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Friends, let me assure you that it is the welfare of the people that will remain uppermost in the minds of those serving you in the administrative machinery whatever may be the political circumstances. In fact, it is a sacred duty of all Government employees to serve the people as best as they can, and in an emergency like this, they are pledged to work with an understanding and sympathy for the masses.

March 5, 1973

BD Jatti

BUDGET ISSUE

MARCH 1973
PHALGUNA 1894

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The Prime Minister, Shrimati Indira Gandhi, addressed the Chief Ministers' Conference at Vigyan Bhavan in New Delhi on February 24, 1973 ...

Photo shows (L. to R.) Shri D. P. Dhar, Union Minister for Planning; Shri Y. B. Chavan, Union Minister for Finance; Shrimati Gandhi; Shri Fakhruddin Ali Ahmed, Union Minister of Agriculture and Shri A. P. Shinde, Minister of State for Agriculture at the Conference

ORISSA REVIEW seeks to provide a condensed record of the activities and official announcements of the Government of Orissa and other useful information. Many items appear in summarised form. Such items should not be treated as complete and authoritative versions.

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BUDGET ISSUE

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LEST WE FORGET

I will give you a talisman. Whenever you are in doubt, or when the self becomes too much with you, apply the following test. Recall the face of the poorest and the weakest man whom you may have seen, and ask yourself if the step you contemplate is going to be of any use to him. Will he gain anything by it? Will it restore him a control over his own life and destiny? In other words, will it lead to Swaraj for the hungry and spiritually starving millions ?

— Mahatma Gandhi

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Governor's Message to the People of Orissa

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As you are aware, our State has just been brought under President's Rule. Many of you also know the implications of President's Rule which naturally leads to certain changes in the process of working of our administrative machinery. But what makes things confusing is the belief that in the absence of a popular Government in the State, bureaucracy gets an upper hand and stands as a bottleneck in the implementation of development programmes.

I do not wish to comment either on the advantages or disadvantages of the kind of administration we expect during the President's Rule. What I sincerely desire to impress upon you is the fact that the imposition of President's Rule is only a measure to ensure return of normalcy in the political atmosphere so as to enable our people to establish a stable Government which, in its turn, will be able to fulfil their hopes and aspirations. To this end, all our efforts have to be directed and no bureaucracy shall be allowed to stand in the way.

Friends, let me assure you that it is the welfare of the people that will remain uppermost in the minds of those serving you in the administrative machinery whatever may be the political circumstances. In fact, it is a sacred duty of all Government employees to serve the people as best as they can, and in an emergency like this, they are pledged to work with an understanding and sympathy for the masses.

I hope, the present atmosphere would soon pass over and we all will begin to feel at home as usual. My administration is making all possible efforts to see that no inconvenience or difficulty is caused to the people during the President's Rule. I appeal to my brothers and sisters of Orissa to appreciate the situation and to extend their help and co-operation in our endeavours.

JAI HIND

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B. D. JATTI

Governor of Orissa

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RAILWAY BUDGET—1973-74

Presenting the Railway Budget for 1973-1974 in the Lok Sabha on February 20, 1973 the Railway Minister, Shri Lalit Narayan Mishra, proposed a modest revision of freights and fares effective from April 1, 1973, bringing in a total additional revenue of Rs. 44·35 crores.

There would, however, be only a marginal increase in the Third Class fares. There would be no increase in the freight on foodgrains, salt, pulses and kerosene. Shri Mishra said, he was convinced that the increase in freight rates would not contribute to the inflationary trends.

With the additional revenue, there would be a budget surplus of Rs. 25·01 crores. This would, however, be set off against liabilities aggregating Rs. 33·66 crores which would leave a gap of Rs. 8·65 crores in the Budget. The Minister expected the Railways to make good this gap by improving their earnings and better operational efficiency.

The Minister told the House that the final report of the Pay Commission had yet to be received and its impact, therefore, could not be taken into account in the Demands placed before the House. To the extent the emoluments of raiwaymen were increased, additional resources would have to be found and he may have to approach the House again for the grant of requisite funds.

The Railway Minister said, he deemed it a privilege to present the Railway Budget within a few days of his taking over the portfolio of Railways. He envisaged the gross traffic receipts in 1973-74 at the existing levels of fares and freights at Rs. 1,220 crores, Rs. 46 crores more than the Revised Estimates.

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An increase of Rs. 61·57 crores was envisaged on the expenditure side over the revised budget. The estimates of working expenses were Rs. 918·25 crores against the Revised Estimates of Rs. 856·68 crores. The dividend to General Revenue would be Rs. 172·61 crores as against Rs. 163·18 crores provided for during the current year.

On this reckoning the Estimates were likely to fall short of expenditure and the estimated deficit would come to Rs. 19·34 crores.

