

I would like to say that we have not taken the people into confidence. If during this period we had thought about land reforms and had allowed the agricultural labourer to have at least some land, some holding, this situation would not have come about. You would have got people to support you.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Will you complete, please

SHRI BALACHANDRA MENON : Just two minutes. Again, I have to say that if you want to go forward concentrate in the main areas on the important projects of our country that is, agriculture. Agriculture produces 49 per cent, of our wealth. And this wealth is produced by the small peasant who does not have even security of tenure. He even does not have the land which will give him sufficient return. It is he who produces the wealth and he should be helped. In areas especially in the Indo-Gangetic belt why should there be difficulty about water? If only you could dig well you would have got water. Even the ordinary tanks could have supplied you enough water. Why do you not do it? This belt can become the centre of India's agrarian wealth. But it was not done. Still you say there is drought in the Indo-Gangetic plain where you have got the maximum amount of water. While you may think about your cauvery and Ganga coming together, the best thing for you will be to start the old practice of digging a large number of wells and tanks so that these areas can have some irrigation which will sustain agricultural labour getting full work and higher wages and a bigger market for industrial goods and the peasantry improving their lot. Certainly there will be requirement of cloth and more of industrial goods will be consumed. The industrial sector will advance, the country will advance only when the agrarian sector is properly helped. Mahatma Gandhi was right when he said that our wealth lies in the villages, that

India's future lies in our villages. That is where we have to concentrate. You can do a good deal if you can bring about land reforms and give proper wages to the agriculture labour who constitute the majority.

Other points I could not because I have no time.

THE VICE-CHAIRMAN (SHRI V.B. RAJU): The Railway Minister will make a statement.

**STATEMENT BY MINISTER RC
NEW RAILWAY PROJECTS IN
MAHARASHTRA BY WAY OF
DROUGHT RELIEF**

THE MINISTER OF RAILWAYS (SHRI L. N. MISRA) : Mr. Vice-Chairman, Sir, the State Government of Maharashtra have been representing for taking up certain railway projects in the Maharashtra State the earthwork portion of which could be done as drought relief works. The projects which have been under consideration for this purpose are :

(a) New B.G. Line from Wani to Chanaka costing Rs. 5.3 crores—length 76 kms.

(b) Conversion of Manmad to Purli Vajinath from M.G. to B.G. costing Rs. 28 crores—length 354 kms.

(c) Conversion of Miraj-Latur from Narrow Gauge to Broad Gauge costing Rs. 30 crores—length 326 kms.

(d) New B.G. line from Apta to Dasgaon as part of the Konkan line from Apta to Mangalore—total cost Rs. 225 crores including rolling stock and interest during construction—length 910 kms.

It is unfortunate that a controversy has developed in regard to the subject. I have specifically referred to these lines along with certain others in my Budget Speech in paragraph 42. I quote :

"42 — there are certain important works of new lines and conversions presently under examination and active

[Shri L. N. Misra]

consideration of the Government. Some of these works are :

(i) Wani-Chanaka Line, (ii) Manniad to Purli Vajinath— Conversion from Metre Gauge to Broad Gauge.

(iii) Miraj to Latur—Conversion from Narrow Gauge to Broad Gauge, (iv) Mangalore-Apta Line.

(v) Delhi-Ahmedabad — Conversion from Metre Gauge to Broad Gauge.

(vi) Barauni-Katihar— New Bongai-gaon and Gauhati—Conversion from Metre Gauge to Broad Gauge.

(vii) Guntur—Macherla—Conversion to Broad Gauge, and Nadikude-Bibinagar—New Broad Gauge Line.

There are some more proposals for new lines, gauge conversions and restorations which are in various stages of consideration. Subject to availability of resources, it is hoped to take up some of these items in due course.

No funds to undertake these works have been provided in the Budget for 1973-74. I seek your permission to undertake these works by re-appropriation of funds within the relevant grants, as soon as they are approved by Government.

L shall come to the House again for grant of requisite funds as may be necessary in the year to execute these works."

In the Meeting with the Press on the 20th instant, in reply to a question, the* Chairman, Railway Board, drew the attention of the Press to the relevant paragraph in my Budget Speech and said that these works have not yet been sanctioned by the Government and that they will be taken up as soon as they are sanctioned.

I am glad to announce this afternoon that after due consideration, and keeping in view the acute scarcity conditions in Maharashtra, Government have sanctioned the construction of a Broad Gauge line from Wani to Chanaka and the conversion of the Metre Gauge line from Manniad to Purli Vajinath. Earthwork on these two projects will be started immediately. In regard to the other two projects in Maharashtra, the availability of resources, the requirements of the Fifth Plan for moving the traffic offered and the *inter se* priorities for such development works are being examined.

