

**Proceedings of the Eighth Session of the Assam Legislative Assembly
assembled after the Second General Election under the
Sovereign Democratic Republican Constitution of India**

The Assembly met in the Assembly Chamber, Shillong at 10 A.M.
on Saturday, the 19th March, 1960.

P R E S E N T

Shri MAHENDRA MOHAN CHOUDHURY, B.L., Speaker in the
Chair, Five Ministers, Four Deputy Ministers and Sixty Members.

QUESTIONS AND ANSWERS

STARRED QUESTIONS

(To which oral answers were given)

**Introduction of permit system for going to North-East
Frontier Agency**

Shri GHANASHYAM TALUKDAR (Kamalpur) asked :

*44. Will the Chief Minister be pleased to state—

- (a) When permit system was introduced for going to North-East Frontier Agency ?
- (b) Whether Government propose to represent the proper quarters to abolish the permit system to go to North-East Frontier Agency ?
- (c) If so, when ?

Shri HARESWAR DAS (Minister, Revenue) for (Chief Minister) replied :

44. (a)—Permit system was introduced from 1906 onwards in the area now known as North-East Frontier Agency.

(b)—Not at present.

(c)—Does not arise.

†**Shri GHANASHYAM TALUKDAR (Sorbhog)**: Whether permits are required for the M. L. As. to go to N.E.F.A. ?

†**Shri HARESWAR DAS (Minister, Revenue)**: Yes, Sir.

†**Shri GHANASHYAM TALUKDAR**: Who are persons who can go to N.E.F.A. without permits.

†**Shri HARESWAR DAS**: N.E.F.A. officers.

Total quantity of Country Spirit sold in Dibrugarh Subdivision during 1956-57, 1957-58 and from 1st April 1959 to 31st December 1959

Shri DEVNNDRA NATH HAZARIKA for Shri JOGA KANTA BARUAH asked :

*45. Will the Minister-in-charge of Excise be pleased to state—

(a) The total quantity of country spirit sold in the financial year 1956-57 and 1957-58 and from 1st April 1959 to 31st December 1959 in Dibrugarh Subdivision ?

(b) Whether it is a fact that country spirit is sold in almost all the tea stalls, both of the towns and villages of the State ?

(c) Whether it is a fact that Circle Inspectors are to explain any decrease of sale of country spirit in the Government shops ?

(d) Whether it is a fact that due to this the Inspectors do not detect the sale of country spirit in the tea stalls ?

(e) Whether it is a fact that due to unrestricted sale of country spirit everywhere, except in the dry districts, unruly people have greatly increased in the State ?

Shri HARESWAR DAS (Minister Excise) replied :

45.(a)—1956-57—2,36,233 L. P. Gallons.

1957-58—2,61,514 L. P. Gallons.

1st April 1959 to 31st December 1959—1,53,289
L. P. Gallons.

(b)—No.

(c)—Yes.

(d)—No.

(e)—No. Government do not think so.

Shri DEVENDRA NATH HAZARIKA (Saikhowa) : In reply to (b) it is said in the negative. Is the Minister incharge is aware that there are detection of sells of liquor in the Tea Stalls specially in the Dibrugarh Subdivision ?

Shri HARESWAR DAS : If it is increased this will be detected.

Shri DEVENDRA NATH HAZARIKA : Sir, may I know whether the Minister incharge is aware that there is an increase of liquor consumption which prove increase of unruly elements in the liquor shops in the Dibrugarh Subdivision for which there was a complain from the public ?

Shri HARESWAR DAS : The number of unruly persons may increase. But we have no statistics.

Shri DEVENDRA NATH HAZARIKA : Sir, from the figures of 1956-57 and 1957-58 it appears that there is an increase of liquor consumption in Dibrugarh Subdivision. Is it not a fact that this increase of liquor indicates increase in number of drunken persons and increase of unruly elements ?

Shri HARESWAR DAS : This may be so ; but we have no detail information. This may be due to illicit smuggling.

Shri LILA KANTA BORA (Kaliabar) : Is it a fact that if the sale of liquor is decreased the lessee does not get the settlement of the shop for the next year ?

Shri HARESWAR DAS : That is so to some extent, but not wholly correct. Decrease may be due to the lessee being connected with the illicit smuggling.

Shri DEVENDRA NATH HAZARIRA : In reply to (c) the Minister replied in the affirmative. Then why these Inspectors are to explain when there is decrease in consumption of liquor ?

Mr. SPEAKER : He has already stated the reason.

Shri DEVENDRA NATH HAZARIRA (Saikhowa) : Sir, the decrease may be due to prohibition or for propagation by social welfare organisation, my point is why the Inspectors are taken to task when the sale of liquor has been decreased ?

Shri HARESWAR DAS (Minister, Excise) : They are not taken to task. They are to explain why there is a decrease of sale of liquor.

Construction of a bridge over the Kopili River

Shri PHANI BORA (Nowgong) asked :

*46. Will the Minister-in-charge of Public Works Department (Roads and Buildings) be pleased to state why there is so much delay in constructing the bridge over the river Kopili near Kampur, Nowgong District, although the earth works to construct the approaches of the bridge were completed long before ?

Shri GIRINDRA NATH GOGOI [Deputy Minister, Public Works Department (Roads and Buildings Wing)] replied :

46.—No. This being a major Bridge Project, collection of necessary hydraulic data and other informations before finalising the project takes considerable time. These have since been finalised and no earth work has been taken up as yet on the bridge approaches.

Gradation list of Officers of the Supply Department

Shri PHANI BORA asked :

*47. Will the Minister-in-charge of Supply be pleased to state—

- (a) Whether the gradation list of Officers is properly maintained by the Supply Department ?
- (b) Whether it is a fact that in the Assam Civil List the Supply Department has not shown the date of first appointment of Officer to Government Services as has been done by other Department ?

M. MOINUL HAQUE CHOUDHURY (Minister, Supply) replied:

47. (a)—Yes.
(b)—Yes.

†**Shri NILMONEY BORTHAKUR (Dibrugarh)**: Will the Minister tell us how many Inspectors, I mean Inspectors of Supply, were promoted to supply Superintendents during the year 1957-58 ?

†**M. MOINUL HAQUE CHOUDHURY**: I want notice of that question, Sir.

†**Shri NILMONEY BORTHAKUR**: Is it a fact thrt the Civil List showed the following persons against their date of appointment:—

Shri J. Rasul	...	..	5th February, 1955,
Shri Ananda M. Sarmah	...		26th April, 1954,
Shri A. K. N. H. Majumdar...			1st April, 1956,
Shri Bihuram Das	..	..	13th June, 1956,

Shri Serajuddin Ahmed subsequent to that date, but, of that, the juniormost one has been promoted to Deputy Director of Supply.

†**M. MOINUL HAQUE CHOUDHURY**: If it is referred to as a separate question, it could be answered. The question is generally of the gradation list. Two particular officers were promoted. That needs a thorough examination of the file leading to promotions and appointments.

†**Shri PHANI BORA (Nowgong)**: Whether seniority is taken into account for promotion, Sir ?

†**M. MOINUL HAQUE CHOUDHURY**: Yes, certainly.

Shri PHANI BORA: Is it a fact that in spite of the Minister's desire to promote some of the existing staff to the posts created for Superintendent of Accounts, but in reality, certain persons are being brought from the Accountant General's office to fill up these posts instead of giving promotion to the existing staff, and thereby blocking the future promotions of these staffs ?

M. MOINUL HAQUE CHOUDHURY: Sir, if the Minister desires, his desire has got to be respected. But I can tell my friend that I expressed no such desire. Full details of this cases are not available at the moment because this is a question relating to the gradation list and he is referring to certain Accounts staff which might be under the control of the Finance Department. Some Accounts staff which might be under the control of the Finance Department. Some Accounts staff are also under our control. So, unless a separate question is specifically put, it is difficult to answer.

Regarding arrest of Enforcement Inspector of Transport, Gauhati

Shri GAURISANKAR BHATTACHARYYA (Gauhati) asked:

*48. Will the Minister-in-charge of Transport be pleased to state—

- (a) Whether sometime ago the Enforcement Inspector of Transport, Gauhati was arrested by Police at Tihu on the ground of drunkenness in a "dry" area and alleged extortion of illegal gratification ?
- (b) Whether it is a fact that the Department had received many complaints against him in the past also ?
- (c) Whether it is a fact that the said Officer was thrice transferred from Gauhati but he managed to get the transfer orders cancelled or stayed ?

Capt. WILLIAMSON A. SANGMA (Minister, Transport) replied:

48. (a)—Yes.

(b)—Yes.

(c)—Yes, consideration of his personal difficulties and also in the interest of the Organisation, transfer order had to be kept in abeyance.

Shri GAURISANKAR BHATTACHARYYA : Whether a departmental procedure is still continuancy against the said Inspector on the alleged extortion of illegal gratification ?

Capt. WILLIAMSON A. SANGMA : That has been disposed of. He has been censured.

UNSTARRED QUESTIONS

(To which answers were laid on the table)

Changsari Ballabh Bhai Patel State Veterinary Dispensary

Shri SARAT CHANDRA GOSWAMI (Kamalpur) asked :

110. Will the Minister-in-charge of Veterinary be pleased to state—

- (a) When the houses of Changsari Ballabh Bhai Patel State Veterinary Dispensary were blown away by storm ?

- (b) What steps have been taken by the Department to repair the houses of the Dispensary ?
- (c) Whether it is a fact that due to negligence of the Department to take steps the materials of the buildings have been completely wasted ?

M. MOINUL HAQUE CHOUDHURY (Minister, Veterinary) replied :

110. (a)—It is not the dispensary building but only the Chowkidar's shed of the Changsari Ballabh Bhai Patel State Veterinary Dispensary that was blown away by storm in 1959.

(b)—Steps have been taken to reconstruct the damaged shed and also to repair the existing dispensary building and Veterinary Assistant Surgeon's quarter.

(c)—No.

Circular issued by the Supply Department to the Supply Officers regarding procurement of paddy

Shri SARAT CHANDRA GOSWAMI (Kamalpur) asked :

111. Will the Supply Minister be pleased to state—

- (a) Whether it is a fact that a circular was issued by the Supply Department to the Supply Officers to the effect that the officers in-charge of procurement will be held personally responsible if they accept inferior quality of paddy or paddy with dust ?
- (b) Whether Government are aware that in some places some of the Supply Officers reject paddy at the slightest pretext which has caused resentment among the producers ?
- (c) Whether Government are aware that due to this the Co-operatives have faced great difficulties in procuring paddy ?

M. MOINUL HAQUE CHOUDHURY (Minister, Supply) replied :

111. (a)—Yes.

(b)—Such complaints were received but on enquiry the same were found to be without foundation.

(c)—Rs.1,20,000 approximately.

(d)—Does not arise, in view of (a) above.

Proposal for opening a Marketing Society at Barama

Shri SURENDRA NATH DAS (Patacharkuchi) asked:

113. Will the Minister of Co-operation be pleased to state—

(a) Whether it is a fact that representation was made by the public of Barama to open a Marketing Society at Barama ?

(b) Whether Government are aware that Barama is the central place between Namati and Baska Mauzas of North Kamrup ?

(c) Whether it is a fact that there is an existing large scale credit society at Barama ?

(d) Whether it is a fact that there is a proposal for opening Marketing Society at Barama as was recommended in the Subdivisional Development Board on 1st January, 1960 ?

(e) If so, whether Government will be pleased to pass necessary orders to set up a Marketing Society at Barama ?

M. MOINUL HAQUE CHOUDHURY (Minister, Co-operation) replied :

113. (a)—Yes.

(b)—Yes.

(c)—Yes, Barama S. S. Ltd.

(d)—The original programme had to be subsequently modified with the approval of the District Development Board. In the modified programme Barama Centre was not selected.

(e)—An independent society at Barama will not be a viable unit. The people of the area will get the necessary services from the Tihu Marketing Society.

Shri SURENDRA NATH DAS (Patacharkuchi): এই Marketing society খিলাক গঠন কৰোতে অঞ্চল আৰু লোকসংখ্যা আৰু উৎপন্ন ক্ষমতা বিবেচনা কৰা হয় নে নহয় ?

M. MOINUL HAQUE CHOUDHURY (Minister, Co-operation): Marketing society গঠন কৰোতে লোকসংখ্যা আৰু অঞ্চল কৰাৰ উপৰিও সেই ঠাইৰ আৰ্থিক অবস্থা কেনে হ'ব যথেষ্ট পৰিমাণে সেইটাই কান আছেনে নাই—সেইবিলাক বিষয়েও বিবেচনা কৰা হয়।

Shri MOHANANDA BORA (North Lakhimpur): Sir, what is the difficulty regarding establishment of a marketing society at Boroma ?

M. MOINUL HAQUE CHAUDHURY: Boroma and Tihu are closely situated. The rail head is at Tihu. Considering these facts and also the possibility of the volume of business of the proposed society, it was decided to locate it at Tihu.

Shri MAHADEB DAS [Barpeta (Reserved for Scheduled Castes)]: মন্ত্রী মহোদয়ে কৈছে যে Marketing Society গঠন কৰোতে অঞ্চল ধৰি কৰা হয়। সেইটো জনসংখ্যা অনুপাতে দিয়া হয় নে এলাকা ধৰি দিয়া হয় ?

M. MOINUL HAQUE CHOUDHURY: Area, population and volume of business—all these are considered.

Shri MOHANANDA BORA: The Minister has stated that Tihu is the rail head and over and above this, there is a Government godown at Tihu and the marketing society is established at Tihu. The same marketing society which gets ten annas per maund has no expenditure at all. If a society is established at Boroma which is 9 or 10 miles from Tihu, what is the difficulty on the part of Government ?

M. MOINUL HAQUE CHOUDHURY: Marketing society is formed not only with the idea of encouraging State Trading in paddy only but also to market the entire agricultural produce. It is formed to market the produce of the entire area ; it may be at the moment the marketing Co-operatives are dealing in rice and paddy but in near future they will have to deal in other agricultural produces also. Now, in considering the case of Tihu, one of the factors that weighed with the local Development Board and the local Co-operative Department was that it was not only a central place, but there were rail head facilities also.

Shri PHANI BORA (Nowgong): Whether in registering marketing co-operative societies, political consideration is taken into account, and if not, then I am asking this question to the Minister concerned why Nomati marketing society with its headquarters at Murazhar was not registered. Instead, another marketing society was organised in the same mauza.

Mr. SPEAKER: I am afraid the Hon'ble Minister may not be able to reply to that question for want of notice.

Shri PHONI BORA: If I bring such allegations, will the Minister inquire into them and take necessary step ?

Mr. SPEAKER: Most certainly.

M. MOINUL HAQUE CHOUDHURY (Minister, Co-operation): No political consideration is there in allocating or registering the marketing co-operatives. So far Nowgong is concerned, I think the Local Development Board was consulted in which all the M. L. As. were represented and, as far as I know, all their recommendations were more or less carried out. Of course I cannot give the details without notice. My friend was not an M. L. A. then; otherwise he would also have been consulted.

Abolishment of the offices of the Deputy Co-operative officers

Shri GHANASHYAM TALUKDAR (Sorbhog) asked :

114. Will the Minister in-charge of Co-operative be pleased to state—

(a) When the Offices of the Deputy Co-operative Officers will be abolished ?

(b) What will be the fact of the employees of these office ?

(c) Whether they will be employed some where else ?

M. MOINUL HAQUE CHOUDHURY (Minister, Co-operation) replied :

114. (a)—It is tentatively proposed to abolish the circle offices by 1st April, 1960 provided the re-organisation scheme is given effect to in the mean-time.

(b)—They will be absorbed in that case in the new establishment to be created under re-organisation scheme.

(c)—As stated at (b) above.

Shri PRABHAT NARAYAN CHAUDHURY (Nalbari-East): How long the proposal will continue to remain tentative ? Is it not lying tentative for the last 8 or 9 months ?

M. MOINUL HAQUE C HAUDHURY: Government will take a decision as early as possible. Our intention is not to delay beyond 1st April 1960 if possible, as would appear from answer to (a).

Shri PRABHAT NARAYAN CHAUDHURY: Will implementation be done along with the finalisation of the proposal ?

M. MOINUL HAQUE CHAUDHURY (Minister, Co-operation): No assurance can be given but we are trying to expedite the matter.

Shri LILA KANTA BORA (Kaliabor): What is the nature of reorganisation and what will be the position of the existing officers? Will their tenure of service and pay scales remain unaffected?

M. MOINUL HAQUE CHAUDHURY: Under the reorganisation scheme, there are proposals for three Zonal Deputy Registrar's offices and increase of staff in the offices of the Assistant Registrars. This is the scheme in a nutshell. If the scheme is finalised as it is, there is chance of all the surplus people being absorbed.

Construction of Bhumki Dam under Jalah C. D. Block in Barpeta Subdivision

Shri SURENDRA NATH DAS (Patacharkuchi) asked:

115. Will the Minister, Community Project be pleased to state—

- (a) Whether it is a fact that a plan and estimate have been submitted by the E. & D. Department for construction of Bhumki Dam under Jalah C. D. Block in Barpeta Subdivision?
- (b) Whether it is a fact that the proposal to take up the project was recommended by the Sub-divisional Development Board, Barpeta who also recommended for sanction of money?
- (c) If so, when the work of the Project will be started?
- (d) Whether it will be started in 1960-61?

Shri A. THANGLURA (Chief Parliamentary Secretary) replied :

115. (a)—Yes.

(b)—Yes.

(c) & (d)—The work has been taken up by the E. & D. Department and is in progress.

Regarding Tenders for liquor shops in Lakhimpur and Sibsagar

Shri S. BORDOLOI (Titabar) asked :

116. Will the Minister in-charge of Excise be pleased to state—

- (a) Whether it is a fact that notices were issued calling for tenders for country liquor shops in Lakhimpur and Sibsagar districts for one year only, *i. e.*, 1950-61 ?
- (b) Whether it is a fact that at the time of settlement, the shops were settled for two years in contravention of the terms of the notices calling for tenders ?
- (c) Whether it is a fact that according to Excise Rules in force, settlement of country liquor shops are to be effected for one year at a time ?
- (d) If the answers to (b) and (c) above are in the affirmative why settlement was made in contravention of the terms of notice as well as Excise Rules ?

Shri HARESWAR DAS (Minister in-charge of Excise) replied :

116. (a)—Yes, but the tenderers were informed that the settlement will be made for 2 years.

(b)—Yes, with previous intimation. There is no bar to make settlement for two years.

(c)—Yes, but Government have also power to settle the shops on such terms or for such period, as they may think necessary.

(d)—Government have decided that in Dibrugarh Subdivision and Sibsagar district where bottling system has been introduced, the settlement of Excise shops will be made for 2 years, which is within Government's powers under the Rules.

Shri SARBEWAR BORDOLI (Titabar): Why in the advertisement it was not stated that the period would be two years ?

Shri HARESWAR DAS (Minister Excise): Two years, decision was taken after the advertisement.

Shri DEVENDRA NATH HAZARIKA (Saikhowa): Whether the intention of the Government to make it two years was notified in the Assam Gazette ?

Shri HARESWAR DAS (Minister, Excise): No, it was not necessary.

Shri DEVENDRA NATH HAZARIKA: Whether the intention was notified to the public in any other way ?

Shri HARESWAR DAS: Before opening the tenders the tenderers were informed that they might withdraw their tenders or take their chance.

Shri DEVENDRA NATH HAZARIKA: Apart from the tenderers whether the public were notified ?

Shri HARESWAR DAS: It is the tenderers who are concerned.

Shri SARBESWAR BARDOLAI (Titabar): Is it the only case where the term has been extended to two years, or are there similar instances in the past ?

Shri HARESWAR DAS: No, only in the bottling area this has been done. Due to the introduction of the bottling system the period has been extended.

Shri NILMONEY BORTHAKUR (Dibrugarh): It is the intention of the Government to continue liquor there for another two years and can we take it that prohibition will not be introduced there before 1962 ?

Shri HARESWAR DAS: No, bottling system and everything will disappear when prohibition is introduced.

Shri HARINARAYAN BARUA (Teak) অধ্যক্ষ মহোদয়, মই জানিব খুজিছে। Bottling system introduce কৰাৰ পৰা চৰকাৰী বাজৰ পৰিমাণ বাঢ়িছেনে কৰিছে ?

Shri HARESWAR DAS বাজৰ কমিছে ।

Shri SARBESWAR BORDOLOI: What is the benefit derived by Government by extending the term for two years instead of one year ? What is the purpose behind it ?

Shri HARESWAR DAS: The purpose behind it is this : the lessees have now to invest much more money than before. With the introduction of the bottling system they have to make arrangement for proper storage and watchmen. Previously this was not necessary because drums were kept in the open. But now there is chance of pilferage. So, proper houses are necessary for keeping the bottles and appointment of watchmen is also necessary. The lessees, therefore, have to invest a large sum of money. That is why the period has been extended to two years.

**Rehabilitation of the Embankment affected people in
Barlechakona Reserve**

Shri SARAT CHANDRA GOSWAMI (Kamalpur)
asked :

117. Will the Revenue Minister be pleased to state what further steps have been taken by the Local Officers for the settlement of lands to the embankment affected people in Barlechakona Reserve as was replied to Unstarred Questions No.87 asked by the questioner on 12th December, 1959 ?

Shri HARESWAR DAS (Revenue Minister) replied :

117. There is great resentment amongst the local public over the proposed dereservation of Barlechakona V. G. G. in Pub-Kachari Mahal Mauza measuring an area of 174B. 3K. 11L. of land. So Settlement Officer, Kamrup has recommended dereservation of Nij-Hasang V. G. G. in Pub-Kachari Mahal Mauza measuring an area of 189B. 1K. 16L. for rehabilitation of the people affected by the Puthimari river embankment. Formal proceedings under Rule 95A are being taken up for dereservation of the area.

Shri SARAT CHANDRA GOSWAMI: When these dereservation proceedings are expected to be finalised ?

Shri HARESWAR DAS: They have already been started. Under the provisions of Rule 95A some notice is to be given. The notice has been given and we are waiting for the notice time to elapse. It will be done within a couple of months.

Strength of Village Defence Party in the State

Shri KHOGENDRA NATH BARBARUAH (Amguri)
asked :

118. Will the Chief Minister be pleased to state—

(a) The number of Village Defence Parties in the State ?

(b) The number of members in the State ?

(c) The number of arms placed in the hands of the Parties ?

(d) Whether it is a fact that Government have recalled some arms from the hands of these parties ?

(e) If so, why ?

Shri BIMALA PRASAD CHALIHA (Chief Minister) replied :

118. (a)—The total number of registered Village Defence Parties in the State is 2,256 and that of unregistered Parties is 761.

(b)—Total number of members in the registered Village Defence Parties is 1,12,800 and that of unregistered Parties is 38,050.

(c)—40 guns (.12 bore D. B. B. L.) supplied to only 40 Village Defence Parties in the Sibsagar—Naga Hills Border.

(d) & (e)—No. Of the above 40 parties, 30 parties voluntarily surrendered their guns as they were afraid of keeping them and 4 guns had to be withdrawn from the 4 Village Defence Parties as they ceased to function.

Regarding the arrests made in Lakwah Tea Estate

Shri KHOGENDRA NATH BARBARUAH (Amguri) asked :

119. Will the Chief Minister be pleased to state—

(a) The number of arrests made in Lakwah Tea Estate, Sibsagar Subdivision on 14th and 15th February, 1960 ?