MODEST REVISION

To this would be added further liabilities amounting to Rs. 33·66 crores including Rs. 20 crores which will be spent in 1973-74 on "Development Fund Works". The gap will thus be as much as Rs. 53 crores. Shri Mishra

An inside view of the Rajdhani Express

continued: "The country is passing through a difficult economic situation and I am anxious that we should do every thing possible to lighten the load of the common man." If, however, he left the gap uncovered, it would mean so much more strain on the General Finance, which would ultimately affect the general public.

"With considerable reluctance, therefore I am proposing a modest revision of freights and fares and I trust it will not have any significant effect on the cost of living," Shri Mishra said.

The Railway Minister said that on the one hand the Railways were carrying a number of commodities at very low rates, the revenue from which did not pay for the full cost of transportation. On the other hand, the costs of operation were continuously going up in view of increase in the wage level and in the price of materials. Since September 1970, the annual salary bill of the Railways had gone up by over Rs. 95 crores i.e. by as much as 22·5 per cent. Staff cost accounted for 60 per cent of the Railways working expenses. The costs of coal, diesel oil, electricity, steel and other stores purchased by the Railways were also going up continuously.

FREIGHT CLASSIFICATION

The Minister proposed to raise by one step the freight classification of commodities now charged at class levels 57·5 and below. These include oil cakes, limestone, sugarcane, iron ore, gypsum, chemical manures, cement, caustic soda, manganese ore, pig iron, urea, castor seeds, paper and iron and steel (billets and blooms). The proposed reclassification would mean an increase in freight of about 8 per cent for commodities now charged at class 30, the increase gradually tapering down to about 4 per cent only for commodities charged at class 57·5.

Even with this increase, the Minister said, there would be a number of commodities, the freight earnings from which would not meet fully the cost of operation. The classification for 'smalls' i.e. consignments less than a wagon load will be correspondingly fixed.

Shri Mishra announced that certain limited group of essential commodities, viz. foodgrains, salt and kerosene, would be exempt from the increase. "Salt, apart from its association with our struggle for freedom, still constitutes an important item in the daily budget of the common people. There will not be any change in the freight rates of foodgrains and pulses", the Minister added, though the Railways were currently losing nearly Rs. 26 crores per year on their transportation.

The Minister said: "I am convinced that the incidence of increase (in freight rates) will not contribute to the existing inflationary trends in goods or articles which figure predominantly in the budget of the common man."

Shri Mishra proposed to limit the increase in freight rates on coal to only 3 per cent. The loss suffered by the Railways on the transportation of

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this essential commodity was as much as Rs. 12 crores a year. The coal industry was, however, being reorganised to subserve the broadtr national interests and keeping in view the need to further encourage Rural Reconstruction Programme, he had decided to treat coal on a special footing.

The proposed revision in the classification of general goods would bring in an additional revenue of Rs. 14·65 crores during 1973-74 and the yield from coal would increase by 3·50 crores.

PASSENGER FARES

Coming to passenger fares, Shri Mishra informed the House that the Finance Minister would separately announce in his Budget the withdrawal of the Railway Passenger Fare Tax from April 1, 1973. To this extent, he said, the passengers would benefit.

Shri Mishra said the Railways were losing about Rs. 63 crores a year on passenger and coaching services—Rs. 50 crores on non-suburban services and Rs. 13 crores on suburban services. The non-suburban upper class passengers, forming 1·3 per cent of the travelling public, contributed 13 per cent of the total passenger earnings. "It is only right and appropriate that the affluent section of the society patronising this class should be made to pay more. I, accordingly, propose to increase the basic fares for upper classes, excluding the taxes, by 10 per cent in respect of single journey fares."

The Minister said his intention was that within a period of two years the air-conditioned class fares in all trains should be brought to the level of air fares. To begin with the ACC fares for the Rajdhani Expresses to Bombay and Calcutta would be equal to or more than the air fares. There would also be a proportionate increase in the existing First and Second Class monthly season tickets. The yield from these increases in 1973-74 would be Rs. 4·45 crores.

Referring to Third Class passengers, Shri Mishra said : "I would have very much liked to exempt the third class passengers from any increase. The rising costs of operation do not, however, permit me to do so and I am, therefore, proposing some very modest increases to the basic fares, exclusive of taxes."

NO INCREASE FOR FIRST 15 KMS.

