

[DR. K. NAGAPPA ALVA.]

arise. All these things are necessary because the droughts, natural calamities and floods are not with us just for a year. It is a regular feature. When there is greater production, the public distribution system must be honest and efficient.

About tourism I would like to say that it is good that we have allotted money. But there is so much of complacency and self-satisfaction of a nature which is not desirable, because we must always compare ourselves with the other countries. To what extent have they developed? I will only say that internal tourism and international tourism should be developed to stature; there is so much of potential in our country.

Now, with all humility, I would just make a few suggestions which I hope the Government will take notice of and put into action. They are :—

- Incentives to greater production in agriculture and industries;
- moratorium on strikes and lockouts for three years;
- greater production of essential consumer goods;
- an efficient and honest public distribution system;
- stern measures to put down the menace of black-money;
- parallel economy to be resisted,
- deficit financing not at all to go beyond Rs. 200 crores;
- preventive measures against drought and floods.

Please put a break to the luxury spending by the Ministers. When I compare it, it is not only surprising but also painful. It has increased ten times during the last three years. Then, more importance and more time should be devoted by the All India Radio to develop family planning programmes. Efforts on a war footing should be made to help people affected by drought and famine conditions. Internal tourism and international tourism should be developed in a more imaginative way, considering the vastness of the country and the great potential available. In some countries, more than half their income is being earned by well developed tourism. I hope it will be done.

Mineral wealth should be exploited fully. Forest wealth should be exploited and afforestation should be taken up on a large scale. Water resources—river waters and underground water—should be utilised fully by allotting the needed amount without any hesitation. Projects, plans and programmes of top priority should be undertaken to tackle the unemployment problem and provide job opportunities to the unemployed. A determined effort to control the increase in population by advising the family planning programmes should be made. There should be a change in the research priorities and a shift in the emphasis on the nation's social and economic needs—and this is a must.

With these words I once again appeal to the Government to take all the necessary measures to see that our economy gets stabilised and the standard of living of the people rises high. Also it is very necessary that we must prove ourselves worthy to rule this country so that our image internationally also may go high; it is possible; let us do it.

Thank you.

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) : The House stands adjourned till 2.15 P.M.

The House then adjourned for lunch at fourteen minutes past one of the clock.

The House reassembled after lunch at two past fifteen minutes of the Clock (MR. DEPUTY CHAIRMAN IN THE CHAIR)

STATEMENT RE. RECENT RAILWAY ACCIDENTS

THE MINISTER OF RAILWAYS (SHRI T. A. PAI) : I rise to inform the House of two accidents involving important trains which took place on the 2nd and 3rd of this month respectively.

On 2nd December, 1972 at about 08 00 hours while No. 22 Up New Delhi-Hyderabad Dakshin Express was approaching Ganj Basoda station on Bina-Bhopal broad gauge double line section of the Jhansi Division of Central Railway, 8 rear bogies of the train derailed. Through

communication which was interrupted on account of this accident was restored on the Down line at 12.05 hours.

Seven railway employees, all working in the dining car, sustained injuries two of them serious and two minor and the remaining three trivial. The injured were rendered first aid on the spot and were sent to the Civil Hospital at Ganj Basoda for further treatment. Ten passengers who received trivial injuries were also rendered first aid and were further attended to in the Civil Hospital at Ganj Basoda and later in the Bina Railway Hospital.

Ex-gratia payment for the two seriously injured and two persons suffering minor injuries has been made.

On receipt of information about the accident, senior Railway officers rushed to the site of accident to supervise relief and rescue operations.

At present four railway employees are receiving treatment in the Bina Railway Hospital. They are progressing satisfactorily. The others have been discharged. The cause of the accident is under investigation. The Commissioner of Railway Safety will be holding his statutory inquiry into this accident at Bina from the 8th of this month.

On 3rd December, 1972 at about 06.15 hours No. 39 Up Howrah-Delhi Janata Express collided in the rear of Tundla-Ghaziabad shunting train between Sonna and Danwar stations on the Tundla-Ghaziabad broad gauge double line section of the Allahabad Division of Northern Railway. Four railway employees including the Driver, the First and Second Firemen and the Brakesman of the Janata Express were killed in the accident. The helping Fireman of the Express as well as the Guard of the shunting train sustained serious injuries. There were minor injuries to one passenger and trivial injuries to 11 others. All these 12 persons were given first aid and were allowed to continue their journey.

The General Manager and other Senior Officers of the Northern Railway rushed to the site of the accident to supervise relief and rescue operations.

As a result of the accident the engine and one bogie of the Janata Express derailed. The Brakevan of the shunting train along

with two wagons also derailed. Through communications, which were interrupted, were restored at 23.15 hours the same day.

The two seriously injured employees are now being attended to in the Railway Central Hospital at New Delhi. Both of them are reported to be out of danger.

The cause of the accident is under investigation. The Additional Commissioner of Railway Safety Northern Circle will be starting his statutory inquiry into this accident today at Khurja. [Placed in Library. See No. LT-3918/72].

श्री जगदम्बी प्रसाद यादव (बिहार): आप जैसे ही मंत्री बने, तो रेलों में एक्सीडेंट होना शुरू हो गया, तो मैं यह जानना चाहता हूँ कि अब तक कितने एक्सीडेंट हो चुके हैं। आपके आने के साथ-साथ एक्सीडेंट तो बढ़ गये और इसके साथ ही साथ चोरी भी बढ़ गई है, जिसके बारे में आपने कुछ नहीं कहा। गाड़ियों के आने जाने में भी काफी डिले हो रही है और श्री हनुमन्तैया जी के जमाने में तो इस चीज में कुछ सुधार हुआ था, मगर आपने इस इस चीज के बारे में भी कुछ नहीं कहा। रेलों में चोरी डकैती के अलावा आम लोगों को दिन दहाड़े भी लूटा जा रहा है, इन सब चीजों के बारे में आपने कुछ नहीं कहा।

MR. DEPUTY CHAIRMAN : Mr. Yadhav, you cannot take the floor just like that.

THE APPROPRIATION (NO. 5) BILL, 1972—continued

SHRI BHUPESH GUPTA (West Bengal): Sir, I take the opportunity of speaking on this Bill to ventilate some of the grievances and bring to your notice some malpractices in the Government. Then I shall make some general observations.

The first thing I wish to bring to your notice and to the notice of the Government is the windle which is being indulged in by the Indian Drugs and Pharmaceuticals Ltd., New Delhi, which is a