(b) Why the arrests have been made ?

(c) Whether it is a fact that the General Manager got the labours arrested with a view to terrorise them so that they might not join in a certain Majdoor Union ?

Shri BIMALA PRASAD CHALIHA (Chief Minister) replied :

119. (a)—Altogether 23 persons were arrested in Lakwah Tea Estate on 14th and 15th February, 1960.

(b)—The arrests have been made in connection with case No.7 (2)60, U/S 305 I. P. C., No.8 (2)60, U/S 147/452/380/406 I. P. C. and case No.14(2)60 U/S 380 I. P. C. of Nazira Police Station.

(c)—No. It is not a fact.

Demand to be taken over by the Public Works Department of the road joining the Chakimukh-Hondique Public Works Department road with Ladoigarh Naga Ali

Shri KHOGENDRA NATH BARBARUAH (Amguri) asked :

120. Will the Minister, Public Works Department (R & B) be pleased to state—

(a) Whether Government is aware that the local people of Upper Athkhel Mauza, Nazira circle, Sibsagar Subdivision, demands that the road joining the Chakimukh-Hondique Public Works Department road at Lebaugoni Lower Primary School in Hondique village of Athkhel Mauza, with Ladoigarh-Naga Ali via Kachari, Namdang, Tribal, Lachungi Lahon villages be taken over by Public Works Department ?

(b) If so, why Government has not yet taken it ?

(c) Whether Government will take it over at the earliest ?

Shri GIRINDRA NATH GOGOI [Deputy Minister, Public Works Department (R & B)] replied :

120. (a)—Yes.

(b) & (c)—The proposal has been forwarded to Sub-divisional Development Board (now Mohkuma Parishad) for initial consideration and allocation of priority at the time of preparing proposals for consideration in drawing Third Year Plan.

Veterinary dispensary or First Aid Centre in the Mauzas of Purbapar, Madartola and Patidarang

Shri SARAT CHANDRA GOSWAMI (Kamalpur) asked :

121. Will the Minister-in-charge of Veterinary be pleased to state—

(a) Whether there is any Veterinary dispensary, First Aid Centre, Stock Centre or any kind of facilities in the Mauza (i) Purbapar, (ii) Madartola and (iii) Patidarang to attend to the cattle diseases in Kamalpur Circle ?

(b) Whether there is any Veterinary Field Assistant in the Mauzas Purbapar, Madartola, Patidarang in Kamalpur Circle ?

(c) Whether the Government will be pleased to sanction at least a Stock Centre or First Aid Centre in each of these Mauzas ?

M. MOINUL HAQUE CHOUDHURY (Minister, Veterinary) replied :

121. (a)—There is no Veterinary dispensary or First Aid Centre in the Mauzas (i) Purbapar (ii) Madartola and (iii) Patidarang.

(b)—Yes. There is one Veterinary Field Assistant in each of the above Mauzas.

(c)—The matter is under consideration.

Shri SARAT CHANDRA GOSWAM (Kamalpur): Is the Minister aware that there is no veterinary field assistant in these mouzas though the reply is "Yes" ?

M. MOINUL HAQUE CHOUDHURY: My report is there is one in each of these mouzas.

**Allotment of land to Tribal people from Hahchara
Mouza Kachari Gaon by the Land Settlement
Advisory Committee, Sibsagar**

Shri DURGESWAR SAIKIA (Thowra) asked :

122. Will the Minister, Forests be pleased to state—

(a) Whether it is a fact that the Land Settlement Advisory Committee Sibsagar allotted land to 7 houses of Tribal people from Hahchara Mouza Kochari Gaon in 1957 at Abhoypur Reserve ?

(b) Whether it is a fact that the said plot was given to some other persons as reported by the then Range Officer despite allotment given by Land Settlement Advisory Committee ?

- (c) Whether provision for the actual allottees as recommended by the Land Settlement Advisory Committee will be arranged at an early date?

Shri HARESWAR DAS (Minister, Forest) replied:

122. (a) to (c)—The Land Settlement Advisory Committee recommended settlement to 40 house-holds in Singlo Village in Abhoypur Reserve Forest. 7 out of these 40 did not turn up. Therefore, the Land Settlement Advisory Committee re-allotted these 7 seats to 7 tribal people from Hahchara Mauza, Kachari Gaon in 1957. But hearing about this revised allotment, the 7 allottees who did not turn up originally came and occupied these seats. Then the 7 tribal house-holds were allowed settlement in the Abhoypur Reserve Forest in a portion where there was encroachment. But these tribal people being afraid of the encroachers did not take settlement there. They were then offered settlement in the vacancy of 9 house-holds in Deroi Reserve Forest, but they have not gone there also.

These 7 tribal people may, however, come and settle in any of the aforesaid two places whenever they like.

Shri DURGESWAR SAIKIA (Thowra): লেণ্ড চেটলমেন্ট এডভাইজৰী কমিটিয়ে ৰেকমেণ্ড কৰা ৪০ ঘৰ মানুহৰ যি ৭ ঘৰ মানুহ মাটিৰ দখল লবলৈ নগল তেওঁলোকক পুনৰ কোন তাৰিখে চেটলমেন্ট দিয়া হৈছিল তাৰ নাম আৰু পুনৰ যি কেইঘৰ সেই এলাকাৰ মানুহবুলি উত্তৰ দিছিল সেই মানুহক তাত Settlement দিয়া হৈছিল তেওঁলোকৰ নাম চৰকাৰে দিবনে?

Mr. SPEAKER: The request of the hon. member is to place the names on the table of the House.

Shri DURGESWAR SAIKIA মই জানিব খুজিছো তালৈ যে ৭ ঘৰ মানুহ আহিছে তেওঁলোক কোন কোন, এই কথা তদন্ত কৰিবনে?

Shri HARESWAR DAS: These names are not with me at present.

Mr. SPEAKER: They may be supplied later on.

Shri HARESWAR DAS: I shall have to collect them from the Local Officers and then I can supply.

Shri DURGESWAR SAIKIA: যিবেলেগ ৭ ঘৰ মানুহক অভয়পুৰ বিজার্তত Settlement দিয়াৰ কথা কৈছে তেওঁলোকক ফৰেষ্ট বিভাগৰ D. F. O., অথবা চৰকাৰে নতুবা S. D. O., আই কোন তাৰিখে চিঠি বিলি কৰিছিল?

Shri HARESWAR DAS (Minister, Forests) : চিঠি দিয়াৰ কথা নাই। ইয়াত কোৱা হৈছে যে তেওঁলোকক তাত মাটিৰ Settlement allow কৰা হৈছিল।

Shri DURGESWAR SAIKIA (Thowra) : কোন তাৰিখে তেওঁলোকৰ Settlement allow কৰা হৈছিল?

Shri HARESWER DAS : ইয়াত এই তাৰিখ বিচাৰি পোৱা নাই।

Mr. SPEAKER : আপুনি কি কৈছে চিঠিখন পোৱা নাই নেকি?

Shri DURGESWAR SAIKIA : চাব, অভয়পুৰ বিভাগত মাটি দিয়া কথাটো মোৰ সত্য নহয় বেন অনুমান হৈছে।

Mr. SPEAKER : আচল ঘটনাটো মন্ত্ৰীলৈ লিখি দিলেই হয়।

Shri HARESWAR DAS : প্ৰশ্ন কৰক যিটো অসত্য বুলি ধাৰণা কৰিছে সেইটোত এই agree কৰা নাই।

Mr. SPEAKER : আপুনি এইবাবে আধাৰনটা আলোচনা নাচি দিছেনেকি? তাত আলোচনা কৰিব পাৰিব।

Rural Water Supply Scheme in Assam

Shrimati KOMOL KUMARI BORUA (Katonigaon) asked :

123. Will the Minister-in-charge of Medical be pleased to state—

- (a) How many rural water supply scheme has been undertaken so far in Assam?
- (b) What are the places, where these schemes are materialised?
- (c) Among these schemes how many are from Article 275 Grant?
- (d) Whether all rural water supply schemes of Second Plan have been undertaken?

Shri RUPNATH BRAHMA (Minister-in-charge of Medical) replied:

123. (a)—14 Rural Water-supply schemes under the National Water Supply and Sanitation Programme.

(b)—

1. Hajo-Rangia-Tamulpur ... Kamrup district.
2. Dudnoi-Resu-Belpara ... Goalpara ,,

3. Bhoi	...	...	United K. & J. Hills.
4. Lanka-Kaki	...	...	Nowgong district.
5. Bokajan	...	...	Sibsagar „
6. Patharkandi	..	...	Cachar „
7. Cherrapunji	...	...	United K. & J. Hills.
8. Chabua	...	...	Lakhimpur district.
9. Charing	...	...	Sibsagar „
10. Thengal-Titabar		...	Sibsagar „
11. Diphu	...	...	United N. C. & Mikir Hills.
12. Dotoma-Kokrajhar		...	Goalpara district.
13. Jalah	...	...	Kamrup „
14. Odalguri	...	...	Darrang „

(c)—Nil.

(d)—No, the technical approval of the Government of India in respect of the following schemes are being awaited,

1. Bhurbandha-Morigaon,
2. Mirjapahar.
3. Garobandha.
4. Dambuk.
5. Mairang.
6. Tangla.

Shri PRABHAT NARAYAN CHOUDHURY (Nalbari East) : Sir, what are the criteria for selecting place for sanctioning a rural water supply scheme ?

Shri RUPNATH BRAHMA (Minister, Medical) : The schemes which have been referred to here are definite schemes sponsored by the Government of India for the supply of good drinking water to the rural area. The site for this purpose is recommended by the Public Health Department. In recommending the site for rural water supply schemes, generally two factors are taken into consideration. The first is whether there is any water borne disease. The second one is scarcity of good drinking water. These are the main criteria Sir, that are taken into consideration in selecting a site for the rural water supply schemes.

Shri PRABHAT NARAYAN CHOUDHURY : Sir, may I know whether the Minister is aware that there is scarcity of good drinking water in entire Nalbari area ?

Shri RUPNATH BRAHMA : It may be so. But it is not possible to cover entire area of the state within one plan period.

Shri PRABHAT NARAYAN CHAUDHURY : Will the Minister-in-charge please let us know whether Pub Par Mauza of Nalbari will be included in the 3rd Five Year Plan in view of the fact that Hajo-Rangia Tamulpur were already included in the Second Five Year Plan ?

Shri RUPNATH BRAHMA : Government may consider this place if it is possible. I have already explained that it is not possible to cover all the areas of the State within one plan period.

U JOR MANIK SYIEM [Nongpoh (Reserved for Scheduled Tribes)] : Sir, when the government of India accepted the Rural Water Supply Scheme in Assam, may I know from the Minister whether Nongpoh station and Umlen have also been included in one of the schemes ?

Shri RUPNATH BRAHMA : Sir, I want notice for this. However, I may inform the hon. Member that if these areas are within the Bhoi Area, then these have already been included.

Shri HIRALAL PATWARY (Panery) : Sir, in reply to (d) it has been said that the technical approval of the Government of India is awaiting. Will the Minister-in-charge be pleased to let us know when the technical approval will come ?

Shri RUPNATH BRAHMA : We expect it very soon.

Maulavi JAHANUDDIN AHMED (Bilasipara) : May we know the exact date on which the Minister has written to the Government of India regarding technical approval as mentioned in (d).

Shri RUPNATH BRAHMA : It is not long ago. It was sent only recently.

Shrimati KOMOL KUMARI BARUA (Katonigaon): Sir, in reply to (c) it is said as nil. May I know if there is any other scheme for rural water supply undertaken from Article 275 Grant?

Shri RUPNATH BRAHMA (Minister, Medical): Sir, I have already stated that this scheme is a separate scheme sponsored by the Government of India. The matter referred to by Srimati Komol Kumari Barua is not included in this scheme. This is allotted separately and I think it is distributed subdivision-wise according to the population by the Subdivisional Board.

Shrimati KOMOL KUMARI BARUA: Will the Minister-in-charge be pleased to state whether the water supply schemes mentioned in answer to (a) have been included in the Second Five Year Plan?

Shri RUPNATH BRAHMA: Yes, definitely.

Shri RAMNATH DAS [Dergaon (Reserved for Scheduled Castes)]: Sir, with regard to (d) will the Minister-in-charge write to the Government of India for expediting their technical-approval so that the plan may be taken up in due course?

Shri RUPNATH BRAHMA: We expect to finish these within the Plan period.

Shri DEVENDRA NATH HAZARIKA (Saikhowa): Sir, will the Minister, Medical be able to inform this House the areas of mauzas covered under Chabra Scheme?

Shri RUPNATH BRAHMA: Sir, details are not available with me. If the hon. member wants the information, I can inform him later.

Calling attention to matter of urgent Public Importance under Assembly Rule 54 regarding Food Crisis in the Mizo District.

Shri DANDESWAR HAZARIKA (Morongi): Mr. Speaker, Sir, with your permission I call attention to the Government regarding the food crisis in Mizo Hills. Recently, on the 10th of March last, a news was published in a section of the press that about 50 per cent of the people in the Mizo Hills are on the verge of starvation. I hope this House is aware about the food situation in Mizo Hills and a statement was also given by the Chief Minister regarding the present situation about a fortnight back. But after that another news appears that due to negligence on the part of the contractors who have been entrusted with the supply of food in the Mizo Hill, the food stuff has not reached the interior of the District. There is also transport difficulty. So in the interior, the people are not getting food and they are on the verge of starvation. Now, Sir, in that report it says that—"It has been established now beyond any doubt that the Government approved transport contractors did not lift foodgrains adequately. This factor has aggravated the famine situation beyond easy repair. In spite of the best intention of the Government the situation is fast deteriorating."

Sir, we are not aware of the latest position regarding the food supply in the interior of the Hills. So, I hope that Government will give an up-to-date information so that adequate steps may be taken to improve the situation as far as possible. Further we will be glad if the Government will enlighten us with the fact that adequate transport has been arranged at present for the speedy transportation of foods to the interior and secondly, what steps have been taken to grow maize crop in that area so that the food situation may be improved?

M. MOINUL HAQUE CHOUDHURY (Minister, Food) : I quite appreciate the anxiety of the hon. Member in this matter. Unfortunately, the notice for this motion reached me quite late last night. It appears, possibly through inadvertance the Assembly Secretary endorsed the copy of the notice to the Secretary, Food and Agriculture; it should have been given to the Secretary, Supply.

My friend did not mention in which Newspaper it was published? As a result of all these it has not been possible for me to ascertain the facts and thus, I am sorry, I will not be able to clarify the matter at the moment. If you kindly permit me and my friend will give me the information as to in which paper it was published, I will be able to reply on Monday next.

Shri DANDESWAR HAZARIKA (Morongi) : It is published in the *Assam Tribune* on 10th March, 1960.

Mr. SPEAKER : This will be discussed again on Monday next.

**Presentation of the Report of the Business Advisory Committee
for the allocation of time for Voting on
Demands for Grants**

Shri RAJENDRA NATH BARUA (Deputy Speaker) : Sir, I beg leave to move—

“That this Assembly agrees with the allocation of time proposed by the Business Advisory Committee in regard to the Voting on Demands for Grants for 1960-61”.

Mr. SPEAKER : The motion moved. The question is that this Assembly agrees with the allocation of time proposed by the Business Advisory Committee in regard to the Voting on Demands for Grants for 1960-61”.

(The question was adopted).

Demands for Grants

Shri DANDESWAR HAZARIKA : On a point of order I want clarification that Assembly Rule 148 states that if notice of a motion to reduce any demand for grant has not been given two clear days previous to the day on which the demand is under consideration. Sir, we beg to inform you that we have received the cut motion just now. We ought to have received it earlier, at least one day before.

Mr. SPEAKER: It does not necessarily mean that the motion may be moved before two days of its discussion.

Shri DANDESWAR HAZARIKA (Morongi): It is not clear here.

Mr. SPEAKER: Assembly Rule 148 states that—

“If notice of a motion to reduce any demand for grant has not been given two clear days previous to the day on which the demand is under consideration, any member may object to the moving of the motion, and such objection shall prevail, unless the Speaker allows the motion to be made”.

GRANT No. 44

XLVI—A—Road Transport Schemes—Working Expenses”

Capt. WILLIAMSON A. SANGMA (Minister, Transport): On the recommendation of the Govern r of Assam, I beg, Sir, to move that a sum of Rs.1,17,17,200 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the Head “XLVI—A.—Road Transport Schemes—Working Expenses”.

Mr. SPEAKER: The motion moved is that a sum of Rs.1,17,17,200 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head “XLVI—A.—Road Transport Schemes—Working Expenses”.

Maulavi JAHAN UDDIN AHMED (Bilasipara): Sir, I beg to move that the total provision of Rs.1,17,17,200 under grant No.44, Major Head “XLVI—A.—Road Transport Schemes—Working Expenses”, at page 443 of the Budget, be reduced by Rs.100, *i. e.*, the amount of the whole of Rs.1,17,17,200, do stand reduced by Rs.100.

(To raise a discussion on the very poor condition of the buses and the management in Dhubri-Jogighoba line).

Shri GHANASHYAM TALUKDAR (Sorbhog): Sir, I beg to move that the total provision of Rs.1,17,17,200 under grant No.44, Major head “XLVI—A.—Road Transport Schemes—Working expenses”, at page 443 of the Budget be reduced by Re.1, *i. e.*, the amount of the whole grant of Rs.1,17,17,200 do stand reduced by Re.1.

(To criticise this demand).

Shri GAURISANKAR BHATTACHARYYA (Gauhati): I beg to move that the total provision of Rs.1,17,17,200 under Grant No.44, Major Head “XLVI—A.—Road Transport Schemes—Working Expenses”, at page 443 of the Budget be reduced by Re.1, *i. e.*, the amount of the whole grant of Rs.1,17,17,200, do stand reduced by Re.1.

(To raise a general discussion)

Shri HIRALAL PATWARI (Panery): Sir, I beg to move that the total provision of Rs.1,17,17,200 under Grant No.44, Major head "XLVI—A.—Road Transport Schemes—Working Expenses" at page 443 of the Budget be reduced by Re.1, *i. e.*, the amount of the whole grant of Rs.1,17,17,200 do stand reduced by Re.1.

(To raise a discussion regarding the grant and to criticise the Government for not inclusion the Tangla-Mangaldoi Road).

Shri NILMONEY BORTHAKUR (Dibrugarh): Sir, I beg to to move that the total provision of Rs.1,17,17,200 under Grant No.44 Major head "XLVI—A.—Road Transport Schemes—Working Expenses", at page 443 of the Budget be reduced to Re.1, *i. e.*, the amount of the whole grant of Rs.1,17,17,200, do stand reduced by Re.1.

(To criticise the Government for their failure to economic expences).

Shri NILMONEY BORTHAKUR: Sir, I beg to move that the total provision of Rs.1,17,17,200 under Grant No.44, Major head "XLVI—A.—Road Transport Schemes— Working Expenses", at page 443 of the Budget be reduced by Re.1, *i. e.*, the amount of the whole grant of Rs.1,17,17,200, do stand reduced by Re.1.

(To raise a general discussion).

Mr. SPEAKER: All the cut motions are moved as above.

Now Mr. Jahanuddin to speak. I request you kindly to regulate your speech.

Maulavi JAHANUDDIN AHMED (Bilasipara): Sir, I would like to draw the attention of the hon. Minister that the buses especially in Dhubri-Jogighopa line are in a very dilapidated condition. This year, I mean, 1959-60, generally every day on or more buses remain stranded on the road due to breakdown much to the inconvenience of the passengers, so much so that some times they fail to attend Courts and other important duties because of the failure of the buses to reach the destination in time. Sir, myself have experience. On 2 or 3 days I found the buses did not run in time and on enquiry I came to learn that the buses became stranded in some middle portion of the road. Sir, the management of the latrines and urinals in the station is also very bad. I myself once experienced when I was traveling with my wife in Bilasipara I found that the latrine was locked up by mean of rails. On enquiry I came to learn that the latrine was not properly looked up and cleaned and bad smell was coming out. Then I enquired from the officers who were present there but they said that because the urinals and latrines are in a bad condition so the sameling were coming out. I told them to make some alternative arrangement for the passengers. Of course, then the Chowkidar conducted my wife to one of the quarters of the officers to ease herself. That is the possition we find everywhere, and also I mention about Dudhnaï there is no latrine either for Gents or for Ladies.

Then Sir, I like to say about some appointment made in our district especially at Goalpara. We find that vacancies are generally created elsewhere in other district to the Goalpara district and appointment is given there in other district. So in our district our boys are not having the appointment. Even in case of menials I find that the local people are not given any appointment in spite of their petitions. In Goalpara town itself Sir there was a vacancy of night-Chowkidar. There were 2 or 3 local candidates from Goalpara, but the appointment was given to one Nepali, most probably a personal servant of the Superintendent of the Goalpara State Transport Station.

Regarding smoking in the buses Sir, I may say that whenever I travel I generally find that whenever a bus stops at a station the conductor get down for issuing tickets and also the driver gets down to ease himself or for smoking. In the meantime the passengers begin smoking. They have got an idea that whenever the bus stops they are allowed to smoke inside the bus. But Sir, No-body remains in charge of the bus to request the passengers to go out of the bus for smoking. Moreover Sir, generally I have found that the complaint book is not kept in the bus. Several times, even this time when I was coming from Dhubri to Shillong, I found that minor boys were charged full, a boy of about 2½ years was charged half and I wanted to complain about the matter but I found that there was no complaint book. So I had to lodge the complaint in the mid-station at Dhupdhara. I gave the complaint in writing to the Station Superintendent there and also I informed it at Gauhati station. As there was little time to get connection from Gauhati to Shillong so I could not give it in writing at Gauhati but I verbally informed about this to Superintendent. That is the affair of the bus and the difficulty of the passengers are always there because the Government has not been able to give new buses in this route. I came to know on enquiry that due to want of even of a fan belt the buses are not in a position to ply in this route. On enquiry I was told that the Store department has not supplied them, nor they were allowed to purchase the thing locally. Therefore Sir there are so many difficulties about the management of this line and I hope the hon. Minister will take immediate steps to improve this.

With this few words Sir I commend my Cut Motion.

Mr. SPEAKER: I think it is better for me to fix a time limit. There are 6 demands and excepting one in all the rest 5 demands there are Cut Motions. Therefore, it would be better if the hon. Member speak only for 5 minutes each.

Shri GHANASHYAM TALUKDAR (Sorbhog): Mr. Speaker, Sir, I want to speak on my cut motion which I moved. At present we find that there are 8 State Transport routes working in our State for which a sum of Rs. 1,17,17,200 has been provided in the Budget. Though such a huge amount is being spent yet these routes are not functioning well. First of all if we look at the Gauhati-Shillong route we find that this route is always ill-managed and there is always possibility of accident. On many a time the Drivers are drunk. So steps should be taken for checking the Drivers so that they may not drink while driving the vehicle. If we look at the Gauhati Transport station we find that it is always ill managed. Tickets are not available at the proper time, latrines are not kept in proper condition and many other difficulties are there. The condition of

Shillong Transport Station is more worse. The office is situated in a congested area. There is not enough accommodation for the buses and the passengers cannot get in the buses safely because the buses stand on the middle of the road. Here also the latrines are not kept in good condition and the waiting room for the passengers is hopelessly bad. These difficulties should be removed but the Government are not taking any step for the removal of these difficulties. I want to know from the Hon'ble Minister-in-charge of Transport as to what steps have been taken to improve the condition of the Transport Stations so that in future the passengers may not have to face such difficulty.