There would, however, be no increase in the third class fares for the first 15 kilometres. For the next slab 16—36 kilometres, the increase

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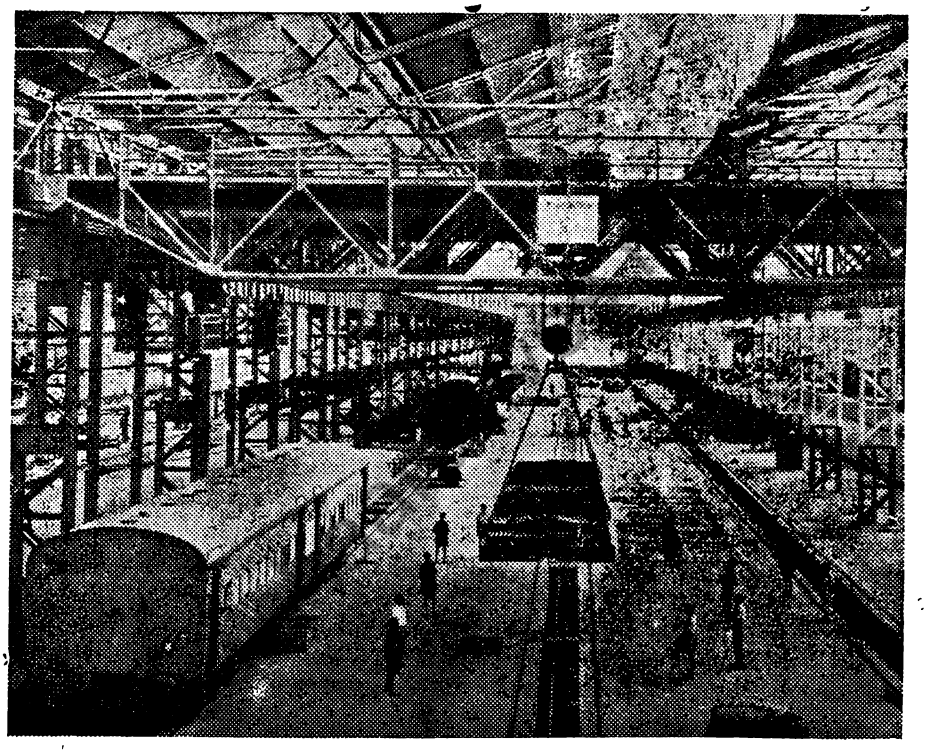
would be only five paise for third class ordinary and the next slab 37—50 kilometres, 10 paise and so on. For journeys between 16 and 50 kilometres a single journey ticket would cost only five paise more than at present. For longer distances, say 200 kilometres, the increase over the existing fares, including tax, will be only 15 paise.

Even for distances of 1,000 kilometres a single third class ordinary ticket will cost only 20 paise more than at present. The Minister emphasised that the proposed new fares were generally less than the existing bus fares.



A view of the Assembly shop of the Perambur Integral Coach Factory, near Madras

Referring to Mail and Express trains, Shri Mishra said a single journey third class ticket will cost only 15 paise more than at present even for a distance of 200 kilometres. Even for a journey of 400 kilometres, the increase would be only 25 paise.

MARGINAL INCREASES IN THIRD MAIL/EXPRESS FARES

The increases in third class Mail and Express fares, Shri Mishra said, would only be marginal. This would be apparent from the following table:—

		Existing fare (including tax) Rs.	Proposed Increase fare Rs.	
Delhi-Lucknow	..	16·85	17·15	30 paise
New Delhi-Bhopal		23·05	23·65	60 paise
Delhi-Patna	..	29·80	30·50	70 paise
New Delhi Nagpur	..	32·30	33·05	75 paise
Delhi-Bombay	..	38·80	39·65	85 paise
Delhi-Calcutta	..	39·90	40·80	90 paise
Delhi-Madras	..	54·55	55·45	90 paise

There would be no increase in season tickets, for both suburban and non-suburban third class upto Rs. 5. The monthly season ticktts for third class costing more than Rs. 5 would be increased by 50 paise.

The above increases would yield Rs. 21·25 crores of which Rs. 12 crores were already being collected in the form of Passenger Fare Tax. The extra collection from the third class passengers would, therefore, be only Rs. 9·25 crores.

Shri Mishra proposed a special supplementary charge at a flat rate for travel by 8 super fast express trains like the Frontier Mail, the Kalka-Delhi-Howrah Mail, the Grand Trunk Express and the Taj Express. All seats in these trains would be reserved and there would, therefore, be no over-crowding bringing much needed relief to the long distance travellers The flat rates would be Rs. 1·50 for Third Class, Rs. 3 for Second Class and AC Chair Car, Rs. 5 for First Class and Rs. 10 for ACC. There would also be a revision in the fares for travel by the two Rajdhani Expresses both for ACC and AC Chair Cars.

The main effect of the proposals will be a yield of Rs. 26·20 crores from passenger fares and Rs. 18·15 crores from goods. that is Rs. 44·35 crores in all.

Referring to the progress of Plan schemes the Railway Minister said the physical and financial progress had been quite satisfactory. In the first four years of the Fourth Plan 78 per cent of the Plan outlay had been spent, about 724 route kilometres had been doubled and the doubling of another 800 kilometres was likely to be completed by the end of the Plan.

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TASKS AHEAD

The Minister said that the preliminary studies by various Ministries indicated that the Railways might be called upon to carry an increase in freight traffic of 110 to 120 million tonnes during the Fifth Plan period. This would mean an average growth of 22 to 24 million tonnes per year.

