RAJYA SABHA

Thursday, the 27th February, 1964/ *the 8th Phalguna,* 1885 *(Saka).*

The House met at eleven *ot* the clock, MR. CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS

इंडियन इंस्टीट्यूट आफ पैट्रोलियम तथा रिसर्च एंड ट्रेनिंग इन्स्टीट्यूट के कार्य

*२९७. श्री भगवत नारायण भार्गव : क्या पैट्रोल तथा रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) वैज्ञानिक तथा औद्योगिक अनुसंधान परिषद् द्वारा देहरादून में जो इंडियन इन्स्टीट्यूट आफ पेट्रोलियम स्थापित किया गया है उसके कार्यों और तेल तथा प्राकृतिक गैस आयोग का जो रिसर्च एंड ट्रेनिंग इंस्टीट्यूट है उसके कार्यों में क्या अन्तर है ;

(ख) नये इन्स्टीट्यूट में किस तकनीकी योग्यता के वैज्ञानिक नियुक्त किये जायेंगे ; और

(ग) इस इन्स्टीट्यूट द्वारा किये जाने वाले कार्यों का ब्यौरा क्या है और उसका वार्षिक आवर्ती तथा अनावर्ती खर्च क्या होगा ?

t [FUNCTIONS OF INDIAN INSTITUTI OF PETROLEUM AND THE RESEARCH AND TRAINING INSTITUTI

•297. SHRI B. N. BHARGAVA: Will the Minister of PETROLEUM > CHEMICALS be pleased to state:

(a) the difference between the functions of the Indian Institute of Petroleum set up by the Council of Scientific and Industrial Research at Dehradun and the Research and Training Institute of the Oil and Natural Gas Commission;

(b) what will be the technical qualifications of scientists who will be appointed in the new Institute; and

(c) what are the details of functions to be performed by this Institute »nd what will be its annual recurring and non-recurring expenditure?]

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI HUMAYUN KABIR): (a) and (c) The Indian Institute of Petroleum set up by the Council of Scientific and Industrial Research will be concerned mainly with problems relating to refining and use of petroleum and petroleum products and the petro-chemical industry. The Research and Training Institute of the Oil and Natural Gas Commission will concentrate on problems relating to exploration and production of crude oil and gas. Each Institute will also train personnel in. their own fields. The non-recurring expenditure for the Project period will be approximately Rs. 30 lakhs by Government of India and Rs. 14 lakhs by the United Nations Special Fund. The recurring expenditure for the period will be Rs. 30-5 lakhs by the Government of India and Rs. 27 lakhs by the United Nations Special Fund.

(b) The qualifications will vary with the posts and will include field and/or research experience in addition to academic qualifications.

†[पैट्रोल तथा रसायन मंत्री (श्री हुमायून कबिर) : (क) तथा (ग) वैज्ञानिक तथा औद्योगिक गवेषणा परिषद् (Council of Scientific and Industrial Research) द्वारा स्थापित की गई इंडियन इन्स्टीट्यूट आफ पैट्रो-

†[ ] Hindi translation.

†[ ] English translation.

लियम का मुख्यत: पैट्रोलियम के शोधन एवं पट्रोलियम पदार्थों के प्रयोग तथा पैट्रो-कैमिकल उद्योग से सम्बन्धित समस्याओं से संबंध है । तेल और प्राकृतिक गैस आयोग की रिसर्च एंड ट्रेनिंग इन्स्टीट्यूट अशुद्ध तेल और गैस की खोज और उत्पादन से सम्बन्धित कार्यों से सम्बन्ध रखता है । हर एक इन्स्टीट्यूट अपने अपने कार्य क्षेत्रों में व्यक्तियों को प्रशिक्षण भी देगी । परियोजना काल में अनावर्त खर्च (non-recurring expenditure) भारत सरकार का लगभग ३० लाख रुपये और यूनाइटिड नेशन्ज़ स्पैशल फन्ड (United Nations Special Fund) का १४ लाख रुपये होगा । इसी अवधि में आवर्ती (Recurring) खर्च भारत सरकार का ३०·५ लाख रुपये और यूनाइटेड नेशन्ज़ स्पैशल फण्ड का २७ लाख रुपये होगा ।

(ख) भिन्न भिन्न पदों के लिए मुख्तलिफ योग्यताओं की आवश्यकता होगी और योग्यताओं में शिक्षा संबंधी योग्यताओं के अतिरिक्त क्षेत्रीय तथा या गवेंषणा अनुभव भी शामिल होंगे ।]

श्री भगवत नारायण भार्गव : क्या मैं यह जान सकता हूं कि जो काम अब इस नये इंस्टीट्यूट को दिया जा रहा है वह आयल एंड नैचुरल गैस कमिशन की लैबोरेटरी में नहीं होता था या वहां ऐसी योग्यता रखने वाला स्टाफ नहीं था कि उस काम को कर सके ?

श्री हुमायून कबिर : जैसाकि मैंने बताने की कोशिश की इन दोनों के काम कुछ अलग है । आयल एंड नैचुरल गैस कमिशन का काम होता है कि खोज करे, एक्सप्लोर करे, ड्रिलिंग करे और इसके बारे में रिसर्च करे । उनकी जो लेबोरेटरी है वह जो पत्थर मिलता है या जो दूसरी चीज मिलती है उस की जांच करते हैं यह देखने के लिये कि तेल यहां है या नहीं । और जो सी० एस० आई० आर० का इंडियन इंस्टीट्यूट आफ पैट्रोलियम है यहां तेल की खोज को किस तरह से बेहतर किया जाये, कैसे इस का रिफाइनिंग किया जाय, इसके रिसर्च की पासिबिलिटीज क्या है इन सब के बारे में यहां रिसर्च करेंगे ।

श्री भगवत नारायण भार्गव : पार्ट बी के सम्बन्ध में मैं यह कहना चाहता हूं कि इस नये इंस्टीट्यूट में क्वालिफाइड साइंटिफिक स्टाफ कितना होगा और क्या गवर्नमेंट ने इस बात का अंदाज लगाया है कि यूनियन पबलिक सर्विस कमिशन को साइंटिफिक और टेकनीकल आदमियों को मिलाने में कठिनाई होती है, इनकी बहुत बड़ी कमी होती है तो जिस क्वालिफिकेशन्स के लोग चाहिये उतनी क्वालिफिकेशन्स के लोग सरकार को आसानी से मिल सकेंगे ?

श्री हुमायून कबिर : ये कितने होंगे यह तो कहना जरा मुश्किल है क्योंकि काम बढ़ रहा है और आगे भी बढ़ेगा । जब काम बढ़ता है, जब कोई एक खास काम के लिए आदमी की जरूरत होती है तब एकेडैमिक क्वालिफिकेशन्स और एक्सपीरियन्स को देख कर के हम लेते हैं और उनको कुछ ट्रेनिंग भी देते हैं । इस तरह से यह काम बढ़ रहा है ।

SHRI JOSEPH MATHEN: Sir, are we to understand that there are a sufficient number of Indian scientists and technicians at present in India to take charge of these Institutes?

SHRI HUMAYUN KABIR: Sir, wa are obviously depending on some foreign assistance, and that is why the United Nations Special Fund comes in. They are giving us personnel services which will amount to about Rs. 20,55,000 over a period and will include the services of eight foreign experts and one Consultant.

SHRI JOSEPH MATHEN: May I know whether this Government has issued any safeguards to the Indian scientists who are working abroad doing petroleum technology, so that

they may come and help the Indian petroleum industry?

SHRI HUMAYUN KABIR: We certainly want to use to the maximum possible extent the services of Indian scientists and technologists but it will be appreciated that this is a new field for us and, so far as Petro-Chemicals are concerned, this is a new field practically for the whole world.

श्री विमलकुमार मन्नालालजी चोरडिया: ये दोनों जो संस्थायें हैं इन दोनों का काम अलग अलग प्रकार है किन्तु दोनों का काम एक दूसरे का पूरक है तो ऐसी स्थिति में दोनों का कोआर्डिनेशन ठीक तरह से रहे इसके लिए कौन सा लिंक बनाया गया है ?

श्री हुमायून कबिर : इसके लिए बहुत किस्म के लिंक हैं, एक लिंक तो यह है कि जो रिसर्च इंस्टीट्यूट सी० एस० आई० आर० का है उसके चेयरमैन जो इस डिपार्टमेंट के मिनिस्टर इनचार्ज हैं उन को चुना गया है, दूसरा यह है कि आयल एंड नैचुरल गैस कमिशन के जो प्रेजीडेन्ट और साइंटिस्ट्स हैं वे सी० एस० आई० आर० की इंस्टीट्यूट की गवर्निंग बाडी के मेम्बर हैं ।

ACCUMULATION OF COAL IN COALF:CELDS

•298. SHRI A. D. MANI: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether any firm in the private sector owning coalfields in Pench Valley and Rewa has complained about the accumulation of one Iakh of tons of coal in coalfields; and

(b) if so, in what circumstEinces this accumulation was permitted?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C. SETHI): (a) and (b) Yes. Coal has accumulated at pitheads not only in the coalfields in the Pench Valley and Rewa, but also in other coalfields *viz.* West Bengal/Bihar, Talcher and Singareni. This is due to the slacken, ing of the demand for coal.

SHRI A. D. MANI: Is it a fact, Sir, that in the past coal from Madhya Pradesh used to be taken by the Railways and the Railways have now cut down their demand of coal from these coalfields?

SHRI C. SUBRAMANIAM: Generally, Sir, there has been a lessening of the demand even by Railways. Their demand, as anticipated, has been reduced by 134 million tons. Therefore, Sir, there is slackening in all the areas from where the Railways were taking coal.

SHRI A. D. MANI: Is it a fact that on account of accumulation of stocks about 20 thousand tons of coal in the Pench Valley caught fire on account of spontaneous combustion?

SHRI C. SUBRAMANIAM: I am sorry I do not have facts with regard to the fire accident.

SHRI A. D. MANI: Sir, there ia abundance of coal in Madhya Pradesh but that coal is not available for use in Madhya Pradesh. For example. Sir, in Gwalior there is a good deal of demand for low-grade coal but no permit is being issued for the movement of Pench Valley coal to Gwalior. Is that true?

SHRI C. SUBRAMANIAM: Sir, first of all the pattern of movement is decided by the Railways. For certain areas coal moves from the Bengal-Bihar area and for certain other areas it moves from the Madhya Pradesh area. The southern region is fed by Singareni. Therefore it depends upon the transport pattern of movement of coal. As far as Gwalior is concerned, I do not have the facts now, whether for Gwalior it moves from the Madhya Pradesh area or it comes from the Bihar area. That is one thin? which will have to be taken into consideration. But we are taking steps to see that there are no restrictions with regard to use *ot*

coal, provided transport is available and there is demand. We are prepared to move coal from any coal area.

SHRI C. D. PANDE: May I know whether the Government has ascertained whether this slackening of the demand for coal is a permanent feature or it is a temporary phase, so that the Government policy in respect of coal is determined accordingly?

SHRI C. SUBRAMANIAN!: Yes, Sir. we are making a reassessment with regard to the demand for coal. Originally it was fixed at 97 million tons. Now it will be considerably less than 97 million tons by the end of the Third Plan period.

SHRI A. D. MANI: Sir, I want to go back to the demand for coal in Gwalior. The Minister stated now that Gwalior is being supplied from Bihar.

SHRI C. SUBRAMANIAM: I said I did not know it.

SHRI A. D. MANI: Sir, I would like to give further facts. About 8,600 tons of Bengal and Bihar coal are moving into Madhya Pradesh every month, even though there is accumulation of stock in the coalfields in Madhya Pradesh, Why is this done and why cannot Government try to see that coal in Madhya Pradesh is used at least for the purposes of Madhya Pradesh?

SHRI C. SUBRAMANIAM: I have just been informed by my colleague that for Gwalior it moves from Bengal and Bihar because of the rail movement in that direction. Therefore that pattern wiH have to be observed. Otherwise transport will become another difficulty.

SHRI P. K. KUMARAN: The Minister has just now said that the supply position of coal is satisfactory. May I know whether the industry is in a position to sjipply first-grade coal to the Railways, since they are complaining that they are not getting first-grade coal and only second-grade coal is supplied to them?

SHRI C. SUBRAMANIAM: Sir, the use of coal, which grade of coal should be used for what purposes, has been decided upon and it is on that pattern that its use is allowed.

SHRI BHUPESH GUPTA: Sir, the hon. Minister gave some figures and said that production would be less than the target.

SHRI C. SUBRAMANIAM: Demand.

SHRI BHUPESH GUPTA: That is what you said—97 million tons. Anyway, may I know whether it is a fact that the coal mines, especially under the N.C.D.C, are showing a decline in production and that the Managing Director of the coal mines, in his evidence before the wage Board, said that production would be lessened by 12 million tons or so?

SHRI C. SUBRAMANIAM: Sir, production by N.C.DC. also is governed by the demand. N.C.D.C. is producing whatever is the demand.

SHRI BHUPESH GUPTA: May I know whether it is a fact that the target of production set by the NC.D.C. is not going to be fulfilled on account of very many things on the part of the N.C.D.C. and its failure to discharge its duties in running the coal mines?

SHRI C. SUBRAMANIAM: I think there is a separate question by the hon. Member on that subject, which can be answered.

PANDIT S. S. N. TANKHA: In view of the fall in the demand for coal and the consequent rise of stocks at the pitheads, what steps does the Government propose to take for

ameliorating the condition of the colliery owners as also of the labour employed ther*?

SHRI C. SUBRAMANIAM: As I have already stated, we are now removing almost all controls on the consumption of coal, provided transport is available. Wherever there is demand, Sir, we are allowing the movement of coal. The only possibility now is to make a realistic assessment of the demand •nd arrange production up to that level.

श्री विमलकुमार मन्नालालजी चौरड़िया : जैसाकि श्रीमान ने बताया कि मध्य प्रदेश में एक जगह कोयला काफी स्टाक में है । मध्य प्रदेश में ग्वालियर के लोग कोयला चाहते हैं परन्तु ट्रान्सपोर्ट की डिफिकल्टी, जैसाकि आप ने बताया, को रिमूव करने के लिये क्या आप का विभाग भी कोई प्रयत्न कर रहा है ? मध्य प्रदेश में जहां उसका स्टाक ज्यादा है, वहां के लोगों को कोयला क्यों नहीं दिया जाता है ?

श्री पी० सी० सेठी : जहां तक कोयले के मूवमेन्ट का प्रश्न है इस का निश्चय रेलवे विभाग करता है और बीना कटनी एरिया में कोयले का मूवमेन्ट करने के बारे में सेन्ट्रल रेलवे ने इजाजत नहीं दी है । इस कारण वह वहां से नहीं दिया जाता है बल्कि बंगाल और बिहार से आता है ।

SHRI R. S. KHANDEKAR: What is the reason that there is a fall in the demand f[or] the movement of coal by Railways? What is the reason for that fall in the demand? Wny are the Railways not taking sufficient coal to the various areas?

SHRI C. SUBRAMANIAM: There was an assessment made with regard to the demand during the Third Plan period. Now we find that that assessment is on the high side. That may be due to various factors. For example, when there was shortage of coal, everybody inflated his demands so that he may get at least 50 or 60 of his demand. That may be one of the reasons why a higher target was indicated for the Third Plan period. Now we have to make a realistic assessment with regard to the movement of coal and of the production pattern also.

SHRI B. K. P. SINHA: Apropos the question put by one hon. Member, about the use of Madhya Pradesh coal in Gwalior, may I know whether the Government has accepted the principle of autarchy or economic self-sufficiency for individual States in India?

SHRI C. SUBRAMANIAM: I am glad the hon. Member raised this question. It may be that Madhya Pradesh for the purpo[£e] of administration forms one administrative unit; but as far as minerals and other resources are concerned, other factors come into the picture and they will have to be kept in view.

ACQUISITION OF VACANT PLOTS IN DELHI

•299. SHRI M. P. BHARGAVA: Will the Minister of HOME AFFAIRS be pleased to refer to the answers given to Unstarred Question No. 446 and Starred Question No. 205 in the Rajya Sabha on the 12th December, 1963 and the 20th February, 1964, respectively, and state:

(a) whether the Delhi Administration has since taken any decision regarding the acquisition of vacamt plots in developed areas; and

(b) if so, whether any rates of compensation for the land so acquired have been fixed?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS) : (a) No, Sir.

(b) Does not arise.

SHRI M. P. BHARGAVA: May I know whether the Committee on Land Values made the definite recommendation in 1961 that if the buildings are not put up on the plots within two years, then they may be acquired?

SHRI R. M. HAJARNAVIS: Yes, Sir. Such a recommendation was made that a definite time limit may be *set* within which the vacant plots may be covered with buildings, and if there are vacant plots still left, then they may be acquired.

SHRI M. P. BHARGAVA: May I know whether any decision was taken at that time, I mean in 1981, on that recommendation of the Committee on Land Values?

SHRI R. M. HAJARNAVIS: The Government were of the view that if the plot is allowed to remain vacant for two years, then it should be acquired, whereas the Chief Commissioner allowed three years. Both the two-year period and the three-year period are over.

SHRI M. P. BHARGAVA: Ma$_y$ I know then where the question of this being under consideration arise, when there was a definite decision that after three years the land should be acquired?

SHRI R. M. HAJARNAVIS: It has *>een represented to us that in many Jases it would work hardship.

SHRI BHUPESH GUPTA: I see.

SHRI R. M. HAJARNAVIS :It was represented to us that building materials and so on were not available. So the question was examined again. We ar$_e$ still of the view that if the building.plots are allowed to remain vacant, they should be acquired.

SHRI BHUPESH GUPTA: May I know, Mr. Chairman, through you from the hon. Minister what is this | hardship he spoke of? Hardship for whom, for the landlords or land owners or for the public? Why was not that decision implemented by the Government, acquiring this land and keeping it under its own control so that if somebody else wanted to have it—genuine cases—then it could be given to those people, instead of letting the land to remain in the hands of the speculators, specially when the prices of land in Delhi is going up?

SHRI R. M. HAJARNAVIS: There is no question of any landlord, because the plots are vacant,

MR. CHAIRMAN: No, you mentioned hardship.

SHRI R. M. HAJARNAVIS: They ar$_e$ the owners of the plots who had bought them, and they said that they have not been able to collect the neeessary finance or they have not been able to collect the neeessary building materials and, therefore, they were not able to build the houses within the time. If such cases exist, then surely they have to be taken into consideration.

SHRI FARIDUL HAQ ANSARI: Ma$_y$ I know how many such plots are lying vacant in Delhi?

SHRI R. M. HAJARNAVIS: It wag at one time estimated that the number was 6,000; and now I am afraid it is about 12,000.

श्री विमलकुमार मन्नालालजी चोरड़िया : जैसा कि श्रीमान् ने बताया कि बिलडिंग मैटीरियल की कमी है इस कारण से सभी बिलडिंग्ज नहीं बन सकीं, तो ऐसी स्थिति में जो विकसित क्षेत्र हैं जहां अभी भी प्लाट्स बेकार पड़े हैं, वहां लोगों को मकान बनाने के लिये बिलडिंग मैटीरियल दिलाने में क्या प्राथमिकता दी जायगी ताकि एक निश्चित समय के भीतर मकान बनाने की व्यवस्था हो जाय ?

श्री आर० एम० हजरनवीस : माननीय सदस्य का जो कहना है वह ठीक है और इसी तरह की मांग गवर्नमेंट के पास आई थी कि बिलडिंगस मैटीरियल कम होने के सबब से हम लोग मकान नहीं बना सके । तो यह उनका कहना था । फिर उसके बाद चीफ कमिश्नर ने ज्यादा सीमेंट मंगाया क्योंकि और चीजों की उतनी कमी नहीं है जितनी कि सीमेंट की है । तो सीमेंट की सिर्फ कमी थी, जो कि उन्होंने मंगाया और अभी ३००० टन पर क्वार्टर का उनको एलाटमेंट दिया गया है ।

شری پیارے لال کریل : طالب:

کیا سرکار ان ویکنٹ پلاٹس کو اکوایر کرنے بعد ان کو آکشن کے ذریعے سے دوسرے لوگوں کو دیگی اور کیا سرکار یہ چاہتی ہے کہ سب سے پہلے ان پلاٹس کو بیکورڈ کلاسیز اور شڈیولڈ کاسٹس اور شڈیولڈ ٹرائبس کو ریزنیبل ریٹس پر دیا جائے گا کیونکہ وہ آکشن میں اتنے داموں میں اس کو خرید نہیں سکتے ہیں ؟

†[**श्री प्यारे लाल कुरील 'तालिब'** : क्या सरकार उन वेकेंट प्लाट्स को एक्वायर करने के बाद उनको ओक्शन के जरिए से दूसरे लोगों को देगी और क्या सरकार यह चाहती है कि सब से पहले उन प्लाट्स को बेकवर्ड क्लासिस और सिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्स को रिज़नेबल रेट्स पर दिया जायेगा क्योंकि वह आक्शन में इतने दामों में इसको खरीद नहीं सकते हैं ।]

श्री आर० एम० हजरनवीस : ये प्लाट एक्वायर होने के बाद हम लोगों ने दिल्ली के लिये एक पूरी एक्वीजिशन स्कीम बनाई है जिसके बारे में कई बातें हो चुकी हैं । उसमें शामिल होंगे । बैकवर्ड क्लासेज वगैरह के लिये गवर्नमेंट को सूचना है और उसके बारे में जरूर विचार किया जाता है और स्लम ड्वेलर्स के लिये भी स्कीम में जगह होना जरूरी है ।

†[ ] Hindi transliteration.

SHRI BHUFESH GUPTA: In order to speculate on land naturally they would like to keep the land in their possession without having any construction there. May I know whether, having regard to this fact, Government did investigate to find out which cases were genuine, that is to say, oases where materials were not available and so they could not construct; or were there cases where the land was kept under these pretexts in order to speculate on the land?

SHRI GULZARILAL NANDA: The hon. Member seems to have entirely misunderstood the nature of this problem. This is not a question of big chunks of land being in the hands of speculators. These are individual plots and there are conditions relating to them. No person «pan have more than one plot and no person can have a plot if he has a house here and so on. So it is the individual who has got a plot and there may be difficulties. As was pointed out, there were difficulties at one time about materials, or of finance. Having invested money on the plot, the man may not immediately be able to find the finance. These are small people.

SHRI BHUPESH GUPTA: But have you investigated the matter?

(No reply)

SHRI SANTOKH SINGH: May I know if it is a fact that there is still the problem of non-availability of construction materials in Delhi?

SHRI R. M. HAJARNAVIS: As I have said there was and at one time it was felt that cement was not available in the quantities in which it was

desired. But it was immediately rectified and 3,000 tons ol cement were issued.

SHRI R. P. N. SINHA: The hon. Minister stated that in many cases the buildings are not constructed because the building materials are not available. Jn those cases, wiH the Government consider the desirability of helping the landowners to construct the houses by giving them the neeessary permits for the building mate-rials?

SHRI R. M. HAJARNAVIS: Sir, the general policy is that they should, as far as possible, quickly build upon the land and it should not be regarded as a Speculation or something which is an investment so as to earn an unearned income. That is the object. But if there are any hardships, then certainly we shall have to look into them and give all the facilities to the people to construct the buildings.

SHRI P. C. MITRA: May I know why the number of vacant plots has increased from f,000 to as many as 12,000?

SHRI R. M. HAJARNAVIS: New plots were acquired and they remained vacant during the last three years.

HINDUSTAN ORGANIC CHEMICALS LTD.

•300. SHRI DAHYABHAI V. PATEL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the answer given to Starred Question No. 300 in the Rajya Sabha on the 12th December, 1963 and state whether orders for the plant and machinery for the Hindustan Organic Chemicals Ltd., have been placed and, if so, when these are expected to arrive?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI O. V. ALAGESAN) : No, Sir. The matter is still under consideration of the Government.

SHRI DAHYABHAI V. PATEL: May I know how much money has been invested by Government in this scheme without a collaboration agreement with any country? Without anything, they have embarked upon buying plots, putting up buildings and laying out roads, etc.

SHRI O. V. ALAGESAN: As far as investment goes, in the year 1962-<53, it was Rs. 92 lakhs and for the current year it is Rs. 25 lakhs so far. We entered into an agreement with a consortium of German firms but there were difficulties and now the position is that we have to completely reorientate the project. We are not able to proceed with the agreement with the consortium of German firms and so we are trying for further col-laboration.

SHRI DAHYABHAI V. PATEL". With some other people?

SHRI O. V. ALAGESAN: Yes.

SHRI DAHYABHAI V. PATEL: How long is it likely to take for Government tp come to this agreement? This thing has been going on quite for some time. There is no agreement and there is no collaboration but money over a crore of rupees has been spent and the whole thing is in the air.

SHRI O. V. ALAGESAN: It i_s unfortunate, Sir, that the original programme of manufacture has now to be revised. The agreement, $_a$s it stood originally, proved to be very uneconomical and many difficulties cropped up in pursuing that agreement with the German firm. We are now at the stage when we have to have a new collaboration agreement

and I am not able to indicate by what time we may be able to achieve that collaboration.

SHRI DAHYABHAI V. PATEL: In view of this unwise planning that is obvious, may I know whether Government has tried to fix any responsibility on any person for this neg. ligence in embarking upon a project which has been found to be uneconomical and unwise?

SHRI O. V. ALAGESAN": It is not so much the responsibility of a single individual. The price position, technological processes, etc., all these changed in the meanwhile. These factors are responsible for making the project uneconomical.

SHRI A. D. MANI: The Minister stated in reply to a question that there are difficulties in the way. I would like to know whether they are difficulties on our side or on their side.

SHRI O. V. ALAGESAN: They insisted upon certain financial arrangements. We were prepared to make those arrangements but they insisted upon more guarantees confirmed by the German Deutsch Bank. This meant that we had to invest the entire amount in that bank and Government considered that this was not possible. This is the main difficulty. As far as the expenditure that has been incurred so far is concerned, I may tell the House that this ia not going to be infructuous. As socn as we enter into another collaboration agreement, all these will be used. In thf meanwhile, we will be ready with the site, with the buildings and with all the preparations on the ground.

SHRI BHUPESH GUPTA; The hon. Minister said that the price structure went up beyond calculations. Do I understand that the planning was made without taking into consideration these things, the planning was made blindfold so that what would happen in a year's time or two years' time was not provided for? May I also know from the hqn. Minister whether we are going to have this project in the public sector and whether we also have the assurance that private investment will not be allowed to be made in this particular case?

SHRI O. V. ALAGESAN: Sir, the original report on which this project was based was made somewhere in the period 1955—57. So, a long time has elapsed and in the meanwhile all the conditions have changed. The questions now under consideration are whether we should enter into a collaboration with another party or whether we should purchase the know-how and ourselves proceed with the project. These are the two things under consideration

SHRI M. P. BHARGAVA: May I know, Sir, the monthly salary bill of this company and for how long this expenditure has been incurred?

SHRI O. V. ALAGESAN: I do not have the figures. I should like to have notice.

SHRI HUMAYUN KABIR: May I add to what my colleague has said?

SHRI BHUPESH GUPTA: Yes, it needs adding.

SHRI HUMAYUN KABIR: It is true that this has not been a very happy experience at al! till now but one assurance I will give to the House. This project will be in the public sector and with or without foreign collaboration this project will be established but probably with a change in the pattern of products. As my colleague explained just now, there will be no loss of expenditure incurred till now because this has been incurred on developing the site, in building roads and houses. All these will be utilised. The only loss will be what we will have to pay to the consortium to get out of the agreement.

SHRI BABUBHAI M. CHINAI: The hon. Minister stated just now that roads have been laid, buildings have been constructed and nearly a crore of rupees have been spent during the course of the last two years. May I know whether the new plant which the Government would be purchasing in the light of the new collaboration agreement with another party would fit in in this building because we do not know who is the party with whom the collaboration agreement will be entered into, what type of machinery will be available and so on. In these circumstances, will these buildings be useful?

SHRI HUMAYUN KABIR: We have appointed an expert committee of our own scientists and chemists. They have gone into the whole question and taking into account what has been done already, they have made recommendations. W_e expect the report of this committee to be examined fairly soon and as I said, with or without foreign collaboration, this project will, go through.

SHRI DAHYABHAI V. PATEL: Are these experts that the hon. Minister mentioned just now the same who advised on the original plan?

SHRI HUMAYUN KABIR: No, Sir.

INVESTIGATIONS INTO THE WORKING OP N.C.D.C.

•301. SHRI BHUPESH GUPTA: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether Government's attention has been drawn to the demand of the Bihar State Council of the Communist Party of India for investigation in the affairs of the National Coal Development Corporation Ltd., Ranchi;

(b) whether it is a fact that certain mines under the N.C.D.C. are being demechanised;

(c) if so, the reasons for the .same; and

^d) whether any demurrage is paid for not loading wagons in time?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C. SETHI) : (a) Yes; an unsigned copy of a representation by the Bihar State Committee of the AITUC was some time ago submitted to Government, wherein two of the issues raised are identical to parts (b) and (d) of this question. An investigation into the affairs of the National Coal Development Corporation was also suggested in the same paper.

jjj) No.

kkk)Does not arise.

(d) Yes; but this is only for unavoidable reasons.

SHRI BHUPESH GUPTA; Sweeping answers have been given; difficult to follow the answers.

May I know whether it is a fact that as a result of bad technical advice and for other reasons, certainly highly mechanised collieries like the Suanda colliery etc., have been demechanised shall we say, and that the technical advice has also resulted in a loss to these collieries?

SHRI C. SUBRAMANIAM: No, Sir.

SHRI BHUPESH GUPTA: May I know, Sir, whether in this memorandum that was submitted—it was not unsigned; that is the point that he made. I would sign it for them!

SHRI ARJUN ARORA: Who signed it?

SHRI BHUPESH GUPTA: I acted as an attorney. That point, little point, was made. They made that point. On that, they could have written to the AITUC, to find out whether they own it up or not.

MR. CHAIRMAN: Please put your question.

SHRI BHUPESH GUPTA: They make some little point.

MR. CHAIRMAN: Yes, yes. Please put your question. Proceed with it.

SHRI BHUPESH GUPTA: Is it not a fact that in the memorandum it was mentioned that as a result of inefficiency and negligence, demurrage was being paid to the tune of ten lakhs of rupees to the railways and that other implements and equipments were being taken away from the public sector collieries under the NCDC to be given or sold to the private isector collieries? May I know whether any investigation has been made into such complaints?

SHRI C. SUBRAMANIAM": Sir, there is no basis for these complaints. The hon. Member was saying that a big point was made out of this unsigned memorandum but there is a big point involved in it because the hon. Member the other day disputed the fact that the AITUC was affiliated :o the Communist Party of India. Now, both are the same and he accepts it.

SHRI BHUPESH GUPTA; No.

SHRI C. SUBRAMANIAM: That is the point.

SHRI BHUPESH GUPTA: The Chairman of the Communist Party is the General Secretary of the AITUC.

MR. CHAIRMAN: Mr. Bhupesh Gupta, just a minute. Let him finish.

SHRI C. D. PANDE: Tit for tat.

SHRI BHUPESH GUPTA: No tit. MR.

CHAIRMAN: Tat for tit.

SHRI BHUPESH GUPTA: I do not either tit for tat or tat for tit. My point is that the memorandum was received from the AITUC. Whether that was signed or not, they could have made enquiries. The point is whether these allegations were looked into or not.

SHRI C. SUBRAMANIAM: The point that I made was that there was no difference between the Communist Party and the AITUC. Both are the same.

SHRI BHUPESH GUPTA; Rubbish.

SHRI C. SUBRAMANIAM: And your acceptance of my answer and proceeding further on that basis proves that point. But that is quite a different thing.

SHRI ARJUN ARORA: That is a very important thing.

SHRI C. SUBRAMANIAM: As far ai demurrage is concerned . . .

SHRI BHUPESH GUPTA; Well, there are other parties in the AITUC. At one time, you, Mr. Arora, were there.

MR. CHAIRMAN; Order, order, Mr. Gupta.

SHRI BHUPESH GUPTA; Why is he politicalising on a serious matter? Everybody knows that the Chairman of the Communist Party is the General Secretary of the AITUC. It does not mean that the AITUC i_s a Communist organisation.

MR. CHAIRMAN: Mr. Gupta, you speak standing, you speak sitting.

SHRI BHUPESH GUPTA: Why is he saying this then? I am in this Parliament. Is it a Soviet?

(Interruptions)

MR. CHAIRMAN: No.

SHRI BHUPESH GUPTA; Therefore I may be in Parliament yet it may not be a Soviet.

MR. CHAIRMAN: You please now come to the subject.

SHRI C. SUBRAMANIAM: I am sorry the hon. Member protests too much.

SHRI BHUPESH GUPTA: That ia for a lady. It i_3 an old phrase.

SHRI C. SUBRAMANIAM; AS far as the demurrage is concerned after the introduction of the rake system the payment of demurrage has increased because even though 90 per cent of the rake may be loaded if even ten per cent remains over the fixed time then we have to pay demurrage for the whole rake. That Is why after the introduction of this system payment of demurrage has considerably increased. As a matter of fact that has to be discussed with the Railways and proper amounts will have to be fixed. This is payment from the N.C.D.C. to the Railways and it is a question of agreement with them so that this demurrage may be avoided. It is not due to negligence at all.

श्री विमलकुमार मन्नालालजी चौरड़िया : कुल कितना डैमरेज देना पड़ा ? SHRI C. SUBRAMANIAM; In 1959-60 before the rake system was introduced the demurrage paid was Rs. 74,000 but after the introduction of this system in 1960-61 it was Rs. 439,000, in 1961-62 it was Rs. 679,000 and in 1962-63 it wa_s Rs. 620,000.

PANDIT S. S. N. TANKHA: May I ask whether it is not a fact that this demurrage is paid in respect of delay in unloading and not on loading?

SHRI C. SUBRAMANIAM: Both loading and unloading.

SHRI CHANDRA SHEKHAR: May I know whether the Government have any information that in the last three or four years serious complaints have been ms>de about the management of the N.C.D.C? Not only these demurrage charges but machinery worth crores of rupees were destroyed without any use in the N.C.D.C. They were acquired without any purpose and serious complaints were made not only by the AITUC but by other maz-door organisations and Government did not take any notice of it. May I know whether the Government proposes to make any enquiry into the whole working of the N.C.D.C?

SHRI C SUBRAMANIAM; I do not find any basis for this allegation that machines worth crores of rupees have been destroyed or have been handed over to anybody.

SHRI BHUPESH GUPTA: Is it not a fact that machines like showels, dozers, coal haulers, graders, etc. worth several crores of rupees have been imported to operate in the open cast mines of Barkana, Saunda, Gidi, Ka-thara, tnd Kargali and that many of these are lying inoperative, fifty per cent of them, resulting in a heavy low to the Government and that these matters have also been brought to the notice of the Government by various unions and others and what steps have Government taken?

SHRI C SUBRAMANIAM: Machinery in some cases cannot be used, when, for example, depillaring is going on in the mines. That does not mean that these machines are, incapable of being used or they won't be used at all. Some machines have to be overhauled. These things have to be taken into consideration. You cannot say they are all lying idle because for maintenance purposes they are not being used. If generally hon. Members feel that the N.C.D.C. is not functioning properly I am prepared to look into it but these vague and sweeping charges do not make things easy.

SHRI ARJUN ARORA: May I know the value of the machinery which was acquired by the N.C.D.C. and not used at all?'

SHRI C SUBRAMANIAM: I have no such information that any machinery has not been used at all.

SHRI BHUPESH GUPTA: Sir, . . .

MR. CHAIRMAN: That will do. I will pass on to the next question.

SHRI BHUPESH GUPTA: Let the hon. Minister make a statement on the results of his enquiry.

MURDERS, ROBBERIES, ETC., IN DELHI

SHRI FARIDUL HAQ

♦302. ANSARI:
SHRI M. P. BHARGAVA;

Will the Minister of HOM* AITAIRS be pleased to state:

(a) whether the incidence of murders, robberies and cycle thefts increased in Delhi during the year 1963; and

(b) if so, what steps are being taken by the authorities to che;k the rise in the number of such crimes in the capital?

THE MINISTER *or* STATE *ts* THE MINISTRY or HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) Murders and robberies—Yes, Sir.

Cycle thefts—No, Sir.

(b) Intensified patrolling, surveillance over bad characters; action against notorious rowdies under Defence of India Rules, combing operation in areas infested by criminals, nakabandi at possible escape routes, scientific and systematic interrogation of suspects, etc., are taken to check the rise in the number of crimes in the capital.

SHRI R. M. HAJARNAVIS; I might give the figures. Murders have increased from 53 to 70 and if it is taken in the light of increase in the population, it is only 0.5 per cent.

AN. HOW. MEMBER: *Per capita.*

(.Interruptions)

SHRI R. M. HAJARNAVIS: S_0 far as cycle thefts are concerned, in 1962 the figure was 1960 and in 1963 it was 2130. And of course the number of cycles increases along with the increase in population.

SHRI FARIDUL HAQ ANSARI: May 1 know the attention of the hon. Minister to the figures given in the

fThe question was actually asked on the floor of the House by Shri Fari-dul Haq Ansari.

Hindustan Times ol 4th January 1964 where they have given the figure of cycle thefts as 5769 in 1962 and as 6075 in 1963? And may I also know why in spite of the efforts that the Government have taken neither murders have been stopped nor the incidence of thefts brought down? Both have increased. And I am informed only this morhing by our Secretariat that in spite of all the efforts claimed by the hon. Minister to have been taken theft has occurred in the fiats of two Members of Rajya Sabha. One theft occurred this morning in Dr. Rohatgi's house. What steps do Government propose to take to stop this?

SHRI R. M. HAJARNAVIS: I have already enumerated the measures. I am deeply distressed to hear about the theft in the Members' flats. I am quite sure the police organisation is very active in tracing the thieves.

SHRI A. B. VAJPAYEE; May I know why action has been taken under the Defence of India Rules and why action was not taken under the Criminal Procedure Code? What will happen if the D. I. R. are no longer there?

SHRI R. M. HAJARNAVIS: I beg your pardon, 'Sir.

MR. CHAIRMAN: He wants to know why action was taken under the D. I. R. and not under the Criminal Procedure Code.

SHRI R. M. HAJARNAVIS: If there are anti-social elements and in a period of emergency if they create a scare and panic by terrorising the people, surely the D.I.R. is handy and we take action imder it.

SHRI A. B. VAJPAYEE: Sir, are you satisfied with the reply?

SHRI BHUPESH GUPTA; Funny replies should not be given.

SHK M. S. GURUPADA SWAMY: It is evident that generally the rate of crimes in Delhi is increasing very fast and criminals of various sorts, namely,

sophisticated criminals, saffren-clad criminals and sex-hungry criminals are all very much increasing. Is it not a fact that the rate of detection *vis-a-vis* the rate of increase in crimes is falling and is it due to the fact that the machinery of detection is slow, inadequate and incompetent and, if so, what steps are being taken to strengthen the machinery of detection?