Coming to the Gauhati-Dibrugarh route we find that only one express bus run from Gauhati to Dibrugarh which is quite inadequate. I do not understand what is the difficulty in increasing the number of buses in this route. At least two buses should be placed on this route so that two can go from Gauhati to Dibrugarh and two buses can come from Dibrugarh to Gauhati. The other day an Hon'ble Member, Shri Hakim Chandra Rabha was explaining the dilapidated conditions of the Gauhati Goalpara route. I hope Government will take steps to remove these difficulties.

Regarding Barpeta-North Gauhati route we heard that this route would be nationalised but upto now it has not been nationalised. The buses plying on this route are very bad and always over-loaded. If the Hon'ble Minister does not believe me I would request him to go to that line and board in a bus, not as a Minister but as an ordinary passenger, and then he will realise the condition. I moved to the Minister for the sanctioning of the Sarbhog-North Gauhati route but it was refused by the R.T.A. Gauhati on the ground that there would be overlapping of buses. If licenses for more buses on this route were issued then the difficulty would have been reduced.

Then Sir, coming to Bapeta-Bogaigaon route we find that this route was in the second Five Year Plan and it is almost the end of the Second Plan period, but it has not yet come into being. I hope this will come into being in the Third Five Year Plan.

Then R.T.O. office at Gauhati is not also running well. In this Assembly also many questions were put against the R.T.O. office but they are not willing to extend bus routes of North-Kamrup and Barpeta subdivision. I hope Government will take steps to increase the drivers of buses and nationalise those routes which are essential for the service of the public.

Mr. SPEAKER: Your time is up.

Shri GHANASHYM TALUKDAR: With these few words, Sir, I resume my seat.

Mr. SPEAKER: Shri Gaurisankar Bhattacharyya.

***Shri GAURISANKAR BHATTACHARYYA (Gauhati):** Mr. Speaker, Sir, so far as the difficulties of the transport system in our State is concerned, many Hon'ble Members have spoken at the time of the general discussion and some are speaking even now. I wish to speak on the receipt side only, because this is most important aspect. I feel that aug-

mentation of our State revenue has become an imperative necessity and I think we should now lay our hand on non-taxed revenue rather than tax revenue. From that point of view I feel that we have at present two important spheres on which we can lay our hands on. The first one is our State Transport and the second is forest. Now so far as the State Transport is concerned, we have seen by analysis of the receipt side that the most profitable route is the Shillong-Gauhati-Pandu route. This route is profitable for two reasons. Here the Government has got monopoly over this route and the second and more important aspect is that apart from running passenger service, the Transport authority here also run goods service which is more profitable. So, I suggest that at least in Gauhati-Nowgong-Jorhat-Dibrugarh route upto Goalpara South Trunk Road, which is very good route, Government should undertake good service, apart from passenger service. My second suggestion is that instead of going for small feeder roads Government will do well to consider running of State buses in North Trunk Road, that is to say, from North Gauhati to Barpeta. Of course, at present the North Trunk Road is not so suitable but within a few years, I think, it will be alright and if the Public Works Department and Transport Department co-operate then I think the road can be developed and the state buses can run there profitably. But I want to submit here that the Government should prove its efficiency in management by providing better facilities for the passengers States and from my experience I can say that in behaviour, modesty and efficiently our State Transport employees the Drivers, Conductors, Office Superintendents and Assistants are second to some in India. If we find particular Driver is drunk, from that we cannot generalise that all of them are bad. Our State Transport employees are by and large good.

But there has been some amount of top-heaviness in the expenditure. The allocations will show that in the direction side there has been a little more expenditure than there ought to be. Actually those who have to work in the field should be well looked after then they are being now. There should be more facilities for the Drivers and Conductors. It is unfortunate that sometimes a Driver is to run three trips on this arduous Gauhati-Shillong road-going down to Gauhati and again coming back to Shillong and then again going down to Gauhati and like that. These three trips are really very bad. Another thing we see is that sometimes the vehicles become unserviceable on the way but there is no alternative arrangement for this. I can give one instance. On the last 11th of March one vehicle ASX 936 faced with a break-down on the road, that is the third gate. The bus was coming towards Shillong. There was no looking after of the passengers. Now you can imagine what will be terrible plight, rather what was the terrible plight of those passengers who were stranded on the road and that too on the 3rd gate on their journey to Shillong. But our direction in the State Transport is such that these arrangements are not made. I am giving only one instance.

I beg to suggest that along with the improvement of the conditions of the workers of the State Transport organisation, there should also be better facilities for the passengers and particularly there should be more provision for the up-keep of vehicles. These vehicles almost became

ueserviceable. The number should be increased and at the same time the vehicles should be always kept in good order. The workshop at Gauhati has already become congested. It is high time that a big Central Workshop be should started at Gauhati and the present one should be relegated to only a regional workshop is started and unless and until our vehicles are always kept in rip-top condition, State Transport plying would not be very popular. Unless and until we can make it popular, taking taking advantage of the public recentment private interest will be always trying to maintain that Government should not go for nationalisation, should not go for expansion of State Transport plying. So I would like to make these few suggestions to the Government and to the Minister.

Shri HIRALAL PATWARY (Panery): माननीय अध्यक्ष महोदय! अपने इस कर्तव्य प्रस्तावके समर्थन में मैं कुछ सुझाव देना चाहता हूँ। हमने देखा है कि State Buses में लिखा हुआ है "नून प्राण दणनीय" उसी का अंग्रेजी में लिखा हुआ है "Smoking is illegal" एक जगह लिखा हुआ है "Keep head inside" और उसका असमीया रूप दिया गया है "बशिबदेन शत नूनियादि" "यह अनुवाद न तो शुद्ध है और न सुन्दर है।" "दणनीय" शब्द का अंग्रेजी प्रति शब्द illegal नहीं हो सकता है। "दणनीय" शब्द के लिए "Punishable" और illegal शब्द के लिए "वे आशिनी" शब्द ही ठीक है। अगर इस तरह लिखे तो सुन्दर और शुद्ध होगा।

State Transport के कर्मचारियों का सुन्दर और शुद्ध व्यवहार के बारे में जो कुछ कहा है उससे मैं पूरा सहमत हूँ। वास्तव में ही हमारे State Transport के कर्मचारियों का वर्तमान बहुत अच्छा है। फिर भी उन्हें यह शिक्षा दी जानी चाहिये कि वे लोगों से अच्छा से अच्छा वर्तान करें।

State Transport के यात्रियों को अक्सर बहुत जगह दिक्कत उठानी पड़ती है। क पक्ष को इस बारे में ध्यान देना चाहिये कि यात्रियों को कोई तकलीफ न हो—उन्हें यात्रा में पूरी पूरी सुविधाएँ मिलें, इस ओर मैं हाल ही में पंजाब, उत्तर प्रदेश और राजस्थान गया था। वहाँ B Class Roadके लिए प्रति मील ६ नये पैसे भाड़ा लिया जाता है। हमारे यहाँ B Class के लिए प्रति मील एक आना भाड़ा लेते हैं। किन्तु Tangla/Mangaldoi Line में प्रति मील का भाड़ा एक आना है। अगर UP, राजस्थान या पंजाब में B Class Bus के लिये ६ नये पैसे हैं तो यहाँ कब्यों ज्यादा होता है। वहाँ ये Buses Corporation के हैं। अगर वहाँ Corporation ६ नये पैसे भाड़ा लेता है तो यहाँ Tangla/Mangaldoi रास्ते में Private Buses के लिए १ आना मील का भाड़ा बहुत ज्यादा है।

Tangla/Mangaldoi line बहुत ही Profitable है। सरकार को यह रास्ता राष्ट्रीयकरण करना चाहिये। इस से सरकार को काफी फायदा होगा और साथ ही बहुत से आदमी का काम मिलेगा। और एक बात के प्रति सरकार की दृष्टि आकर्षित करता हूँ। State Transport Buses की हालत बहुत खराब होती है। उससे यात्रियों को बहुत तकलीफ होती है, उनकी जान खतरों में रहती है। इसलिये इन Buses की हालत अच्छी होनी चाहिये ताकि हमारे यात्रियों को कोई तकलीफ न हो।

Tangla/Mangaldoi रास्ता राष्ट्रीय करण किया जाय। यह वहाँ की जनता की मांग है। इस के अलावा तेजपुर, उत्तर गौहाटी रास्तों में Buses की संख्या बढ़ई जाय। यह भी मेरा सुझाव है।

Dhekiajuli Road में लिखा हुआ है कि प्रति मील का भाड़ा १ आना है। किन्तु वे ३ पैसे लेते हैं। उत्तर गौहाटी में भी ३ पैसे ही भाड़ा लेते हैं। उन्हें Motor Transport से बहुत फायदा होता है। इसलिए वे भाड़ा कम लेते हैं। सरकार से मेरा यही सुझाव है कि वे ज्यादा से ज्यादा रास्ता राष्ट्रीय करण करें और अपना भाड़ा कम करें। इन्हीं शर्तों को के साथ मैं अपना यह कर्तनप्रस्ताव उद्घापन करता हूँ।

***Shri NILMONEY BORTHAKUR (Dibrugarh):** Mr. Speaker, Sir, the road transport system is a very important wing of our transport and in a State like ours which has a mountainous terrain should continue to play a very important part for many years to come. But we find that the Government have taken schemes after schemes for nationalisation of important roads but even this nationalisation has not followed any plan. In seven cases they have yielded to political pressure and have taken such roads which are not good or where road conditions are not good. Here during the Budget discussions I made it quite clear that it is necessary to speed up the work on the important roads and then these should be amalgamated with Transport so that road transport may go together. Nationalisation of these roads should be taken first. Where road condition has stabilised, and after nationalisation we should stabilise the roads.

Now, on the operational side I find they are following the same unplanned manner. Government took a decision to start the Central workshop at Gauhati and money for it was voted year after year, but still no work has been started up till now; only land has been acquired but no plan or specifications of the type of the factory has been made. Government should be up and doing. As regards the conditions of the Buses I should like to cite an instance. One day I was travelling from Dibrugarh to Chabwa and it was a rainy day, the bus was leaking with great inconvenience to the passengers. The passengers were saying that this is not rain water but they are the tears of the Transport Minister shed out of sympathy for the passengers! Again on the 4th of February 1960 I was travelling from Nowgong to Gauhati in company with some of my friends Shri Ramnath Sarma, Md. Idris, Lila Kanta Bora and others, the Bus broke down thrice on the way so that we reached the station very late. This proves the poor maintenance of these State Transport Buses. The buses are not properly maintained in spite of the fact that a lot of money was spent for their maintenance. Even the direct Express Buses from Gauhati to Dibrugarh are not properly maintained because on many occasions there were breakdowns. On this score I suggest that the whole operational scheme should be replanned. The whole State should be divided into six zones or divisions with headquarters, one at Gauhati where the proposed Central Workshop will be situated, another at Jorhat, another at Dibrugarh, another at Silchar, another at Tezpur and one at Shillong. If this step is taken then the difficulties from breakdowns will be minimised to a considerable extent.

Another thing, Sir, I find that in Dibrugarh there are only two buses with self-starters the rest had to be tugged by other buses to get them

started. Then again, in most workshops there is no provision for purchase of spare parts so that if any bus breaks down half way from Dibrugarh it has to be tugged down to Jorhat. I suggest that the district workshops should be authorised to purchase spare parts locally or to have the parts manufactured locally wherever possible.

Now as regards small routes, Mr. Bhattacharyya has already observed that the most important thing is to undertake these routes on a commercial basis from which Government expect to get a big revenue. For that purpose in all the nationalised routes Government should also take over the goods traffic. At present Government has taken over the goods traffic only on the Shillong-Gauhati-Pandu route. I suggest that goods traffic should be taken over by the Government in the entire National Highways. In this way Government will get a good revenue.

As regards the engineering side, we find that qualified engineers are not recruited. Wherever these qualified engineers are kept they were soon discharged because they demand better facilities and condition of service. In this connection I would also like to point out that the workers in the State Transport have not been given amenities and other facilities like free quarters, medical facilities in spite of the promises given by the Government to improve the condition of service of these workers, and although the workers served stricke notices on the Government several times yet their demands have not been properly met up till now.

Lastly, Sir, the number of State Transport Buses on the Dibrugarh-Moran route is so low that the people have to use private taxis and the result is that about 75 per cent of the revenue of the State goes to these Private taxis and only 25 per cent of the total cost of revenue comes to the State. This is a very sad state of affairs. If the Government is not in a position to cater to the needs of the people by giving them sufficient number of buses, let them leave it to the private parties to run the buses and if they nationalise the route then let them give sufficient number of buses to serve the people. Now, coming back to the maintenance side we find that because there is no proper maintenance some of the Government vehicles are sold in auction by the State Transport Department and these vehicles were purchased by private parties and private permit holders who after reconditioning the vehicles put them again on the road for nother ten years or so. Why this is so? There is surely something wrong somewhere. Either the vehicles sold in auction are still servicable but the State Transport Department did not care to find out or they are sold in auction for some other motives. These sorts of things should be properly looked into. I therefore request the Government to see that these sorts of things do not recur in future.

With these words Sir, I commend my motion to the acceptance of the House.

U JORMANIK SYIEM [Nongpoh (Reserved for Scheduled Tribes)]: Mr. Speaker, Sir, I will just point out about the roadside passengers who are left stranded on the road on several occasion. Although in reply to my question in the previous session the Minister said that special arrangement have been made but the same situation still exists and I find that the people are still left behind on the plea that they have something in

their hands. Sir, it is not possible for cultivators to travel empty handed, but always they must have something with them. If some luggage van or space is made available at the back of these buses much of this difficulty will be minimised.

Again with regard to the transport charge for potato, we find Sir, during the time of the Commercial Carrying Company the transport charge used to be Re.1 per maund but now it has gone up to something between Rs.2 and Rs.2-8-0 a maund. We did not expect that this transport charge will increase when Government is running the Transport. Then in other lines like the Shillong-Balat route although this route has not been taken over by the State Transport, there also the roadside passengers are left stranded on the road for the fact that they do not go the whole route. Those people going from Shillong also do not get seats in these vehicles. I hope the Minister-in-charge of Transport will be pleased to do something so that the produce of the people along this route get transported to Shillong. The same condition prevail also in the Shillong-Jowai Road. The people living mid-way in places like Mawryngkneng could not get seats in the State Transport buses because they have got something in their hands. If they themselves travel by the Buses and put their things in trucks, it is feared that they will lose their things. My suggestion is that for the people travelling halfway there should be accommodation in the buses as also for their beggages.

Now, as regards supervision, the previous speakers already spoke about the conditions in Shillong and Gauhati Stations of the State Transport Buses. I also find that there is hardly any supervision along their Road also. Once I found people travelling from Nongpoh to Baridhawa a roadside village, they were asked to pay Rs 2 per head and when they paid the fare they asked for tickets but the conductor refused to issue tickets. Such things are not unusual on this Gauhati-Shillong route. At one time when I came from Gauhati I took my seat in one of the State Transport buses but since I had a suitcase I was disallowed to get but after some persuasion I was able to get a seat but surprisingly enough when we reached Jorabad we found a lot of passengers got in not only with suitcases but also with beddings and other luggages so much so that they even blocked way for other people. When I asked the conductor for a Complaint Book he did not give it to me he just disappeared. This is the condition of supervision on this route, Sir. Therefore, I would request the Minister-in-charge to kindly see that the people are charged a reasonable freight rate on potato Freight should be reduced because the price will affect the traders add the producers alike. I think, Sir, freight on potato should not be more than a rupee per maund.

Shri KHAGDNDRA NATH NATH (Goalpara): মাননীয় অধ্যক্ষ মহোদয়, আজি চৰকাৰে আমাৰ প্ৰায়বিলাক বাস্তা যাট Nationalise কৰি তাৰ নটৰ চাৰ্ভিচ বিলাক চৰকাৰে চলোৱাত উদ্দেশ্যটো ভালৈই। কিন্তু আজি যি দেখিছো, তাৰ পৰা এইটো স্পষ্ট হয় যে পৰিবহন বিভাগে এই কামটো অকলো ভালকৈ চলাব পৰা নাই। মই সদায়ে দেখো যে গাৰীৰ অভাবত যাত্ৰী বিলাক ফিৰি যাব লাগে। যি গাৰী আছে সিও আধাৰাস্তাতে বেয়া হৈ পৰি থাকে আৰু ফলত যাত্ৰীসকলৰ দুৰ্দ্ধশা পাবকুল নোহোৱা হয়। গাৰী খন ভাল কৰাৰ কোনো ব্যৱস্থা নথকাত বা আন গাৰীও দিব নোৱাৰাত যাত্ৰীসকল জাজ বাস্তাত জঙ্ঘলৰ মাজত থকিব লগায়া হয়। এই বিলাক দুৰবস্তা যদি নাতকৈ তেন্তে চৰকাৰে লোৱাৰ পৰা জনসাধাৰণ বা সুবিধা দিয়াৰ

পৰিবৰ্ত্তে অসুবিধাহে দিয়া হৈছে। এই অসুবিধা বিলাক চৰকাৰৰ কান পৰিব নোৱাৰাকৈ **Complaint Book**ৰ ব্যবস্থা থকা স্বত্বেও **Complaint Book** গাৰীত বন্ধা নহয়। এইবোৰ বৰ দুখৰ কথা। বাস্তৱ জাতীয় কৰণৰ ফলত **Private** গাৰীবিলাকে যাত্ৰী নিব নোৱাৰে আৰু চৰকাৰী গাৰী বেয়া হলে যাত্ৰী দুৰ্দ্ধশাৰ পাবকুল নোহোৱা হয়। গতিকে চৰকাৰে সোনকালে তাৰ সুব্যৱস্থা কৰিব লাগে। ইয়াৰ ফলত যাত্ৰীসকলৰ যথেষ্ট ক্ষতি হৈছে। চৰকাৰে জাতীয় কৰণ কৰিব লাগে কিন্তু যাত্ৰীৰ অসুবিধাৰ কাৰণে নহয়। আমি দেখিছো যে গাবো পাহাৰত ডিষ্ট্ৰিক্ট কাউন্সিলে যি ভাবে বাচ চাৰ্ভিচ চলাইছে তাত যাত্ৰীৰ কোনো অসুবিধাই নাই। কিন্তু আমাৰ চৰকাৰেৰ যিবিলাক লাইন আছে তাতেই যিমানবিলাক বেমেজালী হৈছে ইয়াৰ কি কাৰণ থাকিব পাৰে? বিভাগীয় মন্ত্ৰীয়ে সেই বিষয়ে চোকাবুটী ৰাখিব লাগে। আজি ইমান দিনে সমালোচনা কৰি থকা স্বত্বেও আঙুলি একো সুব্যৱস্থা হোৱা নাই।

ছিলং গৌহাটী বাস্তাটো সেই একো অবস্থা। চৰকাৰৰ গাৰী বিলাক ইমান লেটেৰা যে যাত্ৰীয়ে কাপোৰেৰে মুচি হৈ **Seat**ত বহিব পাৰে। মাত্ৰ বাটতে গাৰী বেয়া হৈ পৰি থাকে, বাটতে পেট্ৰল নোহোৱা হয় এই বিলাক চাই আমাৰ পৰিবহন বিভাগে কাম চলোৱাত কিবা দক্ষতা আছে বুলি কব নোৱাৰো। বিভাগীয় এই বিষয়ে চোকা নজ্বৰ দিয়া উচিত। গৌৱালপাৰাতো সেই একো অবস্থা তাত গাৰীৰ সংখ্যা কম হোৱাৰ কাৰণে অফিচাৰ সকলে ঠিকমতে যাত্ৰী বহী গাড়ী পৰিচালনা কৰিব নোৱাৰাত পৰে। পঞ্চবঙ্গ গৌৱালপাৰা বাস্তাবো সেই একো অবস্থা। গাৰী বৰ কম ব্ৰহ্মপুত্ৰ নৈৰ ঘাট আহি, **Seat**ৰ বাবে মানুহ বিলাকে দৌৰি আহি **Seat**ৰ কাৰনে যুদ্ধ কৰিব লাগে। মহিলা যাত্ৰীয়ে **Seat** লোৱাৰ প্ৰশ্নই নুঠে। তাৰ পচিতি মাত্ৰ ৫ মাইল বাস্তা অহা যোৱাতে ১১।১২ মান বাতী যায়, মানুহৰ কোটৰ কামত ক্ষতিহে পাৰে। বেশী গাড়ী দিব নোৱাৰাৰ কাৰণে যাত্ৰী সকলোৰ যথেষ্ট কষ্ট পৰিব লগা হয়। এনে হল চৰকাৰী গাৰীৰ অবস্থা।

মটৰ গাঢ়ী খনত মেৰামতিৰ কাৰণে কোনো অস্ত্ৰ সস্ত্ৰ নাথাকে বেয়াহলে পৰিয়েই থাকে। এইটো সচায়ে গৌহাটীৰ নিচিনা **Head Quarter** এটাত অন্ততঃ এখন ভাল **Workshop** ৰাখিব লাগে। ধুবুৰীতে এটা **Workshop** আছে তাতো কোনো অস্ত্ৰ পাতি নাই নামত **Workshop** কিন্তু গাৰী মেৰামত কৰিব নোৱাৰে। গতিকে **Workshop** বিলাকত সকলো সবঞ্জাম আৱশ্যক অনুসাবে ৰাখিব লাগে। শ্ৰীবৰঠাকুৰে থাকেই কৈ গৈছে, যে, যি বিলাক গাড়ী চৰকাৰে নিলামত বিক্ৰি কৰে, বাহিৰা পাৰ্টায়ে সেইবোৰ গাড়ী খৰিদ কৰি নি সুন্দৰ ভাবে চলাই আছে। তাৰ কাৰণ চৰকাৰৰ তেনে কোনো ভাল **Workshop** নথকাৰ কাৰণে মই কও যে, চৰকাৰে **Bus Sarvice** চলাবলৈ হলে ঠায়ে ঠায়ে ভাল **Workshop** ৰাখিব লাগে।

ইয়াৰ লগতে আৰু এটি বিশেষ গুৰুত্বপূৰ্ণ বিষয়ে চৰকাৰৰ দৃষ্টি আকৰ্ষণ কৰিব খুজিছোঁ। মই নাজানো আমাৰ আসমৰ কোম্পানী বোৰ **Tyre**ৰ **Quota** কিমান পৰিমাণে দিয়ে। আজি প্ৰাইভেট পাৰ্টায়ে যিবিলাকে বাচ চলাইছে তেওলোক একোটা **Tyre**ৰ দাম ৩।১৭ টকাৰ ঠাইত ৪।। পৰা ৬ ছয়শ' পৰ্য্যন্ত লব ধৰিছে। কিন্তু **Cash Memo** নিদিয়ে ইয়াৰ ফলত **Tyre**ৰ দাম অধিক লৈছে আৰু সৰকাৰক ও **Sale Tax** ফাঁকি দিছে। সিদিনা মোৰ নিজৰ মানুহ এজনে **Tyre** এটা ৪।।১৭ টকাৰ দাম হৈছিল কিন্তু নিয়ে **Cash Memo** নিদিলে। ইয়াৰ দ্বাৰা মই কব খোজো যে, উক্ত এজেন্ট বোৰ সৰকাৰক **Sales Tax** ফাঁকি দি আহিব ধৰিছে। মই এই বিষয়টোত **Sales Tax Commissioner**ৰ দৃষ্টিলৈ আনিছো, কিন্তু এওঁ পৰ্য্যন্ত একো জানিব নৰা নাই।

চৰকাৰে আমাৰ Agents বিলাকৰ ওপৰত চোকা নজৰ ৰাখিব লাগে। Cash Memo নিদিয়াৰ অৰ্থ তেওলোকে Rate তকৈ বেছি দাম লৈছে। যুদ্ধৰ সময়ত চৰকাৰে এই Tyreৰ Ration ব্যবস্থা কৰিছিল। এতিয়াও সৰকাৰে অনু সন্ধান কৰি প্ৰয়োজ্ঞে বোধ পূৰ্ণৰ Rationৰ ব্যবস্থা কৰিব বুলি আশা কৰিলোঁ শেষত এই বিষয় বিলাককৈ মই চাৰকাৰৰ চোকা দৃষ্টি আকৰ্ষণ কৰিলোঁ, যাতে চৰকাৰে এই বিলাকৰ এটা মোনকালে সুব্যৱস্থা কৰে।

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Mr. Speaker, Sir, at the first instance, I am to state that I am very grateful to the hon. Members in the Opposition as well as to the hon. Members of the ruling party for taking keen interest in the State Transport Organisation and for suggesting certain specific measure to be taken for the improvement of the State Transport Organisation. Sir, I am one with them in their anxiety to improve the road transport undertaking by our State. As pointed out by Mr. Borthakur, Road Transport in Assam is a very important one and as such, every effort should be made to make our Road Transport Organisation, economic, efficient and reliable. The State Road Transport Organisation, I can assure, you Sir, is trying its best to improve all the existing services not only in the matter of providing reliable services to the travelling public, but also in the matter of providing amenities both to the passengers as well as to our workers.

