

क्या नुकसान है, यह तो बड़ी खुशी की बात है। कपड़े पर सीलिंग इसलिए लगाई जाती है ताकि वह ज्यादा दाम पर न बिके। जब कपड़े निर्धारित दाम से भी कम दाम पर बिक रहा है तो अगर जरूरी हुआ तो अगली मर्तबा दाम निर्धारित करते बसत इस पर गौर किया जायेगा।

SHRI M. S. OBEROI: May I ask the Minister if the Government has received any complaint from the consumers about overcharging in the prices and, if so, has the Government made any investigation and if an investigation has been made, what steps have been taken by the Government to stop it?

SHRI DINESH SINGH: Sometimes we get an odd complaint saying that they have not been able to get a particular variety at a particular price and this is referred to the State Government for examination but I would not say that there is any general complaint as such that cloth is not available at controlled prices.

MINISTERIAL BODY IN ECAFE

*210. SHRI A. D. MANI: Will the Minister of COMMERCE be pleased to state:

(a) whether Indian delegation to the ECAFE Conference at Tokyo advocated the setting up of a permanent ministerial body within ECAFE for a more efficient tackling of the problems of the region; and

(b) if so, what are the details of the proposals made by the Indian delegation?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) Does not arise.

SHRI A. D. MANI: The press has reported that such a speech was made by the Indian Delegation in the HCAFE Conference.

SHRI DINESH SINGH: What can I do about the press report? It is unfortunate.

SHRI A. D. MANI: May I ask whether any suggestion was made to this effect by any other Delegation?

SHRI DINESH SINGH: There was a suggestion for a Ministerial Conference which we made and it has been agreed to. There will be, with hope, a Ministerial Conference before the conference of the UNCTAD scheduled for next year.

(No hon. Member got up to put questions)

MR. CHAIRMAN: I am glad that for the first time nobody stands up.

*211. [The questioner (Shri S. K. Vaishampayan) was absent. For answer, vide cols. 1667—70 infra]

DELHI RING RAILWAY

*212. SHRI M. P. BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work on Delhi Ring Railway is progressing according to schedule;

(b) if not, what are the reasons for delay; and

(c) whether any new target date has been fixed for completion of the project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. C. JAMIR): (a) to (c) The sanctioned project is called "Delhi Avoiding Lines & Connected Traffic Facilities". The work has suffered » slight set back due to difficulties that had to be overcome in acquiring the land and also because the contract of one of the contractors had to be terminated on account of his failure in maintaining adequate progress, leading to a certain amount of delay. Possession of almost the entire land has recently been obtained and fresh tenders for completing the remaining part of the work have since been accepted and the work in all zones » now in full swing. The project is now expected to be completed in December, 1968, instead of December, 1967.

SHRI M. P. BHARGAVA: May I know whether all the materials necessary for the project have been ordered and is the Minister in a position to assure this House that all the material will come in time? What were the circumstances under which the contract with the first contractor had to be cancelled?

SHRI C. M. POONACHA: As for the first question, the materials required for the completion of the new diversion line are properly organised. A demand has been placed and we are in a position to complete the work by the stipulated date, that is, December 1958. As for the other question, the contractor was not able to carry out the work and as such he defaulted in executing the work according to the schedule that was laid down, therefore, the contract had to be terminated.

SHRI M. P. BHARGAVA: What would be the extra cost which the Railways will have to incur because of the delay in the completion of the project? Has any estimate been made?

SHRI C. M. POONACHA: The cost comparison slightly varies because the earth cutting work was more difficult due to the rocky nature of the terrain through which the line had to pass. Therefore, the expenses incurred in the excavation of the track-line have increased. Land acquisition costs have increased and in other respects the cost has not gone up very much.

SHRI G. MURAHARI: I would like to know whether the Government has examined the possibility of having a tube railway in Delhi because, as the population of Delhi increases, the ring railway would be increasingly be of no use to carry the traffic. Moreover it would be obstructing the normal flow of road traffic and therefore I would like to know whether the Government has examined the possibility of doing away with the ring railway and to have an underground railway.

SHRI C. M. POONACHA: It is anticipated that this Delhi avoiding line would be sufficient to meet the traffic capacity that is expected. As for the suggestion for a tube railway, the matter could be examined when such a situation arises.