AN. HON. MEMBER: D.I.R.

SHRI R. M. HAJARNAVIS: I do not think that it is inadequate at all. As I explained, the increase is only 0.5 per cent and it may be that during the next period there may be a substantial fall. We are constantly trying to improve the quality and the training of the police force.

†[श्री प्यारे लाल कुरील 'तालिब' : नार्थ एवेन्यू और साउथ ऐवेन्यू में पुलिस पैट्रोलिंग के बावजूद चोरियां हो रही हैं। इस सदन के एक आनरेबल मेम्बर के घर से करीब एक साल हुआ जब कि चौदह सौ रुपये निकल गये और इस तरह से कई मेम्बरों के घर से सामान और रुपये निकलने का एहतमाल है। क्या यह बात सही है कि पुलिस की कन्नईवेंस से ये चोरियां होती हैं पुलिस से मिल कर चोरियां होती हैं और वही ये चोरियां करवाते हैं। पुलिस खुद ये चोरियां करवाती है। तो इसके लिये सरकार क्या कर रही है ?]

†[ ] Hindi transliteration.

SHRI R. M. HAJARNAVIS: I do not think that it has happened, but if the hon. Member has any substantial reasons to think so and if he will pass it on to me, I will look into it.

SHRI A. D. MANI: The hon. Minister stated that the number of murders last year was about 70. In how many cases were prosecutions launched and in how many cases the culprits remained undetected.

SHRI R. M. HAJARNAVIS: That detail is not at present with me, but if the hon. Member seeks that information I will certainly give it.

MR. CHAIRMAN: Next question.

INTEGRATION OF AUTOMOBILE UNITS

•303. *C* SHRI BABUBHAI M. *J* CHINALf]__ SHRI R. K. BHUWALKA:

Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether there is any proposal under Government's consideration to integrate four automobile units into one unit with a view to realising the economies of large scale production; and

(b) if so, the details of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C. SETHI) : (a) and (b) No such proposal has been made to Government.

fThe question was actually asked on the floor of the House by Shri Babubhai M. Chinai.

Expansion of capacity for the production of trucks and jeeps has been sanctioned and these are making progress. In the case of passenger cars, it has not been possible to sanction expansion of capacity so far due to foreign exchange and other difficulties. The question of increasing production so as to meet increasing requirements in the best possible way is engaging the attention of Government.

SHRI BABUBHAI M. CHINAI: May I know what is the estimated demand and what is the estimated production of cars in this country?

SHRI C. SUBRAMANIAM: It is rather difficult to estimate the demand. The demand would depend upon the price also. If the price is lower, automatically the demand will go up.

SHRI BABUBHAI M. CHINAI: At the present prices.

SHRI C. SUBRAMANIAM: At the present prices we expect about 30,000 by the end of the Third Plan period and as far aa the licensed capacity is concerned, it is round about 22,000.

SHRI BABUBHAI M. CHINAI: What steps do the Government intend to take to meet the demand as there is a leeway between the demand and the estimated production?

SHRI C. SUBRAMANIAM: The matter is under the consideration of the Government. I am not in a position to say immediately the steps which we propose to take for this purpose.

SHRI BABUBHAI M. CHINAI: Is it not a fact that due to the uneconomic number of cars manufactured in this country the cost of production is high and, if so, what steps do the Government intend to take to bring down the price of cars so that production may increase in proportion and that the price may come down?

SHRI C. SUBRAMANIAM: Taking that into account, the Government are proposing to take certain steps. We are in correspondence with the producers and the manufacturers of cars and as soon as a programme is worked out, I will be able to inform the House.

SHRI JOSEPH MATHEN: In connection with the reduction of prices he has asked the question. I wanted to know about the reduction of prices of cars.

SHRI C. SUBRAMANIUM: It is obvious that unless we increase the scale of production we will not be able to bring down the prices.

SHRI ARJUN ARORA: This proposal has been under the examination of the Government for a very long time and during the last Session also the hon. Minister declared that the Government was contemplating some such thing. May I know how long the Government will remain satisfied with mere correspondence with the producers and when he will give up his complacency and take definite steps to bring down the prices of cars, which, as the Minister has correctly said, wiH come down only if there is increased production?

SHRI C. SUBRAMANIAM: I am afraid I cannot fix any time-limit for this, but it is under the active consideration of the Government. I hope to finalise the proposals as soon as possible.

SHRI BHUPESH GUPTA: Do I take it, in view of the fact that there is a gap between production and demand and the prices are high, that the Government is now considering the proposal of starting some units for the production of a small car in the public sector, which can meet the needs of th$_e$ situation?

SHRI C. SUBRAMANIAM: The difficulty is there are already too many units producing too small a number. Therefore, if we start another unit we will be only adding another one to the existing number. The question of solving this problem is under consideration.

SHRI BHUPESH GUPTA: That is a dangerious answer.

DIWAN CHAMAN LALL: May I with your permission ask. whether it ie not a fact that the Prime Minister made a statement quite recently that, if the situation remains what it is today they will have to go in for the small car project again? Is that a fact or not?

SHRI C. SUBRAMANIAM: Yea, Sir. That is why we are trying to solve the problem by producing more cars. If that is not possible, the other suggestion will have to be considered.

SHRI BHUPESH GUPTA: Sir, I want to ask a question. I say it is a dangerous answer.

ME. CHAIRMAN: This is the second supplementary which you are putting.

SHRI BHUPESH GUPTA: In this House we criticise the Government because we fear that they may allow these four units under the control of monopolists to undertake the small car production. Do I understand this that the small car production scheme having been scuttled, the Government are now going to meet the demand of the Hindustan Motors, Premier Automobiles and so on and give them facilties for the production of small cars in the private sector, thereby submitting to a long-standing and unjust demand on their part?

SHRI C. SUBRAMANIAM: The hon. Member always senses some danger or other in various things. I would ask the hon. Member to wait till I put forward my proposal— there will be time enough to criticise it—to meet the requirements.

SHRI BHUPESH GUPTA: Is it going to be in. the public sector?

MR. CHAIRMAN: When h_e puts forward hi_s proposal, you will probably like it.

SHRI BHUPESH GUPTA: We must pull him up before it is too late.

SHRI RAJENDRA PRATAP SINHA: The hon. Minister has said that the licensed capacity is for 22,000 and the demand is estimated to be for 30,000. Now, is it the contention of the Government that the present capacity will be increased of the present producers or fresh capacity will be licensed to others to meet the additional demand of 30,000 cars?

SHRI C SUBRAMANIAM: I have not yet finalised the proposal. When I finalise the proposal, I will place it before this House, before Parliament, and, if necessary, it may even be discussed. I do not want to burke the issue and I am not in favour of anything more being given to the private sector. The hon. Member knows it. But we have to take into account what is th_e most economic way of proceeding with it. Therefore, I am taking into account all the assurances that I have given to this House and the other House . . .

SHRI BHUPESH GUPTA: You gave an assurance that it will be in the public sector.

SHRI C. SUBRAMANIAM: . . . and I have in mind the assurances of mine.

SHRI T. S. AVINASHILINGAM CHETTIAR: One of the reasons for not increasing the supply of cars is the lack oj foreign exchange. Even today the Indian part of Jthe manufacture is only 60 to 70 Per cent. May I know, Sir, whether the Government ig satisfied that the Indian part of the manufacture is increasing steadily and efficiently so that in the near foreseable future we will be wholly manufacturing it in India and there will not be any further deterrent to the manufacture of cars?

SHRI C. SUBRAMANIAM: There is a phased programme to increase the indigenous content of cars by the end of 1964. The programme is to reach DO .per cent indigenous content. For that purpose sufficient foreign ex-

change also has been made available to buy the capital equipment.

SHRI C. D. PANDE: May I know from the Government whether such companies which are making progress in Indianising the components will have the advantage of additional foreign exchange to that extent?

SHRI C. SUBRAMANIAN!: Tlie allocation of foreign exchange is not in my hands and even the Finance Minister has to take into account various other considerations. Therefore, we have to take prioritiea into account.

MR. CHAIRMAN: Next question.

EFFECT OF EMERGENCY ON SCIENTIFIC INSTITUTIONS

•304. SHRI M. C. SHAH: WiH the Minister of EDUCATION be pleased to state' whether, after the promulgation of Emergency, Government have taken any measures, by way ol' economy, which have adversely affected scientific institutions under the control of his Ministry?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA): No, Sim

SHRI M. C. SHAH: May I know what was the actual expenditure incurred during the year previous to the emergency and the expenditure incurred in the following year?

SHRI M. C. CHAGLA: Th$_e$ Eudget for scientific research and scientific surveys, including the Council of Scientific and Industrial Research, has risen from Rs. 683 lakhs in 1057-58 to about Rs. 1269 lakhs in 1963-64. The provision proposed for 1964-65 is 3ts. 1725 lakhs.

SHRI T S. AVINASHILINGAM CHETTIAR: Throughout the world in times of war research is intensified. May I know what steps have beer taken by the Government to intensify research on actual problems?

SHRI M. C. CHAGLA: I agree with my hon. friend. It is one of the unfortunate things in civilisation that when ther$_e$ is emergency or there i* war scientific research receives an impetus. The same thing has happened in our country also. Most of our programmes were slanted towards defenc$_e$ and many new projects are there which would help the defence effort, to produce indigenous things here, so as to save foreign exchange or help the defence effort in other ways. So, science has received an impetus.

SHRI B. K. P. SINHA: May I know, Sir, what was the amount spent in the year 1962-63 and what was the amount budgeted in 1963-64?

SHRI M. C. CHAGLA: I have got the figures here. In 1962-63 th$_e$ total amount budgeted was Rs. 13 crores 29 lakhs, and the revised estimate after the emergency cut was 12 crores 68 lakhs. There was this cut but this cut was restored.

SHRI B. K. P. SINHA: What is the budgeted amount in 1963-64?

SHRI M. C. CHAGLA: In 1963-64 the budgeted amount was Rs. 12 crores 27 lakhs and the revised estimate Rs. 15 crores 35 lakhs. That was the amount.

SHRI A. D. MANI: Will the Minister tell the House whether any substantial expenditure has been incurred on the scientific institutions under his control in respect of research work to help defence production?

SHRI M. C. CHAGLA: That is what I said, that most of the laboratories were working for our defence projects.

*305. *[The questioner (Shri Sunder Mani* Patel) *was* absent. For answer, vide cols. 2314-2315 infra.]

*306. *[The questioners (Shri J. K. P. N. Singh and Shri Sunder Mani Patel) were absent. For answer,* vide cols. 2315-2316 infra.]

UPGRADATION OF POSTS OF JOINT/ADDITIONAL SECRETARIES

•307. SHRI V. M. CHORDIA: Will the Minister of HOME AFFAIRS be plesed to state:

(a) the number oi posts of joint Secretaries ana Additional Secretaries which have been upgraded in the Central Secretariat since the beginning of the emergency;

(b) how many Joint Secretaries/ Additional Secretaries got promotions to the upgraded posts in their own Ministries/Departments; and

(c) what is the total expenditure incurred by Government as a result of upgradation of these posts?

THE MINISTER OF HOME AFFAIRS (SHRI GULZARII.AL NANDA): (a) Joint Secretaries—2. Addl. Secretaries—1.

(b) Three.

(c) Rs. 1,500 per month.

श्री विमलकुमार मन्नालालजी चौरड़िया : क्या श्रीमान यह बतलायेंगे कि जिस तरह से फूड और कम्युनिटी डेवलपमेंट विभाग के जोइन्ट सेक्रेटरीज की पोस्ट अपग्रेड की गई और काम वे वही कर रहे हैं जो कि पहले कर रहे थे, ऐसी स्थिति में यह अपग्रेड करने से विशेष क्या लाभ हुआ जब कि हम एक ओर खर्चा कम करना चाहते हैं ? यह उल्टी दिशा में कैसे काम हुआ ?

श्री आर० एम० हजरनवीस : उनका काम बहुत बढ़ गया है, उनकी जिम्मेदारी भी बढ़ गई है और दूसरा तरीका शायद यह होता कि उनकी जगह और कोई आफिसर को लगाना पड़ता । जब इतना ज्यादा काम कर रहे हैं तो उनकी तनख्वाह के बारे में किसी तरह से आपत्ति नहीं मालूम होती ।

श्री विमलकुमार मन्नालालजी चौरड़िया : क्या श्रीमान बतलायेंगे कि फूड विभाग के और कम्यूनिटी डेवलपमेंट विभाग के जो जोइन्ट सेक्रेटरीज हैं, जिनको अपग्रेड किया है, उनको अपग्रेड करने के पूर्व कितना काम करना पड़ रहा था और क्या अब भी वही सारा का सारा काम कर रहे हैं और क्या इन दोनों की जांच करते हुए सूचना को पटल पर रखने का कष्ट करेंगे ?

श्री आर० एम० हजरनवीस : ये कम्यूनिटी डेवलेपमेंट के नहीं थे, डाइरेक्टर जनरल आफ फूड थे । चूंकि फूड के महकमें में आपरेशनल साइड बहुत बढ़ गया है इसलिये उनको ऊपर की जगह दी गई ।

श्री चन्द्र शेखर : क्या गृह मंत्री जी यह बताने की कृपा करेंगे कि काम जो बहुत बढ़ गया था वह काम क्या था, किस सेक्टर का काम बढ़ गया था ? क्या फाइलें ज्यादा हो गई थीं, विभाग ज्यादा हो गये थे । केवल कह देने से कि काम बढ़ गया, काम नहीं चलता, काम क्या बढ़ गया, क्या उन्होंने आफिस आवर्स ज्यादा बढ़ा लिये थे, ज्यादा फाइलें डील करते थे ? परिस्थिति क्या बदली थी ?

SHRI GULZARILAL NANDA: The hon. Member must realise tliat it is not always the number of hours increasing which will justify an increase in remuneration. The measure is of higher responsibility and of course, the volume of work might come in. And here responsible persons have gone into these arid arrived at the conclusion that there is, as stated here, the operational side °* the Food Department and in that the volume of work has increased as well as the duties and responsibilities. It covers all these aspects.

شری پیارے لال کریل (طالب) :

کیا یہ بات صحیح ہے کہ ایمرجنسی کے بعد سے کلرکوں کا کام بھی بہت بڑھ گیا ہے اور ان کو زیادہ محنت کرنی پڑتی ہے - اور ٹائم میں بھی کام کرنا پڑتا ہے - کیا گورنمنٹ ان کو بھی اپ گریڈ کرنے کی سوچ رہی ہے ؟ اصلی کام تو کلرک ہی کرتے ہیں -

†[श्री प्यारेलाल कुरील 'तालिब' : क्या यह बात सही है कि एमरजेंसी के बाद से क्लर्कों का काम भी बहुत बढ़ गया है और उनको ज्यादा मेहनत करनी पड़ती है । ओवर टाइम् में भी काम करना पड़ता है । क्या गवर्नमेंट उनको भी अपग्रेड करने की सोच रही है ? असली काम तो क्लर्क ही करते हैं ।

wvo *repiy.)*

SHRI A. D. MANI: I should like to ask the hon. Minister how many Secretaries or Joint Secretanes or Deputy Secretaries have been appointed for the purpose of the enforcement of the Defence of India Act.

SHRI GULZARILAL NANDA: It will be obtained and given.

SHRI ARJUN ARORA: May I know if any job evaluation was undertaken by the O. & M. and other suitable agencies before the Government arived at the conclusion that the work had increased? The hon. Home Minister was some time back also the Labour Minister. So he probably knows the worth of job evaluation.

SHRI GULZARILAL NANDA: That is a very valuable technique. It is applied according to the situations. Some situations are so evident that you need not go into any detsil.

SHRI BHUPESH GUPTA: Is it a fact that at least one senior Secretary of the Government has had no posting today? This question *is* very specific. One senior Secretary . . .

MR. CHAIRMAN: Do you mean to imply that your other questions are not specific?

SHRI BHUPESH GUPTA: It is not a question of that. The hon. Ministers do not answer questions properly. The second point is, in what manner the upgrading is done as far as the present arrangement is concerned? Are all deserving people getting promotion by way of upgrading?

SHRI GULZARILAL NANDA: I presume it is so, and so far as the first part of the question is concerned I think the hon. Member got the answer previously. If the person he has in mind is the same as I have, that gentleman was offered a Secretaryship which he refused.

SHRI BHUPESH GUPTA: Is it not a fact . . .

MR. CHAIRMAN: No. I will pass on to the next question.

SHRI BHUPESH GUPTA: Sir, you have mulcted me. It is clear that Mr. Majumdar was given a tiny job.

MR. CHAIRMAN: Please, Mr. Bhupesh Gupta. Next question.

t*168. *[The Questioner (Shri Dayal-das Kurre) was absent. For answer,* vide col. 2316 infra.]

•308. *[The questioner (Shri A. M. Tariq) was absent. For answer,* vide *cols.* 2316-2317 infra.]

PAPERS/DOCUMENTS SENT TO THE DAS COMMISSION

*309. SHRI ABDUL GHANI: Will the Minister of HOME AFFAIRS be pleased to state:

transferred from the 19th February, 1964.

†[ ] Hindi transliteration.

(a) whether the Ministry of Home Affairs has sent any papers and documents to the Das Commission recently appointed under the Commissions of Inquiry Act, 1952; and

(b) if so, what is the nature of those papers and documents?

THE MINISTER OP STATE IN THE MINISTRY OP HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) and <b) The Ministry of Home Affairs had sent to the Das commission: —

(i) A copy of the Ministry of Home Affairs' Notification dated 1-11-1963 appointing a Commission of Inquiry;

(ii) a copy of the charges submitted by the memorialists to the President together with copies of its enclosures; and

(iii) a copy of Shri Pratap Singh Kairon's letter to the Prime Minister containing Shri Kairon's comments on the charges. The Commission, however, returned this paper to the Ministry of Home Affairs.

†[**श्री अब्दुल गनी** : क्या वजीर साहब बतायेंगे कि इस बात के पेशेनजर कि वह सच्च की जांच चाहते हैं, फैक्ट्स फाइन्ड करना चाहते हैं तो वह चार्ज शीट जो पहले सन् ५८ में हुई और इस पर हमारे प्राइम मिनिस्टर ने इन्क्वायरी की थी फिर उसकी १९६० में इन्क्वायरी की और अब १९६२ में भी इसकी इन्क्वायरी की । क्या यह तमाम कागजात भेजना सच्च की जांच के लिए जरूरी नहीं समझते और उन्होंने नहीं भेजे तो क्यों नहीं भेजे ?]

श्री आर० एम० हजरनवीस : अगर कमीशन कोई कागज मांगे या वह समझे कि इन्क्वायरी से संबंधित ठीक कागजात उनको चाहिये तो जितने कागजात वे मांगेंगे, वे उनको भेजे जायेंगे ।

خواجہ عبدالغنی : کیا وزیر صاحب بتائیں گے کہ اس سے پیشتر جو تحقیقات کی نکوائری ہوئی تھی، مندڑا کی انکوائری ہوئی تھی اور بھی انکواریاں ہوئیں ان میں انہوں نے تمام ڈوکومنٹس جو اس سے متعلق تھے ان کو بھیجا تو اس میں ضروری کاغذات ہیں ان کو کیوں نہیں بھیجا گیا اور نہ صرف کاغذات نہیں بھیجے اپنی اٹارنی جنرل کو بھی کیوں نہیں مدد کے لئے بھیجا جاتا داس کمیشن کے پاس کیا اس کا جواب فرمائیں گے ۔

†[**श्री अब्दुल गनी** : क्या वजीर साहब बतायेंगे कि इस से पेशतर जो डालमिया की इन्क्वायरी हुई थी, मूंदड़ा की इन्क्वायरी हुई थी

†[ ] Hindi transliteration.

خواجہ عبدالغنی : کیا وزیر صاحب بتائیں گے کہ اس بات کے پیش نظر کہ وہ سچ کی جانچ چاہتے ہیں فیکٹس فائنڈ کرنا چاہتے ہیں تو وہ چارج شیٹ جو پہلے ۵۸ع میں ہوئی اور اس پر ہمارے پرائم منسٹر نے انکوائری کی تھی پھر اس کی ۱۹۶۰ میں انکوائری کی اور اب ۱۹۶۲ میں بھی اس کی انکوائری کی کیا یہ تمام کاغذات بھیجنا سچ کی جانچ کے لئے ضروری نہیں سمجھتے اور انہوں نے نہیں بھیجے تو کیوں نہیں بھیجے ؟

और भी इन्क्वारियां हुई थीं उनमें उन्होंने तमाम डोक्यूमेंट्स जो उससे मुत्तालिक थे उनको भेजा तो इस में जरूरी कागजात हैं उनको क्यों नहीं भेजा गया और न सिर्फ कागजात नहीं भेजे अपनी अटार्नी जनरल को भी क्यों नहीं मदद के लिए भेजा जाता दास कमीशन के पास, इसका जवाब फरमायेंगे?]

श्री गुलजारीलाल नन्दा : जो कुछ भाषा उनके पास, कमीशन के सामने, रखा गया है उसमें सभी चीजें आ जाती हैं और फिर कमीशन को अख्तियार है कि और जो कुछ मांगना चाहते हैं मांगें । लेकिन इसके अलावा जो आपने कहा मदद के बारे में तो कमीशन को लिखा गया है कि वे जो भी मदद चाहते हैं दी जायेगी ।

SHRI GOPIKRISHNA VUAYVAR-GIYA; Is it not a fact that the Prime Minister's enquiry was entirely a private affair or a party affair? Is that not a fact?

(No reply.)

شری عبدالغنی : کیا وزیر صاحب فرمائیں گے کہ جب آپ نے ان کو ابھی نہیں بھیجے اور ہم نے جو مضروریات ہیں جن کو اپنی اپنی جگہ وہاں بٹھا رکھا ہے ہم نے کئی بار آپ سے عرض کیا ہے کہ وہ تمام ایکسپلانیشنس جو انہوں نے لکھے ہیں وہ آپ ہمیں دیں تاکہ ہم داس کمیشن کو دکھادیں اور کہیں ملسٹری اس سے محروم کر رہی ہے اس کا جواب کیا فرمائیں گے ؟

†[**श्री अब्दुल गनी** : क्या वजीर साहब फरमायेंगे कि जब आपने उनको अभी नहीं भेजे और हम ने जो मेयोरिलिस्ट हैं जिनको अपनी अपनी जगह वहां बिठा रखा है हमने कई बार आप से अर्ज किया है कि वह तमाम एक्सप्लेनेशन्स जो उन्होंने लिये हैं वह आप हमें दें ताकि हम दास कमीशन को दिखादें और क्यों मिनिस्ट्री इस से महरूम कर रही है इसका जवाब क्या फरमायेंगे ?

श्री गुलजारीलाल नन्दा : मैं यह अर्ज करूंगा कि मैंने सदस्य साहब को भी लिखा, उनके खतों के जवाब में लिखा, कि कमीशन के मार्फत ही यह हो सकता है । अगर कमीशन हम को हुक्म करेगा तो जो कुछ वे चाहेंगे, उनको देंगे ।

†[ ] Hindi transliteration.

MR. CHAIRMAN: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

REPRESENTATION FROM THE TEACHERS OF U.T., MADRAS

•305. SHRI SUNDAR MANI PATEL: Will the Minister of EDUCATION h&| pleased to state:

(a) whether any represejjfcftion haa been received, by Government Irom th* teachers of the Inton Institute of Technology, MadraJj expressing thwt disappointment and^rustration; if so, what action has be«i taken thereon; and

(b) whether it is a fact that a number of teachers have resigned from service?

THE MINISTER or EDUCATION (SHRI M. C. CHAGLA): (a) Yes, Sir.

Two representations have been re. ceived. One from an ex-Assistant Pr»» fessor whose services were terminated during the period of probation and the other from a lecturer whose application was not forwarded during the period of probation. The action taken by the institute was in accordance with the rules.

(b) 27 teachers have resigned from service since the inception of the institution.

INSTITUTE OF TECHNOLOGY SET UP IN MADRAS

*306. { SHRI J. K. P. N. SINGH: SHRI SUNDAR MANI PATEL:

Will the Minister of EDUCATION be pleased to state:

(a) whether an Institute of Technology has been recently set up in Madras with the collaboration of the Government of Federal Republic of Germany;

(b) if so, the extent and nature of collaboration; and

(c) the number and other details of German Professors in the Institute?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA): (a) Yes, Sir.

(b) The Government of Federal Republic of Germany have agreed to give the following assistance in the establishment of the Institute:—

(i) Workshop and Laboratory equipment and Library of value not exceeding DM 15 million (approx. Rs. 1·8 crores).

(ii) 20 German Professors to serve at the Institute for a period of about 4-5 years.

(iii) Five German Foremen for the workshops of the Institute for a period of not less than two years.

(iv) One German Adviser to the Government of India.

(v) Facilities for the training of 20 Indian teachers in German institutions.

(c) At present 7 German Professors are working at the Institute:

(1) Mechanical Engineering—3.

(2) Physics—1.

(3) Hydraulics—1.

(4) Electrical Engineering—1.

(5) Applied Mechanics—1.

fFuRNACE OIL

*168. SHRI DAYALDAS KURRE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the steps Government are taking to reduce drain on foreign exchange on the import of furnace oil?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI HUMAYUN KABIR) : In order to reduce the drain on foreign exchange Government are taking steps to set up additional refining capacity in the country. Steps are also being taken to import furnace oil from rupee payment sources to the maximum extent possible.

BAKHSHI GHULAM MOHAMMED'* STATEMENT

•308. SHRI A. M. TARIQ: WiU the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the statement made by Bakshi Ghulam Mohammed, former Prime Minister of Jammu and Kashmir, regarding the nature of slogans raised during the recent disturbances in Kashmir; and

(b) if so, what is the reaction of Government to that statement?

THE MINISTER OF HOME AFFAIRS (SHRI GULZARILAL NANDA) : (a) and (b) The recent theft and subsequent recovery of the sacred relic of Prophet Mohammad from the Hazratbal shrine near Srinagar gave an opportunity for pro-Pakistan and pro-Abdullah elements to become vocal. According to information available, such elements did raise slogans demanding a plebiscite, etc., as mentioned in the

fTransferred from the 19th February, 1964.

reported statement of Bakshi Ghulam Mohammad. This does not, however, indicate that they represented the general sentiment Bakshi Ghulam Mohammad has himself made this clear in a subsequent statement. Oiher demands raised at the same time were for the intervention of the Government of India with a view to the speedy completion of the investigations into the theft of the sacred relic. These demands appear to have been more representative of public opinion in Jammu and Kashmir.

SULPHUR FACTORY NEAR AMJHORE (SHAHABAD)

•310. SHRI KRISHAN DUTT: Wil the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Government propose to *set* up a sulphur factory, near Amjhore in Shahabad dis-rict in the public sector?

THE MINISTER or STATE IN THE MINISTRY OP PETROLEUM AND CHE. MICALS (SHRI O. V. ALAGESAN): The Pyrites and Chemicals Development Company Limited, a Government of India undertaking, is looking for a suitable process for extracting 'elemental sulphur' from the pyrites Ores that has been located in tes Ores that has been located at Amjhore. As and when such a process is found suitable it is proposed to set up a plant for extraction of elemental sulphur. The location for this factory has not been decided.

TWO-TEAK PRE-UNIVERSITY COURSE

•311. SHRIMATI DEVAKI GOPLDAS: Will the Minister of EDUCATION be pleased to state:

(a) how many Universities have adopted two-year pre-University course so far;

(b) whether there ia any stipulation as to the minimum years of education a child should undergo before passing the Higher Secondary examination; and

(c) if so, whether it is adopted in all the States?

THE MINISTER or EDUCATION (SHRI M. C. CHAGLA) : (a) None according to the information available with the Government.

(b) No, Sir; but the scheme of Higher Secondary Education assumes that the student talcing the examination has completed at least 11 ysars' schooling.

(c) No, Sir.

SALE OF SUB-STANDARD HARD COKE IN DELHI

•312. SHRI SITARAM JAIPURIA: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the Delhi State Central Cooperative Stores Ltd., Delhi, imported about 30 wagon loads of sub-standard hard coke in the month of December, 1963 and sold it as grade I coal which was actually grade II coal;

(b) if so, what is the actual position in this regard; and

(c) whether the coal was sent for examination to the Coal Board, Cal cutta and, if so, the result thereof?

THE MINISTER or STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM) : (a) and (b) In the last week of Decembei 1963, 32 wagons of bee-hive hard coke were procured by the Delhi Stats Central Cooperative Stores Ltd., Delhi. These wagons were allotted to the approved hard coke dealers. Only one dealer accepted the bee-hive hard coke and the remaining 31 wagons were refused on the plea that the coke was of inferior quality,

(c) On the receipt of a complaint from the Delhi Administration, a fuel inspector deputed by the Coal Board, collected a sample of the coke from the railway siding. On analysis of the

■ample it was found that the »aid hard coke had ash content even in excess of Grade II bee-hive coke. The Delhi Administration have been advii-ed to sell this hard coke at the price of soft coke.

fDRUGS PROJECT AT NERIAMANGALAM

•170. SHRI J. H. JOSHI: Will the Minister of PETROLEUM AMD CHEMICALS be pleased to state:

(a) the progress jo far made in the proposed project at Neriamang'alam for the manufacture of drugs from medicinal plants; and

(b) what are the sources of raiw materials for the project?

THE MINISTER or STATE TN THE MINISTRY or PETROLEUM AMD CHEMICALS (SKRIO. V. ALAGESAN): (a) and (ib) Then entire question of .the implementation of the proposed project at Neriamanga-lam is under consideration in the light of availability of the raw materials and the technological processes to be adopted for the production in the project. The project has thus been held over for the present.

EMPLOYMENT OF UNTRAINED TEACHERS m JAIN HAPPY SCHOOL, NEW DELHI

•313. SHRI P. L. KUREEL *URF* TALIB: Will the Minister of EDUCATION* be pleased to state:

(a) whether it is a fact that the Management of the Jain Happy School, Lady Hardinge Road, New Delhi, haye employed some untrained teachers and that prescribed scales of pay are not given to all the teachers in that school;

(b) whether it is also a fact that the fee charged from the middle class and nursery students is very high in comparison with that charged by other recognised schools in Delhi; ■nd

transferred from the 19th February, 1964.

(c) if so, what action the Director of Education, Delhi, has taken against the Management of the school?

THE MINISTER or EDUCATION (SHRI M. C. CHAGLA): (a) Yes, Sir.

(b) No, Sir.

(c) Since the school has been granted provisional recognition up to 30th April, 1964 on th$_e$ explicit understanding to replace untrained tea-chera by qualified staff and give the prescribed scales of pay to the entire staff by the end of April, 1964, no steps against the Management of the school are being taken at present.

TRAINED GRADUATE TEACHEBS

f SHRI LILA DHAR •314.-J BAROOAH:
L SHRI A. M. TARIQ:

Will the Minister of EDUCATION be pleased to refer to the reply giver* to Unstarred - Question No. 357 in the Rajya Sabha on the 5th December, 1963 and state:

(a) whether Govemment have since taken any decision on the representa tion from the Trained Graduate Tea chers holding Post-Graduate degrees in Hindi;

(b) if so, what decision has been taken thereon; and

(c) if the reply to part (b) be in the negative, when a decision is likely to be arrived at in the matter?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA) : (a) Yes, Sir.

(b) Government of India have conveyed "their no objection" to the suggestion of the Delhi Administration that a certain percentage of vacancies of Language Teachers Grade I may be filled from amongst Trained Graduate Teachers for a stipulated period. The Delhi Administration will take a decision on the basis of this advice.

(c) Does not arise.

PAY STRIKE IM BHILAI STEEL PLANT

•315. SHRI B. D. KHOBARAGADE: Will the Minister of STEEL, MINES, AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that a large number of employees in the Bhilai Steel Plant resorted to pay strike on the 1st February, 1964;

(b) if so, what are the grievances and demands of the employees; and

(c) what steps are being taken to redress their grievances?

THE MINISTER or STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM) : (a) Three days are earmarked for payment and bulk of the employees received payment on 2nd and 3rd instead of 1st February, 1964.

(b) The main demands of the employees were production bonus for all, dearness allowance of 25 per cent, due to increase in the cost of living and provision of accommodation for all or 20 per cent, of pay as house-rent allowance in lieu of accommodation.

(c) The bonus scheme is being reviewed by Hindustan Steel Ltd. As regards other questions, the same are linked with the wage scales for steel industry, which matter is under consideration of the Wage Board.

COMMITTEES SET UP BY THE EDUCATION MINISTRY

•316. SHRI ARJUN ARORA: Will the Minister of EDUCATION be pleased to state:

(a) the total number of committees and sub-committees set up by his Ministry;

(b) the total membership of these 2 committees;

(c) the total expenditure on Travelling Allowance and Daily Allowance of members of the committees in the year 1962-63; and

(d) the number of meetings held by these committees during the year 1962-63?

THE MINISTER OB EDUCATION (SHRI M. C. CHAGLA): (a) 159.

(b) 1964.

(c) and (d) The required information is being collected and will be laid on the Table of the Rajya Sabha in. due course.

OPTIONAL SUBJECTS FOR CLASS VI IN DELHI SCHOOLS

•317. DR. GOPAL SlNGH: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that a student of Class VI can offer two optional subjects out of the list of option subjects mentioned in Letter No. F.25(157)63-EDN dated 26/27th November, 1963, issued by the Delhi Administration, without any written application of his parents if one of the subjects is not the third language;

Ob) whether it is also a fact that in case the students of Class VI want to take up third language, their parents have to file written aplicaftions to th$_e$ school authorities; and

(c) if the reply to parts (a) and (b) above be in the affirmative, the reasons for allowing other subjects without any written application and the third language on the written application of the parents?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGIA): (a) Yes, Sir.

(b) Yes, Sir.

(c) A statement is placed on the table of the Sabha.

STATEMENT

Reasons for *allowing third language as* optional subject on *the* tcritten application *of the parents in Delhi Schools.*

Part (c).—This apparent difference arises from the fact that in the case of third language, if the number of students opting the language is 12 or more, the school is required to arrange for teaching of that subject for which facilities may not be existing at the time of option, whereas in other op tional subjects it is not incumbent on the school to do so. Some of the stu dents indicating option for a third language without consulting their parents subsequently change their choice under their parents' advice and this upsets the teaching arrangements made. In some cases it may be then necessary to discontinue the subject because of inadequate number of students. It has, therefore, been considered advisable to have the parents' consent regarding the choice of third language through an application. The applications help Education Department in collecting definite information in time in order to make proper and firm arrangements for the teaching of third language.

अवकाश प्राप्त व्यक्तियों का शिक्षक तथा प्रिंसिपल के रूप में कार्य करना

*३१८. **श्री ए० बी० वाजपेयी** : क्या **शिक्षा मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली के अनेक अवकाश प्राप्त व्यक्तियों ने आपात स्थिति को ध्यान में रखकर अपनी सेवाएं अवैतनिक रूप से शिक्षक तथा प्रिंसिपल के रूप में कार्य करने के लिये अर्पित की हैं; और

(ख) यदि हां, तो उनकी पृथक्-पृथक् संख्या क्या है, उनमें से कितने व्यक्तियों की सेवायें स्वीकार की गई और वे किन विद्यालयों में अध्यापन-कार्य कर रहे हैं ?

[RETIRED PERSONS TO WORK AS TEACHERS AND PRINCIPALS

♦318. SHRI A. B. VAJPAYEE: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that in view of the emergency several retired persons of Delhi have offered their honorary services to work as teachers and principals; and

(b) if so, what is their number, categorywise, and the number of those, out of them, whose services have been accepted and the names of the institutions in which they are teaching?]

शिक्षा मंत्री (श्री एम० सी० चागला) : (क) जी हां ।

(ख) विवरण सभा पटल पर रख दिया गया है ।

†[ ] English translation.

विवरण

प्राधिकारी का नाम	प्रिंसिपल के पद पर कार्य करने के लिए	अध्यापक के पद पर कार्य करने के लिए	जिन व्यक्तियों की सेवाएं स्वीकार कर ली गई हैं उनकी संख्या	जिस संस्था में पढ़ा रहे हैं उसका नाम
१. दिल्ली प्रशासन	१	१ (इसके अतिरिक्त कुछ रिटायर्ड अध्यापकों ने अध्यापकों के रूप में नियुक्ति के लिए मौखिक रूप से प्रार्थना की थी)	१ (अध्यापक के रूप में)	गवर्नमेंट गर्ल्स हायर सेकेण्डरी स्कूल नं० १, शक्ति नगर, दिल्ली
२. दिल्ली नगर निगम	कोई नहीं	कोई नहीं	प्रश्न नहीं उठता	—
३. नई दिल्ली नगर-पालिका	,,	,,	,,	—

†[THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA): (a) Yes, Sir.

(b) A statement is laid on the Table of the Sabha.

STATEMENT

Offers Received by	For working as Principal	For working as teacher	No. of those whose service have been accepted	Name of Institutions where they are teaching
1. Delhi Administration	1	1 In addition a few retired teachers made verbal requests for appointment as teachers.)	1 (As teacher)	Government Girls Higher Secondary School No. 1, Shakti Nagar, Delhi.
2. Delhi Municipal Corporation	Nil.	Nil.	Does not arise	
3. New Delhi Municipal Committee	Nil.	Nil.	Does not arise.]	

†[ ] English translation.

IRON ORE IN HOSPET-BELLARY AREA

•319. SHRI MULKA GOVINDA REDDY: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether any survey of the availability and quality of iron ore in Hospet-Bellary area has been conducted; and

(b) when the steel plant in that area will be set up, and what will be its capacity?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM): (a) Yes Sir. According to a recent estimate made by the Government of Mysore the Hospet-Bellary area has a reserve of about 1,000 million tonnes of good quality iron ore, Fe Content varying between 65—68 per cent. The reserves would however have to be proved by further prospecting.

(b) The Government have recently received the Consulting Engineer's preliminary report on the feasibility of setting up an iron and steelworks of 1:5 million tonnes capacity in the Goa-Hospet region in the Fourth Plan period. The Report is under examination.

SETTING UP OF NEW BLAST FURNACES

•320. SHRI SURJIT SINGH ATWAL: Will the Minister of STEEL. MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that Government propose to set up five new blast furances each with a capacity of 400 thousand tons of pig iron; and

(b) if so, what is the outline of the programme?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM): (a) and (b) The Steering Group, which has been set up to help the Government to formulate its Fourth Five Year Plan on iron and steel, recently suggested setting up six blast furnaces of 400,000 tonnes annual capacity each in the Fourth Plan period for the production of foundry iron. The recommendations of the Steering Group are under the examination of Government.