The section from Apta to Dasgaon, which forms part of the Konkan line, has already been surveyed and earthwork on this section will be taken up immediately. Detailed survey of the remaining sections will be taken up simultaneously.

Earthwork on the Miraj-Latur Road will also be taken up as a measure of drought relief.

Certain other States such as Rajasthan, Gujarat, Mysore, etc., are also affected by drought and the question of taking up similar works in those States is also under consideration.

SHR[A. G. KULKARNI (Maharashtra) : Sir,___

SHRI JAGDISH PRASAD MATHUR (Rajasthan) : Sir, I want to ask for one clarification.

(Some other lion. Members also sHwd ui>.)

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : All of you, please sit down. We have got a discussion on the Railway Budget.

SHRI JAGDISH PRASAD MATHUR : No, Sir. On this particular subject, we want to ask questions.

{Interruptions}

THE VICE-CHAIRMAN (SHRI V.B. RAJU) : The House has to do what will be useful. We have a discussion on the Railway Budget when Members will have an opportunity to express their opinions. Now in one or two minutes, it will not be possible.

SHRI K. C. PANDA (Orissa) : I want only one clarification.

(Interruptions)

SHRI A. G. KULKARNI : Sir, we want to offer our congratulations to the Prime Minister and the Railway Minister...

(Interruptions)

SHRI DAHYABHAI V. PATEL (Gujarat) : Sir, apart from "tali bajao" Members, will you allow other Members also?

(Interruptions)

SHRI A. G. KULKARNI : It may be done in other States also; we have no objection whatsoever. But we want to express our hearty congratulations to the Prime Minister.

SHRI JAGDISH PRASAD MATHUR : The Prime Minister has shown partiality in this matter. I want to say something.

(Interruptions)

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Order, order. One question by a Member from Gujarat, one question from Rajasthan, one from Mysore...

SHRI K. C. PANDA : Sir, what about Orissa?

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : All right, one from Orissa also.

(Interruptions)

Now Mr. Mohammed Usman Arif.

श्री मोहम्मद उस्मान अरिफ (राजस्थान) : मैं रेलवे मिनिस्टर साहब से यह पूछना चाहता हूँ कि उन्होंने राजस्थान के मगने को अंडर कमिडरेजन क्यों रखा है? वे राजस्थान के बारे में कोई कान्फ्रीट रिलीफ दें। रेल की सुविधाएं देने के बारे में आपने इंतजाम क्यों नहीं किया। सिवाय यह कहने कि यह अंडर

कमिडरेजन है उन्होंने और कोई बात नहीं कही, गोया हम आगे भी महसूस रहेंगे। उनको इस मौके पर तय करना चाहिए था कि वे राजस्थान में क्या क्या रेल की सुविधाएं देना चाहते हैं।

श्री जगदीश प्रसाद माथुर : उपसभाध्यक्ष महोदय, जहां तक महाराष्ट्र की आवश्यकताओं की पूर्ति का प्रश्न है मैं उसका पूर्ण, तर्हदिल से, समर्थन करता हूँ। वह इसलिए भी कहता हूँ कि वहां के लिए तो करेसे मंत्री महोदय क्योंकि खाद्य मंत्री, अकाल मंत्री वहां के हैं, वित्त मंत्री वहां के हैं। वह उसकी उपेक्षा नहीं कर सकते (Interruption) मैं महाराष्ट्र का विरोध नहीं करता। मैं इसके बावजूद भी महाराष्ट्र का समर्थन करता हूँ।

SHRI A. G. KULKARNI : Mr. Mathur, you can express whatever you like. I am not opposing your demand. I say the Prime Minister has taken a right step. If she takes a similar step for your State, we have no objection to it.