This increase of nearly 50 per cent in the quantum of originating goods traffic in a period of five years, posed a stupendous problem for the Railways. The movement of coal alone would be about 125 million tonnes as against 65 million tonnes at present.

To cope with such gigantic tasks, the Minister pointed out, the Railways would have to augment in a big way their fleet of locomotives, wagons and coaches; construct new lines and increase the capacity of existing lines.

About steps to achieve maximum utilisation of the existing assets, the Minister said that the Railways might have to use longer and heavier trains, more powerful locomotives, provide for more seats in the coaches, increased dieselisation and electrification of services and increase in the payload of wagons.

POLICY ON NEW LINES

Underlining the need of a new approach on the question of constructing new lines, Shri Mishra said that the rising costs of constructions required high density of traffic to justify new lines financially and it had to be assured of at least 3 million tonnes of originating traffic for a new line to become an economic proposition.

There might be areas, he said, where such quantum of traffic might not be forthcoming yet a new line or a conversion of a line might be necessary for the development of the region. In such cases, it would be necessary to develop a new approach and explore measures to reduce their capital liability and to improve the rate of earning.

In this connection, he suggested exemption, full or partial, from payment of dividend liability to the General Revenues for a specified number of years; participation of State Governments or local authorities in reducing cost of construction by contributing land and labour; suitable adjustments towards fares and freight structure applicable to the newly constructed lines and levy of fare and freight on a discontinuous basis.

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NEW WORKS

The Minister pointed out that the work of conversion to broad gauge was in progress in Ernakulam-Trivandrum, Guntakal-Bangalore, Okha-Viramgam and Barabanki-Samastipur sections.

Certain important works of new lines and conversions were under active consideration. These included Wani-Chanaka line. Manmad to Purli Vaijnath—conversion from metre gauge to broad gauge, Miraj to Latur—conversion from narrow gauge to broad gauge, Mangalore-Apta line, Delhi-Ahmedabad—conversion from metre gauge to broad gauge, Baranui-Kaithar-new Bongaigaon and Gauhati—conversion from mttre gauge to broad gauge, and Guntur-Macherla conversion to broad gauge, and Nadikude-Bibinagar-new broad gauge line. Subject to availability of resources, he hoped to take up some more proposals for new lines, gauge conversions and restorations in due course.

He said that no funds had been provided for these works in the Budget. These can be undertaken by a reappropriation of funds within the relevant grant as soon as they are approved by Government.

GOODS MOVEMENT

During the first ten months of the year, the Railways moved nearly 52 lakh tonnes of foodgrains from Punjab and Haryana against 30 lakhs tonnes moved last year. Fertiliser stocks both at the ports and at the factories had been cleared. Since September a drive has been started to clear all cement offered for transport. All iron-ore for export had been cleared in full.

The Railways had also helped the steel plants to keep up raw materials stocks at a satisfactory level and moved their finished products as offered. Petroleum products had been cleared in full and tank wagons were sometimes idling for want of traffic.

Referring to the practice in some sections of the trade to detain wagons, the Minister said, this not only affected prices of essential commodities but also adversely affected the mobility of wagons and flow of traffic. The rates of demurrage and wharfage had been increased since December last.

The Minister informed the House that a Bill for amendment of certain sections of the Railways' Act would be introduced in the current session of Parliament. This would deal with payment of compensation in case of accidents to passenger trains, offences like unjustified alarm chain pulling, trespass, destruction of railway property and equipment and wilful wrecking of trains.

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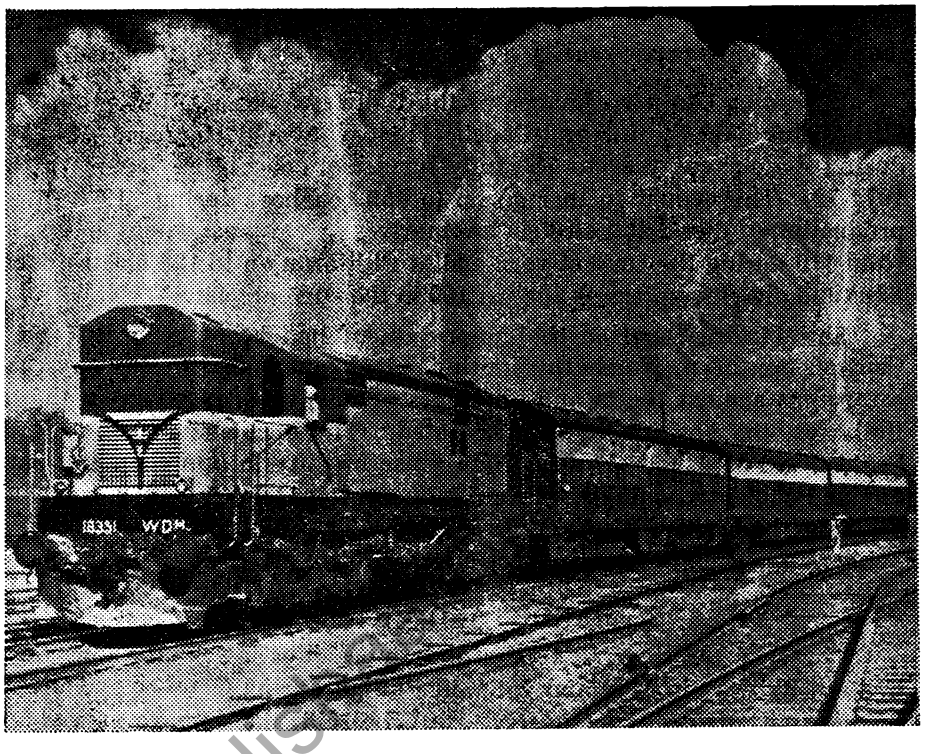
Shri Mishra said, the Railways were also taking steps for increasing train speeds like introduction of more and more electric diesel traction, higher standards of track maintenance, more sophisticated systems of signalling and better communications.