LICENCES FOR MANUFACTURE OF TRACTORS/TILLERS

'321. SHRI P. ABRAHAM: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether Government have decided to liberalise the grant of licences for manufacture of tractors and tillers; and

(b) if so, how many applications have been received by Government so far and the action taken on them and how many applications are from new entrants?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM) : (a) Yes, Sir. The ban on creating additional capacity for the manufacture o'f power tillers was lifted in October, 1962, while the ban imposed on licensing of further capacity for the manufacture o'f agricultural tractors has been removed recently.

(b) 25 applications have so far been received for the manufacture of tractors/tillers. These are under examination. 20 of these applications are from new entrants.

GRADING OF COALS

•322. SHBI N. SRI RAMA REDDY: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether the recommendation of the expert committee on grading of coals regarding classification of coals based on their calorific value has been accepted by Government; and

(b) if so, when this recommendation will be given effect to?

THE MINISTER or STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM) : (a) and (b) The recommendations of the Expert Committee are under consideration.

†फार्मास्यूटिकल डेलीगेशन का प्रतिवेदन

*१८९. **श्री राम सहाय** : क्या पैट्रोल तथा रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) हाल ही में जो फार्मास्यूटिकल डेलीगेशन इंग्लैंड, यूरोप तथा जापान का भ्रमण करके आया है क्या उसने अपना प्रतिवेदन सरकार को प्रस्तुत कर दिया है; और

(ख) यदि हां, तो डेलीगेशन ने क्या सिफारिशें की हैं ?

***t* [REPORT OF PHARMACEUTICAL DELEGATION**

*189. SHRI RAM SAHAI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Pharmaceu kal Delegation, which recently returned from a visit to the United Kingdom, Europe and Japan, has submitted its report to Government; and

(b) i'f so, what are the recommenidations made by the Delegation?]

पैट्रोल तथा रसायन मंत्रालय में राज्य मंत्री (श्री ओ० वी० अलगेशन) : (क) जी हां । १९ फरवरी को ।

(ख) सिफारिशों से सम्बन्धित रिपोर्ट संसद के पुस्तकालय में प्राप्य है ।

{[THE MINISTER OP STATE IN THE MINISTRY OP PETROLEUM AND CHEMICALS (SHRI O. V. ALAGESAN):

tPostponed from the 20th February, 1964.

†[ ] Hindi translation.

(a) Yes, Sir, on the 19th February.

(b) The report containing the recommendations has been made available in the Library of Parliament.]

† टेक्निकल पुस्तकों का हिन्दी में अनुवाद

*२०४. **श्री राम सहाय** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि टेक्निकल शिक्षा सम्बन्धी कितनी स्टैंडर्ड अंग्रेजी पुस्तकों का अब तक हिन्दी में अनुवाद हो चुका है ?

***t* [TRANSLATION OP TECHNICAL BOOKS INTO HINDI**

•204. SHRI RAM SAHAI: Will the Minister of EDUCATION be pleased to state how many standard books in English on technical education have so far been translated into Hindi?]

शिक्षा मंत्रालय में उपमंत्री (श्री भक्त दर्शन) : शिक्षा मंत्रालय की योजनाओं के अन्तर्गत अब तक वैज्ञानिक और तकनीकी विषयों की २८ पुस्तकों का अनुवाद पूरा हो चुका है ।

J [THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION (SHRI BHAKT DARSHAN): Translation of 28 books on scientific and technical subjects has so far been completed under the schemes of the Ministry of Education.]

ANCILLARY INDUSTRIES NEAR BHOPAL AND BHILAI

216. SHRI R. S. KHANDEKAR: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) the ancillary industries proposed to be started near Bhopal and Bhilai in Madhya Pradesh; and

(b) what will be the expenditure in setting ufc these industries and when the work is expected to start?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHHIC. SUBRAMANIAM) : (a) Six ancillary units for the manufacture of Aluminium Anodised Labels, Machine Screws, Tool Room Accessories, Cable Sockets, Bolts and nuts and Packing Cages have been, started in an industrial estate adjunct to the main Plant of Heavy Electricals (India) Ltd., near Bhopal; it is proposed to set up ancillary units for the manufacture of Brass Extrusions, Hot Brass Pressings, Steel Forgings, Cotton Tapes, Glass Tapes, P.V.C. Tapes and Cooling Fans in the second phase of development.

Two ancillary units one for the manufacture of pig iron castings and the other for nuts, bolts and fabrication works are functioning at Bhilai; the Hindustan Steels, Ltd., are considering the setting up of an industrial estate at Bhilai on the lines of the one functioning at Bhonal.

(b) The cost of erection of the workshop structures for the first six ancillary units in the industrial estate adjunct to the Heavy Electricals Plant, Bhopal is Rs. 51 lakhs. The cost of setting up the ancillary industries has been met by private parties. The first ancillary unit was commissioned in December 1962 and the sixth in September, 1963.

हिन्दी की योग्यता सम्बंधी परीक्षा

२१७. **श्री भगवत नारायण भार्गव** : क्या गृह-कार्य मन्त्री यह बताने की कृपा करेंगे कि क्या गृह-कार्य मन्त्रालय ने केन्द्रीय सरकार के कर्मचारियों की हिन्दी की योग्यता जानने के लिये १९६३ में कोई परीक्षा ली थी; यदि ल ी, तो उस परीक्षा में कितने कर्मचारी र उनमें से कितने उत्तीर्ण हुए ?

†[PROFICIENCY TEST IN HINDI

217. SHRI B. N. BHARGAVA: Will the Minister of HOME AFFAIRS be pleased to state whether a proficiency test in Hindi for the Central Government employees was held by the Home Ministry in 1963; if so, how many employees appeared in the examination and how many of them were declared successful?]

गृह-कार्य मंत्रालय में उपमंत्री (श्रीमती मरगतम् चन्द्रशेखर) : केन्द्रीय सरकार के कर्मचारियों की हिन्दी की योग्यता जानने के लिए कोई सामान्य परीक्षा नहीं ली जाती है। हिन्दी प्रशिक्षण योजना के अन्तर्गत प्रशासनिक कर्मचारी वर्ग की सेवा काल में ही प्रशिक्षण देने की सुविधाएं उपलब्ध हैं और इस योजना के अन्तर्गत विभिन्न परीक्षाएं ली जाती हैं। जून, १९६३ में ली गई परीक्षाओं में बैठे तथा उत्तीर्ण हुए कर्मचारियों की संख्या निम्न-लिखित है :—

	परीक्षा देने वालों की संख्या	पास होने वालों की संख्या
प्रबोध	५,१५५	४,३१३
प्रवीण	११,६५९	८,७८३
प्राज्ञ	८,३५३	५,६५८
	२५,१६७	१८,७५४

१९६३ दिसम्बर में ली गयी परीक्षाओं के परिणाम अभी उपलब्ध नहीं हैं।

t[THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI MARGATHAM CHANDRASEKHAR): There is no general proficiency test in Hindi for the Central Government employees. Facilities have been provided for the in service training of administrative personnel in.

†[ ] English translation.

Hindi under the Hindi Teaching Scheme and various examinations. are held under this Scheme. The number of employees who appeared in the examinations held in June 1963 under the Scheme and the number pass.ed are fiven below:

	Number appeared	Number passed
Prabodh .	5,155	4,313
Praveen .	11,659	8,783
Pragya	8,353	5^658
	25,167	18,754

The results of the examinations held in December, 1963 are not available so far.]

ट्रैक्टरों का निर्माण

*२१८. **श्री भगवत नारायण भार्गव** : क्या **इस्पात, खान और भारी इंजीनियरी** के मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एग्रीकल्चरल प्रोडक्शन बोर्ड ने इस बात पर चिन्ता प्रकट की है कि देश में ट्रैक्टरों के निर्माण की प्रगति असन्तोषजनक है और यदि हां तो इस स्थिति को सुधारने के लिये क्या कार्यवाही की जा रही है ;

(ख) गत तीन वर्षों में सरकारी तथा गैर सरकारी क्षत्रों में प्रति वर्ष कितने कितने ट्रैक्टरों का निर्माण किया गया और उपरोक्त अवधि में विदेशों से कितने आयात किये गये ; और

(ग) क्या सरकार का विचार है कि देश में बीच के साइज के ट्रैक्टर बनाये जायें ?

† [MANUFACTURE OR TRACTORS

218. SHRI B. N. BHARGAVA: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the Agricultural Production Board has expressed its concern over the unsatisfactory progress in the manufacture of tractors in the country and if »o, the action that is being taken to improve the position;

(b) the number of tractors manufactured each year in the public and the private sectors respectively during the last three years and the number of those that were imported from abroad during the above period; and

(c) whether Government propose to manufacture medium-sized tractors in the country?]

इस्पात, खान और भारी इंजीनियरी के मंत्री (श्री सी० सुब्रह्मण्यम) : (क) जी, हां। कृषि ट्रैक्टरों के निर्माण की अधिक क्षमता लाइसेंस करने पर लगाई गई रोक हाल ही में हटा दी गई है । अतिरिक्त क्षमता लाइसेंस करने के उद्देश्य से उद्योग अधिनियम के अधीन आवेदन-पत्र मांगे गए हैं । निर्माण-कार्यक्रमों की क्रियान्विति तथा उत्पादन लक्ष्यों की प्राप्ति हेतु पुर्जों, कच्चे माल तथा पूंजीगत-माल के आयात के लिए विदेशी मुद्रा के अधिक विनिधान द्वारा देसी उत्पादन को बढ़ावा देने के भी प्रयत्न किए जा रहे हैं ।

(ख) कृषि-ट्रैक्टर केवल निजी क्षेत्र में ही बनाए जा रहे हैं । १९६१, १९६२ और १९६३ का उत्पादन क्रमश: ५८३, १६२७ और १६२९ (संख्या) है ।

१९६१-६२, १९६२-६३ और १९६३–६४ (दिसम्बर, १९६३ तक) में सभी प्रकार के ट्रैक्टरों का आयात क्रमश: ४७७२, ३७३५ और २१९३ (संख्या) है ।

(ग) मध्यम साइज के ट्रैक्टर देश में पहले ही से बनाए जा रहे हैं ।

†[ ] English translation.

tfTHE MINISTER or STEEL, MINES AND HEAVY ENGINEERING (SHRIC. SUBRAMANIAM) : (a) Yes. The ban imposed on licensing of further capacity for the manufacture of agricultural tractors has been removed recently. With a view to licensing additional capacity, applications under the Industries Act have been invited. Efforts are also being made to step up the indigenous production through larger allocations of foreign exchange for import of components, raw materials and capital goods required for implementation of manufacturing programmes and for achieving the targets of production.

(b) Agricultural tractors are being manufactured in the private sector only. The production during the years 1961, 1962 and 1963 has been 583, 1627 and 1629 Nos. respectively.

The import of agricultural tractors (alL types) during 1961-62, 1962-63 and 1963-64 (up to December, 1963) has been 4772, 3735 and 2193 Nos. respectively.

(c) Medium sized tractors ar$_e$ al ready being manufactured in the country.]

सरकारी सेवाओं के लिए विश्वविद्यालय की डिग्री की आवश्यकता

२१९. **श्री भगवत नारायण भार्गव** : क्या **गृह-कार्य** मन्त्री यह बताने की कृपा करेंगे कि इस बात को ध्यान में रखते हुए कि विश्वविद्यालय अनुदान आयोग विश्वविद्यालयों में भरती के बारे में कुछ नियन्त्रण लगाने पर विचार कर रहा है, क्या सरकार केन्द्रीय सरकार के अधीन अधिकांश सेवाओं के लिये विश्वविद्यालय की डिग्री सम्बन्धी प्रतिबन्ध को हटाने के किसी प्रस्ताव पर विचार कर रही है?

f[ ] English translation.

† **[REQUIREMENT OF UNIVERSITY DEGREE FOR GOVERNMENT SERVICES**

219. SHRI B. N. BHARGAVA: Will the Minister of HOME ATTAUS be pleased to state whether there is any proposal under Government's consideration to do away with the requirement of a University degree for most of the Services under the Central Government in view of the fact that the University Grants Commission is considering imposition of certain restrictions On admissions to the Universities?]

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री आर० एम० हजरनवीस) : जी नहीं। विश्वविद्यालय अनुदान आयोग ने विश्वविद्यालयों में भरती पर प्रतिबन्ध लगाने के लिये अभी तक कोई सिफारिश नहीं की है।

t[THE MINISTER OF STATE IN THI MINISTRY or HOME AFFAIRS (SHRI R. M. HAJARNAVIS): No, Sir. The University Grants Commission have not so far made any recommendations for imposing restrictions on admissions to the Universities.]

सेंट्रल सोशल वेलफेयर बोर्ड के हिसाब का आडिट

२२०. **श्री विमलकुमार मन्नालालजी चोरड़िया** : क्या शिक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) सेंट्रल सोशल वेलफेयर बो के हिसाब आखरी बार कब आडिट किये गये ;

(ख) आडिट में किस किस तरह के ऐतराज निकाले गये ;

(ग) आडिट के पुराने बकाया ऐतराज किस किस तरह के हैं ; और

(घ) उपरोक्त ऐतराजों को दूर करने के लिये सरकार ने अब तक क्या कार्यवाही की है ?

† [AUDIT OP THE ACCOUNTS OF THE CENTRAL SOCIAL WELFARE! BOARD

220. SHRI V. M. CHORDIA: Will the Minister of EDUCATION be pleased to state:

(a) when the accounts of the Central Social Welfare Board were audited last;

(b) the nature of objections that were raised in the audit;

(c) the nature of the old outstanding audit objections; and

(d) what action Government have so far taken to meet the objections referred to above?]

शिक्षा मंत्री (श्री एम० सी० चागला) : (क) बोर्ड के १९६१–६२ के लेखों का आडिट, अगस्त, १९६३ में पूरा हो चुका था । १९६२–६३ के लेखों का आडिट हो रहा है ।

(ख) और (ग) जो एतराज उठाए गए हैं या बाकी रहे हैं उनमें से अधिकतर क्रियाविधि और वित्तीय अनियमितताओं से सम्बन्धित हैं । कुछ मामलों में कतिपय प्रशासकीय कमियां भी पाई गई हैं ।

(घ) (१) मार्च, १९५८ तक समाप्त होने वाली अवधि से संबंधित अधिकतर एतराजों का निर्णय हो चुका है । महालेखाकार, केन्द्रीय राजस्व, नई दिल्ली से बाकी एतराजों पर पत्र-व्यवहार किया जा रहा है ।

(२) समस्त वित्तीय मामलों को भली भांति निपटाने के लिए, बोर्ड कार्यालय की लेखा शाखा को पुनर्गठित और उचित रूप से सुदृढ़ कर दिया गया है ।

(३) अप्रैल, १९६० से अगस्त, १९६१ तक की अवधि से सम्बन्धित प्रमुख अनियमितताओं की जांच करने के लिए, एक विभागीय समिति नियुक्त की गई है ।

|[THE MINISTER or EDUCATION (SHRI M. C. CHACLA): (a) The audit of the Board's accounts for 1961-62 was completed in August, 1963. Audit for 1962-63 is now in progress.

(b) and (c) Most of the objections, raised or outstanding, relate to procedural and financial irregularities. In some cases certain administrative failings have also been brought out.

(d) (i) Most of the objections pertaining to the period ending March, 1958 have been settled. The remaining objections are under correspondence with the A.G.C.R., New Delhi.

(ii) The Accounts Branch in the Board's office has been re-organised and suitably strengthened to deal with all financial matters effectively.

(iii) A Departmental Committee has been appointed to go into some of the important irregularities pertaining to the period from April 1960 to August, 1961.]

MEMORANDUM FROM THE HEAD or GERMAN TECHNICAL TEAM AT ROURKELA

221. SHRI A D. MANI: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state;

(a) whether the head of the German Technical Team working at Rourkela, who has recently retired, submitted a memorandum to the Minister of Economic Cooperation *ot* West Germany; and

(b) whether the spare parts posi tion in the Rourkela Steel Plant is satisfactory?

THE DEPUTY MINISTER m THE MINISTRY OF STEEL, MINES AWS HEAVY ENGINEERING (SHRI P. C. SETHI): '(a) and (b) The German General Superintendent of the Plant submitted a brief to the Minister for

†[ ] English translation.

Economic Cooperation of West Germany during the latter's visit to India, which *inter alia* referred to the purchase of additional spare parts for the smooth running of the Plant. A reassessment of the requirement of spare parts has been made by the Plant Authorities and action is being taken to build up sufficient stock of spares.

PRICE OF MOTOR CARS

f SHRI BABUBHAI M. 222 *J* CHINA!:
I SHRI R. K. BHUWALKA:

Will the Minister of STEEL^ MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether the Indian Automobile Association has represented to Government that the price of passenger cars be raised slightly by about 1 per cent.; and

(b) if so, on what basis the representation has been made and what action Government propose to take in the matter?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRIC. SUBHAMANIAM) : (a) and (b) No, Sir. A suggestion was, however, made that the internal prices of automobiles and automotive products be increased by *I* per cent., for an export guarantee scheme. The proposal to increase internal prices has not been agreed to.

68-GUN SALUTE FOR PRESIDENT-ELECT OF THE CONGRESS

223. SHRI FARIDUL HAQ ANSARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to a letter in the *Hindustan Times* dated the 8th January, 1964, stating that the Congress President-elect was given a 68-gun salute at Bhubaneswar; and

(b) if *so,* what is the correct position in the matter?

THE MINISTER OF STATE IN THS MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) Yes, Sir.

(b) No gun salute was given. It is customary whenever the Congress has any session or procession, to have some type of fire-works which also produce sound. When the Presidentelect was taken in procession, arrangements for some fireworks were made at Bhubaneswar by the party organisation.

VIGILANCE COMMISSIONS m STATES

J f SHRIMATI DEVAKI GOPIDAS: ' j SHRI P. C. MITRA: 224. «{ SHRI KRISHNA CHANDRA: SHRI R. S. KHANDEKAR: [SHRI B. N. BHARGAVA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the names of States where Vigi lance Commissions have been set up so far; and

(b) what are the names of persons who have been appointed to head those Commissions?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) So far only Madhya Pradesh has set up a Vigilance Commission.

(b) Shri V. R. Sen, a retired Judge of Madhya Pradesh High Court has been appointed as Vigilance Commissioner.

OIL POLICY

225 SHRI BHUPESH GUPTA: WiH the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether his attention has been drawn to the news item which appeared in the *Statesman* (Delhi Edition) of 14th January, 1964 about the oil policy being reversed; and

(b) if so, whether Government propose to allow further expansion of the oil refineries in the private sector?

THE MINISTER OP PETROLEUM AND CHEMICALS (SHRI HUMAYUN KABIR): (a) Yes, Sir, but there has been no change in the policy laid down in the Government's Industrial Policy Resolution of 30th April, 1956.

(b) The private sector refineries have already been permitted to operate at the maximum capacities available with them, and no further expansion appears to be called for.

SELECTION GRADE FOR ASSISTANTS

226. SHRI A. M. TARIQ: Will the Minister of HOME AFFAIRS be pleased to refer to the answer given to Starred Question No. 347 in the Rajya Sabha on the 5th December, 1963 and state:

(a) whether Government have since taken any decision on the introduction of a Selection Grade 'for Assistants working in the Central Secretariat; and

(b) if so, what is that decision?

THE MINISTER OF STATE AN THI MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) and (b) The matter is still under consideration.

PUBLICATION OF SANSKRIT JOURNALS

227. SHRI KRISHAN DUTT: Will the Minister of EDUCATION be pleased to state:

(a) the number of Sanskrit Journals being published at present in the country anj, the places from where they are published; and

(b) what is the circulation of each of these journals; and

(c) whether there is any daily paper published in Sanskrit?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION (SHRI BHAKT DARSHAN): (a) to (c) A statement is attached.

STATEMENT

According to the information available in this Ministry, there are in all 32 Sanskrit Journals published at present in the country. There is only one Sanskrit Daily namely 'The Sanskrit' published from Poona. Information regarding names, places and nature of publications and degree of circulation of these Journals is given below :—

Sl. No.	Name of the Journal	Place of publication	Nature of publication	Degree of circulation
1	Samskrita Pratibha	Delhi/Madras	Half-Yearly	151
2	Gairvani	Chittoor	Quarterly	693
3	Sagarika	Sagar	Do.	700
4	Vishva Samskritam	Hoshiarpur	Do.	400
5	Ravi Varmasanskrita Granthavali.	Tripunithura (Kerala)	Do.	50
6	Sarasvati Sushama	Varanasi	Do.	147
7	Bharati	Jaipur	Monthly	4,873
8	Gurukula Patrika	Kangri (Saharanpur)	Do.	450
9	Samskrita Ratnakara	Delhi	Do.	1,000
10	Samskrita Sanjeevanam	Patna	Do.	375
11	Balasamskritam	Bombay	Do.	1,400
12	Deva Vani	Monghyr (Bihar)	Do.	400
13	Udyanapatrika	Tirupati	Do.	25 2

Sl. No.	Name of the Journal	Place of publication	Nature of publication	Degree of circulation
14	Suryodaya	Varanasi	Monthly	520
15	Malava Mayura	Mandasaur (Madhya Pradesh)	Do.	350
16	Veda Jyoti	Rai Bareli (Uttar Pradesh)	Do.	Not available
17	Divyajyoti	Simla	Do.	1,100
18	Bulletin of the Sanskrit Vishva Parishad.	Bombay	Do.	2,000
19	Samskrita Pracharakam (Hindi and Sanskrit)	Delhi	Do.	105
20	Pranava Parijata	Calcutta	Do.	650
21	Samskrita Sahitya Parishat Patrika	Calcutta	Do.	474
22	Sharada	Poona	Do.	1,250
23	Bharatodaya (Hindi and Sanskrit)	Jwalapur	Do.	940
24	Manorama	Berhampur (Orissa)	Do.	1,000
25	Madhura Vani	Dharwar	Do.	Not available
26	Manjusha	Calcutta	Do.	Do.
27	Bharata Vani	Poona	Fortnightly	1,000
28	Samskrita Saketa	Ayodhya	Do.	1,300
29	Samskritam	Ayodhya	Weekly	Not available
30	Samskrita Bhavitavyam	Nagpur	Do.	Do.
31	Gandivam	Varanasi	Do.	Do.
32	Samskriti	Poona	Daily	500

CHANGE m THE NAME OF NAGALAND

228. SHRI SITARAM JAIPURIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal at present under Government's con sideration to change the name of Nagaland to Naga Pradesh; and.

(b) if so, by what time a decision is likely to be taken on that propo sal?

THE MINISTER OF HOME AFFAIRS (SHRI GULZARILAL NANDA): (a) No, Sir.

(b) Does not arise.

CORROSION OF METALS

229. SHRI KRISHAN DUTT: Will the Minister of EDUCATION be pleased to state:

(a) what is the estimated annual loss to India due to the corrosion of metals;

(b) what are the remedies suggested at the Commonwealth Corrosion. Symposium recently held in Delhi; and

(c) whether the Metals Research Committee under the auspices of the Council of Scientific and Industrial Research has conducted research on the subject and if so, with what results?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA) : (a) Loss through corrosion cannot be quantitatively evaluated except in general terms. It has been estimated that Indian Railways alone suffer a loss of about Rs. 20 crores per yeaT.

(b) The recommendations of the Commonwealth Corrosion Symposium have not yet been finalised.

(c) The Metals Research Committee df the Council of Scientific and Industrial Research coordinates the research work being done under the auspices of the C.S.I.R. on this subject. While no immediate results are expected, a good start has heen made which might lead to some useful results.

MYSORE IRON AND STEEL LTD., BHADRAVATI

230. SHRI SITARAM JAIPURIA: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) what is the progress made in Tegara to the expansion of the Mysore Iron and Steel Limited, Bhadravati; and

(b) what amount hag so far been spent on the expansion programme

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C. SETHI): (a) The expansion of the Mysore Iron and Steel Limited, Bhadravati, is nearing completion. While commissioning of individual units will start by the end of March 1964, the whole plant is expected to be commissioned into full production by September 1964.

(b) The amount spent up to 31st January 1964 is Rs. 6'70 crores.

SHIFTING OF SOCIAL WELFARE AND REHABILITATION DIRECTORATE FROM DARYAGANJ, DELHI

231. SHRI ABDUL GHANI: WiH the Minister of EDUCATION be pleased to refer to the reply given to Unstarred Question No. 232 in the Rajya Sabha on the 28th November, 1963 and state whether the Social Welfare and Rehabilitation Directorate located at Ansari Market flats, Daryaganj, Delhi has since been shifted to ■ome other place; if not, when it is likely to be shifted?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA): The Training rum-Production Centre under the Social Welfare and Rehabilitation Directorate, which was located at Ansari Market flats, has already been shifted

REVISION OF PAY GRADES OF TRAINED TEACHERS

232. SHRI LILA DHAR BAROOAH: Will the Minister of EDUCATION b« pleased to state:

(a) whether there is any proposal under consideration o'f the Delhi Administration or his Ministry to revise the existing grades of pay of trained graduate and post-graduate teachers serving i_n Government Schools in Delhi; and

(b) if so, what are the details of the proposal?

THE MINISTER or EDUCATION (SHRI M. C. CHAGLA): (a) No, Six.

(b) Question does not arise.

ALLEGED BEATING OF SHRI KACHHWAHA IN AMBALA JAIL

233. SHRI ABDUL GHANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether he . has received any representation regarding the alleged beating of Shri H. C. Kachhwaha, M.P., in the Central Jail, Ambala; and

(b) if so, what action Government have taken in the matter?

THE MINISTER OF HOME AFFAIRS (SHRI GULZARILAL NANDA;: (a) A representation was received by the President.

(b) Enquiries made of the Government of Punjab reveal that the allegation of maltreatment of Shri Kachhwaha in the Central Jail, Ambala, is not correct.

MOVEMENT OF COAL

364. SHRI M. P. BHAKGAVA: Will the Minister of STEEL, MINES UND HEAVY ENGINEERING be pleased Io state:

(a) whether Government have examined the economics of movement of coal i_n slurry form by pipeline and transportation by rail;

(b) if so, what are the main findings of the study; and

(c) if the reply to part (a) be in the negative, whether Government are planning to undertake study of alternative modes of movement of coal from concentrated areas of its production with a view to ensure smooth, regular and economical transportation?

THE DEPUTY MTNISTER IN THE MINISTRY OP STEEL, MINES, AND HEAVY ENGINEERING (SHRI P. C. SETHI) : (a) and (b) No study of the movement of coal by the pipeline h&s so far been conducted. In its absence it is not possible to examine the economics o'f movement by pipeline and by rail.

(c) Substantial quantities of coal are, at present, moving by road. A quantity of about 2 million tonnes is also moving to the South and West coast by the rail-cum-sea route. Besides, in the Fourth Plan, it is proposed to move sizeable quantities of coal by means other than rail *viz.* by ropeways, road and private railways to consumers especially some of the Power Houses.

The proposal to conduct feasibility studies of movement of coal and middlings by pipeline is under consideration.

FORWARDING or REPRESENTATIONS

235. SHRI M. P. BHARGAVA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are any rules for the guidance of officers regarding the forwarding of representations of their subordinates to the superior officers; and

(b) whether it is a fact that superior officers cannot normally charge-sheet their subordinates on the basis of extracts 'from the unforwarded representations for the purpose of any departmental enquiries?

THE MINISTER OF STATE m THB MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) There are instructions for the guidance of officers regarding the disposal of petitions (which include representations) addressed to the President in respect of matters arising out o'f civil employment under the Government of India or th_e termination of such employment. A copy of the instructions is attached.

(b) Normally, the petition or representation should conform to the requirements laid down in the instructions referred to. Where it contains objectionable material or is made in a manner inconsistent with official propriety and discipline, the superior authority can take cognizance of even extracts from unforwarded representations for initiating disciplinary proceedings.

INSTRUCTIONS No. F. 40/5/50-Ests. (B)

GOVERNMENT OF INDIA

MINISTRY OF HOME AFFAIRS

New Delhi-U, the 8th September, 1954 (A_s amended up to date)

No. 40|5|50-Ests.(B).—The following instructions for the submission, receipt' and transmission of petitions addressed to the President in respect of matters arising out o'f civil employment under the Government of India or the termination of such employment, are published for general information. They supersede the instructions published with the notification of the Government of India in the late

Home Deptt. 106|38-Ests., dated the 24th August, 1939.

PARTI PRELIMINARY

1. *Definitions.*—In these instruc tions—

(1) "Petition" includes a memorial, representation, letter or 3n application of the nature of a petition.

(2) "prescribe^ authority" means the appropriate authority specified in the Schedule to these instructions.

2. Scope *of Instructions.*—(1) Save as hereinafter provided, these instruc tions shall apply—

(i) so far as may be, to all petitions addressed to the President by persons who are, or have been, in the civil employment of the Government of India other than persons who are or have been under the administrative control of the Railway Board, and persons who are governed by the All India Services (Discipline and Appeal) Rules, 1954, in respect of matters arising out of such employment or in respect of the termination of such employment.

(ii) so far as they are not inconsistent with the conditions of the Indian Army, Naval, or Air Force Service, to petitions addressed to the President by members of the Armed Forces, who are or have been in civil employment of the Government of India, in respect of matters arising from such employment.

(2) These instructions shall net affect any rules or orders made by the President in respect of representations submitted by associations or unions of Government servants.

PART II

FORM AND MANNER OF SUBMISSION OF PETITIONS

3. Form *of petitions.*—(1) Every petition shall be legible and may pre ferably be either in typescript or in print.

(2) Every petition shall be authenticated by the signature of petitioner and shall be submitted by him in his own behalf.

(3) Every petition and tlie documents accompanying it shall be in the official language of the Union or any of the regional languages specified in the Eighth Schedule to the Constitution:

Provided that if a petition or document is in a regional language, a translation thereof in the official language shall be furnished, as far as possible, along with such netition or document; but no petition shall be withheld on the ground only for want of such translation.

4. *Contents of* petitions.—Every petition shall—

(a) contain ali material statements and arguments relied upon by the petitioner;

(b) be complete in itself and include a copy of the order complained against, as well as copies of orders, if any, passed *by* subordinate authorities;

(c) contain no disloyal, disrespectful or improper language; and

(ce) in respect of cases covered by rule 32(2)' of the Central Civil Services (Classification, Control and Appeal) Rules, 1957, contain a statement that a request for review was made to the reviewing authority under that rule and the same as disposed of by that authority *{Vide* Notification No. 10|3|362-Ests. (B), dated 21st July 1962.)

(d) and with a specific prayer.

5. *Method of submission of petitions.*—(1) Every petition shall be submitted to th$_e$ prescribed authority through th$_e$ head of the Office or department to which the petitioner belongs or belonged, and shall be accompanied by a letter requesting the prescribed authority to transmit it to the President.

(2) The head of the office or department, o$_n$ receipt of the petition submitted through him in accordance with sub-instruction (1) shall forward th$_e$ petition through the usual official channel, to th$_e$ prescribed authority, together with a concise-statement of the facts material thereto and all relevant papers and, unless there are special reasons to the contrary, an expression of his opinion thereon.

PART III

WITHHOLDING OF PETITIONS BY THI PRESCRIBED ARTHORITY

C. *Circumstances, in which* petitions *may be withheld.*—The prescribed authority may, in its discretion, withhold a petition when—

(1) the petitioner has not complied with any of the provisions of Part II; or

(2) the petition is a representation against an order communicated to the petitioner more than six months before the submission of the petition, and no satisfactory explanation of the delay is given; or

(3) a previous petition from the petitioner on the same subject has been disposed of by the President and the petition, in the opinion of the prescribed authority, discloses no new facts or circumstances which afford grounds for a reconsideration of the matter; or

(4) the petition is a representation against a decision which is declared to be final by any law or statutory rule; or

(5) the petition is an application for an employment under the Government not made in pursuance of any rule or announcement calling for applications for such employment; or

(6) the petition relates to a subject on which the prescribed authority is competent to pass orders and no application for redress has been made by the petitioner by the prescribed authority; or

(7) the petition is a representation against the non-exercise in favour o'f the petitioner of a discretion vested in the prescribed authority; or

(8) the petition *U* a representation against the discharge or termination of service by a competent authority of the petitioner, having been—

(a) appointed on probation, during or at the end of such probation;

(b) appointed, otherwise than under contract, to hold a temporary appointment, on the expiration of the period of such appointment; or

(c) engaged under contract, in accordance with the terms of such contract;

(9) the petition is a representation against an order—

(a) from which the petitioner has already exercised, or has failed to exercise, a right of appeal available under rules or orders or the contract regulating his conditions of service;

(b) passed by a competent authority in the exercise of appellate or revisional powers conferred by any rule, order or contract regarding his conditions of service; or

(10) the petition is a representation against an order of a competent authority refusing to grant or recommend—

(i) a special pension; or

(ii) any pecuniary or other concession to which the petitioner is not entitled under any rules or orders or contract regulating his conditions *ot* service.

7. Petitioner to be informed when petition is withheld. The prescribed authority shall, wh^n a[1] petition is withheld under instruction 6, inform the petitioner of the withholding thereof and the reasons therefor.

8. List of petitions -withheld.—(i) If the, prescribed authority is other than the Secretary to the Government of India in the appropriate Ministry or Department it shall submit to such Secretary a quarterly return specifying particulars of all petitions withheld by it under instruction 6 and the reasons for withholding the same.

(ii) If the Secretary to the Government of India in the appropriate Ministry or Department is himself the prescribed authority, he shall prepare a quarterly return specifying particulars of petitions withheld by hirn under instruction 6 and the reasons for withholding the same.

(in) The returns prepared under sub-instructions (i) and (ii) shall be dealt with in the manner provided in the rules made by the President for the transaction of the business of the Government of India;

(iv) If the President on a scrutiny of the said returns or otherwise so directs, any or all of the petitions specified in the return under sub-instruction (i) shall be transmitted by the prescribed authority to the Secretary concerned, or any or all of the petitions specified in the return under sub-instruction (ii) shall be taken into consideration.

PART IV

PROCEDURE m RESPECT OF PETHTOKS NOT WITHHELD

9. Procedure of transmission.—If the prescribed authority is other than the Secretary to the Government of India in the appropriate Ministiy or Department it shall transmit to such Secretary petitions not withheld under instruction 6 and petitions called for under instruction 3 together with a complete statement of the facts material thereto and all relevant pepers, and. unless there are special reason* to the contrary, an expression of the opinion of the preserved authority thereon.

10. *Consideration if the* petition.—Petitions received in his capacity as the prescribed authority by the Secretary to the Government of India in the appropriate Ministry or Department and not withheld by him under instruction 6, petitions taken into consideration under sub-instruction (iii; of instruction 8, and petitions transmitted to such Secretary under instruction 9 shall thereafter be dealt with in accordance with the provi-sions of the Rules made by the President for the transaction of the business of the Government of India.

11. Action *to be taken after final orders are passed on petitions* —The prescribed authority shall himself give effect, or ensure that effect is given by the competent authority, to such orders as the President may pass on any petition and, if the prescribed, authority is other than the Secretary to the Government of India in the appropriate Ministry or Department submit to such Secretary within a period of three months of the receipt of the orders a report of the action taken.

THE SCHEDULE

[See Instruction 1(2)]

List of the authorities included in the term "prescribed authority". In respect of persons who are or hare been employed—

(1) in Ministries or Departments of the Government of India the Secretary of the Ministry or Department;

(2) in Attached Offices of tbe Government of India or in offices subordinate to such Attached Office* or in Offices not subordinate to any Attached Office, Heads of Departments who are directly under the Government of India;

(3) in connection With the affairs of a Union territory the Lieutenant

Governor, Chief Commissioner or Administrator, as the case may be;

(4) in lower formations under the Army, Navy or Air Force, the appropriate Principal Staff Officer at the Army Headquarters, Naval Headquarters and Air Headquarters and the Bngir.eer-in-Chief Army Headquarters in respect of the Civilian personnel of the Military Engineering Services

S, B. BAPAT,
Joivt Secretary.

2S6. *[Transferred to the* 4th March, 1064]

STEEL PRODUCTION

237. SHRI SUHJIT SINGH ATWAL: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the steering group on iron and steel has submitted its recommendations regarding production of steel by the end of Fourth Five Year Flan;

(b) if so, what are its main recommendations; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OP STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C. SETHI): (a) to (c). The Steering Group set up by the Government to help formulate the Fourth Five Year Plan for the iron and steel has arrived at a demand for steel amounting to 17.25 million ingot tonnes by 1970-71, including a provision for export. The report of the Steering Group is under examination.

REDUCTION TN COAL RAISING TARGET

238. SHRI SURJIT SINGH ATWAL: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the target of coal raising is going to be further reduced; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THI MINISTRY OP STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C. SETHI): (a) and (b). It is true that for unavoidable reasons, of which an important one is the present fall in demand, the total production at the end of the plan may be only about 85 million tonnes, as against the original target of 98.3 million tonnes. This is, however, expected to meet adequately the total demand for coal at the end of the current Plan.

ACQUISITION OP JHARBERA MINKS

239. SHRI DHANANJOY MOHAN TY: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state whether there is any proposal for acquisition of the Jharbera mines in Orissa for the Hindustan Steels Limited Rourkela?

THE DEPUTY MINISTER IN TOT MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING (SHRI P. C SETHI): NO, Sir.

STEEL PRODUCTION

240. SHRI P. ABRAHAM: Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether the production of steel in all the Steel Plants in the country has increased in 1963; and

(b) if so, the details of production in each plant in each category of steel in that year?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBRAMANIAM) : (a) Yes, Sir.

(b) A statement is laid on the Tabl» of the House. [See Appendix XLVI, Annexure No, 21].

DEOLI CAMP

241. SHRI P. ABRAHAM: Will tha Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have completed the screening of Chinese internees at Deoli Camp; and

(b) if so, whether the Camp lias been wound up?

THE MINISTER OF STATE m THE MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS) : (a) Yes, Sir.

(b) Steps are being taken to wind up the Camp.

ESTABLISHMENT OF BANGALORE UNIVERSITY

242. SHRI MULKA GOVINDA REDDY: Will the Minister of EDUCA TION be pleased to state:

(a) whether Government have received any representation from the Mysore Government to establish Bangalore University at Bangalore; and

(b) if so, wnether it will be a Central University and when it will be established?

THE MINISTER OF EDUCATION (SHRI M. C. CHAGLA): (a; No, Sir. However, it is understood that the Mysore Government proposes to set up a University at Bangalore.

(b) Does not arise.

REVISION OF COAL PRICES

f SHRI S I T A R A M J JAIPURIA: **°′ 1 SHRI SURJIT SINGH [_ ATWAL:

Will the Minister of STEEL, MINES AND HEAVY ENGINEERING be pleased to state:

(a) whether there is any proposal before Government for the revision of coal prices in the near future;

(b) if so, what are the detail* of the proposal; and

(c) by what time tne revised price» will be enforced?

THE DEPUTY MINISTER IN THI MINISTRY OF STEEL, MINES AKD HEAVT ENGINEERING (SHRI P. C SETHI): (a) to (c). The matter is under consideration. Decision is expected to be taken before the end of this month.