श्री जगदीश प्रसाद माथुर : उपसभाध्यक्ष महोदय, प्रधान मंत्री ने महाराष्ट्र के बारे में जिस प्रकार से घोषणाएं की हैं रेलवे लाइनों की और बाकी के अकाल क्षेत्रों की उपेक्षा की, मैं चाहता हूँ प्रधान मंत्री उनकी आवश्यकताओं को भी देखेंगी। हमने पिछले रेलवे मंत्री हनुमन्तैया साहब और पे साहब के खिलाफ चार्ज किया था कि उत्तर भारत के कुछ क्षेत्रों की उपेक्षा कर रहे हैं। मिश्र साहब से अपेक्षा थी कि चूंकि अकालग्रस्त उनका प्रांत भी है और बाकी भागों में भी जहां यह स्थिति है, और जब कि राजस्थान सरकार ने मुझाव दिया था कि कांडला बंदरगाह का विकास करना है तो डिफेन्स के खयाल से भी छोड़ दीजिए, रेलवे लाइन कम से कम राजस्थान के अकाल के क्षेत्र में से होकर गुजर जाएगी। आपने कहा, बजट में हमने प्रोवाइड नहीं किया। एक बात तो आप जरूर कह दें कि अहमदाबाद से दिल्ली को हमने मीटरगेज से ब्राड गेज में बदलने की बात की है, बजट में प्रोविजन नहीं है, लेकिन बजट में स्वीकृति हो गई तो हम करेंगे। मैं सरकार से कहूंगा कि सरकार का बिल्कुल पक्षपात पूर्ण रवैया है, प्रधानमंत्री का सैतेला पूर्ण व्यवहार है। महाराष्ट्र को मिलना चाहिए, लेकिन साथ ही सरकार को, राजस्थान, गुजरात, उड़ीसा के प्रति भी

[श्री जगदीश प्रसाद माथुर]

सोचना चाहिए। इस प्रकार जैसी सनस्य के सम्बन्ध में भी सरकार ने विल्कुल सौतेला और दुर्व्यवहारपूर्ण रवैया अपनाया है और इसलिए कि स्वयं शिन्दे साहब यहाँ के हैं। वित्त मंत्री यहाँ के हैं...

SHRI A. G. KULKARNI : This is a very wrong attitude of Mr. Mathur...

SHRI JAGDISH PRASAD MATHUR : We support the demand of Maharashtra. But the way in which the Government is dealing, it must be condemned.

श्री गुणानन्द ठाकुर : (बिहार) : उपमहाध्याय महोदय, मैं आपके माध्यम से रेलवे मंत्री महोदय का ध्यान इस समस्या की ओर खींचना चाहता हूँ कि आज उत्तर बिहार में प्रकाल को बहुत बड़ी चपेट है जहाँ बाढ़ का, अतिवृष्टि का और घनावृष्टि सब का तबाह है तो मैं उनसे आग्रह करूँगा, माननीय मंत्री जी से कि आप नयी रेलवे लाइन जहाँ दे रहे हैं, बड़ी खुशी की बात है, इसके लिए धन्यवाद है, लेकिन जितनी रेलवे की लाइनें प्रगरेजों के जमाने में श्री उत्तर बिहार में कम से कम उतनी रिस्टोर कर दें भारत और नेपाल की बाँटें एरिया में जहाँ, सभी लोगों ने कहा, सरके आपने तीन-चार साल पहले करवाई थी। आपने 4 साल पहले रखे करा ली लेकिन अभी तक मामला खटाई में पड़ा है। सराईगढ़ मभटिया से फारबिसगंज की लाइन, बाया प्रतापगंज उपलब्ध नहीं है, उसको रिस्टोर कीजिए। दरभंगा की बाइगेज लाइन अभी तक पड़ी हुई है। मैं चाहता हूँ, आप उत्तर बिहार जो सबसे पिछड़ा इलाका है और नेपाल की सरहद पर है, उसके बारे में रेलवे मंत्री खोरेवार बयान दें और सदन को आशवासन दें कि बरीनी से कटिहार बाइ गेज लाइन को व्यवस्था करें। यह मसला बहुत दिनों से पड़ा हुआ है। इसके साथ ही, फारबिसगंज को लिफ कीजिए, बाया बोसी होकर और लाइन को सकारिया तक रिस्टोर कीजिए और शतारपुर से झोकहा और हसनपुर से रक्सोल बाया दरभंगा तक बाइ गेज कीजिए।

SHRI S. G. SARDESAI (Maharashtra) : Sir, I am very happy with this announcement though proper demands of the State should surely be looked into. But about this statement I am obviously very happy. There is one point I want the Railway Minister to clarify. There was a universal demand from Marathwada. I am particularly referring to the line Manmad-Parli-Baijjanadh which you are going to transform from a metre-gauge line into a broad-gauge line.

I would very strongly request the Railway Minister to go into the question which has been raised by all political parties and all people in Marathwada. Shri Shinde is sitting here and I am sure he will agree with me on this particular point that from really the drought point of view and from the point of view of transport both of goods and people the railway which is most needed in Marathwada is the one which would joint. Sholapur, Usmanabad, Bhir, Aurangabad and Jalgaon. It is not a question of any partisanship. People who know the territory and requirements of this area have always said that this is the line which is very strongly needed. So, if Government could take up that line only and then leave the Manmad line, nobody will complain. You may not be able to give a reply to this just now. But I would request the Railway Minister to study this and examine this suggestion.