श्री राम सहाय : क्या मैं मंत्री जी से यह जान सकूँगा कि यह रेलवे लाइन किन किन स्थानों से निकलेगी।

SHRI C. M. POONACHA: This new sector connects 4 different points to provide a circular railway connecting the Delhi-Mathura line with Hazrat Nizamuddin-Safadarjung line and extending it to meet the Ambala-Ferozepore line, thereby avoiding the most heavily worked section within the busy area of Delhi city.

श्री सुन्दर सिंह भंडारी : मैं मंत्री महोदय से यह पूछना चाहूँगा कि जो दिल्ली के लिये रिंग रेलवे का प्रोजेक्ट बन रहा है, दिल्ली में अभी भी कई रेलवे लाइनों के कारण फाटक बन्द रहते हैं और इस कारण से जो रोड ट्रैफिक है उसको कई कई जगहों पर आधा आधा घन्टा के लिये रुकना पड़ता है, तो रिंग रेलवे बनने के बाद गाड़ियों का और आना जाना रहेगा और इस कारण से इस प्रोजेक्ट का एक नैसर्गिक पाट होने के नाते से फाटकों को हटा कर के ओवरब्रिज प्रोवाइड करने की कोई योजना है या नहीं और अगर है तो वह कब तक पूरी होने की संभावना है।

SHRI C. M. POONACHA: There are two points where we have the fly-overs and the building up of new road over-bridges to divert the present traffic to avoid the railway line. These things have been taken into account and the overall cost estimates have gone up because of these flyovers to have smooth flow of traffic after the circular railway has been built.

SHRI A. P. CHATTERJEE: Will he state whether he has considered the question of the advisability of building a circular railway line in Calcutta

which is also suffering from great traffic congestion and about which have been representations to the Minister so often and on so many occasions by various representative bodies?

MR. CHAIRMAN: Clearly this does not arise out of the original question.

SHRI SANTOKH SINGH: Last time when I put the question on the Delhi Ring Railway we were told that it will be meant mainly for the goods traffic. May I know if there is any change and that were going to use this railway for the passenger purpose also now?

SHRI C. M. POONACHA: It is true that this diversion is to re-route the heavy goods traffic and avoid the heavily working sectors of the Delhi Main and New Delhi station sector. It is also contemplated to run a few suburban passenger trains after the thing is completed. That is a matter which will be examined after we complete this diversion track construction.

राजनीतिक दलों द्वारा प्राप्त किये गये
अंशदान

* 213. श्री जगत नारायण : क्या औद्योगिक विकास तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि 1 अप्रैल, 1966 से 31 मार्च, 1967 तक की अवधि में अलग-अलग कम्पनियों ने विभिन्न राजनीतिक दलों को कितना धन दिया ?

CONTRIBUTIONS RECEIVED BY POLITICAL PARTIES

♦ 213. SHRI JAGAT NARAIN: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state the amount of contributions made by different Companies to the various political parties in India during the period from 1st April, 1966 to 31st March, 1967?

THE MINISTER OF STATE IN THE
MINISTRY OF INDUSTRIAL
DEVELOPMENT AND COMPANY

t[] English translation. 714

RS—2.

AFFAIRS (SHRI K. V. RAGHUNATHA REDDY): A statement is laid on the Table of the House.

STATEMENT

From the returns furnished by eight out of the sixteen Registrars of Companies, party-wise break-up of the political contribution by companies as disclosed in their profit and loss accounts filed with the Registrars during the period from 1st March, 1966 to 28th February, 1967 is as below:

Name of the Party	Total amount of contribution
1. Congress	6,46,764
2. Swatantra	13,390
3. Jana Sangh	2,988
4. P.S.P.	2,030
5. S.S.P.	1,031
6. I.N.T.U.C.	500
7. Hindu Maha Sabha	21
8. Akali Dal	10
	<hr/> 6,66,734

As financial years of companies vary widely, these figures do not necessarily relate to contributions made during the period from 1st April, 1966 to 31st March, 1967 and in some cases may include contributions made earlier. The profit and loss accounts of companies for financial years ending after 30th June, 1966, which may contain a part of the desired information, may not have been submitted yet to Registrar of Companies in many cases as the maximum period available to the companies for submission of such accounts after the closing of the accounting year may extend to ten months after the closing date.

† [औद्योगिक विकास तथा समवाय कार्य
मंत्रालय में राज्य मंत्री (श्री के. वी. रघुनाथ
रेड्डी) सभा पटल पर एक विवरण पत्र प्रस्तुत
है।

t[] Hindi translation.