PROHIBITION IN STATES

244. SHRI M. C. SHAH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) which States have enforced complete prohibition; and

(b) which States have partial prohibition?

THE MINISTER OF STATE IN THI MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS) : (a) Gujarat, Madras and Maharashtra.

(b) Andhra Pradesh, Assam, Keraia, Madhya Pradesh, Mysore, Orissa, Punjab and Rajasthan (Abu Taluka).

† CIVIL DEFENCE OFFICERS

186. SHRI DHANANJOY MOHANTY: Will the Minister of HOMS AFFAIRS be pleased to state:

(a) whether the newly created posts of Civil Defence Officers art permanent; and

(b) whether the training imparted to such officers recently in Nagpur is a complete course?

†Transferred from the 23th February, 1964.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS): (a) Information, has been called for from the State Governments and will be laid on the Table of the House;

(b) Yes, Sir.

12 NOON

STATEMENT RE STARRED QUESTION NO. 329 ANSWERED ON THE 5TH DECEMBER, 1963

FIGURES RELATING TO CRIME W DELHI

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI R. M. HAJARNAVIS): Sir, in the Rajya Sabha, on 5-12-63, Shri Dahya-bhai V. Patel had asked the follow- j ing supplementary question to Starred Question No. 329: —

> "I would like to know from the hon Minister whether the reply thai he gave that there was no increase in crime is based on any survey or it is just his impression that there is no crime".

I said —

> "May I tell the hon. Member that during ihe comparable period of last year, the number of crimes was 14,983 and this year it is 15,169, heinous and non-heinous crimes, and compared with the increase in population it works out to be lower percentage, slightly lower percentage?"

There was a minor inaccuracy in the figures of crime given in the reply above. The correct figures for 1962 and 1963 are as follows:—

> 1962 (up to 31.10.62)—15,169 and not 14,983 (which is the figure of total non-heinous crime only).
>
> 1963 (up to 31.10.63)—15,647 and not 15,169 (which is the total figure of heinous and non-heinous crime for 1962).

From the above figures, it would be observed that tlie total crime in Delhi during 1963 (up to 31-10-1963) has slightly increased as compared to crime figures during 1962 (up to 31-10-1962). The percentage of crime in 1963 for the above period, per lakh of population has decreased to 539.55 as compared to 541.75 during the sam* period in 1962.

So, my observation was correct, but the figures required correction.

REFERENCE TO NOTICE OF MOTION" FOR PAPERS RE ARREST OF SHRI SHYAM SINGH TYAGI

SHRI CHANDRA SHEKHAR (Uttar Pradesh): Sir, I gave notice of a Motion for Papers regarding the arrest of Shri Shyam Singh Tyagi, and the Minister was to make a statement on that. I should like to know— the Home Minister is present here— what the position is.

SHRI BHUPESH GUPTA (West Bengal): What about the other Motion for Papers about . .

THE MINISTER OF HOME AFFAIRS (SHRI GULZARILAL NANDA): I am prepared to give it.

SHRI BHUPESH GUPTA: We were told that with regard to certain detenus, the Home Minister would make a statement, and we have been waiting for the last fifteen days, and sincC.. .

MR. CHAIRMAN: I do not know about that but this notice had come and I had passed it on to him.

SHRI BHUPESH GUPTA: That notice is also with you. I do not bring it everyday; the proceedings will bear out. Mr. Hajarnavis said that he would make a statement with

regard to *ihe* detenus in Tripura and others.

MR. CHAIRMAN: I will find out.

SHRI BHUPESH GUPTA: But they •did not say about that.

SHRI GULZARILAL NANDA: I will deal with this matter. Some hon. Members had given a notice of Motion for Papers in regard to the arrest of Shri Shyam Singh Tyagi who was fasting at the gate of the residence of Sardar Swaran Singh, the Union Food Minister. As ascertained from the Delhi Administration, the facts leading to his arrest are as follows: —

Shri Tyagi, who is a resident of Malpur in Muzaffarnagar District of Uttar Pradesh, and a member of the Gur and Khandsari Sangharsh Samiti of Uttar Pradesh, arrived in Delhi and started a hunger-strike on February 16, 1964, at II A.M. in front of the residence of the Union Food Minister. Apparently, th$_e$ fast was intended to be a protest against the restrictions imposed by the Government of Uttar Pradesh on the movement o'f gur and khandsari.

He was squatting on a public pavement which has a heavy traffic of pedestrians and cyclists. Thereby, he not only caused inconvenience to those using the foot-path and cycle tracks but also constituted a source of danger of accidents. He had also pitched up a tent and put a cot where he was squatting. He was not willing to move in spite of requests and had, therefore, to be arrested on February 23, 1964, at 4 P.M. by the local police under Section 32 of the Police Act after obtaining a bailable warrant from the Sub-Divisional Magistrate.

He was produced before the Magistrate who ordered his release on a bail of Rs. 2,000. Shri Tyagi either did not or could not furnish bail and was, therefore, sent to judicial lock-up. On 24-2-64, he was again produced in the court of the Sub-Divisional Magistrate, New Delhi, but as no bail was furnished on this day also, he was sent to judicial lock-up till 4-3-64. He will now be produced in the court of the Sub-Divisional Magistrate on 5-3-64.

SHRI CHANDRA SHEKHAR: May I know whether the Minister is aware that Shri Shyam Singh Tyagi was fasting at the gate of the residence *ot* Sardar Swaran Singh since the 16th of this month? He was arrested on the 24th of this month, and on th* 25th he was produced in the Magistrate's court. He was handcuffed, and for half-an-hour, he was made to stand in the court. An hon. member of the Action Committee of the U.P. Praja Socialist Party is arrested by the Delhi Police, and when soma relatives of Shri Syam Singh Tyagi protested against handcuffing, the police officer present there told them that it was not the U.P. Police, it was the Delhi Administration, and .only this behaviour could be expected from the Delhi Administration. If Shri Shyam Singh Tyagi could resort to this thing, he would be arrested, he would be handcuffed, he would be harassed. And the only difference is that h$_e$ should furnish bail and could go out. Or otherwise, he would be treated as an ordinary criminal, and no facility could be given. In the notice I submitted, I made it clear, and I wanted to know what was the purpose *of* this behaviour of the Delhi Administration towards a gentleman, a political worker. I want to know whether the hon. Home Minister made any enquiry into this affair why ShrI Shyam Singh Tyagi was handcuffed.

The other thing is this. Shri Shyam Singh Tyagi was fasting before House No. 7, Hastings Road, and the Minister had just stated that there was heavy traffic and there was every chance of accidents and ottier troubles happening. So, I should like to know from tbe hon. Home Minister whether he will enquire into

[Shri Chandra Shekhar.]

the behaviour of the police officials who had handcuffed Shri Shyam Singh Tyagi, made his walk to the Magistrate's court and kept him (standing for half an hour after ten days of fasting. It is human consideration that should prevail upon the Government, and I hope that the Home Minister will clarify this position.

SHRI BHUPESH GUPTA: I would like to ask on the same subject. Why is there no mention of the fact that he had been hand-cuffed in the statement that has been made? Or is it that the hon. Minister has made enquiries and after that he found that no handcuffing was done? There should be a clarification on that.

The second point is that it is said that he has been arrested on the ground that there is heavy traffic on Hastings Road. We know that place, there is no such thing as heavy traffic on that particular road in order to arrest a political worker of that stature and bring him to prison. Therefore, ,that als$_0$ needs a little explanation. We can go now to Hastings Road and find out what traffic is there.

The third point is this. Since he has been arrested imder a particular law, it is always open to the Government to drop the case and have this matter ended. Why are the Govem-ment standing on ceremony in this matter instead of withdrawing the case? Now they are taking recourse to detention under the fact that he does not avail himself of this bail and so on. Why should not the Gov-emiment straightway drop that case? All these things should be clarified. He is a political worker of a party. P.S.P. is not my party. But when political workers and parties fasting right in front, almost in front, of his house are being treated in this shameful and aggressive manner, it requires to be explained. And I would like to know, if handcuffing had been done, what they are going to do with the police officials who behaved in that savage and barbarous manner?

SHRI A. B. VAJPAYEE (Uttar Pra-desh) : Suppose there is heavy traffic on Hastings Road, why was not Shri Shyam Singh Tyagi arrested on the very first day, if his fasting there came in the way of traffic? He was allowed to fast there for eight dayi and the question of traffic congestion arose and when the police wanted to arrest him, they had to bring up this charge, which is quite absurd. And I would request the hon. Minister whether he has made any enquiries into this affair.

SHRI M. S. GURUPADA SWAMY (Mysore): The Home Ministiy seems to be converting this obviously economic or policy question into a law and order question, and that friend has been arrested and is in custody. Now, it must have been done with the concurrence or consent of the Home Ministry. I want to know whether the Home Ministry took the trouble of knowing whether the Food Minister talked to the person concerned fasting there and tried to understand the nature of the problem and whether there was any attempt made to assure him that steps would be taken to remove the restrictions or to rationalise the system of distribution of gur and to export it from U.P. And what steps are being taken? I would like to know why the Minister has come out and said that this is purely a law and order question and that thit person has been taken into custody because he was a hindrance to traffic and there was danger to him or to others. I would like to know what steps were taken to persuade him to give up the fast.

SHRI A. D. MANI (Madhya Pradesh) : Jusit a small pertinent question; I should like to ask the Minister whether the Food Minister

complained to the Delhi Administration that the fasting was causing impediment to the traffic.

SHRI GOPIKRISHNA VIJAIVAR-GIYA (Madhya Pradesh): Whether the fasting is by Congressmen or non-Congressmen, are these religious methods prescribing fasting, etc. good for economic and political purposes?

MR. CHAIRMAN: I do not think you need the advice of the Minister on that.

SHRI B. K. P. SINHA (Bihar): I would also like to know from the hon. Minister whether the charge against Mr. Tyagi is only obstruction to traffic or is also attempt to commit suicide and coerce people against the law.

सरदार रघुबीर सिंह पंजहज़ारी (पंजाब) : मैं होम मिनिस्टर साहब से यह पूछना चाहता हूं कि जहां होम मिनिस्टर साहब की अपनी कोठी है, क्या वहां पर भी ज्यादा ट्रैफिक चलता है जिसकी वजह से उन को गिरफ्तार किया गया ? खैर, मैं इसमें नहीं पड़ना चाहता कि उनको क्यों गिरफ्तार किया गया । लेकिन एक पोलिटिकल वर्कर, जबकि वह भूख हड़ताल पर हो, उसको हथकड़ी लगा करके मैजिस्ट्रेट की कोर्ट में अगर ले जाया गया, तो मैं समझता हूं कि यह अनजस्टिफाइड है और होम मिनिस्टर साहब को इस मामले में कुछ न कुछ करना चाहिये । जो पोलिटिकल वर्कर्स हैं उनके साथ कम से कम वही रवैया अख्तियार किया जाय जैसा पहले कांग्रेस वालों के साथ दूसरी गवर्नमेंट किया करती थी ।

MR. CHAIRMAN: There are many Members who have not put questions and I take it that they do not want to.

SHRI GULZARILAL NANDA: Sir, whether the Food Minister had any talk with this gentleman or whether, this arrest was made at the instance of the Food Minister, I cannot say very positively, but ag far as I understand, there were no parleys between this gentleman and the Food Minister. As to what step* should be taken in this connection, being a separate question distinct from the maintenance of law and order, and therefore of greater importance, and as to the question as to why that was not done, Sir, I personally believe that if a policy has to be changed, if certain things have to be done, it cannot be because persons start hunger-strikes. Policies have to be changed irrespective of that if there are grounds for it or justification for it, and I think this kind oi pressure to change a policy is a wrong thing. There is too much of it nowadays and we are hearing about it—hunger-strikes—and if for that reason a policy should be changed, then 'No, Sir.' That is not the way. We can discuss things in the House, and Parliament can say, "Change this policy", and the policy will be changed, not because somebody starts a hunger-strike.

SHRI M. N. GOVINDAN NAIR (Kerala): If you do not listen, what are we to do?

SHRI BHUPESH GUPTA: What is the use of his saying such a thing in this House? He cannot say such things. (Interruptions). It is not fair. We have been pleading for one year and they do not listen to us, and several Ministers sometimes make fantastic statements.

MR. CHAIRMAN: Mr. Bhupesh Gupta, I have allowed you to say what you had to say.

SHRI BHUPESH GUPTA: The reply provokes questions.

SHRI GULZARILAL NANDA: As I was saying, this is the right thing and I regard it the right course. A number of persons sitting and observing hunger-strike on one side and a number of persons sitting and observing hunger-strike on the other side and having a trial of strength as to who can endure it longer—the hunger

oj *motion* for [Shri Gulzarilal Nanda.J Btrilce—are different issues and the Government is not going to settle a policy on that basis. That is the simple point- Then the question was, because he was not arrested ior so many days in the beginning, what was the reason for arresting him afterwards? Now, generally what happens is that as a person has been sitting there having undertaken a hunger-strike, then more and more attention is attracted, more and more people come there—not that I have seen it; I am not saying anything from my personal observations—at any rate I know the size of the payment, and if there is a tent pitched there and if there are all kinds of paraphernalia spread out there, naturally obstruction to traffic occurs, and if obstruction to traffic occurs, it means that some people will have to walk on the road and expose them-lelves to serious risks.

SHRI RAJENDRA PRATAP SINHA (Bihar): There is the traffic police.

SHRI GULZARILAL NANDA: The traffic police are not there to pick up everybody exposed to traffic risk on their shoulders and allow the traffic posts unmanned.

SHRI RAJENDRA PRATAP SINHA: Regulate it.

SHRI GULZARILAL NANDA: Now there were those risks and I think the police did its duty. Now, whether in doing so they did anything more, whether they handcuffed that gentleman, I cannot say just now. I am very keen that the police behave very properly with anybody, and if it is a political matter, certainly they should show much more consideration. I would like to go into that further, Sir, as to what kind of behaviour they showed.

SHRI CHANDRA SHEKHAR: Three days ago I gave notice that the man was handcuffed.

Shri Shyam Singh Tyagi MR. CHAIRMAN: I think that is the end of the matter. I will not allow any further discussion. We will now proceed to the Mid-term Appraisal.

SHRI RHUPESH GUPTA: He Should tell us tomorrow.

MR. CHAIRMAN: I am very sorry; I will not allow any further discussion.

SHRI CHANDRA SHEKHAR: You may stop us from doing things outside only if . . .

(Interruptions),

MR. CHAIRMAN: Mr. Gupta, will you please sit down?

SHRI T. S. PATTARIRAMAN (Madras) : The hon. Member must try to obey the Chair first.

SHRI BHUPESH GUPTA: You need not behave in this manner from the opposite side. I want to know about this handcuff business tomorrow.

(Interruptions),

MR. CHAIRMAN: Now I ask you to sit down; you please sit down.

SHRI BHUPESH GUPTA: The Congress Party should not get an advantage.

(Interruptiorw),

SHRI CHANDRA SHEKHAR: Others can also teach you.

(Interruptions),

AN HON. MEMBER: Do not be angry.

SHRI BHUPESH GUPTA: Don't try to divide us, your old game.

MR. CHAIRMAN: If this dialogue goes on further, I will have to ask the Members to leave ihe House. The Minister will now reply to the debato on the Mid-term Appraisal of tht Third Plan.

MOTION *RE* REPORT ON THE MID-TERM APPRAISAL OF THE THIRD FIVE YEAR PLAN—contd.

THE MINISTER OF PLANNING (SHRI B. R. BHAGAT): Sir, the timing of this debate places me in a very interesting situation. This debate has followed the discussion on your Address to the Members of Parliament in the capacity of your discharging the functions of the President, and some of the issues raised now had[1] been raised in that discussion and the Home Minister has replied to them, and in a day or two— I thimc the day after—the Finance Minister will present his Budget, and some of these issues will also be raised then; when the House will have the opportunity of discussing the Budget, these and similar issues will be discussed. Now the interesting position is that although it is of some advantage to me to dispose of those issues because they have already been discussed an dthe points have been thrashed out, it leaves me in a certain state of embarrassment as well, and because the Budget is coming very soon, I think the House would not expect me to cover the sensitive grounds that should more appropriately and more authoritatively be covered by the Finance Minister. Therefore, on some of these issues, whether it is the fiscal policy or the concentration of economic power or the general question of growth or the basic economic policy, if I refer to them in a somewhat more general way. I think the House will give me that indulgence.

Sir, with this remark I would i.ike to come to the discussion itself. Listening to the debate I was having some sort of mixed feelings, mixed feelings because, although I very respectfully admit that some of the criticisms or rather ma.nv of them were verv constructive, whether as regards the Plan, or the performance mw T)RT>—4 or implementation as well as the technique and procedure of planning itself, 1 also noticed' a sense of dissatisfaction on the part of certain sections of the House, which is absolutely unjustified—some of them; of course a very small number among them. They are dissatisfied because they do not believe in or they have antipathy to the very planning process itself, and therefore I can understand their dissatisfaction. But what I would like to emphasise is that there is no cause for pessimism or despondency in our inability to achieve everything that we had sought to do because planning, and particularly planning in an under-developed country with such a vast population, is inevitably a long-drawn affair. Therefore, if there are one or two bad years it should not leave us with cold feet and suddenly we should not lose our hearts and express doubts in the planning process itself and' yield to weaknesses because, if you see the last decade of planning itself, the economy bas registered considerable advance, the stagnation over the last century was broken in the last decade, I do not want to recount the figures of advance in the various sectors, but the fact remains that in this period the economic stagnation has been ended and the economy has registered considerable advance. In terms of national income it has increased by 42 per cent. Agricultural production increased by 41 per cent. I will come to food production later because this point was referred to by a number cf hon. Members. But in this field also the production has increased by 46 per cent. Industrial production has gone up by 94 per cent . . .

SHRI T. S. AVINASHTLINGAM CHETTIAR (Madras): Compared to?

SHRI B. R. BHAGAT: . . . during this period of ten years The point that I am making is that there is no cau^e for pessimism because in the last on? or two years we have encountered difficulties. That is my point. There has been considerable expansion in irrigation and power and

[Shri B. R. Bhagat.] transport. Whole regions have begun to be transiformed and enormous new resources have been brought into action. Through our steel plant« and machine-building industries, coal and other projects, the foundation of industrial growth have been laid on a sure and lasting footing. There has been rapid advance in education. There is shortfall to which I come later, particularly in technical education. However, the most important fact to be noted is that in spite of the fact that population has increased over this period, that is the last ten years, by 21 per cent., consumption levels have risen, for example, food from 1800 calories to 2100 calories, cloth from 9 yards *per capita* at the beginning of the Plan to 15'2 yards, adult literacy from 17 per cent, to 24 per cent, and last tut not the least, life expectancy from 32 to 45 years. So there has been considerable advance in the economy. The last century's stagnation has been broken which itself is a great thing. And, therefore, there is no cause for despondency.

Sir, I do not want to minimise the difficulties, the shortfalls and the failures in the various targets. We have given it very frankly in the Appraisal document. While making this motion I have stated the reasons for some of them and also underlined the steps that we have taken to make speedier progress in the coming months. So, therefore, let us judge this whole situation in the proper perspective, and unless we do that, we will not be able to create the right psychology in the country because in a planning process the creation of the right psychology in the country is very essential.

Sir, another fact that emerged out of the discussion was that although various hon. Members, looking to the economy from their points of view, their bias anri prejudices, have criticised it. I think none of them has challenged or expressed doubt in the basic strategy of development. Therefore, it augurs well for the country because there is general consensus of opinion in this House and in the country about the objectives of planning, the strategy that we have employed. And, therefore, it is all the same important for all of us that we agree on the broad perspective, the strategy that we have employed to achieve those objectives. It is necessary that we should go very carefuily into the causes of shortfalls in the various targets and nnd out the remedies for them. I do not want to emphasise or go into this strategy or the objectives because they are well known. But the fact remains that these objectives broadly—that is, rapid economic development, fuller employment opportunities and! social justice—are not only underlined in the Plan itself but they are given in the Directive Principles of the Constitution which have been referred to by some of the hon. Members, and therefore we insisted upon the growth of the public sector and the co-operative sector and on reduction of disparities of income and wealth and on the prevention of concentration of pfonomie power. This aspect will be dealt with by the Finance Minister in his Budget: Speech or later on in th* discussion^ also. Tt is not the appropriate time for me to deal with the noint rai'-er! bv the hon. Member about foreign orivate investment.

SHRI BHUPESH GUPTA (West Bengali: Why?

SHRI B. R. BHAGAT: But *I* have no doubt that it will be dealt with by him very soon. But the fact remains that this Plan frame is not a rigid frame. An hon. Member said that our planning should be flexible. I agree that it should be flexible. Tn a dynamic situation, when we are dealing with the lives of millions and millions of people, when the situations are ehaneing no nlnn can be rieid. And. therefore, even in this short neriod rv* time, pettino- tha experience of the appraisal of the Third Tlvp Year Plan

over the two-year period, we have tried to make certain adjustments which cannot be considered by any stretch of imagination marginal. Therefore, we are very keen that an element of flexibility should be introduced in our planning process. For example, the important changes that we have introduced in the Plan itself we can list some of them. New programmes for rural works and rural industries have been taken up. In transport and power the Plan was strengthened materially. New power schemes providing more than one million kw were added to the Plan. Substantial additions have been made under railways and in the road programme. All this has been done in the last two years. A little over a year ago, we had serious problems of shortage of power and of transport, specially of coal. In the course of the past year, in spite of new pressures brought about by the emergency, both the power situation and the transport situation have become much easier. In the first two years of the Third Plan, there has been an increase of more than 2 million kw in installed capacity. Rural electrification is making marked progress in several parts of the country, specially in the South and in the Punjab. This year, our power stations are generating nearly 50 per cent. more electricity than three years ago. The Railways are now carrying nearly 40 million tons of traffic more than they did three years ago. In the transport sector as a whole, the Plan is being fulfilled and in some respects, for instance, shipping, the targets are being exceeded.

Then I come to the question of implementation. I confess that on this score our record is not as good as in the others. That I confess. But this question of implementation has got to be looked into in a proper perspective, because we are not only planning in a democratic set-up but we are also planning in a federal set-up and a large sector of the planning targets and programmes have to be implemented by the States, by the district panchayats and the various village level committees.

[THE DEPUTY CHAIRMAN *in the Chair.*]

And it should be confessed that we have not been able to create that type of leadership at the rural level, at the village level, at the district level which is so important for the implementation of the various planning schemes. I entirely agree with the hon. Member, Shri Vijay Singh, who, while referring to the package programme, the intensive development of the district plan, said that it was necessary to have the right kind of rural leadership and participation by non-officials was essential for this programme to catch up in the right way. I am glad that he pointed out that in spite of the fact that Rajasthan claims to have developed the panchayati and district organisations at certain levels, they have not been represented in these package districts and I will bring this to the notice of the appropriate authorities. Therefore, what I was saying was, in this also, because the implementation has been faulty in certain respects, this has got to be looked in the background of the experience, because not only in the First and Second Plans but as the planning process is getting into motion or dynamism, several complicated issues are thrown up and because of the gigantic nature of the operation, the federal character where the authority is centralised for various reasons, sometimes it is difficult not only to bring them to proper enlightenment at the various levels but also to create that momentum, to create that sense of efficiency in work at the various levels. Therefore what has happened is, as some hon. Members, particularly my friend, Shri C. D. Pande, threw the entire blame on the Planning Commission. He says that the Planning Commission has become a big organisation and it gives orders to the various departments and they are obeyed. The fact is not that. The Planning Commission is only an advisory body.

SHRI C. D. PANDE (Uttar Pradesh): Let us hope so.

SHRI B. R. BHAGAT: What happens is, the Planning Commission functions along with the various departments of the Government. Whenever any programme or various issues come up, there is very intimate consultation, detailed consultation, whether with the Central departments or with the State Governments, and particularly,- in the formulation of the State Plans where the detailed schemes are finalised, there is preliminary discussions with the State Governments every year which goes on for weeks. Every State Government comes and discusses and the Advisers go and all the schemes are discussed. The Planning Commission advises only. Whenever it advises, it has the strength of the agreement of the various implementation bodies, whether they a[r]e of State Governments or the Central departments. The advice of the Planning Commission has the agreement of the implementation bodies and therefore in the very nature of things, the advice of the Planning Commission is accepted but to sav 'hot thev nrp ordprs and not advicp is complete!-' misunderstand-ing the facts of the situation.

SHRI ARJUN ARORA (Uttar Pradesh): Ts it not true that the Planning Commission controls the resources and if they do not accept the advice, the resources are not released and so the advice becomes orders?

SHRI B. R. BHAGAT: The resources are controlled by the Finance Ministr", not by the Planning Commission.

Another point was made that the Planning Commission is over-staffed. Mv very esteemed friend, Shri' K. Santhanam, for whose opinions I have the greatest value, because they irp based on experience and know-ipdETe. s^irf that if thp staff is cut *down* to ?5 per cent it will work better. That mav V so. T do not know. T-do not-haVe such clear-cut opinion about the Planning Commission but I can assure him that I have an open mind on this question and because I represent the Planninf Commission I do not mean that the Planning Commission is very efficient and everybody who is employed there should be there and it is not overstaffed.

SHRI ARJUN ARORA: I$_s$ it not true?

SHRI B. R. BHAGAT: I was emphasising this aspect also that planning is becoming more and more complex. It has to deal with not only the increased responsibility of the Central Government or the departments but also the enormous fields in which the planning programmes are taken, right down to the village level and in such a situation not only the work has increased but the process of analysis, the process of research and the process of study, all these require an increase in the staff. So the staff should be there but thev should work efficiently and the quality should be there but t can only tell him that if you have some comparison, take the raw of Frace. which is $_a$ democratic coimtrv where planning is not as comprehensive as in India and which is a smaller country but still the Planning Board there has much larger stiff, much larger.

SHRI K. SANTHANAM (Madras): What is their strength and the cost?

SHRI B. R. BHAGAT: I am not saying about cost. The cost is much less.

SHRI K. SANTHANAM: I would like the hon. Minister to give the actual facts so that we know the facts. What is the strength of the Planning Commission in France, what is the cost, what is the wage or salary paid, etc.?

SHRI B. R BHAGAT: Obviously I cannot give and if he asks me. I will give later. Tt is not a general statement, it i>; a very specific statement. staff is twice. T think mv information-is that the «t.aff employed in

the Planning Board in France, is more than twice and regarding the pay scale, naturally, the cost will be high but my point is, France is a small country . . .

(Interruptions)

SHRI M. N. GOVINDAN NAIR (Kerala): What is the . . .

SHRI B. R. BHAGAT: If I am allowed to go on, I will proceed. Otherwise it breaks the chain of argument.

THE DEPUTY CHAIRMAN: They also want to know the output.

SHRI M. N. GOVINDAN NAIR: What is the quantum of work?

{Interruptions)

SHRI B. R. BHAGAT: I may say that planning is comprehensive here. About output, it is not in terms of goods, it is in terms of what the planning is here. I say that the planning in India is much more comprehensive than in France. It has to go into details, right down to the village level—the Central planning schemes. There is enormous increase at the village level. Therefore comparing the two countries, where in one country the planning is not that comprehensive, where the country is small-*-and it is not federal and even then the staff or tbe strength of staff there is much more than here . . .

SHRI K. SANTHANAM: Question.

SHRI B. R. BHAGAT: It is not a general question, it is a specific question.

SHRI K. SANTHANAM: Give the figures.

(Interruptions)

SHRi BHUPESH GUPTA: Agriculture also has a certain type of capitalisation, has some kind of mechanisation. It is not the size, it is the nature of economy. The U.S.A. has not got the population as we have but the economy there is much more complicated, taken as a whole. Mechanisation and other things have taken place.

SHRI B. R. BHAGAT: Mechanisation and automation should require lesser staff.

SHRI BHUPESH GUPTA: Not staff. Planning personnel does not depend on automation. The entire economy has to function in a very complicated economy there.

SHRI B. R. BHAGAT: The facts remain that the Planning Board in France has much more staff.

SHRI M. RUTHNASWAMY (Madras) : May I ask the Minister to give us facts and figures about the Planning Board in France? What is the strength of staff and what is the cost of running of the staff in France?

SHRI SONUSING DHANSING PATIL (Maharashtra): On a point of order. The hon. Members are cross-examining the Minister during the speech. When the reply is given, after the reply if Members are not satisfied, they may ask questions.

THE DEPUTY CHAIRMAN: There is no point of order. It was quite relevant. If the Minister has cited the example of France, he may give the information.

SHRI B. R. BHAGAT: I do not have the details but I may make this point as an argument and if I am called upon to give details on every argument I use, I do not think how I can go on but I am making a very very concrete and specific statement that the staff in France is much more than here and I was comparing the conditions. So to say that the Planning Commission is over-staffed and much more so and if is inefficient is a conclusion which cannot be scientifically done. That is my point.

SHRI BHUPESH GUPTA: You argue the case on merits.

SHRI B. B. BHAGAT: Then a reference was made by the hon. Member to the remark of the Deputy Chairman.

SHRI BHUPESH GUPTA; Not "the remark", but "the remarks". It is plural.

SHRI B. R. BHAGAT: I am dealing with only the remark that he referred to, the remark about the World Bank. I think the hon. Member has not understood it in the proper context.

SHRI ARJUN ARORA: He does not.

SHRI B. R. BHAGAT: What he said was this. I have gone through the statement. What he said about the World Bank was not that we should abide by their views in selecting projects, but that as long as we wanted the World Bank to raise loans Ior us, their criticism on the working of our economy should be analysed and responded to. I don't think there is anything wrong about it. I think it is only fair.

SHRI C. D. PANDE: It is a sound argument.

SHRI B. R. BHAGAT: Next, I would like to deal with some of the specific points raised in the course of the debate by hon. Members. Some hon. Members, particularly the leader of the Jan Sangh, Shri Chordia, said that the Government's doctrinaire policies had contributed to the failure to achieve the desired rate of economic growth, particularly in the industrial field. Sir, in the Appraisal document itserf we have stated very clearly that in regard to the industrial targets, shortfalls had been recorded in the public as well as in the private sectors. I have given the details of the steps that we have taken so as not only to make up for the gap but also to create the momentum in the industrial sector. Very often, it is found that progress is held up not because a project is allocated tb a particular sector but because of the resources involved in the process, because of the very limitation of the situation. For instance, there is the question of the resources involved, particularly external resources. We can find internal resources. The Government can find the internal resources, but we cannot find the external resources. Therefore, where it is a matter of creating further capacity or adding to existing capacity, it is the want of resources that gives rise to the shortfall and this applies both to the private sector and to the public sector. We have carefully examined this question and in this respect also our main consideration is to create growth of production in the particular field, in that basic sector. Whether it is fertilizer or some other basic industry, some crucial product or factor comes in and because of that there is shortfall. We try to deal with that problem and the only consideration we have is to get increase in production and that too in the immediate future. Therefore, we have made some changes in recent months.

For example, take the case of pig iron. It is a very crucial thing and because of the shortage of pig iron, various things, casting, forgings and so on, could not pick up. The capacity of pig iron projects allocated to the private enterprise has been raised from 30,000 to 100,000 tons at the commencement of the Third Plan and to 300,000 tons quite recently. Also, association of private enterprise has been secured for the implementation of the patroleum refinery at Cochin. This is a crucial sector and we have departed from the usual practice in the interest of immediate production. A much bigger place has been assigned to private enterprise in the electrical equipment manufacturing programme in certain fields. Manufacture of organic intermediates has been par-

celled between the public and private sectors in contrast to the earlier thinking that it should be the exclusive monopoly of the .National Industrial Development Corporation in the public sector.

SHRI C. D. PANDE: You *got* wiser.

SHRI B. R. BHAGAT: Yes, wiser and it is on both sides. I am coming to that. In Madhya Pradesh we allocated a fertiliser plant to the private sector, but they could not raise the necessary resources. As we wanted immediate production of fertiliser, we transferred it to the Fertiliser Corporation of India. The consideration is that of immediate production and such adjustments are neeessary to suit and meet the situation of the time.

The point was raised by Shri Santhanam that we are only trying create new capacity and we do not go in for the fullest utilisation of the industrial capacity already established. I may mention that for the process of continuous economic development it cannot be a matter of choice as between new capacity and utilisation of existing capacity. Both have to go on simultaneously, because if adequate steps are not taken to build new capacity whici is a time-consuming process—the gestation period is long—we will not be in a position to meet increased demands in the future. It is also our intention to ensure that existing capacity is fully utilised. By and large, the industrial sector is carrying little idle capacity except, in the case of engineering industries where it has been due to the shortage of raw materials and components. Some crucial components, or some raw materials have got to be imported. For that, as you know, we have been trying to get non-project aid and the last agreement was signed only two days back. Attempts are made to meet the demands of the existing industries and we are trying to increase the rate of utilisation of the «xisting capacity.

iteierence was also made to cottage and oiher rural industries. There is no denying the fact that every effort should be made to bring them up. But they are now suffering not only because of the quality of their goods or for want of technical knowledge, but it is sometimes found that the raw materials they nee^ are not available to them, as for instance, in the non-ferrous industries. They have to be provided with the raw materials. Steps are being taken to provide the raw materials to these industries.

Another important point made by hon. Members is that in the case of the cottage industries or small-scale industries or village industries, we should not have absolute physical targets but there should be direction al targets. This precisely is being done and in the case of village or small-scale industries no firm targets are envisaged in the Third Five Year Plan period, except in the case of mulberry and non-mulberry silk. Even in the case of Khadi and power or cottage industries or other de centralised sectors of the textile industry, the idea is to develop the maximum capacity and there has been no emphasis on the fixation of targets in the field of small-scale industries. '

Next I come to the subject of agriculture which has been referred to by a number of hon. Members, and rightly so, because in this sector our performance has been most unsatisfactory. I do not want to repeat the steps that we have taken, I have done it while moving the motion. We have created a number of agencies and they are active. We have the Agricultural Production Board and also the State Agricultural Production Committees. There is the Agricultural Production Board of which I am a member and I know we are meeting day to day, tackling all the problems, I agree with the hon. Members that what the farmer wants is a certain incentive and also the

[Shri B. R. Bhagat.]

facilities, whether it is fertiliser or some other things, or credit. All this has got to be given to him. The diagnosis is there. There is no difference of opinion on the diagnosis of the problem. The only thing is we have not been able to create the necessary organisations so as to make a coordinated and integrated approach.

SHRI BHUPESK GUPTA: Tor example, has it been brought to the notice of the Government in this connection that the raising of the land levy by IOO per cent in Andhra Pradesh has created complications in agriculture and *banzari* land or waste iand, is not being distributed despite the popular demand? As a result, in Andhra Pradesh the poor peasants, the landless people especially suffer and we have now a *Satyagraha* going on in Andhra Pradesh for the implementation of the previous decision?

SHRI B. R. BHAGAT: The levy on rice?

SHRI BHUPESH GUPTA: No, the land levy of IOO per cent The land levy has been raised by IOO per cent in Andhra Pradesh and this is not an incentive to the peasant.

SHRI C. D. PANDE: It is a wind fal! to the Communist Party. It should be rectified.

SHRI BHUPESH GUPTA: And they are not distributing the waste land that had been agreed upon.

SHRI B. R. BHAGAT: I take that information from the hon. Member.

DR. A SUBBA RAO (Kerala): Tt is not a question of taking the information. Do you agree?

SHBI BHUPESH GUPTA: And you give the example of France here.

THE DEPUTY CHAIRMAN: Let hirn finish. Please do not interrupt. Let the hon. Minister continue. I think this point was raised by Mr. Gupta in his speech, about this IOO per cent, rise in the levy.

SHRI B. R. BHAGAT: It is true. Then 1 was saying that we have to increase the supplies to the farmer, meet their demands, whether it be for fertilisers or for credit or other things so that he is able to produce better. We should create the right type of organisation at the district level so that the farmer has not to run from pillar to post. Another difficulty that has come to our notice is with regard to the provision 'of credit. Some hon. Member made this point that a small farmer who is not in a position to offer any security is not able to get any credit from the cooperative societies. We have asked the Reserve Bank to look into this question so that a scheme for the provision of credit for a larger number of small farmers is made available.

A point was made about land reforms and it was very rightly said that because of the tardy progress of this scheme in various States the right incentive is not being created for the production of foodgrains. For this reason, a committee under the chairmanship of the Home Minister and consisting of various other Chief Ministers has been set up and this Committee has been asked to give its report within three months on the steps to be taken for the implementation of these reforms. *(Interruption).* I know what the hon. Member has in mind and I am just telling him . . .

SHRI P. K. KUMARAN CAndhra Pradesh): I want to know whether the Central Government has advised the Andhra Pradesh Government to stop the distribution of *banjar* land until all the sepoys recruited for the Army come back.

SHRI B. R. BHAGAT: I will draw the attention of this Committee to

tills point. This is a Committee consisting of five Chief Ministers. The Chief Minister of Andhra Pradesh is not there but even then, there are other Chief Ministers and they will certainly look into these questions.

SHRI P. K. KUMARAN: Thirty thousand people are offering Satyagraha.

DR. A. SUBBA RAO: What is the effort you are taking to make them see reason":

SHRI B. R. BHAGAT: There was the question of agricultural labour connected with this. We have taken up a number of schemes, e.g., resettlement of landless labour, grant of house sites, rural works programme, etc. Since the beginning of the First Plan, eight million acres of land have been distributed to landless labourers, holders of uneconomic holdings have been persuaded to form co-operative societies in various States During the first two years of the Third Plan, that is, the last iwo years, nearly five acres of land have been distributed to landless people in the States of Maharashtra, Rajasthan and Andhra Pradesh. Apart from these regular schemes which should settle nearly one lakh families by tr-e end of. the Third Plan, steps are being taken for the distribution of Bhoodan land or Gramdan land. Similar progress is being made in respect of housing projects for which a sum of five crores of rupees has been set apart. Hon. Members have said that the utilisation of the irrigation potential has not been very satisfactory. It was so but recently consi derable progress has been made.

SHRI M. N. GOVINDAN NAIR: Madam Deputy Chairman, ...

SHRI B. R. BHAGAT: I am not yielding.

THE DEPUTY CHAIRMAN: The Minister is not yielding.

SHRI B. R. BHAGAT: I wil] answer in the and.

SHRI M. N. GOVINDAN NAIR: Concrete questions should be answered with concrete replies.

THE DEPUTY CHAIRMAN: You can put all these questions at the end.

SHRI B. R. BHAGAT: The irrigation potential has increased from 71 per cent. in the beginning of the Third Plan to 75 per cent, in the last year. An important step has been taken and that is to advise the State Governments to get feeder channels constructed on a campaign basis and many of the' State Governments have introduced legislation for this purpose and it is expected that in the coming two years the utilisation of the irrigation potential will be much more satisfactory than what it is today.