SHRI K. C. PANDA : We are glad that at least the hon. Minister has come out with a statement to avoid the omissions and commissions in his Railway Budget, in spite of the declarations of the Prime Minister. This will give relief to the drought affected Maharashtra. My State of Oussa has been suffering from cyclones, flood and drought and people are dying for want of relief though it has not been admitted by the Government. They want work. We have been pleading for more than one railway line. The Government have taken up survey and

are going to survey more lines. If these lines are taken up it will be helpful to bring iron ore to Paradip. Certain lines have been proposed to construct. These should be taken up and the Rupsa-Bangriposhi line should be converted into broad gauge. I would request the Railway Minister to take up these works in this year in order to give some relief to the people there.

SHRI DAHYABHAI V. PATEL (Gujarat): I am very happy that the Prime Minister during one of her visits to the drought affected areas, like a Queen granting requests, announced that Maharashtra will get this and that. I am glad because Maharashtra is my neighbouring State. But what about the needs of Gujarat? Gujarat is suffering from drought for such a long time. The Prime Minister went through Gujarat. Was it the failure of the present Chief Minister of Gujarat to represent to her the case of Gujarat because nothing has come to Gujarat. We have been shouting for several railway lines, notably the Bhavnagar-Tarapur line and conversion of other lines like the Kandla-Delhi line. The same is the case of Rajasthan. We feel that nothing is done in a fair manner or impartially. We know that Maharashtra is a powerful State...

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : You can raise these things during the discussion on Railway Budget.

SHRI DAHYABHAI V. PATEL : Everybody does not get an opportunity to speak on that occasion. I am sorry to say this.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Your Party will get an opportunity.

SHRI DAHYABHAI V. PATEL : This is not a question of Party. This is a question of Province. I want a fair distribution of these relief works particularly when there is scarcity and drought condition in so many

States. It should not be that one State should get everything. Now the Government, like a Queen, has given everything to Maharashtra. And other States are just looking for something. That is very unfair.

SHRI A. G. KULKARNI : I have already said what I wanted to say —

SHRI DAHYABHAI V. PATEL : How many times is he doing this "Tali Bajao"?

SHRI A. G. KULKARNI : I only want to take objection to certain references made by Shri Mathur against the Food Minister as well as the Minister of Finance. Actually, Sir, if you go into the history of the case...

श्री जगदीश प्रसाद माथुर : राजस्थान की अकाल समस्या पर बिल्कुल ध्यान नहीं दिया जा रहा है, राजस्थान वाले मर रहे हैं।

SHRI A. G. KULKARNI : Rajasthan is showered with many things every year. Sir, he said something.. (Interruptions). It is below taste. Beyond that I cannot say anything.

Sir, I am very happy that the Government has done justice to the demands of the Maharashtra State and I would request the Government to see that the implementation part of it takes place quickly.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : That is enough. The last speaker must be from Andhra Pradesh.

SHRI SANDA NARAYANAPPA (Andhra Pradesh) : Sir, I am very glad that the hon. Railway Minister has come forward with a statement and announced the four or five projects in order to meet the drought situation prevailing in Maharashtra. But, Sir, in Andhra Pradesh

[Shri Sanda Narayanappa.] also there are drought conditions prevailing and there is water scarcity and there is no work and no work is going on there. No new line has been started.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : if you have any line in VICW, please tell.

SHRI SANDA NARAYANAPPA : He has mentioned lightly at the Nadikude-Bibinagar line and he has promised to take it. But, Sir, I am now urging and we have been urging for the past fifty years that a new line should be constructed between Guntakkal and Tumkur connecting Mysore to provide work to the people who are suffering in drought conditions. I would request the honourable Minister to consider this Guntakkal-Tumkur line and to treat this as a work under the scheme of famine works and to start this also soon.

SHRI LOKANATH MISRA (Orissa) : Sir the Minister's statement has roused my passions. I want only to appeal to reason. In Orissa the case of Baspani-Jagpura and the Talcher-Bimlagarh parallel lines have been ignored. In the present situation, even though we have got over the drought conditions to a considerable extent, the impact of drought is still there and we have been telling the Railway Minister in this House that something should be done in the shape of relief works so that these railway lines could be constructed and some relief could be given to the people. Now, Sir, I would again request the Railway Minister, I would make an appeal to the Minister, to make a categorical statement on the floor of the House regarding the Baspani-Jagpura railway line and the Talcher-Bimlagarh line whichever becomes economical for them. Let the Minister kindly announce it. I congratulate the Minister for giving something to Maharashtra, whatever they can. But at the same time, it should not appear that the bulk of the programme has gone to one State and all the other States have been deprived of this benefit. That is all.