It will not be correct to say that the State Road Transport Organisation is not doing better than the private road transport operators. In fact in spite of certain defects and shortcomings our Road Transport Organisation have been all along able to render more economic and reliable service comparatively.

Just now no less a person than Mr. Gaurisankar Bhattacharyya has suggested that some new routes of the North Bank should also be nationalised. Shri Bhattacharyya would have no occasion to suggest that these routes should be nationalised unless he was satisfied that the State Road Transport Organisation was in a position to render more efficient and reliable road transport services. On this very ground itself I agree that these routes should also be nationalised when it is opportune to do so. Some of the previous speakers have also complained that time table is not strictly followed. This may be true only in exceptional cases and due to certain minor mechanical defects in the vehicles. However I can say without any doubt that our road transport organisation is doing better comparatively even in keeping time schedule.

Regarding breakdown of service cars and buses I may also inform the hon. Members that in comparison with the breakdown of service cars and buses of the State Road Transport Organisations of other States of India the breakdown of our Road Transport Organisation is negligible. I may give the figures of breakdown of other State. I shall first give the comparative figures of accidents: Bombay one accident per 4,090 miles; Assam one accident per 1,50,649; West Bengal one accident per 8,911 miles; Ahmedabad one accident per 9,342 miles; Andhra one accident per 1,54,949 miles; Madras one accident per 16,590 miles and U. P. one accident per 24,267 miles in respect of City Bus service and one accident per 90,368 miles in rural services. It will, therefore, be seen that even in breakdown of service cars and buses our Road Transport Organisation is comparatively doing better.

Shri GAURISANKAR BHATTACHARYYA (Gauhati) : Sir, on a point of information, does the Minister make the accident co-terminus with the breakdown ?

Capt. WILLIAMSON A. SANGMA (Minister, Transport) : Sir, I am giving the comparative figures of breakdown of different States for the information of the hon. Members. I shall give the figure on the basis of one breakdown per 10,000 miles: Bombay—11·15, West Bengal—11·23, Ahmedabad—2·67, Andhra plain district service—1·06 and plain city service—2·10, Madras—26·61, U. P. City Bus service (plains)—41 and rural service (plains)—32; and Assam, during 1958-59,—1·15, and during 1959-60 (upto December, 1959)—0·94. Sir, from the figures stated it will be seen that our Road Transport Organisation is doing comparatively better even in the matter of breakdown of service cars and vehicles.

Sir, Mr. Jahanuddin Ahmed pointed out certain defects of the State Road Transport Organisation. He also complained regarding the shortage of vehicle in Dhubri-Jogigopa Line. Mr. Khagendra Nath Nath also complained regarding the shortage of vehicle in Gauhati-Goalpara Line. Sir, at present in Gauhati-Goalpara Line we have placed 55 vehicles as against the actual requirement of 41 vehicles; this has been done in order to keep in reserve—1/7 per cent for weekly maintenance, 10 per cent for special and extra services and 20 per cent for major repair and breakdown. Similarly we have placed 38 vehicles on Jogigopa-Dhubri Line as against the actual requirement of 26 vehicles.

Maulavi JAHANUDDIN AHMED (Bilasipara) : How many of these vehicles are in running condition ?

Capt. WILLIAMSON A. SANGMA : Sir, as stated earlier, we have placed 38 vehicles out of which 28 vehicles are for regular service, 10 per cent are for special and extra service,—1/7 per cent are for regular weekly maintenance and 20 per cent are for breakdown and major repair.

Maulavi JAHANUDDIN AHMED : Out of these 30 vehicles how many of them are serviceable.

Capt. WILLIAMSON A. SANGMA : I cannot off hand tell the actual number of buses in running condition but as stated earlier 20 per cent is kept in reserve for breakdown and major repair,—1/7 per cent for weekly maintenance and 10 per cent for special and extra service. This being the vehicle position I am sure even if some vehicles are shut-down there can be no dislocation of the regular service.

Maulavi JAHANUDDIN AHMED : There may be 38 vehicles but I think 50 per cent of the vehicles are unserviceable. This is actually the fact.

Capt. WILLIAMSON A. SANGMA : It may be that some vehicles may be off the road but I do not think that 50 per cent of them are unserviceable. Some mechanical or other minor defects may develop and thereby resulting in the breakdown of a particular vehicle while on line.

I cannot give hundred per cent guarantee to the passengers that there will be no mechanical defects and there will be no breakdown. I think nobody can give that guarantee. As far as the nationalised routes are concerned we require only 297 vehicles for the whole State whereas today we have 369 buses. It will therefore be seen that we are in a position to meet demand of all the nationalised routes.

Sir, let me now deal with the second point raised by Shri Nilmony Borthakur. This regarding the disposal of State Transport vehicles. According to his contention the vehicles are being disposed of before they are due and as a result the disposed of vehicles can be used for plying. In other words according to him the vehicles are being disposed of before the end of their prescribed life. In the first instance I reply to this is in the negative. The vehicles are disposed of by public auction only after they have exceeded the prescribed life and become uneconomic. In this connection I am, however, to point out that it will be unwise to dispose of the vehicles only when they have become absolutely unserviceable. In that case there will be no purchaser and as a result the vehicles will have scrapped and written off. We have to, therefore, dispose of the vehicles after they have exceeded the prescribed life but when they are still repairable so that there can be some purchasers for such vehicles.

Shri Borthakur has also mentioned regarding inadequate arrangement in respect of maintenance and repair wing of the State Road Transport Organisation. In reply I am to state that we are trying our best to make adequate arrangement for maintenance and repair of our vehicles. For this purpose actions have already been taken to establish a Central Workshop at Gauhati. In addition to this three Division Work-shops, one at Jorhat, one at Tezpur and the other at Shillong will be established. I admit, Sir, that the progress of construction is rather slow. I can, however, assure the hon. Member that once we complete the establishment of these work-shops the automobile engineering section of our transport organisation will be greatly improved.

Shri Gaurisankar Bhattacharyya has also raised a question of congestion at Gauhati State Transport Station. He has also suggested that there should be a Central work-shop. As stated earlier a Central work-shop is being established. As regards the congestion at Gauhati motor station, Shri Bhattacharyya, being a man of Gauhati, should know better. Sir, as the construction of the new station *cum*-office building is going on in full swing there is bound to be some congestion. Congestion in the station premises is also due to heavy collection of building materials at the site. At present, however, for want of alternative accommodation we have to use a portion of the building under construction. However, once the building is completed the congestion will be removed. Reference has also been made regarding congestion at Shillong station. It has already been decided to shift the godown and the workshop, at present, attached to the station to a new site. Land has already been acquired for purpose. Once the godown and the work-shop are shifted the congestion in Shillong station will also be removed.

Certain observation has also been made regarding alleged non-issue of tickets and misbehavior and misconduct of State Transport drivers. I am unable to accept that the allegation is sent per cent correct. There may be some drivers who might have occasionally misbehaved. Generally speaking

the conduct and the behaviour of our drivers are good. Sir, no less a person than Shri Bhattacharyya himself has admitted that the behaviour and the conduct of our State transport drivers are better than those of other States.

Mention has also been made regarding amenities in respect of State Transport workers. It has been complained that we have not been able to meet their demands and remove their grievances. For information of the hon. Members I may state the State Transport employees placed before the State Road Transport Board 24 demands. We have met almost all their demands. It will not therefore, be correct to say that we have not met almost all their demands. We have also allowed the State Transport Worker to form a Union under certain terms and conditions. If they have any other grievance it is the responsibility, in the first instance, of the Union to place the same before the Board for consideration. We have also constituted an Appellate Board. In case they are not satisfied with the decision of the State Road Transport Board they can file an appeal to the Appellate Board. So it will not be correct to say that the State Transport Organisation has not been looking after the interests of the non-gazetted workers and only the interests of the paid gazetted personnels are being looked after.

Shri Hiralal Patwary has complained that the freight charged by the State Transport Organisation is not uniform and comparatively high. I may inform the hon. Member that we have two different rates, namely, goods rate and parcel rate. There is also little difference rate in respect of certain commodities. The State Transport rates are with the maximum fixed by the Government under the provisions of the Motor Vehicles Act. Shri Patwary has stated that the rates in Rajasthan and other places are cheaper than that of Assam. This is not correct. For information of the hon. Member I may state the freight charged by Uttar Pradesh and few other places. Uttar Pradesh charges 3 to 4 pies per maund per mile, Rajasthan charges 3 pies per maund per mile and our State Transport also charges only 3 pies per maund per mile. Again, my friend, Shri Patwary complained that the fare charged in Tangla-Mangaldai Bus line is double of that of Uttar Pradesh and other places. This is also not correct. In Uttar Pradesh the fare for Upper Class is 10½ pies and in Assam it is one anna.

Shri HIRALAL PATWARY (Panery) : My suggestion was that Tangla-Magaldai Bus line should be nationalised.

Capt. WILLIAMSON A. SANGMA (Minister, Transport) : That matter, I am not dealing at present. Regarding the rates of fare and freight I have already stated that we are not charging more than what has been approved by the Government in accordance with the provision of Motor Vehicles Act.

It has been complained that there is a shortage of vehicles and as such it has not been possible to pick up road-side passengers. It may be so in a particular day due to unusual rush of passengers. We place the number of vehicles in a particular route after taking into consideration the regular passenger traffic. According to the Government decision we are to place an additional vehicle in a particular route only when there is sufficient number of regular passengers to fill at least 20 per cent of the total number of seats in the vehicle. However, in order to give proper transport facilities we have been placing additional vehicles in the nationalised routes even though the additional number of passenger sufficient to fill up only 60 to 70 per cent.

of the total number of seats in the vehicle. It will, therefore, be agreed that our State Transport Organisation is not led merely by profit making motive as some of the hon. Members in the opposite have observed. From the fact I have stated it will also be realised that we are looking after the interest of the travelling public.

U JORMANIK SIEM [Nongpoh (Reserved for Scheduled Tribes)] : Sir, it is found that passengers with some baggages are left behind because they are not allowed to enter the bus. So my suggestion was that a portion of bus is kept for baggages for the roadside passengers then those people with few baggages may come in the same vehicle.

Capt. WILLIAMSON A. SANGMA (Minister, Transport) : It will not be possible for me to reply to all the questions raised, as the time at my disposal is limited. However, I shall try to touch the more important points. Sir, as stated earlier though, according to rule, we to place an additional bus in a particular route only when there are sufficient number of passengers to fill at least 90 per cent. of the total number of seats in the bus we have been placing additional number of buses even when the percentage of passengers come up to 60 to 70 per cent. It may be Sir, that in a particular day there may be, as pointed out earlier, unusual rush of passengers. But it cannot be foreseen by the Transport Organisation.

Sir, regarding the point raised by Shri Khagendra Nath Nath, though it is not entirely within the purview of this particular demand, I quite agree that the Transport Department of the Government should not look after the efficient and economic running of the State Road Transport Organisation alone. I admit, Sir, that it is not possible for the State Road Transport Organisation to provide road transport throughout the whole State. Naturally we have to depend for road transport on many routes, not yet nationalised, on private operators. So it is the duty of the Transport Department to see that the private operators also function efficiently and their interests are not neglected. We have to see that the road transport system throughout the whole State is inadequate and inefficient. At present the greatest bottleneck in the road transport system is the acute shortage of tyres. We have, therefore, already taken action to collect data through the District Transport Officers regarding the total number of vehicles of different makes and models in their respective areas and the periodical requirement of different type and size of tyres taking into consideration the average life of tyres in different routes. Once we get these data from the District Transport Officers we shall be able to work out our total periodical requirement of different type and size of tyres for the entire State and for the supply of the same we intend to take up with the authority concerned.

Another important point raised by Shri Bhattacharyya and Shri Barthakur is regarding introduction of goods service in other routes in addition to Shillong-Gauhati-Pandu route. It has been suggested by them that more goods service should be introduced in order to augment the revenue of the State. In this connection I may state that the question of nationalisation of goods service was discussed recently in the National Transport Development Council in New Delhi. The National Transport Development Council is of opinion that no more goods service should be nationalised during the Second Five Year Plan, and according the States have been advised not to go for it. It has also been suggested that even in the Third Five Year Plan we should not nationalise goods service and instead road

transport of goods should be done through the Co-operative Transport Organisations. In view of specific instruction by the Government of India, Ministry of Transport, not go for nationalisation of goods service we have to confined to Shillong-Gauhati-Pandu Goods Service.

Sir, I have tried to meet the main points raised by the hon. Members. I, myself, admit, Sir, that there is still enough scope for improvement of the State Transport Organisation, and earnest attempt will be continued in future also to improve the services, and maintenance and repair of vehicles so that we shall be in a position, as accepted by the people, to provide better and economic road transport both in respect of passengers and goods.

U JOR MANIK SIEM [Nongpoh (Reserved for Scheduled Tribes)]: Sir, may I know if the Transport Minister has got no control on the routes which have not been nationalised?

Mr. SPEAKER: This does not come within the purview of this demand. You are to discuss this matter under Grant No.7.

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Sir, I believe I have been able to reply to all the points raised by the hon. Members, and I hope they will realise our position and they will be pleased to withdraw the cut motions.

Shri HIRALAL PATWARY (Panery): Sir, my point is whether the Minister is going to open a route at Tangla-Mangaldai.

Mr. SPEAKER: He has already replied that he is not going to take up more routes at present.

Mr. SPEAKER: Then about the cut motion of Shri Jahan Uddin Ahmed. I put the question. The question is that the total provision of Rs.1,17,17,200 under Grant No.44, Major head "XLVI.—A—Road Transport Schemes—Working Expenses", at page 443 of the Budget, be reduced by Rs.100, *i.e.*, the amount of the whole grant of Rs.1,17,17,200, do stand reduced by Rs.100.

(The question was negatived)

Mr. SPEAKER: Mr. Ghanashyam Talukder! Are you willing to withdraw your Cut Motion?

Shri GHANASHYAM TALUKDER: Yes, Sir.

(The Cut Motion was withdrawn with the leave of the House)

Mr. SPEAKER: Shri Gaurisankar Bhattacharyya, are you willing to withdraw your Cut Motion?

Shri GAURISANKAR BHATTACHARYYA: No, Sir.

Mr. SPEAKER: I put the question. The question is that the total provision of Rs 1,17,17,200 under Grant No.44, Major head "XLVI.—A—Road Transport Schemes—Working Expenses", at page 443 of the Budget, be reduced by Re 1, *i.e.*, the amount of the whole grant of Rs.1,17,17,200, do stand reduced by Re.1.

(The question was negatived)

Mr. SPEAKER: Mr. Patwary ?

Shri HIRALAL PATWARY: I withdraw my motion.

(The Cut Motion was withdrawn with the leave of the House)

Mr. SPEAKER: Shri Nilmoney Barthakur, are you willing to withdraw your cut motion ?

Shri NILMONEY BARTHAKUR: No, Sir.

Mr. SPEAKER: Then I put the question. The question is that the total provision of Rs.1,17,17,200 under Grant No.44, Major head "XLVI.—A—Road Transport Schemes—Working Expenses", at page 443 of the budget be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.1,17,17,200, do stand reduced by Re.1.

(The question was negatived)

(The Second Cut Motion of Shri Nilmoney Barthakur was also lost by voice vote.)

Mr. SPEAKER: Now I put the main Motion. The question is that a sum of Rs.1,17,17,200 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head "XLVI.—A—Road Transport Schemes—Working Expenses".

(The question was adopted)

GRANT No.7

"12. Taxes on Vehicles"

Capt. WILLIAMSON A. SANGMA (Minister, Transport): On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of Rs.7,99,100 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head "12.—Taxes on Vehicles".

Mr. SPEAKER: The motion moved is that a sum of Rs.7,99,100 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March 1961, for the administration of the head "12.—Taxes on Vehicles".

Shri GAURISANKAR BHATTACHARYYA (Gauhati): Sir, I beg to move that the total provision of Rs.7,99,100 under Grant No.7, Major head "12.—Taxes on Vehicles" at page 37 of the Budget be reduced by Rs.100, *i.e.*, the amount of the whole grant of Rs.7,99,100 do stand reduced by Rs.100.

(To raise a discussion).

U. JOR MANIK SYIEM [Nongpoh (Reserved for Scheduled Tribes)]: Sir, I beg to move that the total provision of Rs.7,99,100 under Grant No.7, Major head "12.—Taxes on Vehicles", at page 37 of the Budget be reduced by Re.1, i. e., the amount of the whole grant of Rs.7,99,100 do stand reduced by Re.1.

(To raise discussion about transport facilities in the State and more particularly in United Khasi & Jaintia Hills.)

Shri NILMONEY BORTHAKUR (Dibrugarh): Sir, I beg to move that the total provision of Rs.7,99,100 under Grant No.7, Major head "12.—Taxes on Vehicles", at page 37 of the Budget be reduced by Re.1, i.e., the amount of the whole grant of Rs.7,99,100 do stand reduced by Re.1.

(To criticise the Government for registering unserviceable and defection Motor Vehicles).

Shri NILMONEY BORTHAKUR: Sir, I beg to move that the total provision of Rs.7,99,100 under the Grant No.7, Major head "12.—Taxes on Vehicles", at page 37 of the Budget be reduced by Re.1, i.e., the amount of the whole grant of Rs.7,99,100, do stand reduced by Re 1.

(To criticise the Government for their failure to put what is commonly known as "Private Taxes" of the road).

Mr. SPEAKER: All the Cut Motions are moved as above.

Shri GAURISANKAR BHATTACHARYYA (Gauhati): Mr. Speaker, Sir, at the very outset, while speaking in support of my cut motion, I want to make the point clear which was raised by the Hon'ble Minister with regard to the Transport Development Council. This Transport Development Council is a recommendatory body and any State Government may or may not accept its recommendations. In other words, this Council's recommendations are not binding on any State Government and many of its recommendations were not accepted by the Government of Assam. For example, there are certain specific matters on which the Study Group of this Transport Development Council had made certain suggestions and our Government honoured them by clear violation.

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Which Study Group?

Shri GAURISANKAR BHATTACHARYYA: The Study Group which was appointed for the study of the transport problems in different States. I am placing only a few examples. Some undesirable parties, as was pointed out by my Friend from Goalpara, at present act as Commission Agent and the Study Group recommended that rules should be made in order to control the Commission Agent for selling of tyres, etc. The Bombay State framed rules 1959 but upto now, in spite of the suggestion of the Study Group, such rules have not been framed in our State. Then again one of the most rampant abuses amongst the goods transport is the over-loading. Over-loading not only damages the vehicle but also it results in unsafe driving and it damages the road surface. Moreover, if some carriers are allowed to carry over-load then they get an advantage over others. Therefore, if over-loading can be effectively checked then it would

be a great step forward. Now, what the Government has done, it issued orders asking the different district Transport authorities to increase the pay-load by 50 per cent in case of new trucks and 25 per cent in case of old re-assembled trucks and in this the Transport Department has counteracted the standard laid down by the Public Works Department. Let me make my point clear. So far as the wooden bridges in our National highway are concerned, their capacity, according to the Public Works Department is only 18,000 pounds and we find in some bridges there are signboards stating that only those vehicles which have got weight of 18,000 pounds or less should pass. But the Transport Department have issued licenses to the vehicles for carrying a pay-load of 23,750 pounds and the gross load will be much more. So, the Public Works Department which built the bridges knows that their capacity is only 18,000 pounds, but the Transport Department in order to get a little more money has issued licenses for more load and as a result the bridges are being destroyed. So on this score also our Government is violating the recommendations made by the Study group. The recommendation of the Study Group was that the existing orders prescribing the maximum laden weight should be reviewed in the light of the present day needs and the weights of vehicles and the conditions of roads and bridges. Our Government not only violating the suggestions made by the Study Group but also allowing more loads to be carried and as a result our bridges are being destroyed. Now, Sir, those who have some knowledge about motors know that the Leyland buses and trucks have got a capacity of 7 tons and their gross weight is about 10 tons. These trucks are also allowed to ply over the wooden bridges. Then Sir, Tata Mercedes Benz trucks have got a capacity of 6 tons and their gross weight become 9 tons. So, Sir, we find that the vehicles which are exceptionally heavy and which can safely run in roads of Upper India are allowed to run in Assam, the soil of which is not as suitable as Upper India. Anybody who has travelled from Gauhati to Sibsagar must have seen how the roads have become corrugated as a result of stagnant water on both sides of the roads. Then again, anybody who has travelled from Gauhati to Nowgong must have seen that after dusk the over-loaded trucks run at such a high speed that the private cars are almost at the mercy of the truck drivers. The private cars have to be stopped while crossing the giant trucks lest they may be crashed. There is no provision for checking the speed of the trucks. We have also seen that there is no provision for checking the over-taking. Not to speak of other roads even in Gauhati Shillong road the coal trucks compete with the first class cars for over-taking. Why a provision cannot be made at Nongpoh that no truck will be allowed to leave Nongpoh before ten minutes of the departure of the first class cars? If this provision can be made then, I think, the speed can be checked to some extent. Even after entering into the Municipal area the speed of the trucks become high. The Minister is probably aware as to how many accidents took place in the last 2/3 months between Khanapara and Ulubari. After going from this hazardous route when the drivers get plain road they increase the speed of their vehicles and as a result so many lives are taken away. So, in this respect also we do not find that the Transport Department has been up and doing. There has been practically no co-ordination between the Police Department, Transport Department and the Public Works Department. The Study Group recommended to the Government continuous vigilance to check over-loading should be a feature of the Third Five-year Plan for good transport, both in the interest of other road users and the operator themselves. But from the answer given by the Government to different questions it does not appear that these things were implemented here. The Study group also found that

the standard laid down leaves much to be desired. It also suggested that the Transport Department should give continuous vigilance to cut down the accident rate and make the roads safe for those who use them."