I would now refer to the question of shortfall in education because this was also referred to by a number of Members. They have pointed out that the shortfall has been glaring in education, progress of educational facilities, deterioration in the standards at the primary and secondary stages. Some Members have also pointed out about thp quality and the need for consolidating and expanding of technical education programmes These are some of the criticisms that have been made. I would like to mention, Madam, that the main reasons for the shortfall in the Plan are shortage of teaching personne) and shortage of building materials and foreign exchange, particularly in the case of technical education. However, in respect of shortfall in educational expenditure, the progress of educational programmes in the various age groups has been quite satisfactory. To improve the general standards and also to enable the State* to appoint additional teachers to improve the teacher-pupil ratio and relieve overcrowding in elementary schools, the Central Government has

LShri B. R. Bhagat.] provided accelerated Central assistance to the States of the order of two crores of rupees in this year, 1963-64. To meet the shortage of school buildings, encourage teachers to serve in rural areas, the Central Government has provided fifty lakhs of rupees for elementary school buildings and teachers' quarters and for the consolidation of technical education programme, 63 per cent, of Rs. 140 crores provided for will be utilised this year.

Mention was made about regional disparities and the weaker sections of the society. This question is always before tlie Planning Commission and the Government. The various regions are in the various stages of economic well-being and it is necessary that certain steps should be taken. Something was done in the Second Plan and a lot more is being done in the Third Plan. Hon. Members must appreciate that this programme can be tackled only over a period of time but specific problems have been worked out in this year for less developed areas like the eastern districts and hill areas of U.P., the hill areas of Punjab, Marathwada, Konkan and Vidarbha in Maharashtra, Ladakh in Jammu and Kashmir, NEFA i$_n$ Nagaland. We have seen to it that in the State plans, when we finalised them and the outlays, that these areas as well as the weaker sections of the community get preference. Apart from the direct benefit by way of scholarships or other facilities given by Government for the rural areas, it is the public expenditure of the State and Central Governments that will give benefit and schemes for these backward areas, underdeveloped areas and where the weaker sections of the community live have been reorientated and additional allocation has been made.

SHRI JOSEPH MATHEN (Kerala): What about Kerala?

SHRI B. R. BHAGAT: Similarly for Kerala also. Heavy industries have been located only on this basis, *e.g.,* the Heavy Electrical P'ant in U.P., Ramachandrapuram in Andhra Pradesh, the Instruments Project in Kotah, Rajasthan; and in Kerala also, the Higher Pressure Boiler Plant at Trichy, the Machine T001 Project at Pinjore in Punjab. In Punjab and Kerala there are two projects. So, whatever is possible either by way of locating industrial projects or by way of augmenting, strengthening the existing projects, is being done but, as I said, these are things linked up with the general poverty of the people and once the economic development takes place certainly these areas will also come up. A joint study team, as is known to the 1 P.M. House, went into this question in the four districts of U.P. where the problem is acute and a summary of its Report has been presented to Parliament.

THE DEPUTY CHAIRMAN: How much more time would you need?

SHRI B. R. BHAGAT: A few minutes more, Madam. I wou'd like to finish it.

SHRI DAHYABHAI V. PATEL (Gujarat): Let him continue after lunch.

SOME HON. MEMBERS: There are many questions to be asked.

SHRI B. R. BHAGAT: The Report of the team is not only applicable to those four districts but it is a type study which can be translated to various other regions, subject of course, to the prevailing conditions, because conditions vary. Conditions in U.P., may be different from the problems in Marathwada or some other place or hilly areas or tribal areas. That will serve as a basis for development in the other areas. And the Report il very actively under consideration and something will be done in the near future.

This leaves me with the question of what we are going to do in the Fourth Plan because some mention was made about that. Whether it is for the weaker sections of the population or whether to reduce the concentration of economic power—for that we have already taken certain actions in the form of legislation like Banking Companies Act etc.—whether legislation has to be introduced to clothe the Government with power to break monopolies, whether we take more powers in the future to prevent concentration, we are looking into all these in connection with the Fourth Plan. We want to give a definite orientation to provide a minimum income to the people, to reduce income disparities. The Planning Commission is at present engaged in this task. But as hon Members know, this is a very complex and critical matter and we have not only to collect enormous data but also the techniques and tools of planning.

SHRI BHUPESH GUPTA: What is there? Give more wages to the workers; reduce higher incomes.

DR. A. SUBBA RAO: They are appointing a study team.

SHRI B. R. BHAGAT: I do not believe in the simple remedies that the hon. Member is offering. It may be necessary but all that has to be fitted into the integrated pattern. What I am saying is that this question is very much before the mind of the Government and the Planning Commission.

SHRI BHUPESH GUPTA: It has been so for the last twelve years.

SHRI B. R. BHAGAT: At present we are engaged in this exercise. The more we are in it, the more acutely the enormity and the complexity of the problem is before us We lack statistics; we lack experience; wa lack data regarding income distribution but the fact remains that we have accepted the challenge and we lave to give an orientation to the Pltn so as to provide a minimum income tc tbe people, to take care of their minimum needs. The party in power is committed to this. We have to provide the minimum needs of the people by the end of the Fifth Plan and we are at it. But planning in the present s>tage has, become sophisticated, lin the earlier stages of planning we knew the targets we had to make UP but now we have to make *Hie* economic choice and somet.'mes the chokes are not only competitive but difficult choices to make. We have reached that ?tage. From a f'-mplp process "'e aave entered into a more sophisticated stage of planning and the choices lave got to be made. And the choices can only be made on the basis of economic and social factors.

SHRI BHUPESH GUPTA: Half a century is needed for it?

SHRI B. R. BHAGAT; No, now the hon. Member is deliberately trying to create misunderstanding The choices are to be made today, right now and they will be made. There will not be any occasion for hon. Members to create difficulties in th's country. The choices have got to be made and wil[1] be made. I am only trying to give an idea to the hon House about what the problems are which we are facing and how we are tackling them. Very *scx-n.* whether during the Budget discussion or lat?r on when the frameworK of the Fourth Plan comes up we will be grapping with these problems and we will be seeing what the solutions to some of them are.

THE DEPUTY CHAIRMAN: I do not know how many Members would like to rise on points of clarification. If there are many Members who wan*, to do so then we shall do it at 2-SO P.M.

SOMF HON. MEMBERS: Yes.

THE DEPUTY CHAIRMAN: Therefore the House stands adjourned till 2-30 P.M.

The House then adjourned for lunch at five mmutes T^-s* one of the clot'fe.

The House reassembled after lunch at half-past two of the clock,

THE DEPUTY CHAIRMAN in the Chair.

THE DEPUTY CHAIRMAN: Now, points for clarification Mr. Vajpayee

SHRI A. B. VAJPAYEE (Uttar Pradesh): Madam, the other day I referred to the appointment of Shri Asoka Mehta as the Deputy Chairman of the Planning Commission and wanted to know whether other Members of the Planning Commission would also be allowed to kee'p their political links, as has been done in the case of the Deputy Chairman, bat the hon. Minister did not say a word about this.

SHRI BHUPESH GUPTA: Madarn, I do not wish to ask such embarrassing questions, embarrassing for all of us. One point I would like to get cleared and before that I want to remove a misunderstanding so that a wrong impression wiH not be formed. For the basic policies I make the Government responsible, not the Planning Commission. Therefore, I would like to know whether the Planning Commission—since I am dealing with the Planning Minister—Or the Minister concerned had sought directions from the Government with regard to removing disparities in. income, so that they can get a clear mandate to make recommendations for removing disparities in income by raising wages, giving land to the peasants, making recommendations for putting a curb ori monopolistic profits, mobilising deposits, nationalisation of banks, reducing the income at the highest brackets and certain other things. These are matters of policy and I do not expect the Planning Commission to lay down the policy. But did the Planning Commission ask for such directives? I ask this question be-cause if such directives were given to the Planning Commission. I think there are many competent people there to reduce a plan to implement it.

SHRI GOPIKR1SHNA VIJAIVAR-GIYA (Madhya Pradesh): Madarn, 1 want to put a question.

SHRI BHUPESH GUPTA: Pleaje wait.

THE DEPUTY CHAIRMAN: He will finish it in another half a minute.

SHRI BHUPESH GUPTA. For your sake it will be a little more than half a minute. Since you have said half a minute, the second point is, in view of their experience, whether some basic rethinking is going on in the Planning Commission, when we see in the newspapers that certain steps arc being announced by the Ministry of Finance with regard to foreign private capitalist investment and so on. I would like to have a clear answer from the Minister whether all such matters are referred to the Planning Commission and their opinions are sought or whether it is being done at the Ministerial, Cabinet level, without caring for what the Planning Commission feels in such matters. That is that I would ask, because I would not like the Planning Commission to be needlessly maligned. As far as the basic policie$_s$ are concerned it is the Minister, as a member of the Government, who is answerable. I am not asking him questions as somebody connected with the Planning Commission that way. Therefore these things I would like to know.

श्री विमलकुमार मन्नालालजी चौरड़िया (मध्य प्रदेश) : माननीय मंत्री जी ने खेती के सम्बंध में बहुत सारी बातें बताई लेकिन मैं यह जानना चाहूंगा कि खेती की जो मूल आवश्यकता है कि काश्तकार का एक एकड़ में एवरेज उत्पादन करने में पांच साख के चक्कर को देखते हुए कितना खर्च लगता है और उसको उसके उत्पादन की कितनी कीमत मिलनी चाहिए इसका आज तक सर्वे नहीं

हो पाया, तो इसका सर्वे करवा कर प्राइस निर्धारित की जाय कि उसको कितना मिनिमम कितना मैक्सिमम क्या मिलना चाहिए, इसके बारे में भी कोई योजना बनाई गई है ?

SHRI GOPIKRISHNA VIJAIVARGIYA: Madam, my question is that the private sector has failed in implementing its targets, etc Now the private sector people have brought out a pamphlet or elsewhere they have laid the blame entirely at the doors of the Government and its procedures. They have not done this thing and that thing, and, therefore, they could not reach their targets. That must have come to the notice of the Minister. He has not clarified all those points, whether the private sector is to be blamed or the Government is to be blamed.

SHRI P. K. KUMAR AN: I want to know whether the Planning Commission or the Central Government have advised or instructed the Andhra Pradesh Government to stop the destribution of 'banjar' land or Government wasteland. In the year 1952 that Assembly passed a Resolution unanimously to distribute 'banjar' land to the landless poor. Now, on the plea that the people who have joined military service should come back, the distribution has been stopped. This means wasteland, which could be put into cultivation imme-diately^ will have to lie waste, uncultivated until all ,the people who have gone for military service come back. This has resulted in a Statewide agitation. Nearly 30,000 people have offered 'Satyagraha'. Sfeveral thousands of men and women have been arrested. The Swatantra Party, the Jan Sangh, the Republican Party all Parties declared that they were willing to join the 'Satyagraha' on (he 5th of March.

SHRI BHUPESH GUPTA: For once the Swatantra Party has also joined it.

SHRI P. K. KUMARAN: The land levy also has been increased from IOO per cent, to 400 per cent, in certain areas. This has naturally made the peasants restive, because agriculture may not be paying to the with so much levy, and this agitation is going on.

SHRI B. R. BHAGAT: He means surcharge on land revenue.

SHRI P. K. KUMARAN: Yes. The agitation is going on now with the result that agricultural production in the State is affected. So, what steps the Government will take in this respect or what has been the position of the Government, I would like to know

THE DEPUTY CHAIRMAN: Now, Mr. Bhagat will answer.

SHRI B. R. BHAGAT: Madam . . .

SHRI BHUPESH GUPTA: Please answer from the point of view of the Government, because your Partymen always blame the Planning Commission to save your Government.

SHRI B. R. BHAGAT: Having *locus standi* as Minister of Planning,

SHRI C. D. PANDE: He is superior to the Planning Commission.

SHRI B. R. BHAGAT: ... I am: a spokesman of the Planning Commission.

SHRI BHUPESH GUPTA: I want you to answer as a member of the Government, because your Party always blames the Planning Commission rather than the Government.

SHRI B R. BHAGAT I will answer. I h»ve *locus standi* as Minister of Planning, hut inevitably the Minister of Planning is a spokesman of the Planning Commission. Nobody else is there.

SHRI BHUPESH GUPTA: No. no. On a point of order . . .

THE DEPUTY CHAIRMAN: There is no point of order.

SHRI BHUPESH GUPTA: You have to speak as a spokesman of the Government. Tell us what directions you have communicated to the Planning Commission. *(Interruptions).* You make the Planning Commission a scapegoat

SHI ;i B. R. BHAGAT: To this I will add one more question that was asked while I was speaking, that is, about the strength of the French Planning Commission. They wanted me to give the exact strength. I did not have the statement but I said it was two or three times. I have since gathered the information and it is borne out by facts. The total strength of the Central Planning Commissariat including technical staff, is 3.137. The existing strength of our Planning Commission is 786, excluding Class IV staff. You can say it is 1,000 or so. So, it is more than three times.

SHRI BHUPESH GUPTA: I assure you that for good things we will give you more staff. That is not the point.

SHRI B R. BHAGAT: It is not for the hon. Member to say that. It is for the other sections.

SHRI BHUPESH GUPTA; I think nobody will grudge it. provided you do it.

SHRI B. R. BHAGAT: Then, I come to the question asked by Shri Vajpayee. Why have we allowed Shri Asoka Mehta to continue his link with his Party, when the same facilities are not given to the other Members. So far as the present Members are concerned, they are one o$_r$ two belonging to the Congress Party, but not whole-time members. The Minister-Members, of course, are Partymen. The convention is that they do not take part in the day-to-day activities of the Party. They might be four-anna members of the Congress Party, but they do not take part in the day-to-day activities of that Party. Mr. Asoka Mehta also wanted to have such a link. He himself said that he would not participate in the day-to-day activities of the PSP, but in view of the recent developments that thing also is not there.

SHRI BHUPESH GUPTA: Why do you give preference to the PSP? *(Interruption)*

THE DEPUTY CHAIRMAN: Now, you cannot have a clarification on a clarification,

SHRI ARJUN ARORA: If the CPI produces competent people, we will prefer them. You do not have competent people.

(Interruptions)

THE DEPUTY CHAIRMAN: Order, order. No further interruptions.

SHRI C. D. PANDE: They are very competent, but not trustworthy.

SHRI BHUPESH GUPTA: But we do not produce competent people for Governorships.

THE DEPUTY CHAIRMAN: Please continue, Mr Bhagat.

SHRI B. R. BHAGAT: I think the hon. Member is interested in hearing my answer and not in asking questions. Then, the hon. Member asked whether directives are given to the Planning Commission or whether Government would take the policy decisions. It is true that in the $_s$ystem of government that we have it is the Government's ultimate and final responsibility to take the decision. It is the Government's responsibility? and in all these matters, whether it is foreign private investment or it is a matter of industrial Dolicy or price policy or any other matter pertaining to the economic field or any other field, it is the Government that takes the decision. The position of the Planning Commission, as I explained, is that it is an advisory body, but it is engaged in such an important task that the consultation is at different levels. Usually there is consultation with the Departments concerned or the agencies concerned. On all important matters the Planning Commission is consulted, and inevitably on policy matters ....

AN HON. MEMBER: Tt is an expert body.

SHRI B. R. BHAGAT: It is an ad-I visorr body consisting of experts and

non-experts and experienced and competent persons.

SHRI BHUPESH GUPTA; I want to crosi-examine the Members of the Planning Commission on the subject.

SHRI B. R. BHAGAT: I am here to be cross-examined.

SHRI BHUPESH GUPTA: They are not consulted.

THE DEPUTY CHAIRMAN: You please proceed, Mr. Bhagat.

SHRI B. R. BHAGAT: Then the question was raised about the cost of production of crops and whether the incentives or the prices are related to that. That is the question the hon. Member asked. I think I have understood his question correctly. This matter was gone into recently. This matter was raised at Various other levels, in the Agricultural Production Board or in the Food Ministers Conference, that the farmer$_s$ should get the prices related to the cost of production. It was found out that so far it was very difficult to have a correct position about the cost of production in respect of each crop. And the cost of production of what? Should I be in intensive districts, in farms which are better managed or co-operative farms or larger farms, or should it be in the case of the vast number of small peasants who own very small lands in whose case inevitably the cost of production is high? Therefore, there cannot be a cost of production. If you take the cost of production of the better-managed farms or intensive farm$_s$ in intensive package districts where all facilities are there, it may not be high, and may be we will have to rule out the large number of marginal plots where the cost of production may be higher. Therefore, this matter is still under examination. But I think to conceive of a price related to the cost of production in the caae of farm products will be out of place. It will be better to have a fair price or a reasonable or adequate price, and this should be related to the economic price of all other commodities the commodities particularly which the farmers buy. Therefore. whether you call it an economic price or an adequate price or any other price, it will not surely be related only to the cost of production. That is the answer to that.

Then the hon. Member asked about the private sector's failures and the pamphlet issued. Probably he means the pamphlet issued by the Federation. That is a body catering to the interests of a particular group, and certainly they will not say that they are to be blamed for their failures. But to a certain extent it is true that shortage of foreign exchange or raw materials has led to the unutilised capacity. As I have explained, certain new projects cannot be undertaken because the external resources are not available. Subject to these conditions I think that whatever difficulty or short-fall there has been, if it is in the private sector, that sector is to blame, if it is in the public sector, that sector is TO blame.

SHRI ARJUN ARORA: You do not blame anybody.

SHRI B. R. BHAGAT: I have dealt with this question earlier. Regarding *banjar* land, the hon. Member asked whether any directive had been issued in this regard. The policy is that all culturable waste or *banjar* lands should be brought under cultivation. That is the policy. I do not know specifically, this is a point of detail, but I do not conceive of any circular being issued from here that this distribution should not take place. But I will look into this question.

Then he raised another question, and he did it earlier also, about the surcharge on land revenue. It is true that the Andhra Pradesh Government did raise to surcharge on land revenue. It varied from 60 per cent, of the existing land revenue to IOO per cent, in the case of wet lands, it was 60 per cent, in the case of dry lands and 75 per cent, in the case of partially wet lands. But there is a great deal of feeling and agitation going on The hon. Member knows

about it probably and we all know that there is a big agitation going on against this. But the State Government, I was told, has removed the surcharge on lands which produce cash crops. As for other things, I think the State Government is competent to deal with them.

Regarding such questions about incentives for agricultural production or encouraging the farmers and sO on, there is the Agricultural Production Board and there is the Land Reforms Panel on which are some of the Chief Ministers, and I will draw their attention to this question.

PROF. M. B. LAL (Uttar Pradesh): May I ask one question? Does the hon. Minister feel that prices are by and large determined by the cost of production of marginal units, and does he not feel that to determine the fair price of agricultural commodities it would be necessary to correlate the price with the cost of production? Otherwise the talk of fair prices and adequate relations between the prices of agricultural commodities and other commodities will be only a vague one and not a scientific one.

SHRI B. R. BHAGAT: As a text book answer to this text book question I can say "yes", but what ,T was saying was the facts of the situation. As I said, firstly the cost of production in these cases is not available, that is, the statistics and data are not available. Secondly, I went even further than that. It may be because of the prevalence of perhaps the parity price3 particularly of those commodities which the agriculturists buy, the economic or the reasonable or the adequate price or the fair price may be even higher than the cost of production. T did not rule out any such question.

PROF. M. B. LAL: May I ask the Minister? Are textbook questions treated as bookish by the Planning Commission and are> therefore tabooed? *(InterruptionQ.*

THE DEPTJTY CHAIRMAN: The question is:

"That it the end of the Motion the following be added, namely: —

and having considered the same this House is of opinion—

(i) that a doctrinaire distinction between the public and private sectors should be given up, and in fields where the public sector has not been able to discharge its share, the private sector should be allocated, additional responsibilities;

(ii) that special efforts, on a war footing should be made to increase agricultural production, irrigation potential generated should be fully utilised; and more resources should be made available for developing small-scale and medium projects;

(iii) that the priorities of the Plan be so changed that the lag in the production and availability of essential consumer goods is made up;

(iv) that monetary, fiscal, import and industrial policies should be so orientated that the maximum development of small scale mechanised units becomes possible, formation of co-operatives not being made a pre-condition of any new development in the economic field;

(V) that with a view to providing essential commodities at fair prices to the fixed income groups, Government should start fair price shops, but at the same time avoid monopolistic physical controls;

(vi) that effective step, should be taken to cut down Government expenses by implementing the various economy measures suggested by the different committees appointed for the purpose, thereby making it possible to save at least about Rs. 400 crores annually; and

(vii) that a Commission should be appointed to examine the present tax structure and the effect of various taxes both on production and the priceo. and to sug-

gest an integrated system to provide resources for development and ielief to the common man."

The motion was negatived.

THK DEPUTY CHAIRMAN: Then we go to the Railway Budget.

THE BUDGET (RAILWAYS), 1964-6.1 — GENERAL DISCUSSION

SHRI ARJUN ARORA (Uttar Pradesh) ; Madam Deputy Chairman, I take this opportunity to congratulate the Railway Minister for producr ing this Budget which has come as a break after a certain number of years during which passenger flares have continuously risen. .1 congratulate the Minister for producing a Budget which does not include a rise in passenger fares. There is, however, a small rise in the freight rates v/hich the Minister has described as adjustments. It is correct that the adjustments, are only nominal. And they will yield the Railways only Rs. 7 crores during the year for which the Budget has been presented. That should be nothing particularly because the items chosen for freight rate adjustments are items on which the freights were abnormally low. The private sector in the country has been crying hoarse against these adjustments and all the commercial press, the entire capitalist press, whether it is 'The Capital' or The Commerce' or "The Eastern Economist' has been criticising the Railway Minister for these adjustments. I submit, Madam, that these criticisms are unfair. These adjustments which the Railway Minister has introduced have come after there was a Freight Rate Structure Committee, after quite a great deal of thinking. The Railways in the country are doing the private sector a unique service. They are carrying their requirements at abnormally low rates and so. if the some nominal adjustments are made, people should be able not only to understand them but also appreciate them.

The Third Plan period has been a lucky period for the Railways. They have had a good going in all the three years of the Third Plan period. And from the Budget speech of the, Railway Minister it appears that the Railways are going to have another very satisfactory year. The capital expenditure planned for the Railways during the Third Plan was of a high order. And the commercial press in the country owned by some leading commercial and industrial magnates was very critical of the plans for many reasons, and one of them wag that the outlay proposed for the Railways during the Third Plan period was too high, and they expressed doubts whether the Railways would be able to fully utilise the funds. It is a matter of great satisfaction that the capital expenditure has been very properly phased by the Railways, and it is satisfactory to find that after the sum of Rs 360 crores proposed to be spent during the year 1964-65 is spent the Railways will have only a sum of the order of Rs. 320 crores for the last year of the Third Plan The Ministry and the Board have to be congratulated for the correct phasing of the capital expenditure during the Third Plan period. The good effect of this planning is evident from the fact that the whole transport position in the country has changed.

Two years back, during the debate on the Railway Budget, everybody including my humble self was complaining against the Railways because they were not able to deliver the goods. But today the position is such that the Minister has correctly claimed that tha Railways have reached a position in which all the goods offered for transport are taken. Three years back, there was a hue and cry in the country that the coal position was bad because the Railways were unable to move coal from the pit-heads to the consuming centres. Today there is no such complaint, and though we are now reaching the end of the

busy period for the Railways, the winter period, there is no complaint in any part of the country against the Railways as far as coal movements are concerned. As. a matter of fact, the Railways have reached such a satisfactory position that it is the Railways which charge the coal-mines and others with not utilising the transport placed at their disposal.

Madam, I take this opportunity to congratulate the Railways for this achievement. The year 1962-63 was obviously a good year. The current year promises to be equally good. The Railways' performance during the last few years has been such that we have reached a stage in which the industrial development of the country Js being helped by quick and cheap transport.

During the emergency, the Railways did a wonderful job. When the emergency came, the Railways had to carry enormous amounts of goods to an area in the north-east frontier which is not very well provided with railway transport. But nowhere in the country was any complaint that the goods required by our defence forces were not delivered by the Railways where they could. That was a very satisfactory thing for which not only the Railway Ministry but also the millions of railway employees in the country deserve all possible praise. They worked overtime; they worked intensively; they worked jn such a satisfactory manner that the defence forces were properly supplied with all the goods that the Defence Ministry had to despatch.

While that is a satisfactory position with regard to the locomotives it appears that the Railway Board has been living from hand to mouth. The Chittaranjan Locomotive plant is an achievement but it is not a very bold achievement. A hundred odd steam locomotives have come out of that plant. Now, there is a talk of converting that steam locomotive plant into an electric locomotive plant. One wonders why this sort of thing could not be foreseen twelve or fifteen years back. When we built Chittaranjan to produce steam loco motives, the world had made its pre ference for diesel locomotives and elec tric locomotives. Why did we go in for a plant to make steam locomotives twelve 'years back when now we have to think of converting that plant into an electric locomotive plant? That is something which should have been foreseen. Of course, it is satisfactory to find that the first big diesel locomotive came out of the Manduadi Plant early this year. But my submission is that dieselisation and electrification are

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things which should have been foreseen by our experts twelve years back, when we took to manufacture of steam locomotives.

The situation of locomotives in the country has improved a great deal, but there is still the need to import locomotives, and even this Budget speech does not foresee and end to import of locomotives. That is something which provides a matter for serious thought.

THE MINISTER OF RAILWAYS (SHRI H. C. DASAPPA): What locomotives?

SHRI ARJUN ARORA: The Minister in his learned speech has talked of import of locomotives and he has envisaged that import will continue during tbe period for which the Budget has been produced.

SHRI H. C. DASAPPA: No, no, we are fully self-sufficient in steam locomotives, not in others.

SHRI AKBAR ALI KHAN (Andhra Pradesh); Not in electric locomotives.

SHRI ARJUN ARORA; Being self-sufficient in steam locomotives, I submit Madam, is not a matter of pride or satisfaction because you are already talking of greater dieselisation and greater use of electric locomotives. If you are self-sufficient in what you

[Shri Arjun Arora]

yourself consider antiquated things or antiquated modes, you don't feel satisfied; at least I don't.

Then the area chosen for use of diesel locomotives and electric locomotives has also been a very queer area. The whole of the belt which produces coal has been dieselised and electrified. Where coal is available for consumption, the Railways are using diesel and electricity in order to take coal to other areas. I do not know why this was done. If dieselisation and electrification had to be begun, on a small scale it .should have been begun in areas where no coal is available. But what the;' have done is that have converted the entire coal-bearing area round about Dhanbad, to the extent of cent per cent, into a dieselised and electrified area. Now that choice is difficult to understand.

SHRI SHEEL B HADRA YAJEE (Bihar): They are 'for your safety and that is why they do not move the trains fast.

SHRI ARJUN ARORA: The Railways have done another good thing in accepting the incentive scheme for their staff. They have, in their workshops, the practice of payment by results. Incentives to greater production and greater productivity are accepted phenomena all over the world, and the railways have done well to implement that idea in their workshops. But I wonder why they have limited the application of the incentive scheme to their workshops alone. The fact that incentive schemes have produced good results in almost all the workshops should have given the incentive to the Ministry and the Railway Board to apply that very principle to other spheres of work of the Railways. T suggest that the Minister examine the advisability of using incentives for ensuring punctuality. At present Madarn, what has been done is that in order to deprive people of the opportunity of complaining against lack of punctuality in railway trains, their running time has been abnormally increased.

AN HON. MEMBER: That is so.

SHRI ARJUN ARORA: Now that is not a satisfactory thing. Running time should be brought down and punctuality ensured. To give you only one example, Madam, express trains now take more than four hours between Allahabad and Kanpur. Fifteen years back it was the same thing. Now crores of rupees have been spent during this period to improve the track in that area and the railway line has been doubled. What is the use of doubling the track, what is the use of spending public money if public time i_s not saved?

SHRI SHEEL BHADRA YAJEE: U.P. has got a net of railway lines.

SHRI ARJUN ARORA: Increasing the running time is not a same method to ensure punctuality. That way you can ensure that your trains will si-ways arrive before time. .1 suggest that the practice of incentives be applied to ensure punctuality after cutting down the present long running time.

Then the practice of incentives and payment by results can also be applied to check ticketless travel. At present the T.T.E. who sleeps all night and the T.T.E. who spends sleepless nights are treated alike by the Railways. What the Railways have done to check ticketless travel is to appoint more people, more teams. The T.T.E. now findg himself treated very leniently by the Railways because there are teams, checking teams, working in his area from the divisional headquarters, then from the headquarters of the zonal railway and also from the headquarters of the Railway Board. Increasing the checking parties is no method to eliminate ticketless travel. I suggest that if tfie T.T.E. who works hard, who works conscientiously knows that he is going to be rewarded, his effort is going to be recognised, he will produce greater results than these parties which *go* out from Baroda House which houses the Northern Railway,

and from the headquarters of the Railway Board. After all, if the Travelling Ticket Examiner's job is also taken on by teams from the Railway Board, what will the people at the lower level do? I suggest that this practice of incentives, which the Minister has correctly pointed out has produced good results in the workshops, should be applied to check ticketless travel also, and also to ensure higher efficiency all over the railways.

The Minister has paid high tributes to the Railway Protection Force. I submit, Madarn, that the bouquets for the Railway Protection Force are unjustified, because pilferage is on the increase in spite of the Railway Protection Force. The loss of goods in transit is on the increase in spite of this wounderful Force and the amount of money that 'the Railways have to pay as compensation for loss of goods in transit shows a continuous rise. How and why do you pay tributes to the Railway Protection Force?

[THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.]

As a frequent passenger on the Northern Railway, I found—and many people on other zones of the Railways have found—that the only contribution that the Railway Protection Force makes is to occupy a compartment which may perhaps be better utilised to relieve overcrowding in third class compartments. Either improve the working of the Railway Protection Force or abolish it. At least do not come year after year to pay tributes to it. The Railway Protection Force itself knows that it is powerless. All that the Railway Protection Force can do in the case of pilferage is to try to apprehend the culprit. But the Railway Protection Force under the law has no power to proceed against, the culprit. All that it can do is to hand him over to the local police, and the local police may not always be available because local police has been told that it is no more responsible for protection of railway property and goods in transit. Unless you are able to give the Railway Protection Force that power which the police normally has to proceed against the culprits, the expenditure on Railway Protection Force is a waste.

Ever since we achieved independence, passenger amenities have been increasing and the Railways can certainly be congratulated for that. The provision of fans in third class coaches is a welcome improvement, the provision of wash-basins in the lavatories of third class coaches is a welcome improvement but it appears that the Railways propose to stop at that. If they do so, it will be most disappointing. As a matter of fact, the number of lavatories in third class coaches needs an increase. The number of wash-basins also should be increased.

SHRI N. M. ANWAR (Madras): What is your ratio? One for every ten passengers?

SHRI ARJUN ARORA: One for every fifteen passengers will be a good enough ratio. Unless that is done, Sir—I am sorry I did not notice the change—we will be stagnating all the same. After all, whatever has been done for the provision of fans, etc. in the third class coaches is a matter of great satisfaction, but what is not being done is a matter of grave concern. Overcrowding in third class compartments is still a big enough problem to need all possible attention. Unless that is done, Sir, the impact of the amenities is lost on the people because if a passenger who has bought a third class ticket is net ensured a seat in the railway compartment, the fan in the railway compartment offers him no satisfaction whatsoever; it is of no utility to him if he has to travel on the footboard. I will be satisfied and the Railway Minister should be satisfied only when he takes the country to R position in which anybody, who buys a third class ticket, is ensured a place to sit.

[Shri Arjun Arora.]

The Minister yesterday announced in the other House the doubling of air-conditioned De-luxe trains. Well, cnat will give some relief to some people but it will not give any relief to many people. I expect from tlie hon. Railway Minister an announcement about doubling the Janata trains.

SHRI H. C. DASAPPA: I have referred to that also that more janata» should be put on the track.

SHRI ARJUN ARORA: More is not doubling. If air-conditioned trains are doubled and we are promised, only more Janata trains, well, that is not something which one should expect from a Gandhian Railway Minister.

Then, Sir, I congratulate the Railway Minister for adding one more train between Delhi and Madras. Links between North India and South India are very necessary not only for national integration but also for economic development.

SHRI N. M. ANWAR: Part of the Kamaraj Plan.

SHRI ARJUN ARORA: I do not know if it is Dart of the Kamaraj Plan or the Dasappa Plan, but an additional train between Delhi and Madras is something for which I congratulate the Railway Minister. For a long time the people of U.P. have been requesting the Railway Ministry to provide three coaches from Lucknow to Madras and from Varanasi to Madras. Now that this new train is given, I hope the Railway Board will see the justification of this demand and there will be a through coach—mixed coach— from Lucknow, Kanpur, Jhansi, Madras and another from Varanasi which may join the new train at .Itarsi. If that is done, the people of U.P. will have a great deal of satisfaction. The people of U.P. have not been given a single mile of new railway track during the Third Plan. At least give us some three coaches**.**

THE VICE-CHAIRMAN (Saw AKBJLR ALI KHAN): Your time is up, Mr. Arora.

SHRI ARJUN ARORA: I will take only a couple of more minutes.

Before 1 sit down, Sir, .1 must refer to certain important matters affecting the railway staff and the workmen. laere is in the Railways an unusual phenomenon of temporary officers. Well, anybody acquainted with labour psychology knows that being temporary means insecurity. And there are in the Railways officers who have been temporary for the last eight years. While engagement of temporary stall, temporary officers is something understandable for work of a temporary nature, employing people for your normal work and keeping them temporary for eight or nine years is not a fair labour policy. It is not even a fair employer policy because a person, not secure in his office, does not give you his best. The conductors on the railway trains are not given running allowance merely because they are called conductors and they are recruited from the T.T.Es. The guards are given the allowance. It is wrong to call the conductors nonessential. They provide the passengers the amenities to which they are entitled. Gone are the days when they could be termed non-essential. Today in the absence of conductors there will be chaos as far as the first-class passengers are concerned and people will not get their seats even after reservation. They are now essential staff. The conductors are also denied night allowance, which is paid to the guards and drivers. T.T.Es. are also denied night allowance. How do you expect the T.T.Es. to check ticketless travelling when they are considered nonessential? You consider them nonessential in the payment of night allowance and they are prone to consider work on the night as non-essential and occupy a berth to sleep. The distinction in the Railways between essential and non-essential staff is invidious because the Railways will not run and th**«y** will not be able to

give the people the service which they render if one section of the Railway labour is considered unnecessary and non-essential.

The dearness allowance of the Railway staff has recently been increased. .It has been increased with effect from 7th February. The All-India Railway-men's Federation and the I.N.T.U.C-controlled Indian National Railway-men's Federation have both declared that the increase in the dearness allowance which was announced on 7th February is totally inadequate and will not satisfy in the least the demands of the workers. This increase in the dearness allowance is a nominal one and compared to the rise in the prices, the increase that is announced is very insufficient. It will not lessen the hardships from which the Rail-waymen are suffering and have suffered during the last three or four years. So the Railways should give greater thought to this question.

With these words, .1 once more congratulate the Railway Minister for what he has done and I hope he will do more.

SHRI P. K. KUMARAN (Andhra Pradesh): Mr. Vice-President, the hon. Railway Minister has drawn before us a comfortable picture of the Railways' performance during last year. During the last 12 years the industrial production in India has gone up by 105 per cent. During the same period the movement of traffic or freight traffic in India has gone up by 128 per cent. That means the Railways have more or less succeeded in moving all the traffic offered, that they have succeeded in satisfying all the sections—importers, exporters and internal merchants also. So also the passenger traffic has increased by 36 per cent, and the passenger K.M. has increased by 26 per cent. That shows that the number of short distance passengers has increased. In the report it says that the suburban traffic has increased beyond control. There is a very good improvement in the utilisation of tonne capacity and track capacity of the Railways and the Statistical Department of the Railway Board have proudly compared our performance on the B.G. to the performance of other leading railways in the world and we all should be proud of that because our performance tops the Ust. Of course, .1 did not find the Japanese Railways mentioned there. I do not know whether the figure of the Japanese Railways is available to them. But these performances by themselves do not show that the Railways have succeeded in meeting all the problems that we are facing because in the country at the same time the industrial production has slowed down and there has been a failure in the agricultural sector. So much so the demand also has gone down to a certain extent, that is, it has not gone up to the extent that was expected. That also was a factor which should be taken into consideration while planning for the future. At the same time that does not mean that there has been no achievement and it would be wrong to say that the achievements are also negligible. The railway workers have done their part properly in this effort. For example, in the Golden Rock Workshop 500 box type of wagons which were programmed to be completed within four years were completed in two years. Similar instances ean be quoted from many places on the Railways. That means the railway staff has been doing the maximum in co-operating with the administration.

As far as the financial results of the Railways are also concerned, there is good improvement. On the whole I think there is satisfaction. It has been acclaimed in the press also but there are two categories of people who are dissatisfied, who are not properly treated by the administration—by the Railway Board and the Railway Minister. One is the railway employee and the other, the Third Class passengers. Take the case of the railway employee first. In the year 1946, the First Pay Commission made a Report

L&nn *f.* Ji. Jvumaran] and they recommended an increase of wages. At that time the cost of living index, with 1939 as the base year, was ii60 points. The Pay Commission envisaged that the cost of living index will come down to 160. So for 160 points hey recommended Rs. 30 as basic wage, that is, Rs. 15 was the old basic wage and for every 20 points over the IOO, they recommended 5. So Rs. 15 plus Rs. 15 for 160 points, they recommended Rs. 30 as basic pay and for the remaining 100 points they recommended Rs. 25 as the dearness allowance. So, for a Class IV employee in those days it was recommended Rs. 30 as basic plus Es. 25 as dearness allowance. Over and above 260 points, they recommended Rs. 5 for a rise of 20 points of four annas for a rise of one point. Today if the present cost of living index is taken into consideration, the latest December figure is 138-5 on 1949 base. If it is converted into 1939 base, the figure would come to 493 for which the railway employee is now eligible for Rs. 113-25, that is 233-6 points over 260 which should fetch him Rs. 58-25 plus the original Rs. 55. Now, he is paid only Rs. 87 including the latest pittance of Rs. 2. That means he i_s getting R_s. 26-25 less than what he ought to get. That is, in terms of 1947 wages, his wages have gone down by 23 per cent. So my request is that this should be considered. After all the railway employees are not concerned with the amount of rupees they get. They want that whatever amount of pay you give them^ if they take it to the market they should get enough provision for meeting the expenses of the family, for the upkeep of their families and for looking after the education of their children, etc. So, having failed to control prices, it is your duty to see that this dearness allowance is linked up with the cost of living index as recommended by the First Pay Commission, not by the Second Pay Commission. The Second Pay Commission formula wiH not benefit the railway employee; and they have already rejected that formula.

