam, and that rather makes me nervous as to whether it is desirable to continue the services of these Dakotas. It is a fact that there are nearly 45 Dakotas, out of which nearly 18 or 20 are grounded, and only 20 or 25 are working. Why all these Dakotas are not made use of is a point to be explained by the hon. Minister. The second question is whether they are air-worthy and whether they are fit for air navigation. These are matters which have to be verified by the hon. Minister before they are made use of by the public.

Now, coming to some of the problems connected with labour and operating staff, I want to submit that some facilities have to be given to the operating staff of the Civil Aviation Department. It seems they have to work round the clock, and throughout the year; and they have to work both day and night, but they are not given any holidays. If so, it is very cruel to ask them to work throughout the year without giving them any respite. It is quite necessary that when civil aviation operational staff are concerned, they have to be kept contented and they should be vigilant. So, it is no use making them over-work. Secondly, they live far away from towns and markets, and, therefore, they have been asking the authorities to provide with free market places. It seems this concession was once given to them, but now it is being denied. It is but fair that this facility must be given to them because they live far off from the towns. It is also necessary that they should be provided with necessary housing accommodation and medical facilities. These are matters which the hon. Minister should look into. I am not decrying the working of the civil aviation department. I know the services are being worked efficiently. They are efficient services, but in spite of all this, the Government should take all possible steps to see that they run more efficiently, and take all possible precautions to avoid mishaps.

Now I come to harbours and ports. I submitted last year that ours is a vast country and that the number of major ports we are having is very few. Barring Madras, Calcutta and Bombay, and perhaps Kandla there is no other port which is worth mentioning. I also submitted that in the re-organised set-up, Government should see that in the interests of trade, commerce and industry, every State is provided with a well-developed major port. In that context I brought it to notice that only two States are neglected and persistently neglected—the States of Mysore and Orissa.

We have been submitting to the Government to develop a port either at Mangalore, Malpe or Bhatkal, but it is very much to be regretted that the Government are still in the stage of surveying. To get a thing surveyed is the best way of postponing it, or avoiding the evil. Even now in the report we find that they have not made any allotment for the development of Mangalore or Malpe or Bhatkal. This is very bad. So, I submit that they must take immediate action to develop at least one tolerably major port in the State of Mysore and for other States which are denied the benefit of a port.

In this connection, my hon. friend Shri Punnoose referred to the location of the second shipyard. A British team, an expert team, came here, went round the whole country, spent a lot of money and submitted a report to Government. In the ordinary course it is the duty of Government to accept the report of that expert committee, unless there is something radically wrong or radically adverse to public interest. But here everything looks very intriguing. Government, without giving any reason, have appointed another committee of non-experts, appointed some committee of secretaries and others. Are they better experts than the experts we got from England? What is the motive? Anyhow, that gives me a feeling that the Government is not

agreeable to start the second shipyard on the south-west coast. I do not know what their attitude would have been if they had recommended some other site this side. Anyhow, there are a number of places where a second shipyard can be started with great advantage rather than at Vizag. I am particular, we are all particular that the second shipyard must be started on the west coast, and nowhere else, and there are many suitable places.

Coming to shipping, I admit, as was pointed out by an hon. Member that the development of shipping is very important and is necessary because it brings us a good deal of foreign exchange and prevents our foreign exchange from being frittered away. But it is still in its infancy, and it has to be developed both in the private and the public sector. The necessary encouragement has to be given. About that there is absolutely no controversy.

Now I may refer to coastal trade which has played an important part during war time and peace time. They were carriers of cargo all along the coast right from Calcutta to Madras, especially cargo of coal and salt. Now it seems there is no co-ordination between the coastal steamers and the railways. Coastal steamers are starved. They were mainly carrying coal. Now it seems the railway authorities do not want to allot them any substantial amount. Formerly they were carrying a load of 400,000 tons. Now I think they merely get 200,000 tons. It is necessary to sustain and nurse this coastal trade and establish a sort of co-ordination between shipping and railways.

So it is necessary that the Minister sees to it that this coastal trade is nursed, that it is allotted substantial cargo of both coal and salt. Thereby the pressure on railways will also be released and the wagons may be made use of more profitably.

May I come to telephones and telegraphs. One hon. Member just now complained about the working of the telephones. I heartily join him. He comes only from Kashmir which is just 300 miles away. I come from Mysore which is more than a thousand miles away. I have tried a number of times to get connection with Bangalore or with my constituency. I have to wait for hours and hours. Sometimes out of desperation, I get the call cancelled. Even three days back I booked a trunk call to Bangalore at about 8 p.m. I waited till 11 p.m. When I contacted the operator and asked about it, he said that I would have to wait for 2 hours more! This is the state of affairs of our telephones. In fact, the booking of trunk calls is something hopeless and nauseating. We have to wait for hours and hours and sometimes we do not get it at all. And when we cancel the call, we are charged a penalty of Rs. 1-4, for no fault of ours.

A more regulated system of the trunk call facility is necessary. For example, when you book a trunk call, cannot the operator tell you that you will have to wait till such and such time, two hours or three hours? He could say, 'Since you have booked the call at 8 p.m., you will have to wait till 11 p.m. Are you prepared for that?'. Why should he not give an indication? He simply asks whether it is an urgent call or ordinary call. Urgent call means nearly double the charge. Even if it is an urgent call, it can take two, three or four hours to materialise. After asking this, he accepts the booking. But it never materialises. And when in desperation we cancel the call, a bill finally comes to us demanding Rs. 1-4 as penalty. This is very annoying. I hope the Minister will take some drastic steps to improve it.