To these recommendations Government have been giving scant attention. So instead of giving my own comments, may I place a few of the suggestions which were placed by the Study Group itself for consideration of the Government.

One was that the traffic signs adopted by the Public Works Department should be suitably revised in consultation with the Transport authorities so as to include additional information. Laden weight, weights of the vehicles, conditions of roads, etc., should also be prescribed in the light of the present day needs. There are some more suggestions and I only place the last one before the House.

The Public Works Department should prepare maps noting the permanent and temporary defects in the road leading to such accidents and taking immediate remedial measures.

This is very important. Only recently one man was killed at Chetri and the vehicle which killed this man was detected at Gauhati, about 28 miles away. There are many vehicles which cannot be detected on the spot of the accident in such a way. So the last recommendation is particularly essential and I hope Government will pay heed to these recommendations of the India Study Group.

U JOR MANIK SYIEM [Nongboh (Reserved for Scheduled Tribes)]: Mr. Speaker, Sir, the purpose of my cut motion is to draw the attention of the Government to the late fee charged on the Shillong Gauhati road. Here on this road although the cars have paid the taxes, still we have to pay the fee after 7.30 P. M. in the evening, up and down.

Secondly, I would like to mention that the disparity of taxes between the private carrier and the public carrier is too high in this district. As a result the private carriers have to perform the duties of public carriers and when they are caught, they are subjected to severe punishment. If this disparity is removed private carriers will take public permits and much of the need of the people will be met.

The Minister did not reply to certain points. There are roads on which the vehicles are run by Associations. These people refuse to carry any passenger or to carry load for halfway places, As a result people are suffering. If there would have been more public carriers much of the difficulties of these people will be minimised.

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Which roads are these?

U JOR MANIK SYIEM: Shillong-Ballat Road, Shillong-Jowai Road and Shillong-Cherra Road.

If the taxes are not so much different between public carrier and private carrier permits, I think, most of the people who run private carriers will take out public carrier permits and there will be more profit to the Government also.

I move my cut motion with these few words, Sir.

Shri HARESWAR GOSWAMI (Rampur): Mr. Speaker, Sir. The trucks and similar vehicles have become a real menace in our State. Today almost every day we hear of one or other accident taking place and yet nothing has been done to stop these accidents or to bring under control these trucks which have defective machines and care less for speed limits. As I said there are many vehicles which are condemned vehicles and as my Hon friend Shri Borthakur pointed out during the discussion on State Transport those very vehicles which are condemned by the State Transport Department are often purchased by private parties and these trucks are passed by the R. T. A. or S. T. A. and put on the roads. Therefore, these vehicles, if they are condemned should not have been allowed to be put on the roads again.

Capt. WILLIAMSON A. SANGMA (Minister, Transport):
Condemned by whom, Sir.

Shri HARESWAR GOSWAMI: Condemned or considered to be unfit for use by the State Transport Organisation. Secondly, Sir, you will find that many of the vehicles—almost 70 per cent of these vehicles do not have the proper parts; they do not have the dippers for lights; no starters etc. On the day the Vehicles Inspectors pass these vehicles, they collect these things immediately and the next day they return them when the vehicles are on the road again. Therefore, it is all the more important we should have sufficient number of Vehicles Inspectors, not only to inspect on a particular day in a year but all throughout the year so that vehicles may be properly checked. It is very important to passengers whether in a city bus, line bus, or bazar bus when they have to travel in these vehicles, it is essential that we ensure that these vehicles are in proper order and do not meet with accidents. One annual examination of these vehicles will not be sufficient.

Regarding speed my friend Shri Bhattacharyya has said as also about laden weight. The trunk road from Dibrugarh to Gauhati at night has become almost impassable. The big vehicles carry goods overnight from Gauhati to Tinsukta and other places. We appreciate that Goods should be moved but at the same time we want that some amount of control over the laden weight and speed should be there. We are told that there are Mobile Motor vehicle Inspectors but we do not find these Mobile vehicle Inspectors exercising any control over these vehicles, particularly at night and that is the time when these vehicles from Gauhati to various places like Dibrugarh and Tinsukia ply and at night most of these accidents take place.

Then I come to the Bazar buses. They have no meaning at all on the nationalised routes. when we take up the income of the State Transport Department between Gauhati and Palasbari, between Dergaon to Jorhat, we find that the income in these areas, is very small because there has been illegal moving of these buses. Bazaar buses are not used for genuine purposes. They carry passengers

and thereby deprive the State Transport of the revenue. Similarly taxis and Station waggons between Moran and Dibrugarh, Dibrugarh and Tinsukia are depriving the State Transport organisation. So it is to be considered whether these bazaar buses should be allowed to carry on this business. I suppose so far as nationalized routes are concerned, if a monopoly has been created, that monopoly has to be effectively established so that these illegal traffic may not come in.

Then regarding the taxis and other vehicles, we found that there is no control at all over the rate of fares except here in Shillong where there is a metre system but even here I do not know how the metre moves. In other places like Gauhati, if one goes from Uzar Bazar to Fancy Bazar they will charge you five rupees. In other words, they are at liberty to charge you any amount. I would suggest that the R. T. A. at the time of granting license or permit to these taxis Gauhati or Jorhat or any other place they should insist that there should be taxi stands at several places so that one should not find difficulty in going from one place to another and the rate of fare should also be properly controlled. These are very important things for the Government to take note of.

Now Sir, as I said previously, I also tabled a Resolution in this connection so far as these vehicles are concerned we have to take very serious note that permits and licenses should be granted in such a manner that they are properly controlled. A things are at present specially in a growing town like Gauhati, this motor traffic has become a real nuisance because on the Trunk Road we find construction activities are carried on, sand is carried from one place to another, earth is carried and other things when at the same time trucks are running at breakneck speed because there is no proper control over the speed limit. I have a feeling whether the route should not be diverted so far as transport portion is concerned? Also whether control should not be transferred Police so that there should be effective control over the speed of vehicles plying in the towns. My feeling is that unless we do these things we will always be at the mercy of these truck and other drivers. For instance, this morning I was coming to Shillong in a first class car running at the speed of 40 miles per hour, still I found many trucks overtook us. They must be travelling at a rate much higher than 40 miles per hour. If trucks run at that speed can anyone expect that no accidents will occur? I hope the Transport Minister will look into this and find out ways and means how to control the speed limit of these trucks.

Lastly Sir, regarding the D. T. O's office, there are kept in a rented house. I remember when the last meeting of the R. T. A. was held for granting licenses and permits to the truck owners the whole road was packed with cars, trucks and other vehicles with the result that there had been a lot of inconvenience to the people of the locality. So unless and until we have our own house to accommodate the D. T. O's office with sufficient ground to park the vehicles so that no impediment is caused to the people this trouble will remain. It is therefore; necessary that we should have our own departmental houses to accommodate the D. T. O's office and not in rented houses as present.

***Shri NILMONEY BORTHAKUR (Dibrugarh):** Mr. Speaker Sir travelling by road has become very risky now-a-days. As my friend Shri Bhattacharyya said, travelling by road from Gauhati to Nowgong one has to hand over his life insurance policy to his assignee because travelling has become dangerous and that is due to the fact that the Transport Department have not checked the vehicles properly before registration. For instance in Dibrugarh Subdivision where there is the largest number of vehicles and more are being registered every year, in one portion, namely on the 272nd mile stone there were as many as 11 accidents in 1959 although most of these accident were not recorded as there were no serious injuries. I don't know why the D. T. O. register the vehicles without proper checking whether they are really fit for the road or not. Another factor is that most of the vehicles ply as private taxis to compete with the nationalised transport and thus rob the Government of its due revenue. Unless the State Transport Department check such vehicles properly before registration, there is no use in making rules. When rules are made there must be some one to see that the rules are honoured. One thing which is very common specially in Dibrugarh is that although at the time of granting permits some specified routes were given to the buses that they do not care, they instead take to the routes that are more profitable particularly in routes where there are many students who go to the Medical College or the Art College. In this regard also there must be some one to check so that those buses who contavene the conditions, there licenses or permits should be cancelled.

Secondly, the Minister in his reply has stated that the percentage of accidents in Assam is lower. That is not so. I find that the process of ascertaining the percentage is also faulty because it is our experience that the number of accident is such more.

***Capt. WILLIAMSON A. SANGMA (Minister, Transport):** My percentage relates only to the State Transport Buses.

***Shri NILMONEY BORTHAKUR:** That may be so, but I have already said that many accidents go unrecorded because there is no machinery to record them. There must be stricture measures, as my friend Shri Bhattacharyya has suggested, in registering the vehicles. They should be inspected regularly not only once a year or once in two years but at least once in every three months.

Another factor is with regard to payment of compensation to the local bodies. This grant should be distributed in such a manner that those subdivisions which have the higher number of vehicles should be paid more compensation commensurate with the number of vehicles. For example, Dibrugarh has got the highest number of vehicles compared to any other district in Assam, as a matter of fact it is equal to the number of vehicles in East Punjab, but the share or or the compensation given to the Municipality of Dibrugarh is very low, it is just 10,000 rupees. This grant should be increased. I therefore suggest that this compensation grant should be properly distributed so that the Municipalities concerned can improve the roads in their area.

With these words Sir, I commened my motion to the acceptance of the House.

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Mr. Bhattacharyya in the first instance said that the decision of the National Transport Development Council is not binding on the State Government.

Shri GAURISANKAR BHATTACHARYYA (Cauhati): I said that their recommendation is mandatory.

Capt. WILLIAMSON A SANGMA: For the information of the hon. Member I am to state that during the last meeting of this Council some discussions took place and it was suggested that the decision of the National Transport Development Council should be binding on all the States. At that time the State ministers in charge of Transport expressed their inability to agree to that proposal unless and until the State Governments are in a position to discuss the merits of the proposal initiated by the National Transport Development Council. Therefore, this was postponed and the decision of the Council would not be given effect to as yet. The next meeting of this Council will meet at Delhi on the 26th of this month when the recommendations of the Masani Committee as well as the proposal initiated by the Ministry of Transport will be discussed and in that discussion the views already submitted by the State Governments will also be taken into consideration before a final decision is arrived at and once a final decision is arrived at, that decision shall be binding on the States. Therefore, at this stage, it will not be possible for me to state as to which of the recommendations, either of the Masani Committee or of the Ministry of Transport, with regard to road transport through the whole country there of will be finally accepted and the discussions should be binding on the State Government.

Now, regarding the increase of the load capacity, it was pointed out by Mr. Bhattacharyya that whereas the P. W. D. authorities have by notice indicated that load capacity of the bridges is only 18lbs

Shri GAURISHANKAR BHATTACHARYYA (Gauhati): No, Sir, I stated 18,000lbs.

Capt. WILLIAMSON A. SANGMA (Minister): Yes, 18,000 lbs. the Transport Department issued.....

Adjournment

The Assembly was then adjourned for lunch till 2 p.m.

After Lunch

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Mr. Speaker Sir, I shall now reply to the points raised by Mr. Gaurisankar Bhattacharyya. With regard to the alleged overloading of vehicle, I am to inform the hon. member that the normal capacity of the bridges maintained by the P. W. D. is eighteen thousand pounds. The allegation that the increased laden weight has been allowed to all kinds of vehicles is not true. The model 52 has been allowed upto 12½ and model 195 upto 25 percent. It is not a fact that the vehicles are allowed to carry loads beyond load

capacity of the bridges as indicated by the P. W. D. While Government agrees that the old model vehicles should be allowed to increase their load capacity it does not mean that these vehicles should be allowed to carry loads beyond the limit of bridge capacity as prescribed by the P. W. D. Therefore, it is not true that the R. T. A. and S. T. A. issued license to carry heavy loads. Both in the R. T. A. and S. T. A. there are members from the P. W. Department. In the R. T. A. Executive Engineer is the member of the Board in the S. T. A. the Chief Engineer is the member of the Board. So while issuing permit to carry loads to these vehicles, the capacity of the bridges is also taken into consideration. Therefore the R. T. A. and S. T. A. cannot issue permit for the vehicle for carrying loads more than the prescribed capacity. Of course sometime vehicles might have loaded more than the prescribed capacity of the bridge, but this it is not always possible to check whether the vehicles carrying loads are within the limit prescribed. It will be possible to check the load of the vehicles when Weigh bridges under construction are completed.

Mr. Bhattacharyya has also suggested that certain specific recommendation of the Study Team thereby meaning the Masani Committee should be taken into consideration by the Government and accepted for implementation. As stated earlier the National Transport Development Council has not finally accepted the recommendations of the Masani Committee on the re-organisation of road transport. The Council will meet in New Delhi on the 26th of this month to discuss various matters relating to the development of transport including road transport. It will also discuss the various recommendations of the Masani Committee. I hope this time definite decisions will arrived at and the State Government will be in a position to implement the various recommendations.

Complaint has also been made regarding shortage of passenger buses in number of routes. As pointed out in earlier occasion it will not be possible for the State Road Transport Organisation to nationalise all the routes in the State. For number of routes we have, therefore, to depend on private operators. In certain routes where private concerns operate there may be in sufficient number of buses. In this connection I may, however, point out that sometime it is seen that the demand of the public for more permits for passenger bus in a particular route is not justified according to traffic statistics. I am also to admit that at present the Transport Commissioner is to issue instruction either to increase or to decrease stage carriage permits in different routes only on the basis of the demand of the public or the operators. We have not been able to set up a separate Wing in the Transport Department to be primarily in charge of planning and development. This Wing when set up will be responsible to collect traffic statistics of the different routes so that the number of stage carriage permits in respect of different routes can be fixed on the basis of actual traffic requirement. At present in absence of such a Wing it is not possible to fix the number of permits for passenger buses in a particular route according to the actual traffic requirement.

Shri DANDESWAR HAZARIKA (Morongi): Mr. Speaker, Sir, no appoint of information. I think the P. W. Department takes census of vehicles.

Capt. WILLAMSON A. SANGMA (Minister, Transport): No. P. W. Department does not collect traffic statistics. What I have been trying to explain is regarding traffic survey and not regarding vehicle

census. In the first instance we should ascertain actual traffic requirement of a partiroue or routes and only then the Government will be in a position to make correct decision in allotting actual required number of different non-nationalised routes. We are, however, increasing the number of bus permits for a particular route whenever demand for such increase comes from the public.

Now Sir, I want to reply to Mr. Goswami. He said that the number of accident in Gauhati has increased. It may be true because the developmental activities have been incresed and the building programe also considerably increased. Recently the number of of constable for traffic control has been increased to 16 for Gauhati, and from the next financial year this traffic section of the Police will be increased further and I believe with the increase of the traffice force of the Police Department there will be more effective check and thereby the number of accidents will be reduced. The hon. members know that we are sending a number of police officers and constables to Calcutta and elsewhere for special training in traffic control method. Since this programme has been taken up and the number of traffic Police and officers are being increased I am sure the nuraber of accidents at Gauhati and other places will come down. Sir, it is not always due to lack of supervision on the part of traffic officers that accidents take place. There may be other reasons also, e. g., sudden mechanical failure which cannot be entirely avoided. In this connection, Sir, the question of issue of fitness certificates by the officers of the Transport Department has been raised. I must say, Sir, that the Department is not wholly to blame in this respect. Sometimes vehicles are produced before the Motor Vehicles Inspector in a fit condition with borrowed part. Once the vehicle is passed the borrowed part are removed and returned to their owners. It is not always possible for the Motor Vehicles Inspection to check this kind of mal-practice. This can only be stopped by the co-operation of the public and the vehicle-owners themselves. Sir, various constructive suggestions have been given by different members of the Opposition and Government will certainly give proper consideration to them and implement them, if possible.

Mr. Jor Manik spoke about disparity in rates between the pvlbic car riers. I am afraid, Sir, he has not understood the difference between public carriers and private carriers. A private carrier cannot be hired for carriage of goods. Private carriers are meant for carrying only the owners' own goods; they cannot be engaged for hire by anybody else. So far as public carriers are concerned, they do not charge more than what has been prescribed by Government.

Shri Nilmony Barthakur spoke about illegal carriage of passengers by private car owners. Sir, we have an enforcement staff to check this and also mobile courts. But in spite of this, I believe some amount of illegal carriage of passengers take place. So it is necessary to increase the number of the enforcement staff. In fact, I have already asked the Department to let me know over how many vehicles an Inspector can keep proper vigilance, so that on that basis and taking into contribution of the total number of vehicles we shall be able to work out our total requirement of enforcement staff. When strengthen our enforcement staff on the basis of vehicles I am sure this leakage of revenue will be checked to a great extent. But, Sir, here again without the co-operation of the public this cannot be wholly checked. The passengers illegally carried by these private cars

should come forward and report to Government and the authorities concerned at various level that such and such cars are carrying passengers, illegals. Unless this is done, it will be very difficult for the Department to stop this kind of illegal altogether.

Sir, as the time at my disposal is short and as the important points raised by the hon. members in the opposite have been touched I would request them kindly withdraw their cut motions.

Mr. SPEAKER: Mr. Bhattacharya, are you pressing your cut motion?

Shri GAURISANKAR BHATTACHARYYA: No, Sir.

(The cut motion was, with the leave of the House, withdrawn).

Mr. SPEAKER: Mr. Jor Manik. I find he is absent. I am putting his motion.

The question that the total provision of Rs.7,99,100 under Grant No.7, Major head "12-Taxes on Vehicles", at page 37 of the Budget be reduced by Re. 1, i. e., the amount of the whole grant of Rs.7,99,100 do stand reduced by Re.1.

(The motion was negatived).

Mr. SPEAKER: Mr. Barthakur, are you going to press your motion?

Shri NILMONEY BORTHAKUR (Dibrugarh): No, Sir.

(All the cut motions of Shri Nilmoney Barthakur were withdrawn with the leave of the House).

Mr. SPEAKER: Then I put the main grant.

The question is that a sum of Rs.7,99,100 be granted to the Minister in charge to defray the charges which will come in the course of payment during the year ending 31st March, 1961, for the administration of the head "12.—Taxes on Vehicles".

(The question was adopted).

GRANT No.15

"30.—Ports and Pilotage".

Capt. WILLIAMSON A. SANGMA (Minister, Transport): On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of 3,00,000 be granted to the Minister in charge to defray the charges which will come in course of payment during the year ending 31st March, 1961, for the administration of the head "30. Ports and Pilotage.

Mr. SPEAKER: The motion moved is that a sum of Rs. 3,00,000 be granted to the Minister in charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head "30—Ports and Pilotage".

Shri BISHNUNATH UPADHAYA (Patharkandi): Sir, I beg to move that the total provision of Rs 3,00,000 under Grant No.15, Major head "30—Ports and Pilotage" at page 130 of the Budget be reduced by Rs. 100, i.e., the amount of the whole grant of Rs. 3,00,000 do stand reduced by Rs.100.

Mr. SPEAKER: The motion moved that the total provision of Rs.3,00,000 under Grant No.15, Major head "30.—Ports and Pilotage", at page 130 of the Budget be reduced by Rs.100, i.e., the amount of the whole grant of Rs.3,00,000, do stand reduced by Rs.100.

Shri BISHWANATH UPADHAYA (Patharkandi): माननीय अध्यक्ष महोदय ! Grant No.15 को विरोध करते हुए मैं अपना यह कर्त्तन प्रस्ताव सदन की सेवा में पेश करता हूँ। देश के विभाजन से करीमगंज बन्दर का आयात नियति बहुत कम हो गया है। करीमगंज का यह बाजार बहुत बड़ा था। करीमगंज बन्दर से इस बाजार को बहुत लाभ होता था। किन्तु देश के विभाजन से इन बन्दरपर बहुत बड़ा धक्का पहुँचा। सरकार से हमारा यह अनुरोध है कि इस बन्दर को एक प्रथम श्रेणी के बन्दर में परिणत करें जिससे इसका आयात-निर्यात और बढ़े और इस इलाके को फायदा हो—हमें खुशी है कि अब पाकिस्तान के साथ हमारा संबंध बहुत अच्छा हो गया है इसलिए यह संभव हो सकता है। करीमगंज का यह बन्दर कायम हो तो वहाँ के लोगों की दिक्कतें हट जायेंगी।

हमें खुशी है कि धलेश्वरी कारखाने का Survey के लिए सरकार ने Budget में १ लाख रुपया मंजूर किया है। हम चाहते हैं कि Agartala-Tripura से यह संलग्न हो तो हमें बहुत बड़ा साधन मिल जायेगा और लोगों को कुछ राहत मिलेगी। Inland Waterways के लिए यह साधन बहुत ही फायदेमंद होगा। काछाड़ को इस inland Waterways से संलग्न होना बहुत ही जरूरी है। सरकार इसके लिए उचित कारवाई करें।

इन्हीं शब्दों के साथ मैं अपना कर्त्तन प्रस्ताव पेश करके सरकारी प्रस्ताव का विरोध करता हूँ।

Capt. WILLIAMSON A. SANGMA (Minister, Transport, etc.): Mr. Speaker, Sir. It appears that the hon. Member has moved this cut motion in order to raise a discussion regarding the proposed Karinganj port. Sir, originally a scheme for building up this port into a first class one was included in the Second Plan. But as the Plan allocation was reduced from Rs.105.37 lakhs to Rs.54 lakhs the execution of this particular project during the second had to be given up.

Moreover, later on it was found that the place where the port was to be developed is very close to Pakistan. Therefore, the matter is at present under examination, if Badarpur will be a more suitable site for developing a port during the Third Plan. These are the few facts I place before the House regarding this matter.

(The cut motion was, with the leave of the House, withdrawn).

Mr. SPEAKER: I put the main Demand. The question is that a sum of Rs 3 lakh be granted to the Minister-in-charge to defray the charge which will come in course of payment during the year ending March, 1961 for the administration of the head "30—Ports and Pilotage."

(The question was adopted.)

Shri NILMONEY BORTHAKUR (Dibrugarh): I have to offer a suggestion as regards the time allotted for the voting of these grants. The allotted time is one hour, but we have already spent two hours. Therefore, I suggest that these grants be grouped ministry-wise so that the reply could be made at once.

Mr. SPEAKER : This is irregular.

GRANT No. 40.

“57.—Miscellaneous—V—Pooled Transport and Contribution, etc.”

Capt. WILLIAMSON A. SANGMA (Minister, Transport): On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of Rs.1,51,500 be granted to the Minister in charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head “57—Miscellaneous (V—Pooled Transport and contribution, etc.)”

Mr. SPEAKER: The motion is moved. There is no cut motion. The question is that a sum of Rs.1,51,500 be granted to the Minister in charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head “57—Miscellaneous (V—Pooled Transport and contribution, etc.)”
(The question was adopted.)

GRANT No.58

“82.-B.—Capital Outlay on Road and Water Transport Schemes Outside the Revenue Account—Road Transport”.

Capt. WILLIAMSON A. SANGMA: On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of Rs.40,34,200 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961, for the administration of the head “82—B.—Capital Outlay on Road and Water Transport Schemes outside the Revenue Account—Road Transport.”

