

mass scale the members of the minority community and seizing their properties."

"As a result there is a great apprehension in the minds of the members of the minority community that they would not be in a position to live in that country."

Now, Sir, I am not vouching for anything because I have not verified it. But I have no reason to doubt the source from which I got the information. Mr. Vajpayee, kindly enquire. As I said earlier and I repeat it now, you have got a mission there and you can find out whether this is a recent Ordinance. The elections have come and all kinds of Ordinances may be issued. You have done it. You know how quickly Mr. Charan Singh did things. You know it very well. Others also have done it in the past at the time of elections or for election purposes. You can find out from them and take action. Now, I thought it was my duty in the national interest and in the interest of the friendship and co-operation between the two countries that I should bring it to the notice of the Government for necessary action. This is all I would like to say.

SHRI N. G. RANGA (Andhra Pradesh): Sir, this is a serious matter. We would like the Government to make a statement before the Session adjourns.

MR. CHAIRMAN: They are not bound to make statements on Special Mentions. He wanted the Minister to explain and he has explained.

SHRI ATAL BIHARI VAJPAYEE: Sir, I am prepared to make a statement. But from what Mr. Bhupesh Gupta has read out, it appears that he is referring to the Ordinance which was issued in 1974. We have taken up this matter with the Bangladesh Government.

REFERENCE TO MISHAP TO BOMBAY-AHMEDABAD-DELHI BOEING FLIGHT ON 28TH APRIL, 1978

SHRI N. K. P. SALVE (Maharashtra): Sir, this matter relates to nearly 110 passengers who might have been roasted and who might have lost their lives in a major air disaster due to the gravely disconcerting decline in the safety standards of the Indian Airlines. On the 28th April, the Bombay-Ahmedabad-Delhi Boeing flight providentially and narrowly averted a great disaster.

It appears to be a case of criminal negligence on the part of the concerned officials, specially in-charge of maintenance of the Aircraft. As soon as the engines of the Boeing to take off for Delhi via Ahmedabad on 28th April, 1978, at about 7.00 a.m. were switched on instantaneously acrid, acidic brown fumes started coming into the passengers cabin on the rear part of the plane through the panel. The passengers sitting in the rear part of the passenger cabin shouted and as a result, an Air Hostess rushed to the cock-pit and the engines were put off. The whole process might have taken less than a minute or two but in the meanwhile the passengers who were affected started getting extremely uncomfortable on account of the fumes. It was only after another 15 minutes the passengers were evacuated from the plane.

The entire incident was so sudden that the passengers were shocked and could not understand what precisely could have happened.

The shocked passengers were subjected to an extremely rough and discourteous treatment for nearly 2½ hours by the staff of Indian Airlines who would not even inform as to whether the flight would take off or not. Excepting for a lady employee of Indian Airlines, who tried to pacify the shocked passengers, the other concerned officials were extremely rough and indifferent to the woes of the passengers. A complaint was lodged in the complaint book which was looked

[Shri N. K. P. Salve]

upon with contempt and ridicule by the staff. A certain gentleman appeared on the scene, who was described as the safety expert, he informed the passengers that the fumes could be attributed to melting of insulating material in the plane which could lead to the explosion of the plane. The negligence of the technical staff of the Indian Airlines, who must have inspected the plane before it was brought for the passengers to board shows negligence. Further, unpardonable discourtesy of the staff after the passengers were evacuated require a thorough probe by the Ministry.

I was travelling by the same plane and stood in front of the enquiry counter alongwith all the passengers without disclosing my identity. After 2½ hours someone from the staff recognised me and offered to give me V.I.P. treatment by offering solace for the inconvenience and offering a chair to sit. I was anxious only to cancel my ticket which took me another one hour to get cancellation. The whole affair is a sordid commentary on the declining standards of work of Indian Airlines.

MR. CHAIRMAN: Further discussion on the Finance Bill. I think Shri J.P. Mathur had not concluded his speech.

SHRI BHUPESH GUPTA (West Bengal): Sir, the Prime Minister is here. He may tell us whether it is the policy of the Government to ban hunger strike of the Government employees. I have already brought it to the notice of the the U.P.S.C. through a circular letter.

THE FINANCE BILL 1978—contd.

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) :

श्रीमान्, कल मैं आधा मिनट ही बोल सका था। अभी मुझे मंत्री जी ने आकर सूचित किया है कि मेरा समय काट दिया गया है इसलिए मैं पूरा भाषण न करके केवल मुद्दों के रूप में अपनी बात रखना चाहूंगा। कठिनाई जरूर है समय की। कुछ कहा नहीं जाता; बिना कहे भी रहा नहीं जाता।

मैं इस विधेयक का समर्थन करने के लिये खड़ा हुआ हूँ। विरोधी पक्ष के मान्य सदस्यों ने एक हद्द खड़ी की कि डेफिसिट फाइनेंसिंग के कारण शायद विस्फोट हो जाएगा। वित्त मंत्री महोदय ने जब बजट रखा था तो उन्होंने अपने भाषण में यह बात कही थी कि जब जनता सरकार सत्ता में आई तो उस समय हमारी आर्थिक व्यवस्था विस्फोट के कगार पर खड़ी थी। मैं इससे सहमत हूँ। मैं वित्त मंत्री महोदय को बधाई देना चाहता हूँ कि उनके प्रयासों से कीमते घटी हैं और विकासशील अर्थव्यवस्था की दृष्टि से जो कीमतों में स्थिरता आ सकती थी, वह आई है। इसलिए यह सरकार बधाई की पात्र है। सरकार ने देश को एक नई दिशा दी है। कृषि विकास को प्राथमिकता दी गई है और सिंचाई का क्षेत्र बढ़ाया गया है। लगभग 2.23 मिलियन एकड़ सरकार ने बढ़ाने का निश्चय किया है। इसी प्रकार से इंडस्ट्रियल पालिसी के अन्दर एक नया मोड़ आया है। सरकार ने अलग अलग क्षेत्र छोटे, बड़े और मध्यम श्रेणियों में बांटे हैं, इसके लिए भी सरकार बधाई की पात्र है। आज जी०एन०वी० बढ़ा है, 5 परसेंट वृद्धि की आशा है। फिर भी कुछ बातों की ओर में इंगित अवश्य करना चाहता हूँ।

फाइनेंस बिल में विज्ञापनों के ऊपर जो छूट था, वह वापस ले ली गई थी। मैं धन्यवाद देता हूँ इस बात का कि वित्त मंत्री महोदय ने उस छूट को कुछ बढ़ा कर 40 हजार रुपये किया है। मैंने और 38 अन्य सदस्यों ने उनको एक ज्ञापन दिया था। मैं उसको धन्यवाद देता हूँ कि उन्होंने 40 हजार की मंजूरी कर दी। परन्तु फिर भी मैं यह निवेदन करना चाहता हूँ कि अभी भी यह मात्रा बहुत कम है। मंत्री महोदय ने सदन में यह भी आश्वासन दिया कि बहुत से मुद्दों पर उन्होंने टैक्स में अतिरिक्त छूट दी है। दूसरी बात मंत्री महोदय ने यह कही थी कि डाइरेक्ट टैक्सेज का जब मवाल आयेगा, तो जिन चीजों पर