The second category of sufferers is that of the third class passengers. It is claimed by the Railway Minister that overcrowding in the Railways has very much gone down, by 3 per cent, in the case of broad-gauge and in the case of metre gauge it has come down from 30 0 to 14-5 per cent or by about 16 per cent. I do not know how. Anyway it is not discernible to the naked eye. The third class passenger contributes the maximum amount as far as the income of the Railways from passenger traffic is concerned. Now what is his fate? After purchasing his ticket he has to hang on to the footboard, endangering his life. It is very difficult to get in. There are reservations and all these things. But very few people are in a position to avail of that facility. Also fraudulent reservations are going on and for that the hon. Minister is going to bring in a Bill. I do not know whether that Bill will solve that problem. It is a universal practice, especially at centres like Bombay, Madras and at Delhi also. Thus third class reservation has become a costly affair and unless you pay blackmarket prices to people who operate strictly within the rules of the Railways, you are not able to get a seat in the train.

To improve the fate of the third class passenger, my suggestion is that the number of travelling ticket checking inspectors should be increased and one T.T.I, should be posted for every two compartments, if not for every eompartment. The present system of having central squads, divisional squads, headquarters squads and different squads going up and down the country, checking and cross-checking and then collecting some excess fares is not necessary. This excess fare is not real income. This $exces_s$ fare is only the income which the Railways have failed to collect at the source, at the booking office or at the gate of the starting station. Unless the checking system, that I have suggested, is introduced and the squad system is abolished, the problem cannot be solved. Have one central squad operating from the

headquarters of the Railway. They can occasionally check and if in a compartment where a T.T\I. has been posted a ticketless traveller is found, then take it up harshly with the T.T.I, and give him the maximum punishment. Then this ticketless travel can be controlled and this leakage of revenue also can be stopped. Of course, there will be some reduction in the excess fare collection.

Another thing I would like to suggest is that in order to give more facilities to long-distance passengers some restrictions have got to be imposed on some passengers entering the long distance trains like the Grand Trunk Express, the Calcutta Mail and other trains. Restrictions should be imposed on the short-distance passengers and these passengers should be carried by fast moving local trains moving from point to point. Now, what is happening is that even goods trains, crack trains, special trains and block trains are given special attention and they are given preference even over mail trains. And the old passenger, trains suffer. There is a passenger train starting from Olavakode going to Madras. There is another from Waltair to Madras and yet another from Raichur to Madras. These passenger trains are usually late by six or seven hours. They are allowed at the leisure of the Railway and at the convenience of the section control. So any passenger who goes from Cuddapah to attend the court al Rajampet will miss his court. And so people get into the mail train even at night time, taking all the risks involved in that. In order to overcome this difficulty, local trains should be run and they should move quickly. They should be fast trains and they should be run punctually.

As far as running time is concerned, I agree with my hon. friend, Shri Arjun Arora that some sort of a fictitious extra time is given for the running time at important sections. That is there probably to enable the Railways to claim that they are running their trains punctually. But that is not a correct thing.

SHRI SYED AHMAD (Madhya Pradesh) : Even then they are very often late.

SHRI P. K. KUMARAN: That may be; but express trains somehow manage io come in time. But in the other trains the passengers are suffering and so they go in for bus travel.

Next, I would like to refer to a matter concerning that fast developing industrial belt between Nagpur and Calcutta. There a number of industries are coming up. There are the steel factories coming up, the coal washeries are coming up. And there are other works coming up. There a number of employees working in these establishments and they find it very difficult to get accommodation to go to their native, places. Therefore, I would suggest that one express trains has got to be introduced between Nagpur and Howrah and another express train from Delhi to Vizagapatam *via* Bina, Katni$_s$ Bilaspur and Raipur. Also, the Janata train running now between Bombay and Madras should be converted into a daily train and once a week this train should run right up to Cochin. From Bombay there are a number of complaints that passengers going to Kerala do not get accommodation in the trains. Yesterday I got a big memorandum from them and I think the Railway Minister also would have received a similar one, a big bundle giving a number of suggestions for improving the service and they propose restrictions which we dare not propose. But it is very necessary that something should be done in this regard. The holiday period is coming and from April the season commences and so I hope the Railway Board will consider the question of converting the Janata train into a daily train and once a week it should run straight to Cochin.

.1 would like to make another suggestion. There is a train between Vijyawada and Dronachalam. It starts at 3 o'clock in the day from Vijayawada and reaches Dronachalam

[Shri P. K. Kumaran] at about 4 next morning. You can easily convert this into a fast express train and it should start from Vijayawada after the arrival of the G.T. Express and the Calcutta Mail and then run on as a fast express train like the old Kurnool Express was running and it can easily reach Gun-takal and thus connect up with the Bombay-Madras express and mail trains.

Next, I have to say a few words on the subject of wastage. I would suggest that the Railways should encourage the formation of labour cooperative societies and the contract at transhipment places, for loading and un-loading and so on, should be given to these labour- cooperative societies. Somehow or other, th$_e$ local officials seem to prefer the contractors. Maybe the reason is obvious. For example, the work at Reclamation and Mathurakati scrap yard on the Southeastern Railway which was originally estimated to cost Rs. 1,80,000 was given on contract and already the Railways have paid the contractor as much as Rs. 5 or Rs. 6 lakhs and still the work is not completed. The same contractor continues to be preferred. Such things should be avoided and as far as possible labour cooperative, societies should be encouraged on such works.

Now, I come to the question of accidents. We have now the report on the accidents, the Accidents Review Report. ,1 am only touching on the problem. It is stated there tHat 70:5 per cent, of the accidents are judged as having been caused by the failure of the railway staff. This is a thing which I find very difficult to accept. I will illustrate my point by giving one or two examples. I find that over-time allowances are paid to the running staff in many divisions, and it amounts to as much as 25 per cent, of the total wage bill. That means that those men are being made to work overtime, over and above their stipulated time. Here is one example. On 4th December, 1963, at Bilha station on the Bilaspur-Drug section, a goods train worked by a diesel engine No. 18184 ran past the outer and home signals an<} collided with a goods train standing at Bilha station. The loss to the Railways because of the collision must have been nearly a lakh of rupees. The driver, Mr. D. S. Nara-yana, who was working the diesel locomotive, was working overtime continuously during the preceding month. .If you look at his duty sheets, you will find that he has done more than 380 hours in the preceding thirty days. The incentive is there that if he does overtime, he will get money and since it is a question of getting money, he is prepared to work but what happens is this. Even though the mind is willing to work, there is something else called the nervous system which is exhausted and standing behind the wheel he starts sleeping. It naturally happens and people are exhausted. So, it is necessary to see that people are not made to work beyond the duty hours prescribed and this idea of overtime has got to be controlled. The solution is to employ more people.

I will give you another example from the same division. On the 13th February, 1963, a head-on collision between 800 Down goods train and 3CA passenger train occurred at Bau • ridand station in the Anupur-Chirimiri section. The A.S.M. on duty had set 'the point and had locked it and the A.S.M. later on said, "I thought I had set the correct point and locked it". That station was working under an AOS. The interlocking was removed and the station was working under his supervision. Instead of six Assistant Station Masters, he was managing with three Assistant Station Masters and this particular Assistant Station Master wag on twenty-four hour duty on the 12th and broke off duty at midnight but he was again called back in the morning. The administration failed to appoint people and he committed this mistake. H$_e$ actuallv said. "I was tired. I thought I had locked

the correct point" whereas he had not and this head-on collision took placa. When people are made to work overtime it results in serious accidents and serious loss or damage to property. If it is a passenger train, then there may be loss of life also which nobody can replace. The other losses can be replaced but not loss of life.

Another thing to improve the working is to have more compact zones. My opinion is that these four railway zones the Central, the Western, the Southern and the Northern, which together constitute nearly 24,000 miles or so should be reorganised into six zones; portions of the Southern and Central Railways should be organised into one zone with Secundcrabad as the headquarters as is now demanded by the people of that area and the metre gauge portions of the Western Railway and the Northern Railway should be constituted into another zone. Thus you will find that each Railway will have more or less 3,500 to 4,000 miles which I think is a compact and well-knit unit and can be easily handled by any single authority operating from a centre.

Im Secunderabad, there is the Gandhi Hospital just across the shunting yard separated by a narrow road. These shunting engines release steam pressure which makes a terrific noise. There were cases when pregnant women waiting in the hospital, because of this shock treatment given to them, they deliver and this kind of treatment is not considered good either for the mother or for the child. At times the smoke coming from the engines enters the hospital building and does not go out. The atmosphere there is polluted. It is a big hospital consisting of 550 beds and a number of students are also there. I would suggest to the Railway Minister to allot some diesel engines in place of the steam engines. It may not be possible to remove the shunting yard because there is a bridge or something. This can be considered later on but immediately some diesel engines can be allotted te thi$_s$ place wliich will give some relief to the patients. It is not possible to shift the hospital from that place.

There is a small stretch of line of about six miles running from Reni-gunta to Tirupathi. It is a metre gauge line running up to Renigunta. The very large number of pilgrims who contribute all the money for the university, hospitals, schools and other things being run in Tirupathi find it veiy difficult to get down at Renigunta Or change into other trains or buses. This question was raised in the past ateo. If this stretch of six miles coula be converted into a mixed gauge so that the broad gauge trains can go up to Tirupathi, deposit the passengers and come back to Renigunta, it will be of great help to the passengers. This is quite a longstanding demand from the people of that area as well as from the pilgrims who have been going there.

A line from Ongole to Hyderabad has been another long-standing demand. I would request th$_e$ Railway Minister to have at least the survey conducted. This line could run from Ongole to Hyderabad *via* Nagarjunasagar and if this line could be linked with Kazipet from Nagarjunasagar the congestion at Vijayawada which the Railways face will be be relieved or easily reduced, and the traffic from north to the south can be diverted through this line. The people of Andhra have been agitating for a line from Visakhapatnam to Kothagudum. The other lines which the people of Andhra have been demanding and which have been supported by the Andhra Pradesh Government are, Nandyal to Katpati *via* Mydakur, Nel-lore to Mydakur and Hyderabad to Pakala. I would also remind the Railway Minister that the Mysore-Coorg-Tellicherry line has been surveyed and I would request him to see that at least in his period that line is constructed.

SHRI H. C. DASAPPA: Further prompted by your friend there.

SHRI M. N. GOVINDAN NAIR: (Kerala): It is our common interest.

SHRI P. K. KUMARAN; Now, I will come to the question of selection of certain workers. Last year, there was a selection for posts of Assistant Labour Welfare Inspectors on the Southern Railway. The complaint is that the administration posted certain people whom it wanted to select in advance. Posts were created in advance, these people were appointed and on the plea that they were officiating they were called for interview and selected; otherwise, some so.rt of favouritism was prevailing. In the case of the Western Railway, there has been a complaint that for selecting certain Grade II officers to fill up twenty-one vacancies, they should have called eighty-four candidates but in order to see that the people whom they favoured were selected, they called four hundred and fifty people and I believe, if the report which I received is correct, that wrangling is going 0*1 between the Selection Board and the General Manager of tha Western Railway. Such practices should be discouraged and rules which are already framed for this purpose should be followed strictly so that the employees get confidence in the justice which the railway administrations wiH meet out in such cases.

Now, recently, the Supreme Court has struck down rule 149, originally rule 148 of the Railway Establishment Code. Since 1953, the Railways have been dismissing people and the first casualty of this rule 149 is the trade union workers. ,If an accident takes place and ^ the Government finds it difficult to fix responsibility on anybody, they arbitrarily say that such and such man should have been responsible and so, instead of conducting an enquiry into that case, they dismiss him under this rule 149. This is also used against trade union workers. Thus, a number of workers have been removed since 1949. Since this rule has now been declared invalid, I hope these men will be reinstated and if there is any specific charge against them, they should be given an opportunity to defend themselves. But they should all be reinstated and I hope the Minister will announce it even in the course of his reply.

Then there is the question of labour policy. On the Southern Railway there are three unions. In the year 1960 one union was affiliated io the All India Railwaymen's Federation, another union was affiliated to the National Federation of Indian Railwaymen and the third union functioning from Golden Rock was independent. In I960, we decided to reduce the number of unions to two and so the union that was affiliated to the All India Railwaymen's Federation merged in the union that was functioning from Golden Rock and thus two unions came into existence. Unfortunately, the leadership of the Federation did not like this and sO they gave a call to their people to organise a third union on the Southern Railway and that union was called tlie Southern Railway Mazdoor Union. But this Union, the Dakshina Railway Employees' Union, was a very old union, and Mr. Guruswamy was the President of the Union for a number of years and in the other Union Shri Ananthan Nambiar and Shri Kaiyanasundaram were functioning as leaders. That also was an old union. Even if you try to ignore that union, it will thrive. So my request to you is, you try to talk to them and come to some sort of an understanding with them. It is now run completely by the employees; the President, Secretary and all others are employees. Of course, Mr. Guruswamy was the last President Now all the office bearers of this union are working employees. So it is not correct not to come to an understanding with them. You must see to it that they are recognised.

There is another thing I would like to say. Now, the Railway Minister is always talking of unity. Then why should he perpetuate these two Fede- I rations? Mr. V. V. Giri has given a

good formula for bringing about a unity of the two Federations. I would like—just as in the case of vhe P. & T. —the Railway Minister to take stepa to see that the two Federations are brought together and al] the existing unions also are brought into one Federation. You can adopt any convenient formula, preferably the Girl formula. If there are certain unions which do not approve of that formula which you adopt and if it is a reasonable formula—of course the democratic process should be there—then certainly derecognise -them. They must give recognition to sill the unions and then try to apply the Giri formula and bring about unity. Unless there is a united union you cannot have full co-operation and unless there is co-operation between the Federation and the Railways the performance is not going to improve. There is still room, for improvement. Our country is going to develop and so our Railways also should develop in accordance with the necessities of industrial development.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : How much more time will you take?

SHRI P. K. KUMARAN; Just one minute more. I have received a report and it is up to the Railway Board to see that it is enquired into. *Biri* leaves are being exported from stations like Kotarlia, Kirodimalnagar, Balpahar, Jharradih, Sakti, Raigarh, etc. in Bilaspur Division. They are booked to Mangalore and a few wagons are booked to Quilon and Tinnevelly. Now in booking there was restriction on wagon loading. So they were divided into smalls and exported to Mangalore and in order to make the local officials connive at this these merchants paid large amount of bribes. They were offered because these leaves are reported to have been smuggled to Pakistan from Mangalore. This is my report and I hope the Railway Board will enquire into it anj see that such malpractices for private purposes like smuggling are stopped. There are other aspects of corruption but I would not like to go into them now. We shall deai with them later on.

Thank you.

श्री शील भद्र याजी : माननीय वाइस चेयरमैन साहब, ३१ करोड़ रुपये की बचत का जो रेलवे बजट हमारे रेलवे मंत्री जी ने पेश किया है उसके लिये मैं उनको बहुत धन्यबाद देता हूं मुबारकबाद देता हूं । सिर्फ इसके लिये ही धन्यवाद नहीं देता हूं कि बजट में कुछ बचत दिखलाई है बल्कि इसलिये देता हूं कि जो हमारी योजना चल रही है– जो लोगआंख खोल कर हिन्दुस्तान में घूमते हैं वह देखते होंगे कि जितनी तरक्की रेलवे में हुई है उतनी तरक्की और सब विभागों में नहीं हुई है और खास करके आपातकालीन अवस्था में रेलवे का जो खर्च था, कर्तव्य था उसको हमारे रेलवे कर्मचारियों ने और जो उसको चलाने वाले हैं रेलवे बोर्ड और रेलवे मंत्रालय उन सबने बहुत मुस्तैदी से पूरा किया है, सबने बहुत मुस्तदी के साथ काम किया है । इसलिये जिस तरह से हमारे साथी अर्जुन अरोड़ा जी ने धन्यवाद दिया उसी तरह से मैं भी इन तमाम लोगों को फिर धन्यवाद देता हूं । यह तो एक फैशन हो गया है कि सदन में भी और बाहर भी कुछ लोग पंडित नेहरू से ले कर रेलवे बोर्ड के जितने मेम्बर हैं उनको "ग्रेंड मुगल" और तरह तरह के शब्दों से विभूषित करते हैं, कुछ लोगों का यह पेशा हो गया है, वे अच्छा काम भी करें लेकिन जब तक उनके लिये खराब नहीं बोलेंगे तब तक उनका अस्तित्व यहां हिन्दुस्तान में रहने वाला ही नहीं है इसलिए अच्छा काम करने पर भी वह इन शब्दों से इनको विभूषित करेंगे—मैं भी रेलवे युनियन्स में काम करता हूं और जानता हूं कि रेलवे कर्मचारियों की बहुत सी मांगें रहती हैं, उनको बहुत सी दिक्कतें भी होती हैं लेकिन उन दिक्कतों के बावजूद जिस मुस्तदी के साथ, जिस तीव्रता के साथ सारे हिन्दुस्तान

[श्री शीलभद्र याजी]

में रेलवे प्रगति कर रही है यह हम लोगों के लिए खुशी की बात है ।

अभी जो माल-भाड़े में २ प्रतिशत की वृद्धि हुई तो जो तमाम प्राइवेट सेक्टर वाले, हैं, पूंजीपति लोग हैं वह उसका विरोध करने लगे उनका काम ही है कि कुछ भी कर बढ़े तो वह उसका विरोध करते हैं और इसलिए वह विरोध कर रहे हैं । हम रेलवे कर्मचारियों के लिए यह कहते हैं कि उनका मंहगाई भत्ता बढ़ना चाहिए और अभी हमारे साथी अर्जुन अरोड़ा ने कहा कि यू० पी० में और रेलवे लाइन चाहिये जबकि यू० पी० में रेलवे लाइन का जाल बिछा हुआ है, सभी प्रान्तों में रेलवे लाइन चाहते हैं, सभी की मांग रहती है कि हमारे यहां रेलवे लाइन का निर्माण होना चाहिये और कहीं कहीं इसको बहुत बढ़ा चढ़ा कर भी कहा जाता है लेकिन मेरा कहना यह है कि जब तक रेलवे की आमदनी में वृद्धि नहीं होती तब तक नई रेलवे लाइन का निर्माण भी नहीं हो सकता और जो हमारे रेलवे कर्मचारी हैं जोकि १३ लाख हैं उनकी सुख सुविधा का भी इंतजाम नहीं हो सकता । हमारे दासप्पा जी ने कहा कि हमारी पूंजी में वृद्धि हो रही है, जहां इस वर्ष मार्च में वह २१ अरब ३६ करोड़ की पूंजी है तो अगले वर्ष के मार्च में, जो १९६५ आयेगा उसके मार्च में, वह २३ अरब ८६ करोड़ के करीब हो जायेगी । यह बड़ी खुशी की बात है । तो जब कर लगाने की आवश्यकता हो चाहे वह माल भाड़े में वृद्धि की बात हो चाहे पार्सल के भाड़े में वृद्धि की बात हो या पैसेंजर के किराये में वृद्धि की बात हो उसे हमें करना चाहिये । जब देश में आपात-कालीन अवस्था है तो सिर्फ घड़ियाल के आंसू बहाने की ही आवश्यकता नहीं है बल्कि उसके लिये कुछ करने की आवश्यकता है और जो रुपये की जरूरत हो उसको पूरा करना है, हमें सिर्फ यही नहीं करना है कि कभी रूस की तरफ देखें, कभी इधर और उधर देखें बल्कि खुद जरूरत को पूरा करना है । जब हर एक सदस्य यह समझते हैं कि रेलवे लाइन का निर्माण होना चाहिये और रेलवे कर्मचारियों को मंहगाई का भत्ता मिलना चाहिए तो फिर हमें इस सबके लिये तैयार रहना है, इसलिये माल भाड़े में जो २ प्रतिशत की वृद्धि हुई है वह उचित है, हमारे पैसेंजर के किराये में वृद्धि नहीं हुई है, पार्सल भाड़े में वृद्धि नहीं हुई है और मैं समझता हूं कि उन्होंने आज की हालत को देख करके बढ़ाने की कोशिश नहीं की है

4 P. M. और सिर्फ माल भाड़े में थोड़ी वृद्धि हुई है ।

दो प्रतिशत बढ़ा है । लेकिन उस के खिलाफ भी तमाम जितने पूंजीपति और सरमायादारों के प्रेस हैं वे कुछ लिखते ही रहते हैं—उनका तो पेशा है । और हमारे विरोधी दल के लोगों में से कुछ ने—यहां तो नहीं लेकिन उस सदन में—इसके खिलाफ आवाज उठाई । तो हम उन का भी समर्थन करते हैं ।

अभी रेलवे लाइनों के निर्माण की बात आई थी । मैं उस मनीपुर सूबे के बारे में आज सात वर्ष से रेलवे मंत्री को कहते कहते थक गया हूं । यहां तीन मूर्ति ब्रह्मा, विष्णु, महेश बैठे हुए हैं, उन से फिर कह रहा हूं कि उस सूबे ने रेलवे लाइन का अभी तक दर्शन नहीं किया । और सुरक्षा के ख्याल से भी, उसके डेवलपमेन्ट के ख्याल से भी वहां रेलवे का होना जरूरी है । जितने भी और प्रान्त हैं, यू० पी०, बिहार, मद्रास, सब को छोड़ कर वहां सुरक्षा के ख्याल से, डेवलपमेन्ट के ख्याल से, जिन राज्यों ने अभी तक रेलवे लाइन का दर्शन ही नहीं किया वहां ध्यान दीजिए । चीनी आक्रमण के बाद मैं समझता था कि रेलवे मंत्रालय को बहुत जल्द सुबुद्धि आयेगी लेकिन अभी तक सुबुद्धि नहीं आई और अभी तक सिलचर से इम्फाल तक रेलवे नहीं पहुंची । मनीपुर राज्य में अंग्रेजों

के वक्त एक बार सर्वे हुआ था लेकिन तब से आज तक सरकार के कान में जूं नहीं रेंगी । सरकार सुन सब लेती है । सभी प्रान्त रेलवे लाइन के लिये, प्लेटफार्म के लिये और न जाने क्या क्या चीजों की मांग करते हैं लेकिन सुरक्षा के खयाल से कोई नहीं देखता कि पहली जरूरत किस की है । मैं समझता हूं मनीपुर की तरफ सिर्फ एक रेलवे के मंत्री गये हैं, वहां शायद रेलवे पदाधिकारी जाते नहीं हैं । जैसे बैटलग्राउन्ड में कान्वाय के साथ लोग चलते हैं वैसे ही कोहिमा से हो कर इम्फाल पहुंचने में जब तक मशीनगन और टैंक ले कर न चला जाय, वहां आदमी नहीं पहुंच सकता है, माल क्या पहुंचेगा । वह एक प्रान्त है जहां चार सौ वर्ष पहले चीन का आक्रमण हुआ था और जोकि बर्मा से लगा हुआ है । तो सुरक्षा के खयाल से हमने बार बार कहा था कि जल्दी से जल्दी सिलचर से लेकर इम्फाल तक रेलवे लाइन बननी चाहिये । रेलवे वाले कहते हैं कि वहां पहाड़ बहुत है, लमडिंग से लेकर बदरपुर तक पहाड़ हैं । आपने साढ़े सात हजार फुट ऊंची शिमला की पहाड़ी में रेल पहुंचा दी और दार्जिलिंग, ऊटी में सब जगह रेलवे लाइन ला दी है । अंग्रेजों के वक्त से जब मनीपुर के प्रदेश में सरवे हो चुका है और आज तक कुछ नहीं हुआ है तो क्या यह समझा जाय कि उस कागज को दीमक खा गया होगा । मनीपुर राज्य का कभी भी डेवलपमेन्ट नहीं हो सकता है, कोई तरक्की नहीं हो सकती है, जब तक वहां रेलवे की व्यवस्था न हो । मैंने बता दिया है कि यहां उपद्रवी नागा लोग पाकिस्तानियों की मदद से, चीनियों की सहायता से वहां पुल वगैरह उड़ा देते हैं । वहां एक बस का रास्ता जो है वह भी बन्द हो जाता है । यातायात का साधन न होने से वहां के खनिज पदार्थों का सही इस्तेमाल नहीं हो पाता है क्योंकि रेलवे लाइन नहीं है ।

मनीपुर के दो एम० पी० हैं । यहां पर भी एक है और वे भी अभी गायब हैं । उनकी आवाज नक्कारखाने में तूती की आवाज है, कोई सुनता नहीं है ? और हम बिहार वाले और यू० पी० के लोग बोलते हैं । कभी कभी रेलवे मंत्रालय भी प्रोपेगेन्डा में आ कर उन के यहां रेलवे लाइन का निर्माण कर देता है । इसलिए सब से पहले हमारी कोशिश होनी चाहिये-सुरक्षा के लिहाज से, डेवलपमेन्ट के खयाल से, कि मनीपुर राज्य में सिलचर से इम्फाल तक रेलवे लाइन का निर्माण हो । वहां पहाड़ कोई बहुत ऊंचे नहीं हैं । जल्दी से जल्दी, कम से कम उसका सर्वे जरूर करना चाहिये और जब तक सर्वे नहीं होगा रेलवे लाइन का निर्माण नहीं होगा । और ताज्जुब यह है कि हमारे जनरल शाहनवाज खां इम्फाल में एक पब्लिक मीटिंग में गए तो उन्हें भी जोश हो गया और कहा कि रेलवे लाइन जरूर बनेगी । कई वर्ष हो गए जब उन्होंने कहा कि रेलवे लाइन का निर्माण होना चाहिये । हम ने सरदार स्वर्ण सिंह से भी पूछा कि जनरल शाहनवाज खां ने जब सिफारिश की है तो कोई काम क्यों नहीं होता है तो वे कहने लगे कि उन की सिफारिश अच्छी है लेकिन फंड्स की बात होती है । तो कब तक यह फन्ड आयेगा ? और जगह रेलवे लाइन देने का काम बंद कर के क्यों नहीं फंड्स दिए जाते हैं । सिलिगुड़ी तक ब्रोड गेज रेलवे लाइन बन जायेगी, सिलीगुड़ी से मीटर गेज भी चलेगी, सब कुछ होगा । यदि आप हिन्दुस्तान की सिक्यूरिटी चाहते हैं तो आप को सब से पहले वहां रेलवे लाइन पहुंचानी होगी जहां आदमी नहीं पहुंच सकता, सामान और माल नहीं पहुंच सकता और जो सुरक्षा की दृष्टि से महत्वपूर्ण स्थान हैं—उन को प्रायरिटी देनी चाहिये । सिलचर से इम्फाल तक रेलवे लाइन बननी चाहिये । ठीक है, धरमनगर तक त्रिपुरा राज्य में रेलवे लाइन आप ले जा रहे हैं लेकिन अगरतला तक रेलवे लाइन जानी चाहिये । ये दोनों पाकिस्तान से घिरे हुए हैं । सिक्यूरिटी के खयाल से और विकास के लिए धरमनगर से लेकर अगरतला तक सर्वे होना चाहिये

[श्री शोलभद्र याजी]

और रेलवे लाइन बननी चाहिये । इसके साथ ही साथ आप मकौं सेलक से पासीघाट तक रेलवे लाइन ले जायें । अगर पासीघाट तक रेलवे लाइन नहीं जायगी तो अच्छी बात नहीं होगी क्योंकि जो आप रेलवे लाइन बना रहे हैं वहां नेफा का बार्डर छू रहा है और छूते छूते उसे पासीघाट में पहुंचा दीजिए । और आप देख ही रहे हैं कि नेफा में हालत कैसी है । एक तरफ चीनी आक्रमण उधर हो रहा है और हम को अपनी आर्मी को रसद पहुंचानी है और उस काम में विलम्ब नहीं होना चाहिये ।

इसके साथ ही साथ जम्मू और काश्मीर के बारे में भी हम ने शुरू में कहा कि जब आप बड़ी बड़ी ऊंची पहाड़ियों पर रेल ले जाते हैं तो अभी तक जम्मू तक रेलवे लाइन का निर्माण क्यों नहीं हो सका । सियालकोट से जम्मू तक रेलवे लाइन पहले थी और फिर जम्मू से घूमफिर कर श्रीनगर तक रेलवे लाइन का जरूर निर्माण होना चाहिये । सुरक्षा के खयाल से यह बहुत जरूरी है कि चूंकि दो पगले खड़े हो गए हैं—एक चाऊ एन लाई हैं, दूसरे अयूब खां हैं, जोकि मिल गए हैं, इकट्ठा हो गये हैं । तो इसलिए सुरक्षा के लिये, निर्माण के लिये, वहां रेलवे लाइन का होना जरूरी है । वैसे तो हमारे और सदस्य अपने अपने क्षेत्रों के लिए कहीं प्लेटफार्म मांगेंगे, कहीं रेलवे स्टेशन मांगेंगे, और कहीं मीटर गेज है तो ब्राड गेज करो कहेंगे, लेकिन उसकी तरफ कोई ध्यान देने की जरूरत नहीं है। तो देश की सुरक्षा और देश का विकास डिमांड करता है, आप से मांग करता है कि मनीपुर में सिलचर से लेकर इम्फाल तक और फिर धरमनगर से ले कर अगरतला तक त्रिपुरा राज्य में और जम्मू और काश्मीर में पठानकोट से माधोपुर तक रेलवे लाइन हो । पठानकोट से माधोपुर तक आपने लाइन बढ़ाई है तो उस को जम्मू और जम्मू से श्रीनगर तक ले जायें ।

अभी हमारे रेलवे कर्मचारियों की मांगों के बारे में बात आई मेरा भी एन० एफ० रेलवे से सम्पर्क है जिस रेलवे में ६३,००० रेलवे कर्मचारी हैं और सिर्फ रेलवे मंत्रालय ने नहीं बल्कि सारे देश ने, जो हमारी एन० एफ० रेलवे में कर्मचारी हैं, उन की भूरि भूरि प्रशंसा की है और उन को शाबाशी दी है । लेकिन शाबासी देने से ही काम चलने वाला नहीं है । वे दस घंटे, बीस घंटे काम करेंगे उसके लिए आप से पुरस्कार नहीं मांगेंगे । लेकिन आप नागालैन्ड में रेलवे लाइन चलाते हैं तो उसमें एक मनीपुर स्टेशन है वहां अधिक भत्ते देते हैं । नागालैंड में जैसी असाधारण परिस्थिति है वैसा ही हाल एन० एफ० रेलवे में है । वहां नेफा का बार्डर टच करता है, आसाम का, नार्थ बंगाल का बिहार का बार्डर टच करता है । तो उसको भी आप को स्पेशियली ट्रीट करना चाहिये । उस रेलवे लाइन में आमदनी नहीं होती है लेकिन उसमें आप रुपया देते हैं तो देश की सुरक्षा के लिये देते हैं । और दूसरी रेलवे लाइनें आमदनी करती हैं । लेकिन आप को देश को सुरक्षित रखना है, देश का विकास करना है तो फिर उन सब इलाकों को क्यों अर्ध विकसित रखते हैं । उसी तरह से वहां के रेलवे कर्मचारियों को दिक्कतें भी हैं । इतनी महंगाई बढ़ गई है । आप ने जो दो रुपये से दस रुपये तक की महंगाई भत्ते में वृद्धि दी है उस से कुछ होने वाला नहीं है ।

हमारे माननीय दासप्पा साहब रंगापाड़ा में गए थे, सरदार स्वर्ण सिंह भी गए थे और साथ में रेलवे बोर्ड के चेयरमैन श्री बैजल साहब भी गए थे । हम ने एक मेमोरेन्डम भी दिया था लेकिन जब हम मेमोरेन्डम देते हैं तो उसका जवाब कभी नहीं मिलता है । तारीफ तो हम कर देते हैं लेकिन मेमोरेन्डम का क्या हुआ पता नहीं । वह रद्दी की टोकरी में फेंक दी जाती है । और हम बराबर मांग कर रहे हैं कि एन० एफ० रेलवे में ६३,००० कर्मचारी हैं जिन की हालत अच्छी नहीं है । वहां चीजें बहुत महंगी हैं । उन्होंने बहुत अच्छा काम करके आप को दिखलाया है । आपने जो दो रुपया से दस रुपये तक प्रसादी के रूप में

दिया है उससे उन का कुछ नहीं होगा, उसको तो जो साहूकार लोग, महाजन लोग बैठे हुए हैं वे ही ले लेंगे और कुछ होने वाला नहीं है। पूरे एन० एफ० रेलवे को डिफेन्स आफ इंडिया यूनिट घोषित कर सभी रेलवे कर्मचारियों को बहुत भत्ते देने की योजना बनानी चाहिये। इसलिये वहां पर जो कर्मचारी हैं उन्हें ज्यादा से ज्यादा देने की कोशिश की जानी चाहिये। एन० एफ० रेलवे में जो कर्मचारी हैं उनके क्वार्टरों के लिए कम से कम २ करोड़ रुपया खर्च किया जाना चाहिये ताकि वहां हर एक कर्मचारी को रहने की सुविधा मिल सके। अभी यह होता है कि जो कच्चे मकान होते हैं उन्हें ही पक्के बनाने में ग्रांट खर्च कर दी जाती है और दूसरी नई बिल्डिंगें नहीं बनाई जाती हैं। इसलिए यह आवश्यक है कि वहां पर और नये क्वार्टर बनाये जाने चाहियें और इस समय जो कच्चे से पक्के क्वार्टर बनाये जाते हैं उन से काम चलने वाला नहीं है।

इसके अलावा रेलवे कर्मचारियों की और भी बहुत सी मांगें हैं जो मैं समय न होने के कारण नहीं कह सकता हूं क्योंकि हमारे श्री बुध सिंह साहब बोलने वाले हैं और वे ऐसे इलाके से आते हैं जहां के लोगों ने अभी तक रेलों की सूरत तक नहीं देखी है। एक बात मैं और कह देना चाहता हूं और वह यह है कि जिस तरह से और विभागों में या रेलवे के जो बड़े बड़े अफसर होते हैं जब वे किसी दूसरे विभाग से आते हैं तो उन की नौकरी की कन्टीन्यूटी रहती है। अगर रेलवे विभाग में कोई आई० सी० एस० या कोई आई० पी० एस० आ जाता है तो उस की कन्टीन्यूटी रहती है लेकिन जो हमारे यू० डी० सी० हैं, क्लर्क हैं, उन की कन्टीन्यूटी नहीं रहती है। इसलिए रेलवे विभाग से मैं यह कहना चाहता हूं कि इन लोगों को भी इसी तरह की सहूलियत दी जानी चाहिये।

हमारे प्रोटेक्शन फ़ोर्स के बारे में अभी अरोड़ा जी ने कहा कि इस को तोड़ देना चाहिये। मैं उन से कहना चाहता हूं कि हमारी पुलिस के रहते हुए मर्डर होते हैं, डकैतियां होती हैं तो क्या हम इसी तरह से पुलिस को भी तोड़ देने के लिए कहेंगे। अभी नेफा के बार्डर में हमारी हार हुई तो क्या हम यह कहेंगे कि सेना को तोड़ दिया जाना चाहिये। इस तरह की बात कहना वाजिब नहीं है। यह कह सकते हैं कि प्रोटेक्शन फ़ोर्स में ये ये कमियां हैं, वे लोग इस तरह की गलतियां करते हैं, जिन्हें दूर करना बहुत ही जरूरी है। लेकिन हम किसी संस्था को उसकी थोड़ी खराबी के कारण एकदम तोड़ देने के लिए नहीं कह सकते हैं। मैं समझता हूं कि हमारे ट्रेड युनियन के वर्करों को यह बात मालूम है कि अगर हम इस तरह की मांग करेंगे तो देश में बेकारी की समस्या ज्यादा फैल जायेगी।

श्री अर्जुन अरोड़ा : मैंने यह कहा था कि या तो इन लोगों को अधिकार दिया जाय या इसको एबालिश कर दिया जाय। अगर आप इनको अधिकार नहीं दे सकते हैं तो मुफ्त में खर्चा क्यों करते हैं ?