SHRI L. N. MISHRA: Sir, Mr. Kulkarni congratulated me. If anybody has to be congratulated, it is the Prime Minister and Prime Minister alone.

Sir, about coercion and pressures, you know. Sir, that the Prime Minister is a person who cannot be pressurised or coerced to take any decision. She has taken this decision on merits and after examining all the pros and cons of the problem and a right decision has been taken.

I might mention here, as I have stated in my original statement, that I have already given a full statement in my Budget speech that consideration of these lines is going to be taken up. I had only said that all the formalities were not over and that was why I did not announce it. We have been able to complete that part of it for some projects and at the instance of the Prime Minister it has been announced and it will help the Government of Maharashtra to meet the critical situation arising out of the drought conditions there.

Regarding Rajasthan, I did not minimise their problems as Mr. Mathur said. I have said in my statement and also in my Budget speech that the problem of Rajasthan will also get due attention. Here I made

statement on Maharashtra because the question of Maharashtra was discussed and..

SHRI JAGDISH PRASAD MATHUR : On a point of order, Sir. In the order paper, there is nothing about Maharashtra and how does he say that he made a statement about Maharashtra because it was

mentioned here ? इसमें तो है "सूबायुक्त क्षेत्रों में राहत के लिए कृतिपय नई रेल परियोजनाओं के संबंध में एक वक्तव्य देगे।"

SHRI L.N. MISHRA : I am making a statement about Maharashtra because _____

{Interruptions}

मुनिप तो माथुर जी। हमने जो पढ़ा उसको आपने नहीं सुना।

श्री जगदीश प्रसाद माथुर : आपका प्रवचन हम सुन रहे हैं।

श्री एल०एन० मिश्र : मैं फिर सुनाता हूँ।

"Certain other States, such as Rajasthan, Gujarat, and Mysore, etc. are also affected by drought, and the question of taking up similar works in those States is also under consideration."

मैं करने जा रहा हूँ। मैं नहीं कहता कि मैं नहीं करने जा रहा हूँ। इसलिए आप ड्रॉय रखिए। महाराष्ट्र का सवाल इस सदन में उठाया गया इसलिए महाराष्ट्र का उत्तर हमने दिया। चूंकि हमारे रेलवे बोर्ड के चैयरमन ने अखबारों को जो उत्तर दिया उसमें यह प्रश्न उठाया गया था। जैसा कि अभी बताया रेलवे बजट पर बहस होने वाली है उसमें हम उत्तर देंगे। जहां तक उत्तर बिहार की बात है और लोकनाथ मिश्र जी ने उड़ीसा की बात की, मैं उनका ध्यान भी इस ओर खींचता हूँ। पैराग्राफ 43 में हमने कहा है ; लोकनाथ मिश्र जी आप सुन लीजिए :

"43. Apart from the surveys proposed for improving the traffic capacity on the existing routes and for giving relief to the hard pressed terminals at the major cities, surveys are also in progress or are being taken up for some new railway lines which, when constructed, would promote the development of some backward areas in the country. Particular mention must be made in this context of the surveys for new lines from Dalli Rajhara to Jygdalpur in Madhya Pradesh, Jharkhand to Banspani in Orissa, Nangal to Talwara in Himachal Pradesh, Hasan-pur to Sikri and Jhanjharpur to Laukaha-bazar in Bihar and Agartala to Sabrum in Tripura, etc.."

As soon as the surveys are over, we will try to take up the works. And hon. Members must rest assured that justice will be done to all.

So far as restoration of old railway lines is concerned, I am very clear in my mind. I am going to restore the old railway lines, if they are not subjected to floods or any such thing today. Old lines will be restored.

About Orissa also, I myself know that area. I know, when I was Minister of Foreign Trade, we have had difficulties in the export of iron ores, in regard to approach to Paradeep. All these problems are there, and I think they will receive due consideration.

Thank you.

[STATEMENT BY MINISTER RE TAKEOVER OF WHOLESALE TRADE IN WHEAT FROM THE COMING RABI SEASON

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB SHINDE) : Sir, the Hon'ble Members will recall that towards the end of last year, Government had, in consultation with the State Chief Ministers, taken the decision to take over the wholesale trade in wheat and rice from 1973-74 rabi and kharif seasons respectively. On the 24th February, 1973, a Conference of the Chief Ministers and Food Ministers was held to discuss and finalise the steps for the take-over of wholesale trade in wheat from the Rabi 1973-74.

2. I am happy to announce that this Conference unanimously approved of the steps and agreed to implement this decision. The following basic objectives