Mr. SPEAKER: The motion moved is that a sum of Rs.40,34,200, be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March 1961, for the administration of the head “82—B.—Capital Outlay on Road and Water Transport Schemes outside the Revenue Account—Road Transport.”

Shri GAURISANKAR BHATTACHARYYA (Gauhati): Sir, I beg to move that the total provision of Rs.40,34,200, under Grant No. 58, Major head “82—B.—Capital Outlay on Road Transport Schemes outside the Revenue Account, etc.,” at page 480 of the Budget be reduced by Re.1, i.e., the amount of the whole grant of Rs.40,34,200, do stand reduced by Re.1.

Mr. SPEAKER: The motion moved is that the total provision of Rs.40,34,200, under Grant No.58, Major head “82 --B.—Capital Outlay on Road Transport Schemes outside the Revenue Account, etc.,” at page 480 of the Budget be reduced by Re.1, i.e., the amount of the whole grant of Rs.40,34,200, do stand reduced by Re.1.

***Shri GAURISANKAR BHATTACHARYA (Gauhati):** In moving my cut motion I only speak a few words.

Here in the Capital expenditure there are only a few items: land, vehicles, buildings, plant and machinery, furniture, tools and implements. Now, in this years budget less importance has been given to the size of the vehicles. In respect of Gauhati-Nowgong-Jorhat-Dibrugarh Service including Kamargaon-Golaghat-Jorhat route in 1958-59 that is two years ago Rs.4.85 lakhs were provided, but in this year only 4 lakhs have been provided in the budget in spite of the fact that the year before last we spent Rs 4.85 lakhs. We have seen that there is a great deal of congestion and we have also seen that often times due to non-availability of vehicles in time and due to breakdowns of the roads passengers suffer a great deal. I need not go into details: many of the hon. members have themselves experienced. Now in the Pandu-Gauhati-Shillong service about which one instance I have already mentioned as to how in the third gate the passengers suffer. There are several such instances, where the way side passengers, as mentioned by Shri Jor Manik Siem, suffer a lot. Jeep with trailers not only carry passengers, 10 to 12 people inside, but they take 10 to 12 people even in the trailer. Even on the joint between the jeep and the trailers some 2 to 3 people are carrying.

This must have come to the notice of not only the hon. Members but the Minister himself. But here instead of increasing the number of vehicles, by granting more money the actuals of 1958-59 were more than 11 lakhs this time it has been cut down by 50 per cent, rather more than that. It has been brought to 5.50 lakhs. Now if in this way there is less money provided for vehicles then by simply providing something like 5 lakhs, instead of 11 lakhs over building things will not improve matters. We are glad to see that building have been constructed here at Shillong and some more buildings are to be constructed at Gauhati and elsewhere. But even if the buildings would have been a fewer and there would have been more of vehicles the passengers would have benefitted a little more, and those who carry goods through State Transport would have also benefitted. Therefore, this point I have not been able to appreciate.

Another thing. It does not very strictly come in it. There is another investment, the capital outlay, that is the capital of men. Now so many people have to remain idle for whom the State has to pay, because of the delay in disposal of cases. This was of course already told to the Minister. For example I will give one instance with regard to these vehicles. Some of these vehicles remain shut down in the Gauhati garage. For these vehicles which remain idle patrol is drawn in papers to the tune several thousand of rupees. Patrol is drawn for those vehicles which are defective. Now it is an easy matter, because the names of the persons who draw the petrol are entered in the books of the depots. Instead of finding out the guilty persons the department charge sheets all and sundry and suspend a good number of people for several months. Thereby those who are really guilty they are given a wide cover. As we know if a pick-pocket commits a mischief he tries to conceal himself in a crowd. He finds for himself a sort of a shelter there.

Here the Department is giving over to the real thieves because those who ought to be punished are associated with many others who do not come to the scene at all and for several months, I know quite a large number of

people have been kept under suspension. I am sure if one of them is punished many of them will be acquitted and thereafter the State shall have to pay quite a huge amount of money because all of them will be reinstated and they will get full pay, and lakhs of rupees, I should say, have been spent upto now. I, therefore, suggest that in the matter of this capital investment we should see that the human side and the human factor is taken into consideration, and particularly in the matter of vehicles Government should see that petrol and other things may not be drawn against those vehicles which are not in use.

Capt. WILLIAMSON A. SANGMA (Minister, Transport): Mr. Speaker, Sir, Shri Bhattacharyya has complained that we have not provided adequate fund for replacement of State Road Transport vehicles and instead we have provided more fund for building purposes. Sir, it will not be correct to say that the replacement of vehicles is not being done by the State Road Transport Organisation. We have to follow a certain procedure in the replacement of vehicles. Only recently we have placed orders for 25 vehicles for replacement. We cannot, as a rule, replace any vehicle before it has completed its prescribed life. Only because of the fact that a vehicle has been subject to some breakdown here and there we cannot replace the vehicle. Sometimes it may also so happen that even a brand new vehicle just taken out from the garage may also develop some mechanical defect immediately after it is put on the road and may result in breakdown. It will therefore be not correct to suggest that our programme for replacement of vehicles should be on the basis of breakdown. However I can assure the hon. Member timely action will be always taken for replacement of vehicles and necessary fund for the purpose will be provided.

On the contrary Shri Barhakur has the occasion to complain that we are disposing of vehicles which are not serviceable. I have had the occasion earlier to reply to this charge. As stated earlier we are to dispose of the vehicles after the completion of their prescribed life but before they have become absolutely unserviceable.

Sir, I shall now speak few words regarding our building programme. If the hon. Member goes into detailed programme he will find that they are very essential. We are proposing to construct number of workshops. They are immediately required for proper maintenance and repair of vehicles. In fact our Transport Organisation cannot be made efficient by mere replacement of vehicles.

Efficiency of the organisation will be increased only when we are in a position to have proper set up for maintenance and repair of our fleet of vehicles. In this regard we are yet to do much. In the past we have not been able to pay proper attention to this aspect of our organisation due to pressing demand from the public for nationalisation of more routes. It is, therefore, high time that we concentrate our effort towards strengthening and improving the existing service without further going for any new route for nationalisation. Accordingly we are taking up number of programme for construction and establishment of workshops, etc.

Observation has also been made with regard to issue of petrol against a vehicle which was lying in the garage. Immediately this fact has been brought to our notice necessary action is being taken in the matter

Enquiries in the matter are in progress in order to fix up the responsibility. I hope, Sir, the matter will be disposed of as early as possible. With these few words I commend my motion.

(The cut motion was, with the leave of the House, withdrawn.)

Mr. SPEAKER: Now I put the question. The question is that a sum of Rs.40,34,200 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961 for the administration of the head "32.—B.—Capital Outlay on Road and Water Transport Schemes outside the Revenue Account—Road Transport".

(The question was adopted).

GRANT No.62

"Loans and Advances, etc.—[III.—Loans to Autonomous District Councils, etc.]

Capt. WILLIAMSON A. SANGMA (Minister, T. A. D): On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of Rs. 1,50,000, be granted to the Minister-in-charge to defray the charges which will come in the course of payment during the year ending 31st March, 1961, for the administration of the head "Loans and Advances, etc.—[III.—Loans to Autonomous District Councils, etc.]".

Mr. SPEAKER: The motion moved is:

"That a sum of Rs.1,50,000, be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961, for the administration of the head "Loans and Advances, etc.—[III.—Loans to Autonomous District Councils, etc.]".

(The cut motion standing in the name of Shri Gaurisankar Bhattacharyya was not moved. So the motion was moved as a question and adopted).

GRANT No. 20

"40—Agriculture"

M. MOINUL HAQUE CHOUDHURY (Minister, Agriculture): On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of Rs.2,15,83,000, be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961, for the administration of the "40.—Agriculture".

Mr. SPEAKER: The motion moved is that a sum of Rs.2,15,83,000, be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st March, 1961, for the administration of the head "40.—Agriculture".

Shri TARUN SEN DEKA: Sir, I beg to move that the provision of Rs.2,15,83,000 under Grant No.20, Major head "40.—Agriculture" at page 215 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant Rs.2,15,83,000, do stand reduced by Re.1.

Mr. SPEAKER: The motion moved is that the provision of Rs.2,15,83,000 under Grant No.20, Major head "40.—Agriculture" at page 215 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant Rs.2,15,83,000, do stand reduced by Re.1.

Shri PRABHAT NARAYN CHAUDHURY (Nalbari-East): Sir, I move the Cut Motion. In moving the Cut Motion I want to make certain observations. Our country is yet to be self-sufficient in food and so the main target in the 2nd Five Year Plan and also in the present Five Year Plan is self-sufficiency in food and so we are to depend mostly on agriculture, and particularly in our State 73 per cent of the population being engaged in agriculture. We have several schemes for which we have provided sufficient money. I don't want to say that the amount is too big a one. But there are several schemes under this head and what we want that these money should be properly utilised. But what we find that still Agriculture Department remains away from the peasantry. Our common man knows who is the Police Officer, who is the Mandal of the village, but do not know who is the Agricultural Officer. So, though we have provided money for publicity of agriculture, still they are far away from the people. There was a proposal or rather loud talk, I should say, by the Minister of Agriculture that he was going to de-centralise and start three regions so that the people can approach and things can be done without coming to the Capital. But so far nothing has been done and things have remained as they were. Still people are to run to Shillong for getting things done. Secondly, the mechanised cultivation which is connected with Boro paddy is very defective. During the last year when there was a failure of crop I approached the Engineering Section and took 7 power pumps. But to my utter surprise I found that the pumps were not effective and some of them were not operative. All the power pumps were of 30 H. P. capacity. So, that is the position of mechanised cultivation. We have not as yet been able to purchase power pumps with capacity of 50 H. P. There was a proposal to that effect and I myself made a suggestion to the Additional Director of Agriculture and he also agreed to have big cylinder fitted with engine so that water can be made available anywhere and everywhere. The small pumps have no power to bring water from the river. But unfortunately up till now no arrangement has been made for the purchase of big power pumps. So, in case of Boro paddy also whatever enterprises are taken by the people they are not getting proper encouragement from the Government. We started a firm and in fact it was due to the Minister that that area was covered with Boro paddy. That firm was seen by the Secretary, Agriculture, Registrar of Co-operatives and I requested them to cover 700 bighas of land. But I am sorry to say that nothing has been done to give the firm subsidy. So, I think some encouragement should be given to the people so that they may take to such enterprise.

Then, Sir, I would say about our cash crop. The Horticulture Department is there but this Department is far away from our people and our people do not know what is the duty of this Department. At the time when the pressure on our land is so much for cultivation, we should try to have some cash crop. These things are not properly organised.

Then, Sir, there are two departments—Mythological and Entomological. But I am afraid, not to speak of the ordinary people even many of the Members of this House do not know what the functions of these two departments are. Several times I made enquiries as to what were their activities but unfortunately no reply was forthcoming. So, at a time when the crops were destroyed by pests and when their services were needed, people did not get any help from them. Similarly, for deciding which soil was suitable for which crop the advice of the Mythological Department was necessary but no help was rendered by this Department. The Agricultural Department also did not go to the help of the peasants. So, Sir, these Departments should be re-vitalised so that they can render service to the people and the people can be enthused.

About the Field Management Committee, Sir, I appreciate that it is a very good move, but the ordinary people do not know what are its functions. Not to speak of ordinary people, even the Officers who have organised this, do not know what it is. I know one instance. The Officers of the Agricultural Department told the people that they will get help from the Field Management Committee. They formed into Field Management Committee and they took Rs.50/60 from the people and distributed the money among the Members. So, the Field Management Committee became the business of some people. But that should not be the thing. So I suggest that the Minister should not only issue booklets but also do some other thing so that the people may feel that they are being benefited. The Publicity Department when they were asked to publicise the Field Management Committee they did not do so except when there was a big fair. So Government should take steps to popularise the Field Management Committee and the people know what are the aims and objects of this Committee. With these few words I commend my cut motion.

***Shri HIRALAL PATWARI (Panery):** মাননীৰ অধ্যক্ষ মহোদয়, মোৰ কৰ্ত্তন প্ৰস্তাৱটো সমৰ্থন কৰি কেইটামান কথা সদনত দাঙি ধৰিব খুজিছো। আশাকৰো সদনে গভীৰ ভাবে চিন্তা কৰিব। এই বিভাগটো জনসাধাৰণৰ কাৰণে ইএটা জৰুৰী বিভাগ। এই বিভাগটোৰ ওপৰতে আমাৰ খাদ্য নিৰ্ভৰ কৰে। সেইকাৰণে এই বিভাগটোৰ যি বিলাক ব্যৱস্থা তাৰ ওপৰত যথেষ্ট গুৰুত্ব দিব লাগে। ইয়াত দুটা কথাত বেচি গুৰুত্ব দিয়া দৰকাৰ। প্ৰথমটো হৈছে উৎপাদন বৃদ্ধি। এই বিষয়ত সৰু সৰু জল সিঞ্চন আচনি বৰ দৰকাৰ। মই দুঃখেয়ে সৈতে কব খুজিছো যে বড়িয়া বড়াপাৰা লাইনত ৯৭নং বেল দলংখন কল্যাণী নদীৰ ওপৰত। দলংখন বন্ধা কৰিবৰ কাৰণে বেল বিভাগে বল্ভাব দিছে। তাৰ ফলত ওচৰৰ ২৮ খন গাঁৱে supper কৰিছে। তাত এটা বান্ধি দিয়াৰ বাবে ১৫০০ টকাৰ দৰকাৰ এই কথা কৃষি বিভাগক বল্ভাব কোৱা হৈছে। যোৱা এধিবেশনৰ সময়ত নজীকো কোৱা হৈছিল। কিন্তু একো হোৱা নাই। কৃষি বিভাগৰ কামৰ এইয়ে নমুনা। এনে অৱস্থাত কেনেকৈ বাদ্য উৎপাদন বৃদ্ধিহব।

দ্বিতীয় কথা হৈছে fertiliser এইটো কথা মই অধ্যক্ষই আশ্বাস দিয়াৰ বাবে গদ দিছো, তথাপি আনি খাদ্য বৃদ্ধি কৰিবলৈ সাৰ লাগে। এই সাৰ জনসাধাৰণে বনপায় আৰু পালেও ১২০ টকা বোডিকৈ দিব লাগে। সেইকাৰণে যথেষ্ট অতিযোগ

কৰিবৰ কাৰণ আছে। সময় কম বাবে বিশদ ভাবে কব নোৱাৰো। মোৰ এনে কামৰ মানুহ এই বিভাগৰ পৰা উপকৃত হৈছে বুলি কব নোৱাৰো। পশ্চিম নলবাৰীত সৰু সৰু বান্ধ দিবৰ কাৰণে কিমান কোৱা হৈছে কিন্তু একো কৰা নাই। এই বান্ধ বন্ধাৰ নিৰিখ যম্ভুঙে বহুত বেমেজানি আছে। যোৱা বন্ধৰ যি নিৰিখ আছিল এতিয়া নাই। চৰকাৰে খাদ্য বৃদ্ধিৰ নামত মাত্ৰ বিষয়া ৰচাইছে। বিষয়া ৰচালেই যে খাদ্য বৃদ্ধি নহয় এই কথা পাই হৈছে। খাদ্য বচাবলৈ হলে বাইজৰ সহযোগ লাগে। এই সহযোগ পাবে বাবে চৰকাৰে কোনো চেষ্টাকে কৰা নাই। আৰু এটা কথা যে প্ৰচাৰ দায়িত্ব দিছে চৰকাৰে এজেন্ট সকলৰ ওপৰত এজেন্ট সকলে কিয় প্ৰচাৰ কৰিব—তেওঁলোকৰ কি স্বার্থ? মই টংলাৰ প্ৰতিনিধি মৰে কব নোৱাৰো। কাৰণ এজেন্টে প্ৰচাৰ কৰা নাই।

খাদ্য উৎপাদনত লোক এটা ডাঙৰ অন্তৰায়। লোকে শষ্য নষ্ট কৰি দিয়ে। চৰকাৰী বিষয়াক খবৰ দিলে অফিচাৰ আহি তদন্ত কৰে কাৰণ সময় পাৰ হৈ যায়। গতিকে মই কব লগা হৈছে যে হিন্দিত এটা কথা আছে “কাৰ্য্যক্রম আওৰ যোজনা ভাষণ আওৰ-ভোজনা (হাঁহি)

আমাৰ চৰকাৰৰ কৃষকক সাহায্য দিয়াৰ পদ্ধতি আৰু আচনি অভাৱ নাই। কামত বাবে কি গুৱলা ভাষণ দিয়ে আৰু সুস্থাদু ভোজন কৰি গুচি আহে (হাঁহি)

গতিকে মই আশাকৰো চৰকাৰে যাতে অকাল আচনিতৈ মাথাকি আৰু কাৰ্য্যকৰী কৰিবলৈ তৎপৰ হয়।

মাৰ বিতৰণৰ বিষয়ে মই পিচতো মন্ত্ৰী নহোদয়ৰ লগত আলোচনা কৰিম। আগেয়ে বিভাগীয় বিষয়া সকলৰ লগত তেখেতে বুজাপৰা কৰি লওক।

গতিকে ঠিক সময়মতে কোনো কামেই নহয়। S.D.O. ক কলে ছিলঙলৈ টেলিগ্ৰাম কৰিছে। উত্তৰ অহা নাই। ফলত কৃষকৰ খেতি নষ্ট হয়। এনেকৈ যদি প্ৰতি বছৰে খেতি নষ্ট হয় তেন্তে বিভাগীয় কৰ্ত্তৃপক্ষৰ পৰা আমি কি আশা কৰিব পাৰো?

প্ৰকৃততে চৰকাৰে কৃষকক চাৰি বকমে সহায় কৰিব লাগিব। সেইটো হল।

- (1) Production
- (2) Fertilization
- (3) Protection
- (4) Distribution

এই বিলাক যদি পঞ্চায়তৰ জৰিয়তে কৰা হয় তেন্তে মই ভাবো তাৰ পৰা ভাল ফল হব।

এই বিলাক বিষয়ে কৃষক চৰকাৰৰ পৰা প্ৰকৃত একো উদগনি পোৱা নাই। যি টংলাত এটা Agriculture office আছিল, তাকে, বৰ্তমান মন্ত্ৰী মহোদয়ে কৃষি বিভাগ লোৱাৰ পিচত টংলাৰ পৰা উঠাই কটিলে। নিলে কৃষকে কৰ নোৱাৰে। কৃষকে যদি ক'বই নোৱাৰে, ক'ৰ পৰা সহায় পাব তেন্তে Production নো কেনেকৈ বাঢ়িব? সেই অঞ্চলৰ বাইজে বৰ্তনানে অফিচটো ক'ও আছে ক'বই নোৱাৰে।

Shri TARUN SEN DEKA (Nalbari-West) : মহোদয়, যোৱা বছৰ আৰু এই বছৰো এই প্ৰান্তত ২৯ লাখ টকা বেচি ধৰা হৈছে। সবছ টকা ধৰাৰ কাৰণে, আৰু বৃষ্টিত নতুন আচনি লোৱা আৰু কৃষক বাইজৰ উপকাৰ কৰা। কিন্তু কাৰ্য্যতঃ চালে দেখা যায় যে কোনো নতুন আচনি লোৱা হোৱা নাই যাৰ দ্বাৰা কৃষকৰ উপকাৰ হ'ব পাৰে।

১৯২৭ চনতে Royal Commission বিপোর্টত উল্লেখ কৰা হৈছে যে কৃষি সম্বন্ধীয় গবেষণাৰ প্ৰয়োজন। আমাৰ চৰকাৰে যি কৰিছে তাত প্ৰকৃত গবেষণাৰ কাম একো হোৱা নাই, অথচ গবেষণাৰ কাৰণেই বহু টকা খৰচ হৈছে। কৃষি গবেষণাৰ ক্ষেত্ৰত অকণো আগবাঢ়িব পৰা নাই।

শিক্ষাৰ ক্ষেত্ৰত চৰকাৰে দুই এখন film ৰ সহায়ৰে কেতিয়াবা বাইজক দুই এটা বিষয় দেখুৱাব দিহা কৰিছে। কিন্তু তাকে বাইজে অনুবোধ কৰিলেহে কৰে। চৰকাৰৰ পক্ষৰ পৰা স্বতঃ প্ৰনোদিত ভাবে বাইজক শিক্ষা দিয়াৰ যি ব্যৱস্থা থাকিব লাগিছিল সি নাই।

Royal Commission ৰ পৰামৰ্শ মতে কৃষকক কৃষি ঋণ দিব লাগে। কিন্তু বৰ্তমান যি পদ্ধতিত ঋণ দিয়া হৈছে তাৰ পৰা খেতিয়কৰ কোনো উপকাৰ নহয়। বৰ্তমানৰ দ্বন্দ্বম্যাদী ঋণৰ ব্যৱস্থা তুলি দিব লাগে, কমপক্ষে তিনি বছৰীয়া কৰিব লাগে।

Agricultural Irrigation সম্বন্ধে মোৰ বন্ধু এজনে কৈ গৈছে। এই ক্ষেত্ৰতনো চৰকাৰে কি কৰিছে।

খবৰৰ কাগজত ওলাইছে যে পাকিস্তানে ১০০ কোটি টকা খৰচ কৰি ব্ৰহ্মপুত্ৰত "ডাম" বন্ধাৰ আৰু ৫ বছৰীয়া এটা আচনি লোৱাৰ পৰিকল্পনা কৰিছে। এই খবৰ স্মৰণ নাই। কিয়নো চুবুৰীয়া দেশখনৰ সৰ্ব্বতো প্ৰকাৰৰ মঙ্গল আমি কামনা কৰো।

আমাৰ চৰকাৰে irrigation সম্বন্ধে বহুতো কাম হাতত লোৱা বুলি কৈছে। মই তেখেত সকলৰ বিবেচনাৰ্থে ক'ও দেশত বহুতো নদী আছে য'ৰ পৰা পানী নি খেতিৰ মাটিত দিব পাৰি পুৰণিকলীয়া বজাদিনীয়া দলনি হৈ থকা পুখুৰী আছে যি বিলাক খন্দা দৰ্কাৰ খান্দি তাৰ পানী উলিয়াই নি খেতিয়ক সকলৰ খৰালী বতৰত পানী যোগান দিব পৰা যায়। তাৰ বাহিৰেও সৰু সৰু বহুতো যান আছে এইবোৰ অবহেলিত হৈ পৰি আছে আৰু এই যান বিলাক ঠিক কৰি ললে তাৰ পৰাও পানী যোগান ব্যৱস্থা ভাল হয়। এই ক্ষেত্ৰত চৰকাৰে যি কাম কৰিছে সি অতি সামান্য আৰু প্ৰয়োজনৰ তুলনাত নগন্য।

তাৰ পিচত "মাটি পৰীক্ষাৰ" (Soil Test) ক্ষেত্ৰত এনে হয় যে, আমাৰ ইয়াত একো কামেই হোৱা নাই। এই পৰীক্ষা নকৰাৰ ফলত অনুপযুক্ত মাটিত আমি খেতি কৰি অনৰ্থক ক্ষতিগ্ৰস্ত হৈছো। এই ক্ষেত্ৰত Royal Commission ৰ বিপোর্টত যি পৰামৰ্শ আগবঢ়াইছে সেই মতে আমাৰ চৰকাৰ কাম হাতত ল'ব বুলি আশা কৰিলো