Diesel traction was almost unknown before independence. Today powerful diesel locomotives are being manufactured at Varanasi. With the help of these locomotives it has been possible to increase the speed of passenger trains

The Railway Minister pointed out that acute power shortage in the country had had serious repercussions on the movement of trains and on the working of the Railway installations.

WAGON SUPPLY

Referring to wagon production and supply, the Minister said, the supply was short of demand in some sectors. The availability would improve if the

immobilised wagons were to be back into the stream of traffic. The demand was expected to be extentuated with expanding economy. The Railways had, therefore, initiated steps to augment the wagon and locomotive fleet. Recently 15,000 additional wagons have been ordered over and above the 26,000 already on order. The manufacture of wagons in the Railway workshops at Amritsar, Golden Rock and Samastipur was being stepped up to about 4,000 wagons per year.

Reviewing the performance of the Railways' three Production Units, Shri Mishra said the Integral Coach Factory would increase its output during the current year to 715 fully furnished coaches as against 635 in 1971-72. This would further go up to 750 coaches during 1973-74. The production of diesel and electric locomotives at Varanasi would go up to 140 from 110 during the current year and at Chittaranjan to 128 electric locomotives and diesel shunters as against 109 in the current year.

Shri Mishra reported that improvement had been recorded on the Central, Southern, Northern, South Central and Western Railways in the campaigns against thefts and pilferages of railway property. On the other Railways, the position had deteriorated. The members of the Railway Protection Force had shown a high sense of duty in apprehending dangerous and violent criminals. From January to October 1972, five RPF personnel had been killed and 73 injured. The Minister said, the RPF was being reorganised to make it more effective.

BANDHS AND AGITATIONS

The Minister referred to the agitations, affecting operations on the Eastern Railway in May and June, in Punjab during October and in Assam during the language controversy. But, he said, the damage caused to the Railways and to the economy by these agitations "pales into insignificance when we consider the prolonged agitation in Andhra Pradesh during the last three months. In the beginning the anti-Mulki Rules agitation took the shape of detaining passenger trains and minor incidents but soon the agitation took a violent turn and a large number of stations and cabins were set on fire and station records and equipment destroyed. One railwayman was burnt to death and 42 railwaymen suffered grievous injuries.

"There have been 101 cases of sabotage and 147 cases of arson till the middle of this month. The movement of passengers and goods between North and South and East and South has been disrupted for several days as a result of the attacks on Railways and large scale intimidation of railwaymen and their families in Andhra Pradesh."

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APPEAL TO ANDHRAS

The overall loss to the railway economy was approximately Rs. 20 crores. Vital supplies like foodgrains could not be moved even to the deficit areas in Andhra Pradesh. Movement of coal to power stations and other essential industries in South India had come to a stop for several days.

The Minister appealed to the Andhra people in these words: "Whatever be our differences. we should not disrupt the nation's vital suppliy lines like this and cripple the economy—not the least of Andhra. I can only hope that the people of Andhra, who have great historical traditions, will respond to the fervent appeal made by our President in his address to Parliament and the repeated appeals made by our Prime Minister for restoring normalcy to the State."

Shri Mishra said special amenities would be provided for the young. particularly the student community. Cheaper travel would encourage them to see the vast country and create greater awareness among them of the different facets of our growth during the 25 years since Independence.

OVERCROWDING TO BE REDUCED

The Minister said, he proposed to reduce overcrowding by introducing additional trains, wherever feasible and dieselising some mail and express trains. During the current year, 25 new trains had been introduced and the run of 15 existing trains had been extended. Among the notable new trains were the New Delhi-Bombay Bi-weekly Rajdhani and the Bi-weekly Jayanti Janata Express between New Delhi, Ernakulam and Mangalore.