श्री शीलभद्र याजी : हम लोग रेलवे कर्मचारियों के बीच में काम करते हैं और उनकी तकलीफों को जानते हैं लेकिन समय न होने के कारण मैं उनकी तकलीफ़ों को पूरी तरह से नहीं कह सका। जब रेलवे की बात आयेगी तो मैं इन सब चीजों को रखूंगा। इन शब्दों के साथ मैं रेलवे मिनिस्टर साहब को और जो १३ लाख रेलवे कर्मचारी उनके अन्तर्गत काम करते हैं बधाई देना चाहता हूं। इस सदन में रेलवे कर्मचारियों के बारे में काफी तारीफ की गई है कि उन्होंने इमरजेन्सी के अवसर पर काफी अच्छा काम किया। अभी देश में जो योजना चल रही है, परिकल्पना चल रही है उसमें भी ज्यादा भाग रेलवे कर्मचारियों का ही है और उसको सम्पादित करने में उनका हाथ रहा है।

जय हिन्द।

کشمیر کے حصہ میں کہیں پر بھی کوئی سرخ دیکھا ریلوے لائن کی دکھلائی نہیں گئی ہے - ہم بہت پہلے سے کہتے آ رہے ہیں کہ ہمارا جو علاقہ ہے وہ دشمنوں سے گھرا ہوا ہے اور اس علاقہ کو ہو طرح سے محفوظ رکھنے کے لئے یہ ضروری ہے کہ جموں کشمیر میں ریلوے لائن بنائی جائے تاکہ وہاں پر آسانی کے ساتھ فوج اور دوسرا سامان پہنچایا جا سکے - میں ریلوے محکمہ کو اس کے اچھے کام کے لئے مبارکباد دینا چاہتا ہوں اور ان کی جتنی تعریف کی جائے اتنی کم ہے مگر اس کے جتنے بھی ملازمین ہیں وہ سخت محنت سے کام انجام دیتے ہیں - وہ لوگ گرمی اور سردی میں اپنا کام کرتے چلے جاتے ہیں - ان لوگوں نے قیضیاس کا سامان ایک جگہ سے دوسری جگہ پہنچانے میں بڑی مستعدی سے کام کیا اور تجارتی سامان کو بھی ایک جگہ سے دوسری جگہ پہنچانے میں کسی طرح کی دیر نہیں کی - ریلوے ملازمین کی خدمات کی جتنی تعریف کی جائے وہ کم ہے انہوں نے بہت ہی قابل تعریف کام کیا اس میں کوئی شک نہیں ہے منسٹر صاحب نے جو اپنا ایڈریس لکھا وہ بہت اچھا لکھا ہے اور معلوم ہوتا ہے کہ انہوں نے ہر ایک چیز کی اچھی طرح سے جانچ پڑتال کی ہے - لیکن میں ان سے

سردار بدھ سنگھ (جموں اینڈ کشمیر) : وائس چیرمین صاحب - مجھے بارہ برس ہو گئے اس ایوان میں آئے ہوئے اور بارہ برس سے میں متواتر جموں کشمیر میں ریلوے لائن لے جانے کے لئے بڑی مفصل تقریریں کرتا رہا ہوں - اب مجھے ضرورت نہیں تھی پھر سے ان باتوں کو دہرانے کی کیوں کہ یہ سب باتیں ریکارڈ میں موجود ہیں - لیکن میں سمجھتا ہوں کہ مجھے ایک بار پھر ان باتوں کو دہرانا پڑتا کیونکہ بارہ برسوں میں قریب چھ منسٹر تبدیل ہو چکے ہیں اور ہر ایک منسٹر کو جو نیا آتا ہے اس کے لئے جموں کشمیر کے لوگوں کی تکالیف اور مشکلات کو بیان کرنا پڑتا ہے -

रेल मंत्रालय में उपमंत्री (श्री शाह, नवाज खां) : जम्मू कश्मीर में दाखिल हो गई ।

سردار بدھ سنگھ : دو میل سے لے کر دو سو میل تک بارڈر کا ایریا ہمارا دشمن کے قبضہ میں ہے - بھارت سرکار اربوں روپیہ خرچ کر رہی ہے مگر چار پانچ برسوں میں وہ صرف چار پانچ میل کی لائن بنانے جا رہی ہے جو نہیں بنی - ریلوے کا جو نقشہ آپنے بتلایا ہے جب میں اسے جموں کشمیر کے لوگوں کو دکھلاتا ہوں تو میرا سر شرم سے جھک جاتا ہے کیونکہ اس نقشہ میں جموں

ہیں - آپ جو کچھ فرما رہے ہیں وہ اس کا انگریزی میں ترجمہ کر رہے ہیں -

سردار بدھ سنگھ : ہمارا گیارہ سو میل کا بارڈر ہے لکھن پور سے لے کر لداخ تک اور اس کے آگے تک بھی ہے - اٹھاسی ہزار مربع میل ایریا میں سے ۳۵ ہزار مربع میل ایریا جو دو سو کالڈ آزاد کشمیر، کہلاتا ہے در اصل جو پاکستان کا غلام بنا ہوا ہے - پاکستان نے بری طرح اس کو غلام بنا رکھا ہے - وہ لوگ جو مصیبت میں گھرے ہوئے ہیں اور جو علاقہ پاکستان کی طرف چلا گیا ہے - ہمارے بھائی شاہ نواز خاں صاحب جانتے ہیں کہ پہلے اس حصہ کے نزدیک ہمارے چھ سات ریلوے اسٹیشن تھے - ہم لوگ وہاں سے رفیوجی بن کر برباد ہو کر ادھر آگئے ہیں - ہمارے ہزاروں بھائی بے گھر بار ہو گئے ہیں - ہمارے نزدیک جو اسٹیشن وہاں تھے ہیویلیاں ، راولپنڈی گجرخاں، جہلم، کھاریاں، گجرات اور سیالکوٹ - جہاں سے ہمارا سامان ہندوستان سے آسانی کے ساتھ آسکتا تھا یہ سب پاکستان کے قبضے میں ہیں - جموں سے اٹھارہ میل تک لائن سیالکوٹ کو جاتی تھی اور اس طرح ہمارا جتنا مال اسباب تھا وہاں پہنچ جاتا تھا - اب ان اسٹیشنوں کے چلے جانے سے ہمارے مال

یہ عرض کرنا چاہتا ہوں کہ بجائے اس کے وہ دفتر کے کاغذات کو دیکھتے وہ ان لوگوں کا بھی خیال کرتے جو اس میں کام کرتے ہیں - جو لوگ سخت سردی میں آگ میں برف میں کام کرتے ہیں یہ چھوٹے چھوٹے لوگ ہیں جو اس طرح کا کام ریلوے میں انجام دیتے ہیں لیکن جو بڑے آفیسر ہیں اور ان میں ایک بہت بڑا فرق ہے - معلوم نہیں یہ امیری اور غریبی بڑے بڑے آفیسر اور چھوٹے چھوٹے ملازم کا فرق کب مٹیگا - اس کو مٹانا اب آپ کا کام ہے - جس طرح کی رعایتیں آپ نے ان آفیسروں کو دی ہیں اس طرح کی سہولتیں اور رعایتیں ان چھوٹے چھوٹے ملازمیں کو بھی دیجئے کیونکہ یہ آپ کے اور ہمارے بھائی ہیں اور یہ آپ کا فرض ہے - میں یہ عرض کرنا چاہتا ہوں کہ میں جو کچھ کہوں وہ منسٹر صاحب اچھی طرح سے سنیں - اور میں آپ کے ذریعہ ان کو سنانا چاہتا ہوں -

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): He wants the Minister to listen to his speech.

SHRI H. C. DASAPPA: I am getting the version of it tarnslated because I am not able to follow it in Hindi.

وائس چیر مین (شری اکبر علی خان) : وہ توجہ کر کے انہیں سنا رہے ہیں کیوں کہ وہ ہندی نہیں سمجھتے

کے ساتھ ہمارے دو تین میل دور
اس علاقہ سے دشمن بیٹھا ہوا ہے
لکھن پور سے لے کر اودھم پور تک کوئی
بڑا دریا و پہاڑ نہیں ہے اور وہاں
تک ریلوے لائن آسانی کے ساتھ جا
سکتی ہے جو آفسر وزیر لوگ کشمیر
جاتے ہیں وہ یا تو سیدھے سڑکوں کے
ذریعہ جاتے ہیں - یا ہوائی جہازوں
کے ذریعہ جاتے ہیں - اب لوگوں کو
کشمیر میں پھولوں میں بیٹھایا
جاتا ہے اور ان کا ریسپشن کیا جاتا
ہے - ان سب لوگوں کو معلوم ہونا
چاہئے کہ جموں سے لے کر کشمیر و
لداخ تک دائیں بائیں جتنی پہاڑ
اور ویلیز ہیں ان کے ہزاروں آدمی
ایسے ہوں گے بلکہ لاکھوں لوگ ایسے
ہوں گے جنہوں نے ابھی تک ریلوے
کی شکل تک نہیں دیکھی - کتنی
افسوس کی بات ہے کہ سولہ برسوں
سے ہم نے اپ کو مکمل طور پر آپ کے
ساتھ ملحق کر دیا آپ کے حوالہ کر
دیا لیکن ابھی تک آپ کو خیال
نہیں آیا کہ ان لوگوں کی کتنی
تکلیفیں ہیں اور ان کے آنے جانے
میں انکے سامان کے آنے لے جانے
میں کتنا خرچہ لگتا ہے - پٹھان
کوٹ سے دور دراز تک لے جانے میں
دو سو تین سو میل تک کی دوری
پر سامان لے جانے میں یا آنے جانے
میں دوگنا تگنا خرچہ ہو جاتا ہے -
اب آپ دیکھئے کہ ایک آدمی تین
۳ میل چلتا ہے - راستہ میں

[سردار بدھ سنگھ]

اور اسباب کے آنے اور آمد و رفت میں
بڑی مشکل پیش آتی ہے - ہم لوگوں
نے جب الحاق کیا تھا تو ہم نے
سمجھا تھا کہ ہماری جتنی مشکلات
ہیں یہ سب دور ہو جائینگی اور
اسی لئے ہم نے مکمل طور سے الحاق
کرنے کا فیصلہ کیا لیکن ہماری کئی
مشکلات ابھی بھی باقی ہیں - ابھی
ہمارے ایک بھائی نے کہا کہ ڈیفینس
کی خاطر ریلوے کی ضرورت ہے جو
گاڑیاں پٹرول لے کر جموں کشمیر کی
سرحدوں کی طرف جاتی ہیں برسات
کی وجہ سے یا برف گرنے کی وجہ سے
سڑک بند ہوتی ہے انہیں تین تین
چار چار دن ایک جگہ ٹھہرنا پڑتا ہے -
اسی طرح سے ہمارے فوجی سپاہیوں
کو جنہیں ایک جگہ سے دوسری جگہ
پہنچانا ہوتا ہے سرحد کے ساتھ
خطرناک حالات میں جانا پڑتا ہے - آپ
سمجھ سکتے ہیں کہ سڑکوں کے ذریعہ
ٹرکوں بسوں میں کتنی تعداد و
مقدار میں ہم فوجوں کو معہ سامان
پہنچا سکتے ہیں جب کہ سڑکیں
وہاں پر اچھی نہیں ہیں - مجھے
افسوس کے ساتھ کہنا پڑتا ہے کہ
صرف کٹھوا تک آپ نے پانچ میل
ریلوے لائن بنانے کا فیصلہ کیا ہے
لیکن میں آپ سے کہنا چاہتا ہوں
کہ بسرلی سے ادھم پور تک جو بڑا
ہیڈ کوارٹر ہے وہاں تک ریلوے لائن
بھی بنائی جائے کیونکہ موجودہ سڑک

پانچ سال جاتا رہا ہوں - میں سیٹلمینٹ کا آدمی ہوں میں سیٹلمینٹ کا آفیسر تھا اور ڈپٹی کمشنری چھوڑ کر آیا ہوں - وہاں کی ایک ایک انچ زمین کو میں نے دیکھا ہے اور میں بخوبی سمجھتا ہوں کہ وہاں کیا کیا مشکلات ہیں اور کیا کیا تکلیفیں ہیں - مجھے اس بات کا بڑا افسوس ہے کہ میں نے کئی دفعہ یہاں اپیلیں کیں اور کبھی کبھی گستاخی بھی کی اور یہاں تک کہا کہ ہمارا یہ حق ہے کہ ہمارا جو نقصان ہوا ہے وہ پورا کیا جائے - آخر ہمارا کیا قصور ہے جس کی وجہ سے ہمارے یہاں ریلوے لائن ابھی تک نہیں گئی ہے - ہم نے اپنا ڈیفنس اپنا ایکسٹرنل افیرس اور اپنا کمیونیکیشن سب کچھ آپ کے سپرد کر دیا ہے اور یہی تین چیزیں ایسی ہیں جن پر ملک کی زندگی کا دارومدار ہے - پھر بھی آپ ہماری طرف کوئی توجہ نہیں دیتے ہیں - میں نے ایک دفعہ نہیں کئی دفعہ کہا ہے پرائم منسٹر صاحب اور ڈیفنس منسٹر صاحب فائننس منسٹر و ریلوے منسٹر بیٹھیں اور دیکھیں کہ ہمارے یہاں کیا سچویشن ہے اور کیا حالت ہے اور پھر وہ ریلوے منسٹر کو وہاں ریلوے لائن لے جانے کے لئے مجبور کریں - میرا یہ خیال تھا کہ کیبنٹ میں اگر ریلوے منسٹر صاحب کو مجبور کیا گیا

وہ اپنے سر پر بوجھ رکھتے ہے - پھر اسے دس دس میل تک آنے میں لگ جاتے ہیں - اس کے بعد وہ سولہ روپیہ یا اٹھارہ روپیہ بس یا لاری کا کرایہ دیتا ہے تب کہیں اسے پٹھان کوٹ میں ریلوے لائن کی شکل دیکھنے کو ملتی ہے - آپ سوچئے کہ یہ کتنا بڑا ظلم ہے -

اس کے ساتھ ساتھ آپ کو یہ معلوم ہونا چاہئے کہ ہم لوگوں کا کروڑھا روپیہ کا نقصان سالانہ ہو رہا ہے - زیادہ کرایہ سے ہر ایک چیز ہم کو مہنگی ملتی ہے - ہم وہاں کوئی بڑا پراجیکٹ یا بڑا کارخانہ نہیں چلا سکتے ہیں کیوں کہ وہاں نہ گرڈر جا سکتے ہیں نہ سیمنٹ اٹومین آسانی سے جا سکتی ہیں نہ کوئی مشینری جا سکتی ہے اور نہ مائننس میں کام آنے والی کوئی بھاری بھرکم مشینری جا سکتی ہے کوئلہ نہیں لا سکتے - اور پھر آپ دیکھئے کہ وہاں لوگوں کو ان چیزوں و کوئلہ وغیرہ پر کتنی زیادہ قیمت دینی پڑتی ہے - یہاں سے وہاں سامان لے جانے پر ہم کروڑھا روپیہ زیادہ خرچ کر چکے ہیں کیا آپ یہ سمجھتے ہیں کہ ہوائی جہاز سے وہاں فوجوں کو آپ راشن پہنچائینگے - کیا ہوائی جہاز سے ان کو وردی پہنچائینگے کیا ہوائی جہاز سے وہاں آپ امیونیشن پہنچائینگے - معلوم ہے کہ لداخ کہاں ہے میں لداخ کے بارے میں کیوں بول رہا ہوں - میں وہاں

[سردار بدھ سنگھ]

میں سے اور انہیں علاقوں میں سے لوگ فوج میں بھرتی ہوتے ہیں - جو ہمارے لئے لڑتے ہیں - جو ہمارے ملک کی حفاظت کرتے ہیں جو نوجوان اپنی جانیں دیتے ہیں وہ انہیں پہاڑوں کے رہنے والے ہوتے ہیں اور انہیں بارڈر ایریاز کے ہوتے ہیں - ان کے لئے کیا یہ ضروری نہیں ہے کہ وہاں ریلوے لائن بنائی جائے - مجھے ہنسی بھی آتی ہے اور ساتھ مجھے میں افسوس بھی ہوتا ہے دکھ بھی ہوتا ہے جب میں دیکھتا ہوں کہ ملک میں جہاں ہر جگہ ریلوں کا جال بچھا ہوا ہے اور مائنس پیش کرتے ہیں لیکن ہمارے یہاں کچھ بھی نہیں ہے - میں کہتا ہوں کہ اگر سر میں خون کی نرو نہیں ہو اور سر میں خون نہیں جائے گا تو جسم ختم ہو جائے گا - اس بات پر کشمیر کے لوگ ناراض ہیں جموں کے لو ناراض ہیں کہ ابھی تک ہمیں ریلوے لائن کیوں نہیں ملی اور کہا اسی رفتار سے ہمارے یہاں ریلوے لائن لے جائی جائیگی کہ چھ برس میں پانچ میل تک بھی ریلوے لائن نہیں جا سکی - ہمارے ریلوے منسٹر صاحب نے اپنی اسپیچ میں اس طرف کوئی اشارہ کیوں نہیں کیا - اگر میری تقریر کبھی انہوں نے سنی ہوتی تو ان کو یہ احساس ہوتا کہ کس قدر درد ناک اور تکلیف دہ وہاں کی

ہوتا تو ممکن تھا کہ ہمارے یہاں بھی ریلوے کا کچھ کام ہو جاتا -

آج جموں اور کشمیر کی حالت یہ ہے کہ وہاں جنگ سر پر آ کھڑی ہوئی ہے پھر بھی آپ سمجھتے ہیں کہ پیٹھ پر رکھکر کے ہم پہاڑوں پر سب چیزیں پہنچائیں گے - آپ مہربانی کرکے سوچئے کہ کتنے وقت میں آپ چیزیں کس قیمت پر وہاں پہنچائینگے - آپ ذرا ڈیفینس والوں سے معلوم کیجئے کہ وہاں پٹرول پر کتنا خرچ ہوتا ہے - اس کے علاوہ جموں کشمیر میں جو سبزی و میوا پیدا ہوتا ہے وہ جب کبھی آٹھ آٹھ دن لاریاں رک جاتی ہے تو خراب ہو جاتا ہے ، سڑ جاتا ہے - جبکہ ویرانہ یا جنگل میں وہاں مسافروں تک کے رہنے و کھانے کے لئے کوئی چیز و جگہ نہیں ہے اور لوگوں کو بڑی مصیبت کا سامنا کرنا پڑتا ہے - ریلوں کا وہاں کوئی انتظام نہ ہونے کی وجہ سے جتنی تکلیف اور نقصان ہم کو ہو رہا ہے اتنا کسی سٹیٹ کو نہیں ہو رہا ہے - پہاڑوں میں جتنے لوگ رہتے ہیں وہ یہ جانتے ہی نہیں ہیں کہ ریل کیا چیز ہے - ٹیلیفون کیا چیز ہے تار کیا چیز ہے اور وہاں کے لوگوں کو ڈاک بھی وقت پر نہیں مل سکتی ہے - پھر آپ دیکھئے کہ انہیں پہاڑوں

اس پاکستان میں پہنچ جاتے ہیں جس کے پاس ویسے ہی ہمارے لاکھوں کروڑوں روپئے کے جنگل ہیں - اس کے پاس ہمارے کئی دریا ہیں جیسے سندھ ہے چناب ہے جہلم ہے اور پھر وہ ہر وقت لڑائی کرنے کے لئے کھڑا ہے - اس کی جو مدد کر رہے ہیں اس کے جو دوست ہیں ان کے بارے میں آپ سن ہی چکے ہیں - اس لئے ان سلسلہ میں میں کچھ فریڈ کہکر آپ کا وقت لینا نہیں چاہتا - لیکن میں یہ فرض کرنا چاہتا ہوں کہ خبردار رہئے - میں اسی سال کا عمر رسیدہ وہاں کا رہنے والا تجربہ کار اور واقف آدمی ہوں - اب میں جا رہا ہوں - پھر آپ کو نہیں ملوں گا شاید میرے مرنے کے بعد آپ ایک دو منٹ کھڑے ہو جائیں لیکن میں آپ کو اتنا ضرور بتا دینا چاہتا ہوں کہ یہ بڑے خطرے کی بات ہوگی بڑی تکلیف کی بات ہوگی اگر آپ ریلوں کے معاملہ میں پورا دھیان نہیں دیں گے اس طرح سے تھرڈ فائیو ایر پلان یا فورتھ فائیو ایر پلان کا اقتصادی انتظام کرنے سے ڈیفینس کا کام نہیں چلے گا - اگر یہاں دو چار میل لائن نہ بھی بنائی جاتی تو لوگ مر نہیں جاتے اجڑ نہیں جاتے تباہ نہیں ہو جاتے - ملک میں ہر جگہ ریلیں ہیں لیکن یہاں جتنی اسپیچیز آپ کے حالت ہے - سولہ برس ہم کو آپ کے ساتھ رشتہ جوڑے ہوئے ہوگئے ہیں اور ہم نے اسٹیٹ کو مکمل طور پر آپ کے حوالے کر دیا ہے پھر بھی ہمیں اس بات کا بہت افسوس ہے کہ ہمارے یہاں ابھی تک کوئی ریلوے لائن نہیں جا سکی - وہاں ریل نہ ہونے کی وجہ سے لوگوں کو بہت تکلیف ہے - اس لئے ہم چاہتے ہیں کہ جتنی جلدی ہو سکے وہاں ریلوے لائن بنائی جائے - ہمارے پاس کروڑوں روپیوں کے سلیپر ہیں کروڑوں کی تعداد میں سلیپر ہیں - پہلے ایک سلیپر کی قیمت تین روپیئے ہوا کرتی تھی لیکن اب وہ بڑھکر تیس روپئے تک پہنچ گئی ہے - کیوں کہ پہلے ان کو آسانی سے نیچے میدانوں میں بھیجا جا سکتا تھا - شاہ نواز خاں صاحب جانتے ہیں کہ پہلے دریائے جہلم کے راستہ سے لاکھوں سلیپر جہلم شہر میں پہنچ جاتے تھے اور اسی طرح سے چناب دریا کے راستہ لاکھوں سلیپر وزیرآباد پہنچ جاتے تھے - اب وہ جہلم کا بھی راستہ بند ہو گیا ہے اور چناب کا بھی راستہ بند ہو گیا ہے کیوں کہ اگے پاکستان ہے - ویسے ہی جب سیلاب کا زور ہوتا ہے - تو ہمارے لاکھوں سلیپر جو ہم اکٹھا کرتے ہیں بہکر پاکستان پہنچ جاتے ہیں اور اس سے ہمارا بہت نقصان ہوتا ہے - اب آپ یہ بھی دیکھئے کہ یہ سلیپر

جائے بلکہ اس کے ساتھ ہر وقت بات چیت کی جائے - یہاں میں پہلا آدمی ہوں جو رفیوجی ہوں - میرے ہم وطن دوستوں کے اور اپنے بھائی پوتے وہاں مارے گئے - اسی طرح اور بھی ہزاروں لوگ وہاں مارے گئے اور عورتوں کو پکڑ کر وہ لوگ لے گئے انتہائی ظلم کیا گیا - پھر بھی اس پاکستان کے ساتھ آپ بات چیت کرتے ہیں - آپ یہ نہیں دیکھتے ہیں کہ وہاں کیا ہو رہا ہے - اس نے تو اپنے ہاں کافی سڑکیں بنا لی ہیں - لیکن ایک آپ ہیں کہ ہماری اتنی بڑی طاقت ہے ہمارا اتنا بڑا ملک ہے اور ہم فخر سے سمجھتے ہیں کہ بھارت ہمارا ہے پھر بھی ہمارے جموں وکشمیر میں یہاں کچھ بھی کام ریلوے کا نہیں ہوا ہے -

آپ کہتے ہیں کہ ہمارے پاس ۴۷ کروڑ یا ۴۲ کروڑ روپیے کا سرپلس ہے - یہ سرپلس آپ کو مبارک ہو - جہاں ریلیں نہ ہونے کی وجہ سے ہمارا کروڑہا روپئیے کا نقصان ہو رہا ہے وہاں آپ یہ کہتے ہیں کہ ہمارے بجٹ میں اتنی بچت ہوئی ہے - یہ عام آدمی بھی سمجھ سکتا ہے کہ اس معاملہ میں آپ سرخ رو تبھی ہو سکتے ہیں جب سب ضروری جگہ ریلیں پہنچ چکی ہوں - آپ کیا فخر کرتے ہیں کہ ہم نے یہ بچت کر لی ہم نے اتنا کوئلہ پھینکا دیا -

[سردار بدھ سنگھ]

سامنے ہوں گی ان سب میں یہ مانگ کی جائیگی کہ ہمارے علاقہ میں یہ نہیں ہے وہ نہیں ہے ایسا کہنے کا ان کا حق ہے مگر ان کو تھوڑا اس بات پر بھی غور کرنا چاہئیے کہ ہمارا دو دشمنوں کے درمیان علاقہ ریلوے سے بالکل خالی ہے - جب ہندوستان کے نقشہ کو ہمارے یہاں کے لوگ دیکھتے ہیں تو کہتے ہیں کہ کیا ہم ہندوستان میں نہیں ہیں کیا ہم بھارت میں نہیں ہیں - یہ لال لال سرخ لائینیں ریلوے کی ہمارے یہاں کیوں نہیں ہیں - اور یہ کب تک ہمارے یہاں آئیں گی - اس کا جواب آپ دیں گے میں نے ایک دفعہ تقریر میں بھی کہا تھا کہ ہمارے کئی بھائی ہم سے کہتے ہیں کہ تم شاہ نواز خاں صاحب سے کہو کہ وہ مہربانی کرکے ہمارے یہاں بھی ریلوے لائیں. بٹھنڈہ - آپ نے فلیرا تک ریلوے لائن لے جائے گی تھوڑی ہمت بھی کی لیکن درمیان میں ہی اسے آپ نے چھوڑ دیا - جب ہمارا آپ کے ساتھ قطعی طور پر ایکسیشن ہوا ہے الحاق ہوا ہے تو اس کا مطلب یہ نہیں ہے کہ ہمارا آپ کے ۳۵ ہزار مربعہ میل علاقہ دس لاکھ ہمارے آدمی کروڑہا روپیوں کے جنگل تیرہ تحصیلیں چار ضلع پاکستان نے اپنے جابرانہ قبضہ میں کر لے لیکن اس سے کچھ پوچھا نہیں

وہ بھی لے لو - شکر ہے کہ سیز فائر لائن کا فیصلہ انہیں ہوا - میں نے پہلے ایک تقریر میں کہا تھا کہ اگر یہ علاقہ پاکستان کو دیا گیا تو رشیا آئے گا کشت و خون ہوگا بلڈ شیڈ ہوگا - آپ پاکستان سے کہا فیصلہ کرتے ہیں - اگر رشیا کی مدد نہیں ہوتی اس کی مہربانی نہیں ہوتی اس کی سچی دوستی نہیں ہوتی تو جموں کشمیر کب کا چلا گیا ہوتا - آپ اس پر نو بھر کریں بھروسہ کریں ورنہ جتنے اور لفافہ دوست ہیں ان کو اپنے دوست مت سمجھیں - وہ آپ کو غلہ دیتے ہیں پیسہ قرضہ دیتے ہیں فوج کے لئے اچھے اچھے کپڑے دیتے ہیں اور مگر سنگینیں مشین گنیں بھی پاکستان کو دیتے ہیں تاکہ وہ پیچھے سے توپ بھی چلائیں - ابھی ہمارے یو - پی - کے اتنے لوگ سپاہی مارے گئے - روز کہیں نہ کہیں حملہ ہوتا رہتا ہے اور پھر بات چیت ہوتی رہتی ہے - ہم سے کوئی پوچھتا نہیں جو وہاں کے رہنے والے ہیں ان کو کوئی پوچھتا نہیں - اربوں روپیہ کی جائیداد ہم چھوڑ کر چلے آئے لیکن کیا اس کا کسی نے کوئی معاوضہ دیا - اب جو ہم کو مکان دیئے گئے ہیں ان کا کرایہ لیا جاتا ہے رفیوجیوں سے ہزاروں روپیئے کرایہ لیا جاتا ہے - جس جگہ رفیوجیز کے واسطے بخشی نگر ہم نے اتنے اینٹ پتھر پہنچا دیئے - ہم نے اتنا لوہا پہنچا دیا - ارے بابا پاکستانی حملہ میں ہزاروں لوگوں کی جانیں ہلاک ہوئی ہیں - ہم مارے جا رہے ہیں آپکو معلوم نہیں کتنا ہمارا اربوں کا نقصان ہوا اور ہو رہا ہے اور آپ کہتے ہیں کہ ہم نے اتنی پچت کر لی - آپ یہ سن کر حیران ہونگے کہ ہم لوگ جو اپنے گھر بار چھوڑ کر یہاں آئے اور بہت سی مصیبتیں اٹھائیں ہم کو ایک پیسہ بھی معاوضہ کا آج تک نہیں دیا گیا ہے - رفیوجیز کا ذرا خیال کرو - اتنا کتنا عظیم جانی و مالی نقصان ہوا آپ کہتے ہیں کہ یہ لوگ و علاقہ ہمارے ہیں لیکن کچھ رحم کرو - اگر لوگ و علاقہ آپ کے ہیں اور ۱۶ سال تک اس علاقہ پر پاکستان کا قبضہ جابرانہ رہے تو پھر لوگ کیا کریں - یا تو علاقہ واپس لو یا معاوضہ ادا کرو - اس کے متعلق ایک بڑی مشکل انٹرنیشنل حالت ہو رہی ہے - لیکن ہم سے بنا پوچھے فیصلہ یہاں کرتے ہیں ہمارے یہاں کے منسٹر کرتے ہیں وہاں کے منسٹر کرتے ہیں جن میں کسی کا کوئی مرا نہیں جن کو کوئی تکلیف ہوئی نہیں جن کا کوئی نقصان نہیں ہوا اور جو نہ رفیوجی ہیں نہ بے گھر ہیں وہ فیصلہ کرتے ہیں پاکستان سے کہ یہ بھی لے لو

میں یہاں آئے بیوی بچوں کے ساتھ پچاس پچاس میل چل کر کیسی دردناک حالت میں آئے - کسی وقت میں پہلے ایک چھوٹا سا افسر بھی تھا لیکن چند دن پہلے جیل سے نکلا تھا ہمیں جو مصیبت ہوئی وہ ہم جانتے ہیں معمولی آدمی کی بات ہی کیا ہے - نامعلوم کتنے مر گئے کتنے ادھر ادھر چلے گئے کچھ معلوم نہیں کیا ہوا کیونکہ ان کے لئے کوئی راستہ نہیں تھا کوئی روٹ نہیں تھی کوئی ریل نہیں تھی - خطرہ ہے کہ پھر کہیں ایسی حالت نہ ہو -

آپ نے لکھا ہے ، پلاننگ کمیشن نے لکھا ہے کہ روڈس کا کمیونیکیشن کا ریلوے کا بڑھانا ہمارا ایک فرض ہے ہمارے لئے لازمی ہے ضروری ہے لیکن وہ چیز ہمارے یہاں کیوں ضروری نہیں ہے ہمارے یہاں کیوں نہیں لازمی ہے - ایک روٹ ابھی ہے جوکہ لکھن پور سے چلتی ہے اور سری نگر تک جاتی ہے لیکن اس کی حالت ذرا دیکھئے اوڑ گود پہاڑوں میں کچھ سڑک نہیں ہے - آنے جانے میں بہت مشکل ہے - میں ۱۹۴۲ میں نیشنل کانفرنس کا پریزیڈنٹ تھا اور ۱۹۴۲ میں ہم نے وائسرائے کو چٹھی لکھی تھی کہ بھارت کے نیتاؤں کو چھوڑ دو اور پروٹسٹ کیا تھا اور کانگریس سے ہمدردی کا جلسہ کیا

[سردار بدھ سنگھ]

بنایا گیا ہے اس کے لئے میں کیا کہوں اس کے لئے مجھے کہتے ہوئے بڑا دکھ ہوتا ہے - وہ کیا نگر ہے - کیا بنا کر رکھا ہے - باورچی خانے کے پاس ٹٹی ہے اس نے تیرھ گز پر ہی ٹٹی ہے اس کا دروازہ ادھر اور تیرھ گز ادھر ٹٹی ہے - ادھر کھانا پکاو کھاو ادھر ٹٹی ہے - وہاں ٹٹیوں کی لائن ہے - سخت بدبو ہے جس کے چار چار پانچ پانچ بچے ہوں اس کو ایک دو معمولی سا کمرہ دیا ہے - کھنہ صاحب ہوتے تو میں پوچھتا کہ یہ رفیوجی انسانوں کے لئے گھر ہیں اس میں تو جانور بھی نہیں رہ سکتے - ہم انکی ملکیت بھی نہیں دیںگے -

تو میری عرض یہ ہے کہ اتنی سخت تکلیف ہو جانے کے بعد بھی کچھ نہیں کیا گیا اور کچھ معاوضہ نہ دینے کے بعد بھی ہم لوگ مجبوراً رہ رہے ہیں - وہاں ہم لوگوں کو جو مصیبتیں ہو رہی ہیں وہ آپ نہیں جانتے ریلوے کی بابت آپ کہتے ہیں کہ ہم سوچیں گے ابھی ڈیفنس منسٹر سے بات کریں گے اور کوشش کریں گے - کب کریں گے جب جنگ شروع ہو جائے گی جس وقت ہم نیست و نابود ہو جائیں گے تب کریں گے - تب ہم کہاں جائیں گے - جب پاکستان نے حملہ کیا تو ہم سخت مصیبت

پھر اپیل کروں گا عرض کروں گا کہ ایسی تھرڈ فائو ایر پلان میں ھی باقی حصے کا سروے کرایئے تاکہ وھاں کے لوگوں کو تسکین ھو تسلی ھو کہ یہاں کٹھو میں ھی کام چھوڑا نہیں جائے گا یہاں سے آگے بھی ریلوے لے جائی جائیگی - ورنہ کہا جائیگا کہ یہ کیا مذاق بنا رکھا ھے مادھو پور میں سات سال سے ایک اسٹیشن بنا رکھا ھے لیکن ایک سنگل مسافر بھی وھاں نہیں گیا - تو کیا کٹھوا میں ان کو یہی دکھلانا ھے کہ ریل آ گئی ھے کیا ھم ان کو یہ دکھائیں گے کہ دیکھو انجن آ گیا ھے اس کو ماتھا ٹیکو سلام کرو - اس واسطہ میں عرض کرتا ھوں کہ اسی پلان میں میں کم سے کم اس کو ضرور مکمل کریں - دس برس کے بعد آپ نے یہ شروع کیا ھے اس لئے میں فورتھ پلان کی بات کہتا نہیں ھوں یہ کام ھونا ابھی چاھیئے - اس لئے مہربانی کر کے خدا کے واسطے رحم کرو - مجھ پر رحم نہ کرو اپنی فوج پر ھی رحم کرو اپنے ملک پر رحم کرو اپنے لوگوں پر رحم کرو اور اب زیادہ عرصہ تک مصیبت میں انہیں نہ رکھو بلکہ جتنی جلدی ھو سکے اتنی جلدی ریلوے بناو بڑے خطرات ھیں اس لئے آگے میں نہیں بولنا چاھتا -

تھا جس وقت کہ مہاراجہ کے اور انگریزوں کے زبردست حکومت کے نیچے دبے ھوئے ھم تھے اس وقت ھم نے یہ کیا — اور ۱۹۴۴ میں ھم نے ایک مفصوبہ نیا کشمیر تجویز کیا اس میں یہ لکھا کہ سڑکوں کا جال پھیلائیں گے تیز رفتار گاڑیوں کا جال پھیلایئے اور اسی کو سمجھ کر سویکار کر کے ھم یہاں آئے - کہ آپ ریل بنا دیں گے - اس کے بعد ھم دیکھتے ھیں کہ ھندوستان میں کئی جگہ ریلوے بنتی ھے لیکن میرے جیسا آدمی بارہ برس سے کہہ رھا ھے اور دردناک طریقہ پر کہہ رھا ھے پھر بھی اس کا یہی رزلٹ ھے نتیجہ ھے - اب یہ ھے کہ کٹھوا تک لائن لے جائیں گے اور کٹھوا کے آگے چپ ھو جائیں گے — آگے کیوں نہیں جائیں گے -

میں ریلوے منسٹر سے عرض کروں گا کہ میری تقریر اردو میں چھپے گی ھندوستانی میں چھپیگی اس کا ترجمہ کراکر آپ اچھی طرح سے سن لیں - تو میں اس بارے میں ان سے پھر اپیل کروں گا - وہ یہ نہ سمجھیں کہ میں کوئی کریٹیسیزم ان کے اوپر کر رھا ھوں میں ان کو سچوئیشن کی تکلیف بتا رھا ھوں - آپ نئے منسٹر آئے ھیں آپ کو ھماری تکلیفیں مصیبتیں دکھ درد کو سننا چاھیئے — تو میں

†[**सरदार बुध सिंह** (जम्मू और कश्मीर) : वाइस चेयरमैन साहब, मुझे बारह बरस हो गये इस एवान में आये हुए और बारह बरस से मैं मुतवातिर जम्मू काश्मीर में रेलवे लाइन ले जाने के लिए बड़ी मुफस्सिल तकरीर करता रहा हूं । अब मुझे जरूरत नहीं थी फिर से इन बातों को दोहराने की क्योंकि यह सब बातें रिकार्ड में मौजूद हैं । लेकिन मैं समझता हूं कि मुझे एक बार फिर इन बातों को दोहराना पड़ेगा क्योंकि बारह बरसों में क़रीब ६ मिनिस्टर तब्दील हो चुके हैं और हर एक मिनिस्टर को जो नया आता है उसके लिए जम्मू काश्मीर के लोगों की तकलीफ और मुश्किलात को बयान करना पड़ता है ।

रेल मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : जम्मू काश्मीर में दाखिल हो गई ।

सरदार बुध सिंह : दो मील से लेकर दो सौ मील तक बोर्डर का एरिया हमारे दुश्मन के कब्जे में है । भारत सरकार अरबों रुपया खर्च कर रही है मगर चार-पांच बरसों में वह सिर्फ चार-पांच मील की लाइन बनाने जा रही है, जो नहीं बनी । रेलवे का जो नक्शा आपने बताया है जब मैं उसे जम्मू काश्मीर के लोगों को दिखलाता हूं तो मेरा सर शर्म से झुक जाता है क्योंकि उस नक्शे में जम्मू काश्मीर के हिस्से में कहीं पर भी कोई सुर्ख रेखा रेलवे लाइन की दिखलाई नहीं गई है । हम बहुत पहले से कहते आ रहे हैं कि हमारा जो इलाका है वह दुश्मनों से घिरा हुआ है और उस इलाके को हर तरह से महफूज रखने के लिए यह जरूरी है कि जम्मू काश्मीर में रेलवे लाइन बनाई जाये ताकि वहां पर आसानी के साथ फौज और दूसरा सामान पहुंचाया जा सके ।

मैं रेलवे महकमे को उसके अच्छे काम के लिए मुबारकबाद देना चाहता हूं और उनकी जितनी तारीफ की जाये उतनी कम है । मगर उसके जितने भी मुलाजमीन हैं वह सख्त मेहनत से काम अन्जाम देते हैं । वह लोग गर्मी और सर्दी में अपना काम करते चले जाते हैं । उन लोगों ने डिफेन्स का सामान एक जगह से दूसरी जगह पहुंचाने में बड़ी मुस्तैदी से काम किया और तिजारती सामान को भी एक जगह से दूसरी जगह पहुंचाने में किसी तरह की देर नहीं की । रेलवे मुलाजमीन की खिदमात की जितनी तारीफ की जाये वह कम है । उन्होंने बहुत ही काबिले तारीफ काम किया इसमें कोई शक नहीं है । मिनिस्टर साहब ने जो अपना एड्रेस लिखा वह बहुत अच्छा लिखा है और मालूम होता है कि उन्होंने हर एक चीज की अच्छी तरह से जांच-पड़ताल की है । लेकिन मैं उनसे यह अर्ज करना चाहता हूं कि बजाय इसके कि वह दफ्तर के कागजात को देखते, वह उन लोगों का भी ख्याल करते जो उसमें काम करते हैं । जो लोग सख्त सर्दी में, आग में, बर्फ में काम करते हैं यह छोटे-छोटे लोग हैं जो इस तरह का काम रेलवे में अन्जाम देते हैं लेकिन जो बड़े आफीसर हैं और उनमें एक बड़ा फर्क है । मालूम नहीं यह अमीरी और गरीबी, बड़े-बड़े आफीसर और छोटे-छोटे मुलाजिम का फर्क कब मिटेगा । इसको मिटाना अब आपका काम है । जिस तरह रियायात आपने बड़े आफीसरों को दी हुई हैं, जिस तरह की सहूलियतें आपने इन आफीसरों को दी हुई हैं उस तरह की सहूलियतें और रियायतें इन छोटे छोटे मुलाजमीन को भी दीजिये क्योंकि ये आपके और हमारे भाई हैं और यह आपका फर्ज है । मैं यह अर्ज करना चाहता हूं कि मैं जो कुछ कहूं वह मिनिस्टर साहब अच्छी तरह से सुनें और मैं आपके जरिये उनको सुनाना चाहता हूं ।

† [ ] Hindi translation.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : He wants the Minister to listen to his speech.