Regarding P. & T. workers, I may submit that last year there was some trouble which was fortunately averted. A Commission has been sitting

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to look after their interests I want to bring to the notice of the Minister some of their minor demands like holidays etc A substantial amount must be given for their canteens, welfare centres and recreation centres

I will only devote a few minutes to the question of co-ordination of road transport Roads are important means of communication. They have got about 340,000 miles of roads in this country But for a country of this size, this mileage is very little when compared to other countries We are having about 30 miles per 100 square miles, whereas in England they have 200 miles of roads for 100 square miles That shows that our country is still lagging in this facility The country has to be opened up I do not deny that the Government has done a good deal in increasing the number of roads We have got a long range programme All these roads are trunk roads and inter-State roads They are kept in good condition But I must bring to the notice of the Minister the deplorable condition of those roads that are maintained by the local bodies There are roads which do not receive any attention in regard to maintenance There are thousands and thousands of miles of roads which are deteriorating, which are actually being obliterated There are roads constructed by the community projects and by NES blocks I can call them only 'shadow' roads, because they construct those roads for public gaze to show them to some high dignitary After he goes away, the roads also disappear, and next year you do not find any of those roads That is because when a new road is laid no attention is paid to its future upkeep and maintenance Some earth is removed and a road is built there But there is no maintenance of the road for the future Road transport, I must submit, has developed very well After 1920, there has been very great stimulus for transport. Thousands and thousands of buses,

cars and trucks have been plying, and road transport has come to stay. What is now needed is a well organised and co-ordinated system of road and rail transport

17 hrs

Recently, the Railway Minister complained that road transport has been acting as a sort of competition It is true that buses are being nationalised in most of the States, and, in course of time, they will be nationalised I am only referring to traffic by lorries and trucks

Of course, Government has given a moratorium They have said that these will not be nationalised till the end of the Third Five Year Plan But, meanwhile, a formula may be worked out, and the routes may be divided into those routes which are parallel ...

Mr. Deputy-Speaker: There are too many voices and they interrupt the speaker

Shri Raghunath Singh (Varanasi): The Ministers are speaking, Sir

Shri Mohammed Imam: The roads may be divided into those which are parallel to the railway lines—inter-State roads—and feeder roads So far as those roads which are parallel to the railway line and which are inter-State roads are concerned, the traffic on those roads may be nationalised so that there may be traffic co-ordination But we can leave those roads which are only feeder roads to private venture

Only one point more and that is regarding river navigation. Now and then we have been hearing very disquieting things about accidents on rivers like Godavari, Krishna and Ganga and others Hundreds of lives are lost; but Government is complacent Government say that these are matters to be handled by the State Governments But, I submit, whether it is to be handled by the State

Governments or by the Central Government, river navigation requires a good deal of improvement. Nobody has any control over these rivers. We have got all sorts of defective boats and the passengers are subject to a great deal of danger. Therefore, it is desirable that the Ministry takes charge of all the boats—I mean boat traffic—in Godavari, Krishna, Brahmaputra and Ganga; and let it become a central subject.

There is no time and I conclude; I thank you for the time given.

Mr. Deputy-Speaker: Now, we will take up the next item.

Shri Raghunath Singh: Sir, may I begin now.

Mr Deputy-Speaker: We have already trespassed; we have taken four minutes.

17-04 hrs.

MOTION RE: CHINAKURI COLLIERY DISASTER

Mr. Deputy-Speaker: Now, we take up the next item, the motion that is to be made by Shrimati Renu Chakravartty. But, before we take it up, I would like to know from the House what time it would like to suggest because no time has been allotted for this.

Several Hon. Members rose—

Mr. Deputy-Speaker: I should sit down if all the Members stand.

Normally, we sit up to six o'clock; today we may extend it to 6.30.

An Hon. Member: At least 2½ hours, Sir.

Mr. Deputy-Speaker: I have no objection. If the hon. Members desire to sit up till 12 o'clock I would not have any objection. Normally, we would not have quorum after six, I suppose.

16 LSD—s.

An Hon. Member: One hour will do.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Of course, the Mover, the hon. lady Member is going to say what she has to say. On this side, the Minister will reply. As you yourself have suggested, I am afraid, after six o'clock, it will be difficult to keep quorum. Therefore, it will not look nice if, when the Minister is replying or, perhaps, when the Mover is having her last reply, there is no quorum. Therefore, let us have half an hour for the Mover and half an hour for the Minister. Others will be listeners.

Mr. Deputy-Speaker: I suppose an hour and a half should suffice.

Some Hon. Members: Two hours.

Mr. Deputy-Speaker: Let us see. Each hon. Member shall have to be content with ten minutes except the hon. Mover who may have twenty minutes.

Shrimati Renu Chakravartty (Basirhat): Sir, I beg to move:

"That this House takes note of the Report of Inquiry into the Chinakuri Colliery Disaster, laid on the Table of the House on the 16th February, 1959."

It is unfortunate that we are having to hurry over a discussion of such an important accident. It is one of the worst disasters in colliery history and it actually led to the death of hundreds. It is one of the biggest coal mines in India and belongs to the Bengal Coal Company. It is so big that it produces more than the entire State sector coal and every year its output is increasing. It is so important that during the debate on the Demands for the Ministry of Steel, Mines and Fuel, Sardar Swaran Singh has stated that due to the disaster at Chinakuri they could not attain the targets set for coal production. He even made that statement. Therefore, it is clear that it is