ইয়াৰ পিচত systematic cultivation সম্বন্ধে ইয়াকে কব খোজো যে জাপানী পদ্ধতিৰে খেতি কৰিলে আমাৰ বৰ্তমানৰ উৎপাদনতকৈ ইয়াৰ বৃদ্ধি কৰিব পাৰি বৰ্তমান এবিধা মাটিত ৫ মোণৰ ঠাইত ৩০১৪০ মোণলৈ বৃদ্ধি কৰিব পাৰি অৰ্থচ এই পদ্ধতিত জোৰ দিয়া হোৱা নাই আৰু ইয়াক কাগজ পত্ৰতেই চৰকাৰে ৰাখিছে বাইজৰ অৰ্থাৎ খেতিয়কৰ মাজলৈ সন্মুখাই দিব পৰা নাই। সেই কাৰণে এই প্ৰচেষ্টাত আধৰুৱাৰ ভাবে চৰকাৰে যি অৰ্থ ব্যয় কৰিছে তাত চৰকাৰ কৃতকাৰ্য্য হোৱা নাই বৰং ধনৰ অপব্যয় হৈছে। ইয়াৰ লগতে যান্ত্ৰিক কৃষি পদ্ধতিৰ কথা কব পাৰি। Mechanised cultivation) যান্ত্ৰিক কৃষি ব্যৱস্থাৰ ক্ষেত্ৰত চৰকাৰে একো কৰা নাই। এই সম্পৰ্কত সদনত ভাৱকৈয়ে আলোচনা হৈ গৈছে আৰু চৰকাৰ এখোজো আগবাঢ়িব পৰা নাই বুলি সদস্য সকলে মন্তব্য কৰি গৈছে। এই পদ্ধতিৰ নামত দুই এটা আধা ডফা 'ট্ৰেক্টৰ' কিম্বা বাইজৰ উপকাৰ কৰা বুলি জয়চোল কোবোৱা হৈছে। উদাহৰণ স্বৰূপে কব পাৰি মেলোডনী কাকী আৰু স্ৰবনখাটাত ভূমি সংস্কাৰ আৰু ৰিক্লেমেচনৰ নামত অৰ্দ্ধ টকা অনাহকত বাইজৰ টকা ব্যয় হৈছে। এই ক্ষেত্ৰত Mechanised আৰু Intensive cultivation সংগঠন কৰা উচিত আছিল তেনে কৰিব পাৰিলেহে বাইজৰ উপকাৰ হ'লহেতেন।

তাৰ পিচত crop protection সম্পৰ্কত পোক পতঙ্গ বিনাশৰ বাবে চৰকাৰে নাম মাত্ৰ ব্যৱস্থাহে লৈছে যদিও বনৰীয়া জীৱ জন্তুৰ পৰা খেতি বক্ষা কৰাৰ ব্যৱস্থা একেবাৰে লোৱা নাই। বনৰীয়া হাতী, পাহাৰী বান্দৰ আদিয়ে শস্যৰ অপকাৰী পোক বিলাকৰ দৰেই লক্ষ লক্ষ টকাৰ শস্য নষ্ট কৰে—অনিষ্ট সাধন কৰে। উত্তৰ কামৰূপৰ পৰা আৰম্ভ কৰি উত্তৰলক্ষীমপুৰলৈকে পাহাৰৰ নামনি অঞ্চল সমূহত হাজাৰ হাজাৰ মোণ ধান আৰু অন্যান্য খেতি বনৰীয়া হাতী, গাঁহৰি আদিয়ে বহুবিধ নষ্ট কৰে। ইয়াৰ বাহিৰেও অন্যান্য জিলা সমূহতো বনৰীয়া জন্তুৰ উপদ্ৰৱ, খেতিয়ক সকলক বনৰীয়া জন্তুৰ পৰা খেতি বক্ষাৰ কাৰণে, Free license দি বন্দুক দিব লাগে। নহলে শস্য উৎপাদনত বাধা পৰিয়েই থাকিব। এই বিষয়ত কৃষি বিভাগেও চকু দিব বুলি আশা কৰিলো।

তাৰ পিচত Agricultural industry সম্বন্ধে যি গবেষণাৰ প্ৰয়োজন তাক কৰি কৃষিৰ পৰা কি কি নতুন শিল্প গঢ়ি তুলিব পাৰি তালৈ চৰকাৰে মনোনিবেশ কৰিব লাগে আৰু এই ক্ষেত্ৰত এতিয়ালৈ চৰকাৰে কোনো ব্যৱস্থা লোৱা দেখা নাযায়। Agricultural product কৃষি জাত বস্তু বিলাক বেচা কিনা সুবিধাৰ অৰ্থে Market তৈয়াৰ কৰিব লাগে। এই অৰ্থে State Trading ৰ কাম হাতত লোৱাটো ভাল হৈছে যদিও তাত যি দোষ আছে সেই বিলাক দূৰ কৰিব পাৰিলেহে ইয়াৰ উদ্দেশ্য পূৰ্ণ হ'ব।

তাৰ পিচত মৰা পাটৰ খেতিত আমাৰ কৃষক সকলৰ বহু পৰিমাণে লোকচান হয়। তাৰ কাৰণ হৈছে পৰিষ্কাৰ এই পাট কেন্দ্ৰীয় চৰকাৰে বান্ধি দিয়া মূল্যতকৈও কম দামত বিক্ৰী কৰিব লগীয়া হয় আৰু ইয়াৰ দ্বাৰাই উৎপাদক (গ্ৰোৱাৰ) সকলৰ উৎসাহ উদ্দীপনা কমি যায়।

তাৰ পিচত শাক-পাচলিৰ বজাৰ সম্বন্ধে আজিও আমাৰ ইয়াত কোনো বৰমৰ ব্যৱস্থা নাই। আমি জানো আলু, কৰি, বেছেনা, বিলাহী, জলকীয়া পিয়াজ আদি শাক-পচালিবোৰ সোনকালে নষ্ট হৈ যায়। এই বিলাক কামৰূপ জিলাত যথেষ্ট উৎপাদন হয়। কিন্তু ট্ৰান্সপট আৰু উপযুক্ত মাৰ্কেটিং অনুষ্ঠান নথকাৰ হেতু এই বিলাক নষ্ট হৈ যায় আৰু ইয়াৰ দ্বাৰাই উৎপাদনকাৰী সকলৰ যথেষ্ট লোকচান হয়। এই ক্ষেত্ৰত যদি বেচা কিনাৰ উপযুক্ত ব্যৱস্থা থাকে তেন্তে ইও ধান উৎপাদনৰ ক্ষেত্ৰত হোৱা ঘাটৰ ডাঙৰ অংশ পূৰাব পাৰে।

ইয়াৰ পাচত দেশৰ কৃষক সকলৰ কৃষি সম্বন্ধীয় সাধাৰণ জ্ঞান (general education) বিষয়ত আজিও চৰকাৰে কোনো বৰম ব্যৱস্থা লোৱা নাই। মই ভাবো আমাৰ স্কুল বিলাকৰ ওপৰ শ্ৰেণীত অৰ্থাৎ ক্লাস 'এইট'ৰ পৰা ক্লাস টেন লৈ (from class VIII to class X) ছাত্ৰ-ছাত্ৰী সকলক কৃষি বিষয়ৰ সাধাৰণ জ্ঞান দিয়াৰ ব্যৱস্থা কৰিব লাগে। আমাৰ দেশৰ শতকৰা ৯০ জনই বেতিয়ক আৰু তেওঁলোকৰ জীৱণ-যাপনৰ প্ৰধান উপায় হ'ল কৃষি। কাৰণেই এই শিকাই প্ৰথম দৰ্কাৰ।

তাৰ পিচত মই এটা কথাই চৰকাৰৰ দৃষ্টি আকৰ্ষণ কৰো যে কৃষি বিভাগটো আৰু ৰাজহ (Revenue) বিভাগটো বেলেগে বেলেগে মোৰাণি একেটা বিভাগৰ দৰে Co-ordinate কৰাৰ প্ৰয়োজন হৈছে। আজি সীমান্ত ভূমিৰ পৰিমাণৰ বৃদ্ধিত জনসংখ্যাৰ মাজত অংশী কৰণ (fragmentation of holdings) হোৱাই যে আৰু শস্য উৎপাদন ক্ষেত্ৰত বাধা পৰিছে আৰু এই দৰেই উৎপাদনৰ output কমি গৈছে।

শ্ৰীআগৰৱালে তেখেতৰ ভূমী সম্বন্ধীয় এখন কিতাপত এটা ছিচাৰ দেখুৱাইছে। সেইটো হৈছে কোন দেশৰ খেতিয়কৰ হাতত গড়ে কিমান একৰ মাটিৰ হোল্ডিং থাকে। ভাৰতীয় খেতিয়ক এখনৰ গড়ে মাটি আছে ৫ একৰ, ব্ৰিটেনত গড়ে ২১ একৰ আমেৰিকাত গড়ে ১৪৫ একৰ আৰু ৰাচিয়াত ১,৬০০ একৰ। আমাৰ ইয়াত সেই কাৰণে সৰু সৰু holding ত খেতি কৰি খেতিৰ একো উন্নতি কৰিব নোৱাৰে। গতিকে আমাৰ ইয়াতো holding ৰ area বহুলোৱাৰ ব্যৱস্থা কৰিব লাগে। অৱশ্যে এইটো কৰিবলৈ হলে সমৰ্য প্ৰথাৰে কৰা উচিত। সেই কাম আমাৰ বেভিনিউ আৰু কৃষি বিভাগৰ মাজত এটা সামঞ্জস্য ৰাখি চলিব লাগে। মহাশয়, এটা কথা মই আচৰিত হৈছো যে পুৱা বিলাক জিলাতে কৃষি বিভাগৰ নিজৰ অফিছ ঘৰ নাই। পুৱা ভাগ অফিছ ভাড়া ধৰতে চলি আছে। যাৰ ফলত পুচুৰ টকা অর্নান্দকত খৰচ হয়। উদাহৰণ হিচাবে কব পাৰি নলবাৰীত অফিছ ঘৰ নাই। মাটিৰ অভাৱত ঘৰ হোৱাৰ অসুবিধা বুলি কৈছিল কিন্তু এতিয়া মাটি থকা সত্ত্বেও অফিছ ঘৰ হৈ উঠা নাই। এইটো এটা বিশেষ মন কৰিব লগীয়া কথা। আমাৰ কৃষি বিভাগত বহুত টকা খৰচ কৰিছে—কিন্তু সেই টকা ভাল স্কীম কৰি খৰচ কৰা হোৱা নাই সেই কাৰণে ভাল স্কীম কৰি আমাৰ কৃষি আগ বঢ়াই নিব লাগিব।

Mr. SPEAKER: আপুনি শেষ কৰিবৰ হল।

Shri TARUN SEN DEKA (Nalbari-West): ভাল তেনে হলে মই শেষ কৰিলো।

Shri PHONI BORA (Nowgong): কৃষি বিভাগৰ কেইটামান কথাৰ প্ৰতি দৃষ্টি আকৰ্ষণ কৰিবৰ বাবে থিয় দিলো। আমি দেখিবলৈ পাইছো এই বিভাগটো যি দৰে মানৰে ধৰিছে সেই মানৰ সহজে গুচুওৱা টান। যিহওক এই ক্ষেত্ৰত মই কেইটামান পৰামৰ্শ দিব খোজো। কৃষি উন্নয়নৰ পৰিকল্পনা কৰি অৰ্জু টকা চৰকাৰে ব্যয় কৰিছে কিন্তু সেই অনুসাৰে per acre yeild বাৰিছেনে নাই তালৈ যদি চোৱা যায় তেনেহলে একেবাৰে নিকপায় হ'ব লগাত পৰে। কিন্তু মন্ত্ৰীৰ বিপৰীত বা খবৰ কাগজত বিপৰীত বহুত কথাই দেখা যায়—কিন্তু per acre yeild হলে একো বহা নাই। গতিকে Co-operative Farming, fertiliser, জাপানী পদ্ধতি আদিৰ সাহায্যৰে প্ৰথমতে per acre yeild বঢ়াব লাগিব। পানী নোহোৱা ঠাইত চৰকাৰে Tube-Well বহুৱাইছে তাৰ পৰা কি লাভ হৈছে? কাকীত মই নিজে দেখি আহিছো ২ লাৰু টকা খৰচ কৰি তাত ডিপটিউব ওৱেল বহুৱাইছে কিন্তু এক টোপা পানীও দিয়া নাই। সেই

অঞ্চলত পানীৰ অভাবত কোনো খেতিকেই হোৱা নাই বহু ঠাইত ট্ৰেক্টৰ মামৰে ধৰি পৰি আছে। চৰকাৰে grow more food কৰা নাই কিছুমানৰ কাৰণে মাত্ৰ grow more money ৰহে ব্যৱস্থা কৰিছে। চৰকাৰৰ কৃষি ঋণ দিয়াৰ ব্যৱস্থা আছে এই আচলতে নামতহে কামত হলে অহা নাই। যিবিলাক সাধাৰণ খেতিয়াক আছে তাৰে সামান্য একাংশই মাত্ৰ ঋণ পাই ২৫ বা ৩০ টকা ইফালে আন হাতে দেখিবলৈ পাও হাজাৰ হাজাৰ টকা কিছুমান মানুহকে ঋণ দিয়ে যিবোৰ মনুহে কৃষক নহয় তেওঁলোকে সেই টকা কৃষিত নখটায়—আন ব্যৱগায়ত লগায় গতিকে এনেকুৱাকৈয়ে যদি এই বিভাগটো চলি থাকে তেন্তে কৃষিৰ উন্নতি কেনেকৈ আশা কৰিব পাৰি।

Land Mortgage Bank কৰা হৈছে কিন্তু এই বেঙ্কৰ টকা নাই আমি খেতিয়কে দৰখাস্ত তিনি বছৰ কৰি কৰিও টকা পোৱা নাই। তিনি বছৰৰ দৰখাস্ত পৰি আছে ১৯৫৯-৬০ চনৰ কাৰণে Land Mortgage Bank ত টকাই নাই বোলে। খৰচ কৰা টকা খিনিও অঞ্চলে যায়। তাৰোপৰি আমাৰ মৰাপাট যি দৰত খেতিয়ক বেচিব লাগে তাৰ ফলত খেতিয়কৰ মৰাপাট খেতি কৰাৰ উৎসাহেই নাইকিয়া হয়। গতিকেই আমাৰ মানুহে Cash crop আগবাঢ়িব পৰা নাই। ইয়াত যিধৰণে টকা আৰু পৰিশ্ৰম লাগে সেই হিচাবে লাভ কৰিব নোৱাৰে। কৃষি বিভাগৰ অফিচাৰ সকল গাঁৱলৈ গলে গাঁৱৰ কেইজনমান ধনী মানুহৰ ঘৰত সোমাই গল্প কৰি গুচি আহে আৰু মানুহে গমকে নাপায়। সাধাৰণ খেতিয়কে সাৰ আদিৰ কোনো সাহায্যৰ কাৰণে গম নাপায়। পোক মাৰিবৰ বাবে পেমেক্সিম, স্প্ৰেয়িং পাৰ্শ্ব আদি গাঁৱৰ ধনী মানুহে এজন দুজনেহে মাত্ৰ পায়। অন্যান্য উন্নত দেশত মানুহৰে শক্তিয়ে প্ৰকৃতিৰ লগত যুজ কৰি পোক আদিও ধ্বংস কৰি খেতিৰ উন্নতি সাধন কৰিছে। আমিও এই উন্নত দেশ বোৰক অনুসৰণ কৰি কৃষি বিভাগটোৰ উন্নতি সাধন কৰি উপযুক্ত স্কীম লৈ কাম কৰিলেহে অমাৰ দেশৰ কৃষিৰ উন্নতি কামনা কৰিব পাৰো আজি কেইজন মান ডেকাক কৃষি বিষয়ে শিক্ষা দিলেই উৎপাদন বৃদ্ধি নহয়। কৃষি উৎপাদন বৃদ্ধি কৰিবলৈ হলে Reorganisation কৰিব লাগিব। গোটেই সংগঠন টোৰ আমূল পৰিবৰ্তন কৰিব লাগিব। সেই কাৰণে আজি গাঁৱৰ কৃষক যুৱকক আধুনিক বৈজ্ঞানীক শিক্ষাদি শিক্ষিত কৰিব লাগিব, এই ক্ষেত্ৰত কোন কোন দলৰ মানুহ সেইবোৰ বিচাৰ নকৰি কৃষক শ্ৰেণী হিচাবে বিচাৰ কৰি সাহায্য আগবঢ়াব লাগিব। যাতে তেওঁলোকে আধুনিক উপায়েৰে খেতি কৰি উৎপাদন বৃদ্ধি কৰিব পাৰে। আজি জনসংখ্যা দিনক দিন বাঢ়িব লাগিছে, কিন্তু বৰাবৰ দৰে মাটি নোবাঢ়ে। গতিকে Intensive cultivation ৰ ওপৰত জোৰ দিব লাগিব আৰু তাৰ বাবে শিক্ষিত কৃষক লাগে। এই বিষয়ে যদি উপযুক্ত ব্যৱস্থা গ্ৰহণ কৰা নহয়, তেনেহলে মই ভাবো কিছুমান বিষয়া বঢ়ায় খাদ্য সমস্যা সমাধান কৰিব পৰা নহব। কো-অপাৰেটিভ, বৈজ্ঞানীক উপায়ৰ কৃষিকাৰ্য্য, এইবোৰ ভাল আদৰ্শ।

আজি কালি ঠায়ে ঠায়ে কৃষি মেলা কৰিছে। সেইটো বৰ ভাল কথা হৈছে। আজি এঠাইৰ কৃষকক আন ঠাইৰ কৃষকে কেনেকৈ উৎপাদন কৰিছে সেইটো দেখুৱাব পাৰিলে যথেষ্ট শিক্ষা লাভ কৰিব পাৰে। কিন্তু সেই বুলি কৃষকৰ নামত কংগ্ৰেছ কৰ্মী কেইজনমানক সেই মেলা দেখুৱাব কথা কোৱা নাই। যি প্ৰকৃত কৃষক আৰু যাক দেখুৱালে উৎপাদন বাঢ়িব, দেশবো লাভ হব সেই সকলকহে এই মেলাবোৰ দেখুৱাব লাগে! মই এই কথা কবলৈ বাধ্য হৈছো কাৰণ আগতে বহুত দেখিছো এনেকুৱা ক্ষেত্ৰত মাত্ৰ কংগ্ৰেছী লোকহে লৈ ফুৰুৱা হয়। এইটো জাতীয় প্ৰশ্ন হিচাপে গ্ৰহণ কৰিব লাগে। ইয়াত দলীয় স্মাথ দেখুৱালে দেশৰ অনায়া কৰা হয়। কিন্তু আমাৰ চৰকাৰে দলীয় স্মাথৰ খাতিৰত বিৰোধী দলৰ সহযোগ গ্ৰহণ নকৰে।

অন্যান্য কথা কবলৈ সময় কম। মীনমহল সমবায়, পশুপালন আদিৰ প্ৰতি যথোচিত ব্যৱস্থা লবলৈ দৃষ্টি অকৰ্ষণ কৰিছো। নগাৱৰ ওচৰত এখন ফাৰ্ম কৰি গাখীৰ যোগান ধৰিছে সেৱে ১১০ অনা কৰি। কেইজনমান কংগ্ৰেছী লোক সমবায় কৰি

সেই ১১০ অনাৰ গাঁথৰকে ৫০ অনাত বেচিছে। আনাৰ ইয়াৰ গাঁথৰত সাধাৰণতে শতকৰা ৮০ ভাগ পানী থাকে। তাৰ লগত আৰু ৪০ ভাগ পানী মিহলি কৰি সেবে ৫০ অনাকৈ বেচি ক'প্ৰেছেই ডেজাল কাৰবাৰ কৰিছে। এনে সমৰায়ত জনসাধাৰণে কেনেকৈ সহযোগ কৰিব? এনেকুৱা এটা মানবে ধৰা শায়ন যন্ত্ৰৰ দুই এটা অংশ সলনি কৰিলে নহব। গোটেই যন্ত্ৰবোৰ আনুল পৰিবৰ্তন কৰিব লাগিব।

Shri RAMNATH SARMA (Lumding): সমৰায় সমিতি খনৰ চেক্ৰেটৰী জন শ্ৰীবৰা ডাঙৰীয়াই জানেনে?