SHRI H. C. DASAPPA-. I am getting the version of it translated because I am not able to follow it in Hindi

उपसभाध्यक्ष (श्री अकबर अली खां) : वह तरजुमा करके उन्हें सुना रहे हैं क्योंकि वह हिन्दी नहीं समझते हैं । आप जो कुछ फरमा रहे हैं वह उसका अंग्रेजी में तरजुमा कर रहे हैं ।

सरदार बुध सिंह : हमारा ग्यारह सौ मील का बोर्डर है लखनपुर से लेकर लद्दाख तक और उसके आगे तक भी है । अट्ठासी हजार मुरब्बा मील एरिया में से पैंतीस हजार मुरब्बा मील एरिया जो "सोकाल्ड आजाद काश्मीर" कहलाता है दरअसल जो पाकिस्तान का गुलाम बना हुआ है । पाकिस्तान ने बुरी तरह उसको गुलाम बना रखा है । वह लोग मुसीबत में घिरे हुए हैं और जो इलाका पाकिस्तान की तरफ चला गया है, हमारे भाई शाहनवाज़ खां साहब जानते हैं कि पहले इस हिस्से के नज़दीक में हमारे छः सात रेलवे स्टेशन थे । हम लोग वहां से रिफ्यूजी बन कर, बर्बाद होकर इधर आ गये हैं । हमारे हज़ारों भाई बेघरबार हो गये हैं । हमारे नज़दीक जो स्टेशन वहां थे हवेलियां, रावल-पिण्डी, गुज्जर खान, जेहलम, खारियां, गुजरात और सियालकोट, जहां से हमारा सामान हिन्दुस्तान से आसानी के साथ आ सकता था, यह सब पाकिस्तान के कब्जे में हैं । जम्मू से अठारह मील तक लाइन सियालकोट को जाती थी और इस तरह हमारा जितना माल-असबाब था वहां पहुंच जाता था । अब उन स्टेशनों के चले जाने से हमारे माल-असबाब के आने और आमदोरफ्त में बड़ी मुश्किल पेश आती है । हम लोगों ने जब इलहाक किया था तो हमने समझा था कि हमारी जितनी मुश्किलात हैं वह सब दूर हो जायेंगी और इसलिए हमने मुकम्मिल तौर से इलहाक करने का फैसला किया लेकिन हमारी कई मुश्किलात अभी भी बाक़ी हैं ।

अभी हमारे एक भाई ने कहा कि डिफेन्स की खातिर रेलवे की ज़रूरत है । जो गाड़ियां पेट्रोल लेकर जम्मू काश्मीर की सरहदों की तरफ जाती हैं, बरसात की वजह से या बर्फ गिरने की वजह से सड़क बन्द होती है उन्हें तीन-तीन चार-चार दिन एक जगह ठहरना पड़ता है । इसी तरह से हमारे फौजी सिपाहियों को जिन्हें एक जगह से दूसरी जगह पहुंचाना होता है सरहद्दात के साथ ख़तरनाक हालात में जाना पड़ता है । आप समझ सकते हैं कि सड़कों के जरिये ट्रकों, बसों में कितनी तादाद व मिकदार में हम फौजों को मय सामान के पहुंचा सकते हैं जबकि सड़कें वहां पर अच्छी नहीं हैं । मुझे अफसोस के साथ कहना पड़ता है कि सिर्फ कटवा तक आपने पांच मील रेलवे लाइन बनाने का फैसला किया है लेकिन मैं आपसे कहना चाहता हूं कि बसौली से ऊधमपुर तक जो बड़ा हैडक्वार्टर है वहां तक रेलवे लाइन भी बनाई जाये क्योंकि मौजूदा सड़क के साथ हमारे दो-तीन मील दूर उस इलाके से दुश्मन बैठा हुआ है । लखनपुर से लेकर ऊधमपुर तक कोई बड़ा दरिया वह पहाड़ नहीं है और वहां तक रेलवे लाइन आसानी के साथ जा सकती है जो अफसर वजीर लोग काश्मीर जाते हैं वह या तो सीधे सड़कों के जरिये जाते हैं या हवाई जहाजों के जरिये जाते हैं । उन लोगों को काश्मीर में फूलों में बिठाया जाता है और उनका रिसेप्शन किया जाता है । उन सब लोगों को मालूम होना चाहिए कि जम्मू से लेकर काश्मीर व लद्दाख तक दायें बायें जितनी पहाड़ और वैलीज हैं उनके हजारों आदमी ऐसे होंगे, बल्कि लाखों लोग ऐसे होंगे जिन्होंने अभी तक रेलवे की शक्ल तक नहीं देखी । कितनी अफसोस की बात है कि सोलह बरसों से हमने अपने को मुकम्मिल तौर पर आपके साथ मुल्हिक़ कर दिया, आपके हवाले कर दिया लेकिन अभी तक आपको ख्याल नहीं आया कि इन लोगों को कितनी तकलीफें हैं और उनके आने जाने में और सामान के आने, ले जाने में कितना खर्चा लगता है । पठानकोट से दूर-दराज तक ले जाने में दो सौ, तीन सौ मील तक की दूरी पर सामान ले जाने में या आने-जाने में दुगना-

[सरदार बुधसिंह]

तिगना खर्चा हो जाता है । अब आप देखिये कि एक आदमी तीन सौ मील से चलता है । रास्ते में वह अपने सर पर बोझ रखता है । फिर उसे दस दिन सड़क तक आने में लग जाते हैं । उसके बाद वह सोलह रुपया या अट्ठारह रुपया बस या लारी का किराया देता है तब कहीं उसे पठानकोट में रेलवे लाइन की शक्ल देखने को मिलती है । अब आप सोचिये कि यह कितना बड़ा जुल्म है ।

इसके साथ साथ आपको यह मालूम होना चाहिए कि हम लोगों का करोड़हा रुपये का नुक़सान सालाना हो रहा है ज्यादा किराये से । हर एक चीज हमको महंगी मिलती है हम वहां कोई बड़ा प्रोजेक्ट या बड़ा कारखाना नहीं चला सकते हैं क्योंकि वहां न गार्डर जा सकते हैं, न सीमेंट, ईंटें आसानी से जा सकती हैं, न कोई मशीनरी जा सकती है और न माइन्ज में काम करने वाली कोई भारी भरकम मशीनरी जा सकती है ; कोयला नहीं ला सकते । और फिर आप देखिये कि वहां लोगों को इन चीजों व कोयला वगैरह पर कितनी ज्यादा कीमत देनी पड़ती है । यहां से वहां सामान ले जाने पर हम करोड़हा रुपया ज्यादा खर्च कर चुके हैं । क्या आप यह समझते हैं कि हवाई जहाज से वहां फौजों को आप राशन पहुंचायेंगे ? क्या हवाई जहाज से उनको वर्दी पहुंचायेंगे ? क्या हवाई जहाज से वहां आप एम्यूनीशन पहुंचायेंगे ? मालूम है कि लद्दाख कहां है ? मैं लद्दाख के बारे में क्यों बोल रहा हूं ? मैं वहां पांच साल जाता रहा हूं । मैं सैटलमेंट का आदमी हूं, मैं सैटलमेंट का आफिसर था और डिपुटी कमिश्नरी छोड़ कर आया हूं । वहां की एक-एक इंच जमीन को मैंने देखा है और मैं बखूबी समझता हूं कि वहां क्या-क्या मुश्किलात हैं और क्या क्या तकलीफें हैं । मुझे इस बात का बड़ा अफसोस है कि मैंने कई दफा यहां अपीलें कीं और कभी कभी गुस्ताखी भी की और यहां तक कहा कि हमारा यह हक है कि हमारा जो नुकसान हुआ है वह पूरा किया जाये । आखिर हमारा क्या कसूर है जिसकी वजह से हमारे यहां रेलवे लाइन अभी तक नहीं गई है । हमने अपना डिफेंस, अपना एक्सटर्नल एफेयर्स और अपना कम्यूनीकेशन सब कुछ आपके सुपुर्द कर दिया है और यही तीन चीजें ऐसी हैं जिन पर मुल्क की जिन्दगी का दारोमदार है । फिर भी आप हमारी तरफ़ कोई तवज्जो नहीं देते हैं । मैंने एक दफा नहीं, कई दफा कहा है कि प्राइम मिनिस्टर साहब, और डिफेंस मिनिस्टर साहब, फाइनेन्स मिनिस्टर व रेलवे मिनिस्टर सब बैठें और देखें कि हमारे यहां क्या सिचुएशन है और क्या हालात हैं और फिर वह रेलवे मिनिस्टर को वहां रेलवे लाइन ले जाने के लिये मजबूर करें । मेरा यह ख़याल था कि कैबिनेट में अगर रेलवे मिनिस्टर साहब को मजबूर किया गया होता तो मुमकिन था कि हमारे यहां भी रेलवे का कुछ काम हो जाता ।

आज जम्मू और काश्मीर की हालत यह है कि वहां जंग सर पर आ खड़ी हुई है । फिर भी आप समझते हैं कि पीठ पर रख करके हम पहाड़ों पर सब चीजें पहुंचायेंगे । आप मेहरबानी करके सोचिये कि कितने वक्त में आप चीजें कितनी कीमत पर वहां पहुंचायेंगे । आप जरा डिफेंस वालों से मालूम कीजिये कि वहां पेट्रोल पर कितना खर्च होता है । इसके अलावा जम्मू काश्मीर में जो सब्जी व मेवा पैदा होता है वह जब कभी आठ-आठ दिन लारियां रुक जाती हैं तो खराब हो जाता है, सड़ जाता है । जबकि वीराना या जंगल में वहां मुसाफिरों तक के रहने व खाने के लिये कोई चीज व जरूरत नहीं है और लोगों को बड़ी मुसीबत का सामना करना पड़ता है, रेलवे का वहां कोई इंतजाम न होने की वजह से जितनी तकलीफ और नुकसान हमको हो रहा है उतना किसी स्टेट को नहीं हो रहा है । पहाड़ों में जितने लोग रहते हैं वह यह जानते ही नहीं हैं कि रेल

क्या चीज है, टेलीफोन क्या चीज है, तार क्या चीज है और वहां के लोगों को डाक भी वक्त पर नहीं मिल सकती है । फिर आप देखिये कि इन्हीं पहाड़ों में से और इन्हीं इलाकों में से लोग फौज में भरती होते हैं जो हमारे लिये लड़ते हैं । जो हमारे मुल्क की हिफाजत करते हैं । जो नौजवान अपनी जानें देते हैं वह इन्हीं पहाड़ों के रहने वाले होते हैं और इन्हीं बार्डर एरियाज के होते हैं । इनके लिये क्या यह जरूरी नहीं है कि वहां रेलवे लाइन बनाई जाये । मुझे हंसी भी आती है और साथ में मुझे अफसोस भी होता है, दुःख भी होता है जब मैं देखता हूं कि मुल्क में जहां हर जगह रेलों का जाल बिछा हुआ है और मांगें पेश करते हैं, लेकिन हमारे यहां कुछ भी नहीं है । मैं कहता हूं कि अगर सर में खून की नर्व नहीं होगी और सर में खून नहीं जायेगा तो जिस्म ही खत्म हो जायेगा । इस बात पर काश्मीर के लोग नाराज हैं, जम्मू के लोग नाराज हैं कि अभी तक हमें रेलवे लाइन क्यों नहीं मिली और क्या इसी रफ्तार से हमारे यहां रेलवे लाइन ले जाई जायेगी कि छः बरस में पांच मील तक भी रेलवे लाइन नहीं जा सकी । हमारे रेलवे मिनिस्टर साहब ने अपनी स्पीच में इस तरफ कोई ईशारा क्यों नहीं किया ? अगर मेरी तकरीर कभी उन्होंने सुनी होती तो उनको यह एहसास होता कि किस कदर दर्दनाक और तकलीफ-देह वहां की हालत है । सोलह बरस हमको आपके साथ रिश्ता जोड़े हुए हो गये हैं और हमने अपने स्टेट को मुकम्मिल तौर पर आपके हवाले कर दिया है फिर भी हमें इस बात का बहुत अफसोस है कि हमारे यहां अभी तक कोई रेलवे लाइन नहीं जा सकी । वहां रेल न होने की वजह से लोगों को बहुत तकलीफ है । इसलिये हम चाहते हैं कि जितनी जल्दी हो सके वहां रेलवे लाइन बनाई जाये ।

हमारे पास करोड़ों रुपये के स्लीपर हैं, करोड़ों की तादाद में स्लीपर हैं । पहले एक स्लीपर की कीमत तीन रुपये हुआ करती थी लेकिन अब वह बढ़ कर तीस रुपये तक पहुंच गई है क्योंकि पहले उनको आसानी से नीचे मैदानों में भेजा जा सकता था । शाहनवाज खां साहब जानते हैं कि वहां पहले दरियाये झेलम के रास्ते से लाखों स्लीपर झेलम शहर में पहुंच जाते थे और इसी तरह से चिनाब दरिया के रास्ते लाखों स्लीपर वजीराबाद पहुंच जाते थे । अब वह झेलम का भी रास्ता बन्द हो गया है और चिनाब का भी रास्ता बन्द हो गया है क्योंकि आगे पाकिस्तान है वैसे ही जब सैलाब का जोर होता है तो हमारे लाखों स्लीपर, जो हम अखनूर में जमा करते हैं, बह कर पाकिस्तान पहुंच जाते हैं और उससे हमारा बहुत नुक्सान होता है । अब आप यह भी देखिये कि ये स्लीपर उस पाकिस्तान में पहुंच जाते हैं जिसके पास वैसे ही हमारे लाखों करोड़ों रुपये के जंगल हैं । उसके पास हमारे कई दरिया हैं जैसे सिन्ध है, चिनाब है, झेलम है और फिर वह हर वक्त लड़ाई करने के लिए खड़ा है । उसकी जो मदद कर रहे हैं, उसके जो दोस्त हैं उनके बारे में आप सुन ही चुके हैं । इसलिए इस सिलसिले में मैं कुछ मजीद कह कर आपका वक्त लेना नहीं चाहता । लेकिन मैं यह अर्ज करना चाहता हूं कि आप खबरदार रहिए । मैं अस्सी साल का उमर रसीदा वहां का रहने वाला तर्जुबेकार और वाकिफ आदमी हूं । अब मैं जा रहा हूं, फिर आपको नहीं मिलूंगा । शायद मेरे मरने के बाद आप एक दो मिनट खड़े हो जायें लेकिन मैं आपको इतना जरूर बता देना चाहता हूं कि यह बड़े खतरे की बात होगी, बड़ी तकलीफ की बात होगी अगर आप रेलों के मामले में पूरा ध्यान नहीं देंगे, इस तरह से थर्ड फाइव ईयर प्लान या फोर्थ फाइव ईयर प्लान का इक्तसादी इन्तजाम करने से डिफेन्स का काम नहीं चलेगा । अगर यहां दो चार मील लाइन न भी

[सरदार बुधसिंह]

बनाई जाती तो लोग मर नहीं जाते, उजड़ नहीं जाते, तबाह नहीं हो जाते । मुल्क में हर जगह रेलें हैं लेकिन यहां जितनी स्पीचेज आपके सामने होंगी उन सब में यह मांग की जायेगी कि हमारे इलाके में यह नहीं है, वह नहीं है । ऐसा करने का उनको हक है मगर उनको थोड़ा इस बात पर भी गौर करना चाहिये कि हमारा दो दुश्मनों के दरम्यान इलाका रेलों से बिल्कुल खाली है । जब हिन्दुस्तान के नक्शे को हमारे यहां के लोग देखते हैं तो कहते हैं कि क्या हम हिन्दुस्तान में नहीं हैं, क्या हम भारत में नहीं हैं । यह लाल लाल सुर्ख लाइनें रेलवे की हमारे यहां क्यों नहीं हैं और यह कब तक हमारे यहां आयेंगी, इसका जवाब आप देंगे । मैंने एक दफा तकरीर में भी कहा था कि हमारे कई भाई हम से कहते हैं कि तुम शाहनवाज खां साहब से कहो कि वह मेहरबानी करके हमारे यहां भी रेलवे लाइन बनवायें । आपने कठुवा तक रेलवे लाइन ले जाने की थोड़ी हिम्मत भी की लेकिन दरम्यान में ही उसे आपने छोड़ दिया । जब हमारा आपके साथ कतई तौर पर एक्सेशन हुआ है, अलहाक हुआ है तो इसका मतलब यह नहीं है कि हमारा पच्चीस तीस हजार मुरब्बा मील इलाका, दस लाख हमारे आदमी, करोड़हा रुपयों के जंगल, तेरह तहसीलें, चार जिला पाकिस्तान जबराना अपने कब्जे में कर ले लेकिन उससे यह कुछ पूछा नहीं जाय बल्कि उसके साथ हर वक्त बातचीत की जाये । यहां मैं पहला आदमी हूं जो रिफ्यूजी हूं । मेरे हम-वतन दोस्तों के और अपने बेटे पोते वहां मारे गए । इस तरह और भी हजारों लोग वहां मारे गये और औरतों को पकड़ कर वह लोग ले गये । इन्तहाई जुल्म किया गया फिर भी उस पाकिस्तान के साथ आप बातचीत करते हैं । आप यह नहीं देखते हैं कि वहां क्या हो रहा है । उसने तो अपने यहां काफी सड़कें बना ली हैं लेकिन एक आप हैं कि हमारी इतनी बड़ी ताकत है, हमारा इतना बड़ा मुल्क है और हम फख्र से समझते हैं कि भारत हमारा है फिर भी हमारे जम्मू व काश्मीर में यहां कुछ भी काम रेलवे का नहीं हुआ है ।

आप कहते हैं कि हमारे पास सैंतालीस करोड़ या ब्यालीस करोड़ रुपये का सरप्लस है । यह सरप्लस आपको मुबारिक हो । जहां रेलें न होने की वजह से हमारा करोड़ों रुपये का नुक्सान हो रहा है वहां आप यह कहते हैं कि हमारे बजट में इतनी बचत हुई है । यह आम आदमी भी समझ सकता है कि इस मामले में आप सुर्खरू तभी हो सकते हैं जब सब जरूरी जगह रेलें पहुंच चुकी हों । आप क्या फख्र करते हैं कि हमने यह बचत कर ली, हमने इतना कोयला पहुंचा दिया, हमने इतने इंट पत्थर पहुंचा दिये, हमने इतना लोहा पहुंचा दिया । अरे बाबा पाकिस्तानी हमले में हजारों लोगों की जानें हलाक हुई हैं । हम मारे जा रहे हैं । आपको मालूम नहीं कितना हमारा अरबों का नुक्सान हुआ और हो रहा है और आप कहते हैं कि हमने इतनी बचत कर ली । आप यह सुन कर हैरान होंगे कि हम लोग जो अपने घरबार छोड़ कर यहां आये हैं और बहुत सी मुसीबतें उठाई, हमको एक पैसा भी मुआवजे का आज तक नहीं दिया गया है । रिफ्यूजीज का जरा ख्याल करो, कितना अजीम जानी व माली उनका नुक्सान हुआ । आप कहते हैं कि यह लोग व इलाका हमारे हैं लेकिन कुछ रहम करो । अगर लोग व इलाका आपके हैं और सोलह साल तक इस इलाके पर पाकिस्तान का कब्जा जबराना रहे तो फिर लोग क्या करें । या तो इलाका वापिस लो या मुआवजा अदा करो । इसके मुतल्लिक एक बड़ी मुश्किल इन्टरनेशनल हालत हो रही है । लेकिन हमसे बिना पूछे फैसला यहां करते हैं । हमारे यहां के मिनिस्टर करते हैं, वहां के मिनिस्टर करते हैं जिनमें किसी का कोई मरा नहीं, जिनको कोई तक्लीफ हुई नहीं, जिनका कोई

नुक्सान नहीं हुआ और जो न रिफ्यूजी हैं, न बेघर हैं वह फैसला करते हैं पाकिस्तान से कि ये भी ले लो, वह भी ले लो । शुक्र है कि सीज फायर लाइन का फैसला नहीं हुआ । मैंने पहले एक तकरीर में कहा था कि अगर यह इलाका पाकिस्तान को दिया गया तो रशिया आयेगा, कुश्तो खून होगा, ब्लड शैड होगा । आप पाकिस्तान से क्या फैसला करते हैं ? अगर रशिया की मदद नहीं होती, उसकी मेहरबानी नहीं होती, उसकी सच्ची दोस्ती नहीं होती तो जम्मू व काश्मीर कब का चला गया होता । आप उस पर निर्भर करें, भरोसा करें वरना जितने और लिफाफिये दोस्त हैं उनको अपना दोस्त मत समझें । वह आपको गल्ला देते हैं, पैसा कर्जा देते हैं, फौज के लिये अच्छे अच्छे कपड़े देते हैं मगर संगीनें, मशीनगनें पाकिस्तान को देते हैं ताकि वह पीछे से तोप भी चलायें । अभी हमारे यू० पी० के इतने लोग, सिपाही मारे गये । रोजमर्रा कहीं न कहीं हमला होता रहता है और फिर बातचीत होती रहती है । हमसे कोई पूछता नहीं । जो वहां के रहने वाले हैं उनको कोई पूछता नहीं । अरबों रुपये की जायदाद हम छोड़ कर चले आये लेकिन इसका किसी ने कोई मुआवजा दिया ? अब जो हमको मकान दिए गये हैं उनका किराया लिया जाता है, रिफ्यूजियों से हजारों रुपया किराया लिया जाता है । जिस जगह रिफ्यूजीज के वास्ते बख्शी नगर बनाया गया है उसके लिए मैं क्या कहूं, उसके लिए मुझे कहते हुए बड़ा दुःख होता है । वह क्या नगर है ? क्या बना कर रखा है ? बबर्ची-खाने के पास टट्टी है, उसके डेढ़ गज पर ही टट्टी है, उसका दरवाजा इधर और डेढ़ गज उधर टट्टी है । उधर खाना पकाओ, खाओ, इधर टट्टी है । वहां टट्टियों की लाइन है, सख्त बदबू है । जिसके चार-चार, पांच पांच बच्चे हों उसको एक दो मामूली सा कमरा दिया है । खन्ना साहब होते तो मैं पूछता कि क्या ये रिफ्यूजी इन्सानों के लिए घर हैं, इनमें तो जानवर भी नहीं रह सकते ? उनकी मलकियत भी नहीं दी गई ।

तो मेरी अर्ज यह है कि इतनी सख्त तकलीफ व नुक्सान हो जाने के बाद भी कुछ नहीं किया गया और मुआवजा न देने के बाद भी हम लोग मजबूरन रह रहे हैं । वहां हम लोगों को जो मुसीबतें हो रही हैं वह आप नहीं जानते । रेलवे की बाबत अब आप कहते हैं कि हम सोचेंगे, अभी डिफेंस मिनिस्टर से बात करेंगे और कोशिश करेंगे । कब करेंगे जब जंग शुरु हो जायेगी, जिस वक्त हम नेस्तोनाबूद हो जायेंगे, तब करेंगे ? तब हम कहां जायेंगे ? जब पाकिस्तान ने हमला किया तो हम सख्त मुसीबत में यहां आये, बीबी बच्चों के साथ पचास पचास मील चल कर कैसी दर्दनाक हालत में आये । किसी वक्त मैं पहले एक छोटा सा अफसर भी था लेकिन चन्द दिन पहले जेल से निकला था । हमें जो मुसीबत हुई वह हम जानते हैं । मामूली आदमी की बात ही क्या है ? न मालूम कितने मर गये, कितने इधर उधर चले गये । कुछ मालूम नहीं क्या हुआ क्योंकि उनके लिए कोई रास्ता नहीं था, कोई रोड नहीं थी कोई रेल नहीं थी । खतरा है कि फिर कहीं ऐसी हालत न हो ।

आपने लिखा है, प्लानिंग कमीशन ने लिखा है कि रोड्स का, कम्यूनीकेशन्स का, रेलवे का बनाना हमारा एक फर्ज है, हमारे लिए लाजमी है, जरूरी है । लेकिन वह चीज हमारे यहां क्यों जरूरी नहीं है, हमारे यहां क्यों नहीं लाजमी है ? एक रोड अभी है जो कि लखनपुर से चलती है और श्रीनगर तक जाती है । लेकिन उसकी हालत जरा देखिये । इर्द-गिर्द पहाड़ों में कुछ सड़कें नहीं हैं, आने जाने में बहुत मुश्किल है । मैं १९४२ ई० में नेशनल कान्फ्रेंस का प्रेजीडेंट था और १९४२ में हमने वाइसराय को चिट्ठी लिखी थी कि भारत के नेताओं को छोड़ दो और प्रोटेस्ट किया था और कांग्रेस से हमदर्दी का जल्सा

[सरदार बुध सिंह]

किया था जिस वक्त कि महाराजा के और अंग्रेजों की जबरदस्त हुकूमत के नीचे दबे हुए हम थे, उस वक्त हमने यह किया । और १९४४ ई० में हमने एक मनसूबा बनाया काश्मीर तजवीज किया । उसमें यह लिखा कि सड़कों का जाल फैलायेंगे, तेज रफ्तार गाड़ियों का जाल फैलायेंगे और उसी को समझ करके हम यहां आये कि आप रेल बनायेंगे । उसके बाद हम देखते हैं कि हिन्दुस्तान में कई जगह रेलवे बनती है लेकिन मेरे जैसा आदमी बारह वर्ष से कह रहा है और दर्दनाक तरीके पर कह रहा है फिर भी उसका यही रिजल्ट है, नतीजा है । अब यह है कि कठुवा तक लाइन ले जायेंगे और कठुवा के आगे चुप हो जायेंगे । आगे क्यों नहीं जायेंगे ।

मैं रेलवे मिनिस्टर से अर्ज करूंगा कि मेरी तकरीर उर्दू में छपेगी, हिन्दुस्तान में छपेगी उसका तरजुमा कराकर आप अच्छी तरह से सुन लें । तो मैं इस बारे में उनसे फिर अपील करूंगा । वह यह न समझें कि मैं कोई क्रिटीसिजम उन पर कर रहा हूं । मैं उनको स्टेट की तकलीफ बता रहा हूं । आप नये मिनिस्टर आये हैं, आपको हमारी तकलीफें, मुसीबतें, दुःख दर्द को सुनना चाहिये । तो मैं फिर अपील करूंगा, अर्ज करूंगा कि इसी थर्ड फाइव ईयर प्लान में ही बाकी हिस्से का सर्वे कराइये ताकि वहां के लोगों को तसकीस हो, तसल्ली हो कि यहां कठुवा में ही काम छोड़ा नहीं जायेगा, यहां से आगे भी रेलवे ले जाई जायेगी । वरना कहा जायेगा कि यह क्या मजाक बना रखा है । माधोपुर में सात साल से एक स्टेशन बना रखा है लेकिन एक सिविल मुसाफिर भी वहां नहीं गया । तो क्या कठुवा में उनको यही दिखलाना है कि रेल आ गई है । क्या हम उनको यह दिखायेंगे कि देखो इन्जन आ गया है, इसको माथा टेको, सलाम करो । इस वास्ते मैं अर्ज करता हूं कि इसी प्लान में कम से कम इसको जरूर मुकम्मिल करें । दस वर्ष के बाद आपने यह शुरू किया है इसलिए मैं फोर्थ प्लान की बात कहता नहीं हूं, यह काम होना अभी चाहिए । इसलिए मेहरबानी करके खुदा के वास्ते रहम करो । मुझ पर रहम न करो अपनी फौज पर ही रहम करो, अपने मुल्क पर रहम करो, अपने लोगों पर रहम करो और अब ज्यादा अर्से तक मुसीबत में उन्हें न रखो बल्कि जितनी जल्दी हो सके उतनी जल्दी रेलवे बनाओ । बड़े खतरात है इसलिए मैं आगे नहीं बोलना चाहता ।]

SHRI J. S. PILLAI (Madras): Mr. Vice-Chairman, Sir, Mr. Arjun Arora who initiated the debate paid encomiums to the Minister, and .1 echo his words. But in doing so I wish to point out certain defects in the running of trains; it is not to be taken as serious criticism of the Railways. Mr. Arjun Arora said that the running time ol the trains has been increased. It is a fact, but in spite of it every train is running late, not a single train reaches its destination in time. After I became a Member of this august body I had to travel to Madras about ithirty or forty times and not on one occasion did I reach Madras in time. So also every time I started from Madras to Delhi, the train reached Delhi very late, not late but very late. What is it due to? It is due to carelessness on the part of the railway employees. And this carelessness is to ba seen not only in the Railways but throughout, in every department of the Government. ,1 hope you would remember, Mr. Vice-Chairman—I shall give one instance to show how carelessness is pervading everywhere—the other day when the Vice-President was delivering an Address to both the Houses, the National Anthem **was** played twice. This would never have happened during the time of the Europeans. So also I have seen this carelessness and indifference in the Railways; every Government servant wants to lead a happy-go-lucky life. Now wherein lies the remedy?

My suggestion to tha Government, rather to the Railway Ministry ig that, in future, the Minister and his two Deputies and the Members of the Railway Board, whenever they want to (travel, they should travel by train alone. When tha Railways were in the hands of companies all the officers travelled, by train alone—at that time no doubt there were no planes— but now the Minister and his Deputies and the officers who are in the Railway Board, resort to plane. So there is carelessness on the part of the staff. En future—I reiterate what I have said—the Minister and hig Deputies and th© Members of the Railway Board should go by train and train alone. When I say they should go by train alone, I do not mean they should go by a railway saloon. In case there is a saloon to be attached, what will happen is that one third class compartment will be detached in order to make room for the saloon, and it will cause a lot of inconvenience to the third class passengers. So I say that they should go in the first class compartment. If they want, they can reserve a coupe compartment or a compartment with four berths.

Another thing I wish to tell the Railway Minister is that the food that not good. I do not blame them. You can get in Delhi good *basmati* rice, but we are given that big rice prevailing in Madras, the *Kara* rice the *kara samba* rice, the big rice. I blame only the contractor who supplies it. The ghee given is only an apology for ghee. For 75 nP. we get good food outside the railway station but here in the railway compartment, they charge us, for non-vegetarian food, Rs. 1.25 nP—I think—and for vegetarian food Rs. 1.10 nP, and yet it is not worth the money that is given to the Railway. Then the dress the servers put on is very very unclean. I do not blame them because they are running from one end of the train to the other end and naturally in a day it will become unclean. What will do? I suggest that the Railway Minister should provide them with two or three sets of dress—I do not know how many they are giving now.

SHRI H. C. DASAFPA: For one journey they have three sets.

SHRI J. S. PILLAI: Three sets both in the winter as well as in the summer? Anyhow my suggestion is, you should give them more so that they may appear always clean.

Then another thing I want t_0 tell the Railway Minister is that in the matter of employment they should give—I do not want any special privileges for the *Harijans*—rather the harijans must be given at least some concession or meted out fair justice. I have already told the Mninister how in one case, in order to give promotion to a member of the so-called high caste community, how they had overlooked a *harijan*) how he was victimised. I hope the Mninister would look into this matter also. Another important point made by some previous speakers *ig* that the metre gauge should be converted into broad guage. If that is done, then for those who want to go on pilgrimage from Varanasi to Raomeshwaram transhipment need not be necessary.

Again, Sir, let me emphasise that if the Ministry wants that the trains should run to time, the Minister, his two Deputies and the Members of the Railway Board should hereafter go by train and train alone.

SHRI S. C. DEB (Assam): Mr. Vice-Chairman, Sir, I congratulate the Railway Minister for the performance of 1|he Railways during the year under review. Hon. Members who took part in the discussion dealt with many points. First of all, I should like to draw the attention of the hon. Railway Minister to over-crowding. In our area there is only one mail train, that is, the Assam Mail, which is always overcrowded. And when there is overcrowding, you certainly know that there will be some ticketless travelling. This sort

af ticketless travel should be stopped. It is a bad thing. Whatever check you have introduced! is not effective. Therefore, why not have more trains because if you issue tickets you are normally bound to provide accommodation; otherwise you should not issue tickets? After you have issued tickets if you are unable to give accommodation that is not a good thing for the railway administration, which is the biggest industry doing many things for the good of the country. So serious thought should be given to that.

Another thing, in this connection, is the question of introduction of local trains on sections which aire very overcrowded. Since these local trains are meant to serve a particular area there will not be overcrowding. In this connection, I wish to draw the attention of the hon. Railway Minister to one fact. From Assam many passengers are coming and different sections of people are represented there. You find there your defence personnel, Government personnel, traders, professional men and the general public. When they come to Barauni they get into difficulty. To connect it to Delhi, there is only one through first class bogey and a sleeper coach. Both of them are crowded. Even women with reservation in the third class sleeping coach are deprived of accommodation because of rush of passengers, particularly, your defence personnel. So to relieve that congestion, kindly introduce a through train from Barauni to Delhi *via* Mokameh.

Sir, Mr. Arora has drawn your attention to punctuality of trains. You are now allowing more time for important trains from one important station to another station. May I a.sk you humbly whether you are allowing more time for the running of important trains only to save your administration from complaints of accidents or is it for any other purpose? The Delhi Mail now takes more time from coming from Howrah to Delhi than what it used to do previously. Why should it take so much time? You *aire* taking pride in moving so much passenger traffic or goods traffic and all that. But in regard to speed of trains you are lagging behind. Why should it be so? You cannot explain it in that way. Take any line and you will find that you are allowing more time for trains to run..

SHRI LOKANATH MISRA (Orissa): They believe in reaching late than never.

SHRI SHEEL BHADRA YAJEE: Just like the Swatantra Party.

SHRI S. C. DEB: What I was going to say was that even if a mail train is late by two hours it reaches its destination in time. For instance, if the Delhi-Kalka Mail is late by two hours when it reaches Kanpur, it will make up this time before it reaches Delhi. How does it happen? Therefore, you can save time by increasing the speed of the train. That requires to be looked into.

SHRI SHEEL BHADRA YAJEE: There will be danger of accident.

SHRI S. C. DEB: Then, Sir, I congratulate our railway administration and the Railway Board for constructing a broad gauge line from Siliguri to Jugigupa. it will serve a better purpose if you extend it up to Gauhati. Not only will it save your energy, because in that part there is congestion more goods are moving, you will be serving the Gauhati refinery. It will be good for other purposes also like security. Now you are moving mare goods trains. To relieve congestion *t Gauhati you have taken another goods train station And at Lumding there is congestion. So to relieve that con-. gestion I think it would be better to introduce a broad gauge line from not only Jugigupa to Gauhati but you should take it up to Lumding.

I also congratulate the Railway Ministry for having paid attention *> the difficult section from Lumding to

Badarpur. This is a difficult section and it has as many as 37 tunnels and I am glad there ia a plan now to strengthen this track. In this connection, I would like to say one thinf. In that section there is a distance of only 116 miles and it takes 10 hours for the train to cover this much distance. When the track is strengthened, the trains also should be speeded up. In the other section from Silchar to Badarpur and then on to Karimganj, to cover a distance of 34 miles the train takes 3 hours. Why should it be so? To cover a distance of only 34 miles why should the train take as much as 3 hours? Because I come from this neglected and backward area, I have to invite the special attention of the Ministry to this and other areas. These areas should not be neglected. At least the speed of the train should he increased.

In the same connection, I would like to invite the attention of the hon. Minister to another thing. From Karimganj to Silchar there are several trains, but there is no mid-day train from Silchar to Karimganj. One train comes from Silchar and stops for 2 hours at Badarpur and then it starts and goes on to Karimganj, and covers a distance of some 11 miles. Therefore, I suggest that a through train should *go* direct to Karimganj without stopping for 2 hours at Badarpur and that will be of great help to the people.

To one more thing connected with that area I would like to invite the attention of the hon. Minister. On this section from Karimganj to Badar_ pur and thence to Silchar, good drinking water is not available. Therefore, I would request the Railways to kindly supply good drinking water on this section. Why should this part be neglected, I do not know.

Another thing I want to say. This is a backward area and there are also those troubles from Pakistan. So from the security point of view, I would like to stress this point and draw the attention of the hon. Minister to the fact that you ar© having «, line from Kalkalighat to Dharmanagar. You should extend it to Agartala so as to serve that area. In the same way from Silchar to Imphal, I repeat, a line should be constructed through Kalkalighat to Dharmanagar and it should be extended up to Agartala. Also from Silchar to Imphal a line should be constructed to serve the Manipur area.

The hon. Member over there—he is not there now—spoke of Kashmir. Similarly, this area also is very im-portanlt and it should not be neglected. It should not be left neglected like this. Serious attention should be given to these areas and these lines should be constructed and facilities should be given to the people there. Not only that, for security purposes also this is most important. When you find yourself in some difficulty then you take up a work. Then you come to understand the importance of that work. Now, you are constructing the broad gauge line from Sili-guri to Jugigupa because you are now pressed for it. Immediately, you are pressed for a thing you will do it But I say you should have forethought and you should look ahead and so what will be the difficulties some 5 or 10 years from now. I beseech you and I humbly suggest that you should give your serious attention to these things. Our Railway Minister is always attentive and pays attention to rectify difficulties. So I say these difficulties also should be taken care of by him.

One more thing I will say and I finish. In his Budget speech the hon. Minister said that third class sleeper coaches will be increased. In our part of the country, in Assam, in the Assam Mail there is a third class sleeper coach but it is generally found in a damaged condition. So people do not get into it. So, I would like to suggest that some more sleeper coaches should be provided in that particular train, the Assam Mail train. Thank you.

SHRI M. C. SHAH: (Gujarat): Mr. Vice-Chairman, I must thank you for calling me and thereby enabling me to register my name for the next day, I mean on Saturday.

THE VICE-CHAIRMAN (SHRI ALI KHAN): Mr. Shah, you will 'be given time on Saturday also. You will be the first speaker on that day.

SHRI M. C. SHAH: Thank you very much. I should like to join my friends in congratulating the Railway Ministry for the good performance that they have done and the promises that they have given for the current year. Surely one of the best things that the Raiway Board and the Railway Ministry have done and for which our congratulations are due to them is about the movement of goods traffic. Goods traffic, We all know, was a great bottleneck. It was impossible for our Railways to carry the goods traffic that was offered to the satisfaction of the persons who booked. It is very pleasing to note that not only have the Railways been able to carry the goods offered, but they are now in a position to meet even any further demands that may be coming. It is very fine thing. But I may say as has been remarked by one of the Chambers of Commerce, this is not going to be a continuous thing, that this state of affairs will not continue for long as it is. This will be a sort of cushion period and the Railways may even from now ginger themselves up to carry more traffic in course of time. We know our Plans are going ahead. They are proceeding ahead and as a result thereof traffic is bound to increase i_n course of time. Therefore the Railways should try their very best to satisfy the anticipated coming demand of goods traffic. Of course, for the time being, it is an easy position, but it is going to be again a problem when there is this increase in goads traffic.

Another thing that we should appreciate is that the goods are carried by the Railways at, a comparatively cheap rate when compared to the roadways. So more and more people will like to take advantage of the services of the Railways to book their goods in spite of the several advantages that the Roadways offer. Comparatively the Railways have done very well in catering to this goods traffic and therefore, in that respect I think our Railway Ministry and the Railway Board deserve our congratulations.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Mr. Shah, you can continue your unfinished speech on Saturday. The House stands adjourned till Saturday, the 29th February, 11 A.M.

The House then adjourned at five of the clock till eleven of the clock on Saturday, the 29th February, 1964.

GMGIPND—R.S.—1192 R-S -[J. C. No. 11884/63-64.]—2-6-64—604.