New types of coaches for First Class travel for medium distances were being tried out. These chair cars can accommodate 48—60 passengers per coach as against 22 or 24 passengers in the conventional first class. The Railways also have planned to manufacture air-conditioned two-tier sleeper coaches which can accommodate 48 persons as against the present ACC coach of 14 or 18 passengers. These coaches will gradually replace the present first class and ACC coaches on long distance trains.

Referring to passenger amenities for which Rs. 4 crores are spent annually, the Minister said the Railways had embarked upon a new scheme of providing comfortable, fast, long distance travel for third class passengers with

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the introduction of the Jayanti Janata train. This was the first train with completely reserved accommodation, a dining car, a library on wheels with a bookstall and bed linen facilities. It would be our endeavour to introduce long distance trains on this model on other important routes.

Referring to the light railways, Shri Mishra said the re-opening of the Howrah-Amta, Howrah-Sheakhala and Shahdara-Saharanpur light railways had been accepted in principle. The question of how and when these lines would be run will be decided jointly by the Railways and the State Governments concerned.

METROPOLITAN TRANSPORT

Regarding metropolitan transport the Railway Minister said techno-economic feasibility studies were being conducted for the major cities of Calcutta, Bombay, Delhi and Madras. The Prime Minister had laid the foundation-stone of the Calcutta Metropolitan Transport Project, a line of 16·5 kms. from Dum Dum to Tollygunge, in December last. The respective State Governments had started metropolitan traffic studies for the cities of Ahmedabad, Bangalore, Hyderabad, Secunderabad, Kanpur and Poona.

Labour relations, Shri Mishra said, remained cordial during the year. The Minister paid tribute to the Railwaymen's sense of responsibility and devotion to duty. He said : "This year once again they have rendered praiseworthy service to the nation, when, under trying conditions created by violent bandhs and agitations, they continued to maintain, regardless of personal risk, the transport life-line of the country".

RAILWAYS NATION'S PROPERTY

Concluding Shri Mishsa said: "Railways are our national property. They are the valuable heritage of our country and an integral part of our economic and social life. It is only in the fitness of things that this essential public utility, which in consonance with our democratic system, belongs to the people, is run on behalf of the people and must be protected and expanded by the representatives of the people."

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Existing and proposed Passenger fares between specific pairs of stations

Pairs of stations	Air-conditioned Class		First class		Air Conditioned chair car	
	Existing fare including tax	Proposed fare	Existing fare including tax	Proposed fare	Existing fare including tax	Proposed fare
1	2	3	4	5	6	7
1. Delhi-Howrah (1437 Kms).	290·85	305·00	138·10	145·00	86·65	91·00
2. Howrah-Madras (1660 Kms).	329·70	346·00	155·95	164·00	97·15	102·00
3 New Delhi-Secunderabad (1666 Kms).	331·80	348·00	156·45	164·00	97·65	102·50
4. Delhi-Gauhati .. (1919 Kms).	370·65	389·00	172·20	181·00	107·10	112·50
5. Bombay-Howrah (1968 Kms).	379·05	39·800	175·35	184·00	108·70	114·00
6. New Delhi—Cuttack (2039 Kms).	389·55	409·00	179·55	189·00	111·30	117·00
7. New Delhi-Madras (2185 Kms).	413 70	434·00	189·00	198·00	117·10	123·00
8. New Delhi-Bangalore. (2541 Kms).	470·40	493·00	211·60	222·00	130·75	137·00

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RAILWAY.....

Pairs of stations	Second cla s Mail or Express		Second class ordinary		Third class Mail or Express		Third class ordinary	
	Existing fare including tax	Proposed fare	Existing fare including tax	Proposed fare	Existing fare including tax	Proposed fare	Existing fare including tax	Proposed fare
1	2	3	4	5	6	7	8	9
1. New Delhi-Cuttack (2039 Kms,).	103·95	109·00	88·20	92·50	51·60	52·55	41·65	41·15
2. Howrah-Madras (1660 Kms.).	89·80	94·50	75·10	79·00	44·25	4[illegible]·15	34·85	34·70
3. Delhi-Howrah 1437 Kms..	79·30	83·50	66·95	70·50	39·90	40·80	3 ·90	30·95

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INCREASE IN PASSENGER TRAFFIC ON RAILWAYS

Passenger traffic on the Indian Railways has shown an increase during December, 1972 in comparison with that of the corresponding month of the last year, the approximate number of passengers booked being 15 per cent more. The total number booked from April, 1 to December, 31 1972 was 8·45 per cent more than that during the corresponding period of last year and 5·45 per cent more than the Budget target. The following are the relevant figures :

Total for all classes (Figures in thousands)

	For the month of December 1972		Cumulative from April 1 to December 31 1972	
	Number	Percentage increase compared to December last year	Nuumber	Percentage increase over last year
(1)	(2)	(3)	(4)	(5)
Suburban ..	122,233	+14·7	1,042,687	+12·8
Non-suburban	92,272	+15·4	928,678	+3·96
Total ..	214,505	+15·0	1,971,365	+8·45

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FREIGHT TRAFFIC SHOWS AN INCREASE TO THE END OF DECEMBER

The revenue-earning freight traffic of the Railways in December, 1972 was 15·5 million tonnes (provisional), which indicates an increase of 0·90 million tonnes approximately compared to the traffic in December. last year and an increase of 0·03 million tonnes against the proportionate budget target.