Shri PHONI BORA (Nowgong): কোনোবা এজন ৰাজখোৱা নে হুচেইন।

Shri RAMNATH SARMA (Lumding): তেওঁ হৈছে শ্ৰীকটকী—
প্ৰজা চচিয়েলিষ্ট পাৰ্টিৰ লোক।

Shri PHONI BORA (Nowgong): মহ এতিয়া নতুনকৈ গঠন হোৱা খনৰ কথাহে কম।

***Shri GAURISANKAR BHATTACHARYYA (Gauhati)**:

মভাপতি মহোদয়, ইয়াত বক্তৃতা দিলে লাভ নহব। আনাৰ অসমীয়াত এটা কথা আছে—“গব্বৰ আগত টোকাৰী ৰায় শিং জোকাৰী যাঁচ খায়”। ঠিক সেই দৰেই ইয়াত বক্তৃতা দিলে কি হব। ৰাজ্যেটত যিবোৰ অৰু দেখিছো আৰু বিজ্ঞান, টেকনলজীৰ কথা দিছে, সেই অনুপাতে টকা কমি গৈছে। চৰকাৰৰ ফালৰ পৰাই কৈছে মানুহ ৰাঢ়ি গৈছে কিন্তু মাটি ৰবৰব দৰে ৰাঢ়ি নেবায়। সেই বাবে খাদ্য বঢ়াব লাগিব আৰু তাৰ বাবে বিজ্ঞানৰ সহায় লব লাগিব, যন্ত্ৰপাতি ব্যৱহাৰ কৰিব লাগিব। কিন্তু ইয়াক দেখিছো টকাৰ মাত্ৰা ক্ৰমে কমি গৈছে যেনে আগতে ধৰিছিল ৫ লাখ আৰু এতিয়া ধৰিছে ৩ লাখ, গতিকে ইয়াৰ দ্বাৰা বিজ্ঞানৰ ফালে মন দিয়া হৈছেনে কমি গৈছে। Seed multiplication and distributionৰ বাবদ আগেয়ে ধৰিছিল ৭।১ লাখ টকা এতিয়া ধৰিছে প্ৰায় ৬ লাখ। খেতিত পানী দিয়াৰ বাবদ আগেয়ে আছিল ৬ লাখ ১০ হেজাৰ আৰু তাৰ ঠাইত এতিয়া ধৰিছে ৫ হেজাৰ। Deep Tube Well খান্দোতে কোনো ঠাইত মাপ ওলাইছে, তথাপি তাৰ বাবে আগেয়ে আছিল ২ লাখ ৮৭ হেজাৰ আৰু এতিয়া ধৰিছে মাত্ৰ এক লাখ টকা। বৈজ্ঞানিক উপায়েৰে উৎপাদন বৃদ্ধি কৰিবলৈ চেষ্টা কৰোতে এইদৰে ওলোটা হৈছে গতিকে কৰ্তন প্ৰস্তাবৰ জৰিয়তে পৰামৰ্শ আগবঢ়াত যে উৎপাদন বৃদ্ধিৰ কাৰনে চৰকাৰে ক্ষিপ্ৰ গতিত মনোযোগ দিয়া প্ৰয়োজন।

কৰিতাৰ দৰে ইয়াত ফুলৰ গবেষণাৰ কাৰণেও টকা ধৰা হৈছে যদিও কম। গোলাপ ফুল মন্ত্ৰীসকলে বুকুত লগাবৰ বাবে বঙা গোলাপ ভাল হবনে বগা গোলাপ ভাল হব তাৰে এতিয়া গবেষণা কৰিব লগা হল। এই ফুলৰ পৰিবৰ্ত্তে যদি ফল-মূলৰ ফালে মন দিলেহেতেন তেতিয়া বেচি ভাল হলহেতেন।

আৰু এটা কথা যে আমি বক্তৃতা দিও কিয়। আনাৰ কথাবোৰ বাতৰি কাগজত ওলাওক বুলিয়েই। মন্ত্ৰীক গালী পাৰিলেটো ডাঙৰ আখৰত বাতৰি কাগজত ছপা কৰিব। এইটো ভাবি চাব লাগিব, আমি দেখিছো আনাৰ Assemblyৰ পৰা ১৯৫৭ চনতেই কেইটামান Estimates Committee গঠন কৰি দিছিল। এই কমিটিৰ উদ্দেশ্য আছিল ৰাজ্যৰ চৰকাৰী আৰু বেচৰকাৰী বিভাগ আৰু অনুষ্ঠান সমূহৰ কাম কাৰ্য আৰু কাৰ্য পদ্ধতি বিষয়ে এটা Report দাখিল কৰা সেই

হিচাবে আজি দুবছৰ আগতে চৰকাৰৰ ওচৰত এটা Report দাখিল কৰিছিল আৰু তাৰ লগতে কেনেকোনো বিভাগ বিলাক আৰু অনুষ্ঠানবোৰ কৰ্ত্ত্ব কৰিব পাৰি সেই কিম্বো কিছুমান পৰামৰ্শও চৰকাৰৰ ওচৰত দাঙি ধৰিছিল। সেই Reportৰ পৰামৰ্শ বিলাক চৰকাৰে গ্ৰহণ কৰিলে নে বৰ্জজন কৰিলে, আমি এতিয়াও গম-নপাও।

যদি গ্ৰহণ কৰিছে বুলি কয়, তেন্তে ১৯৫৮ চনৰ Reportত পৰামৰ্শ আগ-বানাইছিল যে Deputy Director of Agriculture পদটো Uneconomic পদটোক Abolish কৰা হওক—কিন্তু চৰকাৰে এয়াও বাধি থৈছে, এইটো আমাৰ জ্ঞানোৱা উচিত আছিল, এতিয়াও কিয় বাধি খোৱা হৈছে। আকৌ পৰামৰ্শ অনুসাৰে কৃষি বিভাগৰ ওপৰৰ অফিচ বিলাক একোঠাইতে নাবাধি সকলো ফালে ভাগ কৰি কৰি দিয়া উচিত আছিল। ডাইবেল্টেব, কৃষি কলেজ, Agricultural Statistics আদিৰ কাৰণে পৃথক পৃথক Zone কৰি দিব লাগে বুলি পৰামৰ্শ আগবাঢ়িছিল। এনেধৰণৰ বহুত পৰামৰ্শই আছিল তেনেকৈ Seed Farmৰ কাৰণে ডাঙৰ ডাঙৰ Farm কৰিব লাগে। কিন্তু আজিলৈকে একো কৰা নাই।

***M. MOINUL HAQUE CHOUDHURY (Minister, Agriculture):** এইবোৰ ক'ব পৰা উল্লেখ কৰিছে ?

***Shri GAURISANKAR BHATTACHARYYA (Gauhati):** Estimates Committeeৰ Reportৰ page 54-ৰ পৰা আৰম্ভ কৰি চলিয়েই আছে।

প্ৰথমতে Organization সম্বন্ধে কোনো এটা পৰামৰ্শ আজিলৈকে চৰকাৰে গ্ৰহণ কৰিছেনে নাই আমি নাভানো।

সৰহ শস্য উৎপাদন, মৰাপাট আদি অথকৰি শস্যৰ উৎপাদন বৃদ্ধি, Departmental Organizationৰ সংস্কাৰ, Agricultural Engineering, কৃষি ঋণ আদি বিভিন্ন বিষয়ৰ বহুত পৰামৰ্শই আছে। যদি Report পঢ়িবলৈ চৰকাৰৰ সময় নহয়, তেন্তে Summary ধনকেই পঢ়ি চাওক, আৰু যিখিনি গ্ৰহণ কৰিব পাৰে সেইখিনি গ্ৰহণ কৰক আৰু যিখিনি নোৱাৰে সেই বিষয়ে বিধান সভাত উত্থাপন কৰক। আমিও বিশ্লেষণ কৰি চাও অন্য ভাল পৰামৰ্শ আগবঢ়াব পাৰিনে নোৱাৰি।

এইখিনিত মনত ৰাখিব লাগিব যে অফিচৰ বাঢ়িলেই বিভাগৰ দক্ষতা নাৰাচে অন্যান্য ফালে উৎপাদন বাঢ়ক নাৰাচক—অমিতাৰ খেতি কেনেকৈ কৰে তাৰে আচনি তৈয়াৰ কৰিলে চৰকাৰৰ কৰ্ত্তব্যৰ শেষ হ'ব বুলি ভাবে। আমি এইটোকেই জানো যে কৃষকক যদি হাতে কামে শিকাই দিয়া নহয় তেন্তে খেতিৰ উন্নতি কেতিয়াও হ'ব নোৱাৰে। মিক্ৰিৰ পাহাৰ, খাচীয়া পাহাৰ আদিক ভাল অমিতাৰ খেতি কৰিছে চৰকাৰে কোন দিনা তেওলোকক কেনেকৈ ভাল অমিতাৰ খেতি কৰিব পাৰি বুলি পৰামৰ্শ দিছিল ? এতিয়া ফলত চৰকাৰে গবেষণা কৰোতে কৰোতে য'ত Ginger খেতি আছে, এদিন সেইনো উঠাই দি তাত ভাল আনাৰসৰ খেতি হ'ব বুলি আনাৰস লগাই নিদিলেই বন্ধা। কিছুদিনৰ পিচত ক'ব যে এবিধ খেতিৰ ঠাইত বুটমাৰহ খেতি কৰিব লাগে (হাৰ্ছি) কাৰণ চৰকাৰৰ বিশেষজ্ঞই কৈছে। (হাৰ্ছি)

বিশেষজ্ঞ সকলে দেখুৱাইছে আনাৰ টকা নাই টকা নৈৰ পানীয়ে খাইছে এনেকৈয়ে আচনি গঢ়া আৰম্ভ কৰিছে প্ৰকৃত কাম হওক নহওক এফালে আমাৰ তীক্ষ্ণ বক্তৃতা, সিকালে ফুলজাৰীৰ কোব অলপ বেচি হ'ব।

***Shri NILMONEY BORTHAKUR (Dibrugarh):** Mr. Chairman!

The CHAIRMAN: (Shri Ram Nath Das)—There is less than half-an-hour time.

***Shri NILMONEY BORTHAKUR:** There is food crisis in the past and that has convinced us all the more of the importance of agriculture so much so that the Union Government has advised that the portfolio of agriculture should be kept with the Chief Minister of the State. Now it is the function of the agricultural department to improve the structural pattern of agriculture. But that cannot bring an overall improvement in the agricultural pattern because that involves changing the agricultural habits of the people. That will involve also a change in the land revenue and land tenure system. So far as the structural improvement of agriculture is concerned, our agricultural department has been moving very slowly in spite of the recommendations of the Nalagarh Committee which the Government have accepted. They have declared that they have accepted the relevant recommendations of this Committee but they are very slow in implementing them. That Committee suggest just to change the pattern of agriculture; for that purpose the agricultural habits of the people have to be changed. Our people ought to be initiated to double-cropping and treble-cropping. The yield per aete must be increased. The Statistics Department has given the figures of this yield per acre for the last eight years and has stated that the increase is one maund per acre. I do not believe this figure. Huge amounts of money have been spent in Embankment and Drainage for this purpose, huge amounts have been spent in giving subsidies, seed farming and distribution of seeds. If this is taken into account we will find that our agricultural production has gone down and our pattern has not changed.

Our energies have been diffused. We cannot specialize in all the crops. We should have taken those crops which are native—inherent in this State. For example paddy, here there is no research work. Why people do not grow paddy all round the year? Wheat is grown in America and in the Soviet Union through-out the year. After summer we can sow seeds in the winter. Of course we have Boro paddy in the winter. But the research is not advanced. The Agriculture Department is now wasting money for popularising the cultivation of cashew nuts. Agricultural Officers have been asked to sell seeds in the Plains districts. I doubt if this has been successful. Here arecanut is native; it is also a cash crop. But emphasis has not been laid here. So far as tea and coffee are concerned, the Indian Tea Association and the Coffee Boards maintain research work. So far as areca nuts, paddy, sugar, cocoa-nut are concerned greater emphasis should be laid on their research. But the research department is under-manned and even ordinary graduates are being employed as such. Thereby the department of agriculture is neglecting a vital requisite of the people. All this boils down to the fact that the whole activities of the agricultural department should be directed to inducing the people to take to improved agricultural practice, Japanese or Chinese methods of cultivation, use of improved seeds, use of tractors, etc. Even the seeds supplied by the Agricultural Department in most cases do not germinates. Seed supplied by some of the depots are proved to be sweepings of the barns.

So here it is not possible even for the department to supply the seeds to the cultivators. For that purpose in the Gaon Sabha and the Goa Panchayats seed farming should be introduced so that people may be initiated to create their own seeds and can select variety of seeds for their purpose. Here if several varieties grow in a particular area the whole purpose is lost. The purpose of distributing improved seeds is to eliminate all the bad varieties and to make one variety succeed, and for that intensive move must be taken up, every peasantry must be enthused so that they can select good variety of seed otherwise after 5 years the whole crop will go down. That must be done in a scientific way. But unfortunately the Agriculture Department has not been able to learn this simple lesson. No body is going to people that we use fertiliser. Fertiliser has become an open scandal. Everybody knows that the bulk of the fertilisers has gone to industry and not agriculture. For that there is one solution. The solution is that the fertiliser meant for agriculture and for industry must be separated, and the Sindri Fertiliser must be asked to colour our fertilisers accordingly. It is possible to colour the fertiliser meant for agriculture by adding copper salt, iron salt, and ammonium salt. This will not be injurious to soil. If this is done the whole thing can be stopped and the agricultural quota can be set apart, detection will be very easy because of the colour. Now as much as our expenditure is concerned I find that year after year our Agricultural Budget is increasing. More money is being spent and also more money is being wasted. I may just refer to some of the comments made in the Audit Report on the Agricultural Department. There are lot of pumps most of which are idle or out of order. For that the Agriculture Department is responsible and all the blames must be fixed on that Department because they purchased these bad pumps against the directives of a special officer who was appointed by the Department for the purpose. I am reading the relevant portion of the Audit Report:—

“At the commencement of the year 1954-55 the department had in stock 67 pumps for the lift irrigation scheme. During the year 160 more pumps were purchased for Rs.4,68,417. But out of 227 pumps available, only 85 and 144 pumps could be used during 1954-55 and 1955-56 respectively. In spite of these, 89 more pumps were purchased for Rs.2,72,723 during 1956-57 and out of 316 pumps thus in stock, only 130 were used during 1956-57. These 160 pumps purchased in 1954-55 were in excess of current requirements up to the end of 1956-57, while there was no justification of 89 pumps purchased in 1956-57. As a result of the excess purchases, an amount of Rs.5,56,701 remained unnecessarily blocked, for a considerable period.

During 1957-58 also, only 253 pumps could be utilised.

Out of 160 pumps purchased during 1954-55 only 35 were purchased from the lowest tenderer and the rest were distributed amongst 5 different firms whose rates were not merely higher but whose pumps were not capable of better discharge than those supplied by the lowest tenderer. No reasons were recorded for not taking the entire purchase from the lowest tenderer.”

And thereby the department have squandered public money. Afterwards a Special Officer was appointed to see if the pumps supplied by the lowest tenderer were good and in order. He reported that the pumps supplied by the lowest tenderer are not only good but they were of reinforced

concrete base. But the department gave an order that the pumps supplied by the highest tenderer will be purchased and so we find that all the pumps are now out of order.

Similarly in cashewnut seeds, the price of cashewnut in Kerala was 6 to 7 annas per lb. but the Government had purchased at rates varying from 11 Annas to 1 Rupee per lb. and they were sold by giving subsidy.

M. MOINUL HAQUE CHOUDHURY (Minister, Agriculture): In which year please ?

Shri NILMONEY BORTHKUR (Dibrugarh): The Audit Report is of 1959 but it covers a period from 1957-58 upto May, 1958.

Here I quote the relevant portion from the Audit Report.

"In connection with the scheme for multiplication of spices a quantity of 1,96,355 lbs. of cashewnut seeds was purchased from a Contractor during 1956-57 to 1958-59 (up to May, 1958) at a cost of Rs.1,75,467. During 1956-57, tenders were invited for the supply of 5,000 lbs. of seeds and the lowest tender of the aforesaid contractor was accepted, but ultimately 86,500 lbs. were purchased from him at Rs.86,500 without inviting fresh tenders for the increased quantity. The purchase was made at rates varying from 11 annas to 1 rupee as against the prevailing market prices of 7 annas per lb. in the South Indian Market. It is not clear why direct procurement of the seeds could not be made through the Government Research Station in South India which would have been considerably cheaper even after allowing for freight and incidental expenses.

An agreement was executed with the contractor whereby he was paid in advance before the 31st March of each year the full value of the quantity to be supplied by him within the 31st May following, after obtaining as security from the contractor deposit receipts of the State Bank of India for equivalent amounts. This device was apparently adopted to prevent the lapse of Budget Grants allotted for the purchase of seeds each year."

This is the Audit Report and not mine. Huge sum of money was thus lost. Not only that the District Agricultural Officer in the Plains district reported that even after giving subsidy of 25 per cent they were experiencing difficulty in pushing up the cash sale of cashewnut seeds because these were not germinating. So this scheme proved a failure and thereby this Department incurred a loss of several lakhs of rupees because they took a faulty scheme. Instead they could have taken a scheme for giving better variety of paddy seeds. But they did not do it but wastage public money. So, here also the entire responsibilities lie with the department concerned.

With these few words Sir I commend my Cut Motion.

Shri BISHWANATH UPADHYAYA (Patharkandi): माननीय सभापति महोदय ! हमारे मित्र श्री प्रभात नारायण चौधरी ने जो कर्तन-प्रस्ताव पेश किया है, उसके समर्थन में मैं चन्द शब्द बोलना चाहता हूँ। आज हमारे देश में 1.9% के हिसाब से जन-संख्या बढ़ रही है। और हमें अपनी दूसरी पंच-वार्षिक योजना के आध

भाग में ही ३ हजार टन से भी अधिक खाद्य-शष्य (food grain) बाहर से मंगाना पड़ रहा है ताकि हम अपनी बढ़ती हुई जन-संख्या को खिला सकें। साथ ही हमारी बढ़ती हुई जन-संख्या के खाद्य-शष्य की मांग को पूरा करने के लिए हमने योजना भी बनाई है। इसके लिए हमने intensive cultivation की योजना बनाई है। किन्तु यह देखते हुए हमें बड़ा अचरज होता है कि अपने राज्य में लाखों एकड़ खेती के समे जमीन हमारे यहाँ बेकार पड़ी हुई है। अगर यह जमीन काम में लायी जाय और उसमें हम धान की खेती करें तो अधिक शष्य उत्पादन में बहुत बड़ी सहायता मिल सकती है। अपने इस कथन के समर्थन में प्रान्त के चाय बगानों की ओर इशारा करता हूँ। चाय बगानों में करीब ५,००० एकड़ जमीन बेकार पड़ी हुई है। इस ५ लाख एकड़ जमीन में अगर अधिक शष्य उत्पादन में लगाया जाय और वहाँ आधुनिक वैज्ञानिक प्रणाली से धान की खेती की जाय तो कम-से-कम १० हजार टन धान हमारे यहाँ उत्पन्न हो सकता है। उस दिन हमारे माननीय वित्त मन्त्री महोदय ने कहा था कि यह Private Property है। इसलिये सरकार उसे नहीं ले सकती है। किन्तु मैं नहीं समझता हूँ कि अगर सरकार Private Property अर्थात् जमीन पर ceiling लगा सकती है तो चाय बगानों की जमीन पर ceiling लगाने में क्या दिक्कत हो सकती है। आप को मालुम है कि काछाड़ जिले में आज बहुत बड़ी संख्या में चाय श्रमिक बेकार बैठे हैं। अगर यह जमीन चाय बगानों से लेकर उनमें बटवारा कर दिया जाय तो हमारी खाद्य समस्या के समाधान और अधिक शष्य उत्पादन में बहुत बड़ी मदद मिल सकती है।

पिछले साल मैंने Minor Irrigation के बारे में इस सदन में एक बतौर जरूरी बात उठाई थी। मैंने कहा था कि Minor Irrigation के लिए Persian Wheel काम में लाया जाय। सरकार ने इस तरफ कोई ध्यान नहीं दिया। इस बारे में मैंने एक व्यक्ति का नाम कहा था जो उन्नत प्रणाली की Persian Wheel की जानकारी रखता है। कृषि विभाग के मन्त्री महोदय ने मुझसे कहा था कि उस व्यक्ति को हमारे पास भेज दीजिये। हम इस बारे में जो कुछ मुमकिन हो सके करेंगे। परंतु मुझे पता चला है सरकार ने इस बारे में कोई ध्यान नहीं दिया। मैं दावे के साथ कह सकता हूँ कि Persian Wheel से Minor irrigation Scheme को बहुत मदद मिल सकती है।

और एक बात मैं इस संबन्ध में कहना चाहता हूँ। काछाड़ जिले में यह महसूस किया जाता है कि काछाड़ जिले में Oil Cake की बहुत कमी है। सरकार Oil Cake का प्रबन्ध करें जो खाद के काम में लगवाया जा सकता है।

एक और जरूरी बात की ओर मैं सरकार का ध्यान आकर्षित करना चाहता हूँ। वह यह है कि जंगली जानवरों से भी हमारी खेती को बहुत नुकसान होता है। हमारे इलाके में एक तो बाड़ से शष्य नष्ट होते हैं दूसरा इन जंगली जानवरों से। इस तरह शष्य नष्ट हो तो हमारा उत्पादन कैसे बढ़ सकता है। हमारे यहाँ पिछले साल चावल का दाम ३०-३५ रुपया मन था। इसपर भी बाढ़ और हाथी, सुवर जैसे जंगली जानवरों ने काफी परिमाण में फसल नष्ट किया था। इस तरह बाढ़ और जंगली जानवरों से खेती नष्ट हो खाद्य का अभाव क्यों न हो और दाम क्यों न बढ़े? सरकार को इन जंगली जानवरों से खेती को बचाने के लिए उचित व्यवस्था करनी चाहिये।

हमारे प्रान्त में बहुत बड़े परिमाण में जूट उत्पन्न होता है। किन्तु इसका उत्पादन बढ़ाने के लिए सरकार ने कोई उचित व्यवस्था नहीं की है। उसका उत्पादन बढ़ाने के लिए न तो कोई खोज की गई है और न प्रयत्न हुआ है। इसके लिए

कलकत्ते में केन्द्रीय सरकार की एक Indian Central Jute Committee है जो जूट उत्पादन के लिए खोज वगैरह करती है। हमारे राज्य की ओर से उस Committee में कोई सदस्य नहीं है। जूटका उत्पादन बढ़ाने के लिए भी सरकार को उचित कार्रवाई करनी चाहिये।

इन्हीं शब्दों के साथ मैं अपने मित्र श्री चौधरी का यह कर्तन-प्रस्ताव समर्थन करता हूँ।

Maulavi RAHIUDDIN AHMED (Jamunamukh):

চেয়াব মেন চাৰ, কৃষি সম্পর্কে বিবেচনী পক্ষৰ পৰা বহুতো কথা কোৱা হৈছে। গৰ্ণমেন্ট কৃষিৰ উন্নতিৰ অৰ্থে যথেষ্ট চেষ্টা কৰিছে। এই উদ্দেশ্যে গৰ্ণমেন্ট নানা আচনি লৈছে। সেই বোৰ আচনি সাফল্য নশিত কৰিবৰ বাবে চৰকাৰে যত্নও কৰিছে। বিবেচনী দলৰ পৰা কেবল শুনিবলৈ পাইছো চৰকাৰে আচনি বোৰ সাফল্য নশিত কৰিব পৰা নাই কিন্তু কি কৰিলে সেই আচনি বোৰ সাফল্য নশিত হব তাৰ কোনো পৰামৰ্শ তেখেত সকলে দিয়া নাই। আজি আমাৰ দেশৰ শতকৰা ৬৪।৮০ জনেই কৃষি যোগ দিছে। অধিক শস্য উৎপাদনত বৰ্তমানে ভালে খিনি আগবাঢ়িও আহিছে। খেতিৰ প্ৰকৃত উন্নতিৰ বাবে লাগে কৃষকক মাটি কিন্তু আনি দুখ পাইছো যে কিছুমান ৰাজনৈতিক নেতাই কিছুমান মানুহক কৃষকক মাটি বেদখল কৰিবলৈ উচিতাই দিয়ে। গতিকে নই কত যে যদি আমাৰ প্ৰকৃত কৃষিৰ উন্নতি সকলোৰে বিচাৰে তেনেহলে সকলোৰে খেতিয়কক সকলো প্ৰকাৰে সহায় সহযোগ দিব লাগিব।

কৃষি বিভাগৰ এটা কথাৰ কাৰণে নই বৰ সুখা হোৱা নাই। চৰকাৰে ইচ্ছা কৰিলে যত দহটা Power Pump লাগে তাত ২০ টাও দিব পাৰে। এই Power Pump বোৰে ১০০টা মানুহক কান এটাই কৰিব পাৰে। কিন্তু পানী নথকা হাইভ Power Pump এ কি কান হব—গতিকে জান জুৰি পুৰনি পুখুৰী বোৰ নিৰ্ভৰণ কৰাটো হৈছে প্ৰধান কথা।

তাৰ পৰা গৰ্ণমেন্টৰ experimental farm, উন্নত ধৰণে খেতি কৰি আধুনিক সাৰ আদি দি এমোণ ধানৰ খবছ দেখুৱাই ১২ কিন্তু খেতিয়কৰ ধানৰ দান দিয়ে ৮।৯ টকা সেই কাৰণে খেতিয়কে মনত দুখ পায়। গতিকে খেতিয়কে কেনেকৈ সকলো প্ৰকাৰে সাহায্য, সাৰ কঠিৰা যোগান আৰু উপযুক্ত পানী পায় সেইটো লৈ লক্ষ্য কৰিব লাগে।

ADJOURNMENT

The Assembly was then adjourned till 10 A. M., on Monday, the 21st March, 1961.

R. N. BARUA,
Secretary,
Legislative Assembly, Assam.

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