

[Shri P. N. Sukul]

Gentlemen and aristocrats are all in all in Congress; common people have no place therein.

“द्वितीयतः महात्मा गांधी कांग्रेस के धर्मो-
चर्चा खेले करे तुलोछिलेन।”

It means, Mahatma Gandhi made Congress a platform to preach religion.

About Swami Shraddhanand and Dr. Munje, it is written;

“शिक्षित होकर शत्रु एतो बेशी
निर्बोध की करे तारा होलेन ता भवे
आश्चर्य होते हाय।”

It means, it is astonishing that despite being so learned, how could they be so idiotic.

Another passage is:

“मानूष कोतो जे बोहुदुषी शास्त्रे पारे
ता बर्तमानेर दूजोन प्रशिद्ध शास्त्रदायिक
नेता लाला लाजपतराय अ डा० सैफुद्दीन
किचलूर कार्जोवलापेर प्रति दृष्टिपात
करलेई शहजे बूझते पारा जाय।”

That means, if we look at the activities of two famous communal leaders of the day, Lala Lajpat Rai and Dr. Saifuddin Kitchlu, we can easily understand how many different faces a man can have.

So, Sir, we all know what the role of the Communist Party was during our national movement. (Interruption).

SHRI K. MOHANAN (Kerala): You are dragging all this to the House; we are prepared for a full-fledged discussion if you want to discuss.

SHRI P. N. SUKUL: I will welcome it. Let me finish... (Interruptions)

SHRI K. MOHANAN: In special mentions, it is not proper on your part to bring in all these things... (Interruptions).

These are only historical truths, what is published there; these are all facts... (Interruptions) This is the other side of the picture; a cooked up story of your Government.

SHRI P. N. SUKUL: We all know. Therefore, Sir, I request the Prime Minister... (Interruptions).

SHRI K. MOHANAN: We know how patriot you are and we are. We do not want any certificate from you.

SHRI P. N. SUKUL: Therefore, I request the Prime Minister, the Education Minister and the Government to look into this sinister game of the Left Front Government and to prescribe such books and articles as denigrating the national leaders and to have them withdrawn from the curricula of the schools and colleges in West Bengal as well as from general circulation forthwith. Thank you.

REFERENCE TO THE PROBLEMS REPORTEDLY BEING FACED BY PASSENGERS IN THE INDIAN AIR-LINES FLIGHTS TO AND FROM SILCHAR

SHRI KAMALENDU BHATTACHARJEE (Assam): Sir, I have to draw the attention, through you, of the Civil Aviation Ministry towards the sad plight of the passengers who travel from different places in India to Silchar airport and also from Silchar airport to different destinations in India either by Indian Airlines or by other flights. Now Indian Airlines introduced Boeing flights in Silchar sector since 1st June, 1982. Before that only two Fokker Friendship flights operated. At that time on the Silchar-Calcutta sector the seat allotment was 60, but with the introduction of Boeing flight the seat allocation has come down to 55. Even though on record it is 55, but for all practical purposes it comes to 45. Let me explain how. When there is extra heat or when there is extra rainfall, there are last minute cancella-

tion of the reservation of the confirmed passengers and this leads to a great harassment to the passengers who want to undertake journey by Indian Airlines flights from Kumbhigram which is 26 miles away from Silchar city and thus seat allocation becomes 45. In this connection, I want to draw the attention of the Civil Aviation Ministry to one thing. Sir, there are various types of this Boeing 737 aircraft. It is only —17 aircraft which can accommodate maximum number of passengers, for this sector only this flight should operate. Silchar tehsil is quite backward and so it should get priority. It has been found from records that there is cent per cent utilisation of the seats allotted to Silchar, and to meet the present requirements, seat allocation should be 75. The existing allocation of 45 seats, as I have mentioned, is very much meagre as this Silchar airport caters to the needs of Cachar district, Karimganj district, North Cachar district, a part of Manipur and also the State of Mizoram. It is also very much necessary that the Indian Airlines operated one new Calcutta-Silchar-Calcutta Boeing flight at least three days a week.

Now there is one more important thing. From October Indian Airlines is going to introduce its winter schedule. The Boeing flight 439 which leaves Delhi and goes to Silchar via Patna, Gauhati, Imphal, reaches there late and there is maximum cancellation of the flights due to sun-set restrictions at Silchar Airport. Passengers are subjected to a sort of harassment and the Indian Airlines officials also find a hard time to tackle the passengers. In order to avoid this sort of harassment to the passengers and inconvenience to the Indian Airlines officials, what I beg to place before the Civil Aviation Minister is that the flight from Delhi should start at 6.00 a.m. Initially, when the flight was introduced, it used to leave New Delhi Airport at 6.00, but later on, the time has been changed to 8.00 a.m. Due

to late starting from Delhi it reaches Silchar late and causes a lot of harassment to the passengers. There are last minute cancellations of flights. Besides, the Vayudoot authorities in Eastern sector should ensure that the flights to and from Silchar operates in time so that its local agent has not to take shelter in the control tower to escape the wrath of angry waiting passengers.

In Silchar Airport there is sitting arrangement for 40 to 50 passengers. During peak hours from 10.30 a.m. to 11.30 a.m. when Vayudoot, Boeing, Fokker Friendship and other flights land. In quick succession 500 to 600 passengers keep on standing. Besides there is no luggage delivery shed. I would like to entreat the Civil Aviation Minister to give sharp and pointed attention to this matter, so that these grievances of the passengers are redressed as soon as possible.

REFERENCE TO THE DEMAND FOR 50 PER CENT CONCESSION IN RAIL-FREIGHT FOR TRANSPORTATION OF BANANAS

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Thank you very much, Sir, for giving me the opportunity to make this Special Mention on the floor of the House. The subject of my Special Mention is increase in freight rates charged by the Railways posing a serious threat to banana cultivators and banana growers of this country.

Sir, banana is the most delicious and common man's fruit. The Railway Minister sanctioned a freight concession of 50 per cent for banana transport on 16th August, 1984. In spite of that the Railway Department is continuing to give only 40 per cent concession which is posing a serious threat to banana cultivation and banana growth. Apart from that the Railway transport suffers a great setback.