The total revenue-earning tonnage lifted by the Railways from April, 1 1972 upto December 31, 1972 was 128·5 million tonnes (including the provisional figures for December, 1972) representing an increase of 4·72 million tonnes as compared to previous year. This, however, shows a short-fall of 2·67 million tonnes against the proportionate budget target. The cumulative increase as compared to last year has been in respect of coal for "other public users", raw materials for steel plants, pig iron and finished steel from steel plants and "other goods". The short-fall against budget target has been in respect of all major commodities except coal for "other public users", raw materials for steel plants, pig iron and finished steel from steel plants and "other goods".

The figures of tonnage lifted under broad commodity groups (based on invoices) for the month of December, 1972, the cumulatives upto the end of December and increase/decrease compared to the previous year as also the proportionate Budget targets are given below:—

(Figures in million tonnes

ADVANCE DATA BASED ON INVOICES

—	For the month of December 1972			Cumulatives from April 1 to December 30, 1972		
	Originating tonnage	Increase (+) Decrease (—) compared to last year	Increase (+) Decrease (—) compared to proportionate budget targets	Originating tonnage	Increase (+) Decrease (—) compared to last year	Increase (+) Decrease (—) compared to proportionate budget targets
(1)	(2)	(3)	(4)	(5)	(6)	(7)
A. REVENUE EARNING						
1. Coal						
(a) For Steel plant.	1·04	+0·06	—0·04	8·53	..	—0·89

RAILWAY.....

(1)	(2)	(3)	(4)	(5)	(6)	(7
(b) For Washeries.	0·45		0·08	3·90	—0·10	—0·74
(c) For other public users.	2·84	+0·32	+0·16	25·35	+1·96	+0·47
(d) Total	4·33	+0·38	+0·04	37·78	+1·86	—1 16
2. Raw material for steel plants.	1·53	+0-06	+0·04	12·37	+0·97	+0·80
3. Pig iron and.. finished steel from steel. plants.	0·60	+0·12	+0·08	4·78	+0·49	+0·13
4. Iron ore for export,	0·84	—0·07	—0·26	7·20	—0 19	—1 75
5· Cement ..	1·04	+0·01	—0·11	8·01	—0·26	—1·22
6 Other goods..	7·20	+0·40	+0·24	58·33	+1·85	+0·53
7. Total Revenue earning traffic.	15·54	+0·91	+0·03	128·47	+4·72	—2·67

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MODERNISATION OF THE INDIAN RAILWAYS

Since Independence, the Indian Railways have made long strides on the road to modernisation and made phenomenal progress in all spheres.

Over half a crore passengers travel daily by rail in the country and over 10,500 trains operate on different routes.

The Railways' ambitious programme of improvement and modernisation includes signal electrification, track renewals, line capacity works, laying new lines and providing more amenities to the passengers and the staff. Between 1971 and 1974, the Railways will spend about Rs. 7,300 million on modernisation.

Four years ago, the Rajdhani Express between Delhi and Calcutta was introduced reducing the time taken in the journey by nearly seven hours. This has been followed up by introduction of a similar service between New Delhi and Bombay. Thus the Railways have made a major breakthrough in achieving higher speed at comparatively less cost. The introduction of the classless Jayanti Janata Express from New Delhi to Mangalore and Ernakulam coincided with the Republic Day this year. The Railways are also running some prestigeous trains like the Taj Express, Deccan Queen, Grand Express, etc.

SPECIAL RAILWAY EXPORT CELL TO BE SET UP

The Railway Minister, Shri L. N. Mishra, in his budget speech in the Lok Sabha made a number of announcements.

Shri Mishra announced that a Special Export Cell would be set up in the Railway Board "to see that the Railways do their utmost in this field." There was immense potential for the export of railway equipment including coaches, locomotives, wagons and signalling equipment, to the developing countries of Asia, Africa and South America. The Integral Coach Factory had achieved a major breakthrough in recent months by securing foreign orders. At present the Factory had orders for exporting coaches to Zambia.

Shri Mishra said Government were thinking of organising a separate Unit for consultancy in the Railways. He said there was considerable demand for Indian Railway expertise and consultancy services particularly in Asia and Africa.

An Operational Research Cell had been set up in the Railway Board recently to undertake important efficiency studies employing mordern management techniques.

The Railway Minister said he would hold a meeting with the Chief Ministers of States in which there had been an increase in the incidence of crimes in running trains.

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HIGH LIGHTS OF CENTRAL BUDGET

(The Finance Minister, Shri Y. B. Chavan, presented the Budget Estimates for 1973-74 to the Union Parliament on February 28, 1973. We reproduce below excerpts from the speech of the Finance Minister.)

TASKS AHEAD

The immediate tasks for the economy may be summarised as follows : Firstly, inflationary pressures have to be contained through a judicious combination of demand management, increased production of basic wage goods, and the strengthening of the public distribution system. Secondly, in order to improve growth prospects ,vigorous efforts have to be made to increase the rate of savings and investment. The third most important task is to achieve greater viability on the external front, which can only be achieved through higher exports and restraint on imports. Fourthly. there must be a rapid increase in employment opportunities, both in rural and urban areas, to make an adequate dent on the problem of unemployment. Determined efforts are necessary to reduce disparities in income and consumption. Finally, to secure greater social justice, programmes designed to provide minimum basic amenities to all citizens must be expanded in scope and coverage. These are the principal tasks which I have kept in mind in framing the budget proposals for 1973-74.

* * * * *

HOME-SITES TO WORKERS

The scheme for provision of home-sites to workers in rural areas is also gathering momentum. Central assistance for providing over 2 lakhs house-sites has already been sanctioned. States are also assured of

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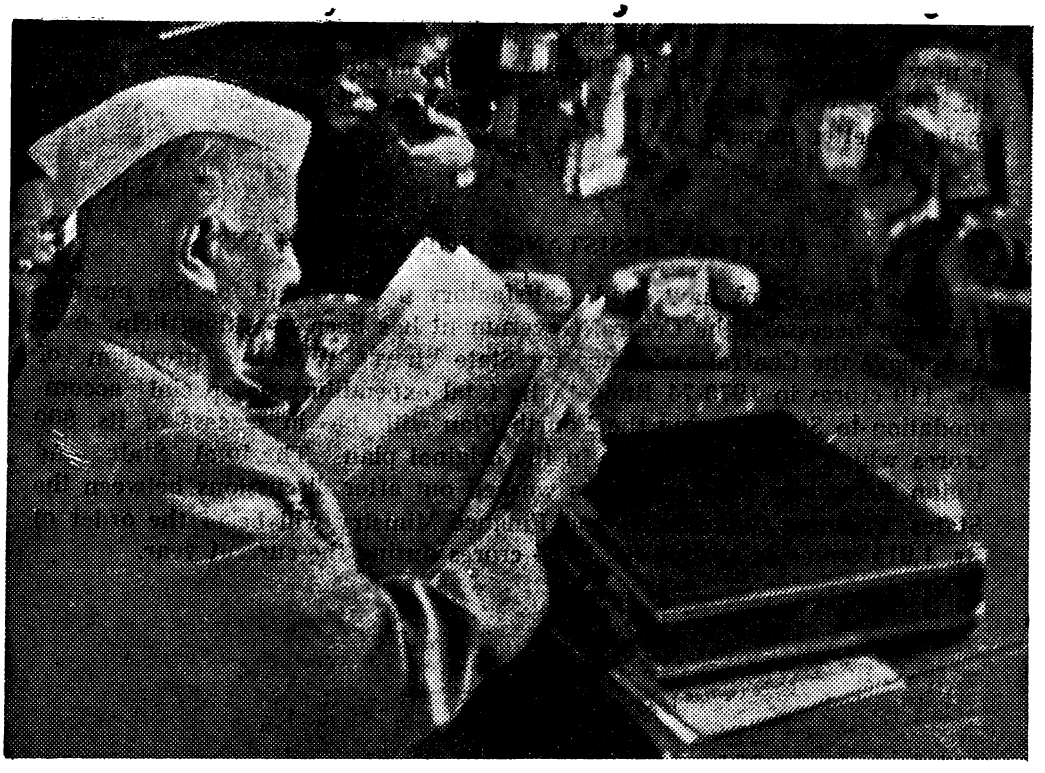
assistance for Basti improvement schemes on the analogy of the Calcutta Improvement Scheme.

* * * * * ...

PILOT SCHEMES

The pilot scheme was confined to 163 industrially backward districts, excluding those which were covered by the Small Farmers Development Agency and the Marginal Farmers and Agricultural Labour Schemes. The



Shri Y. B. Chavan, Union Minister for Finance, having a final look at the General Budget for 1973-74 before presenting it to the Parliament in New Delhi of February 28, 1973

scheme will now be applicable to small Farmers Development Agency/ Marginal Farmers and Agricultural Labour Schmes districts also and in all will be operated in 265 districts covering three-fourths of all districts

in the country. Institutions for physically handicapped persons, and orphanages and women's homes, irrespective of their place of location, will hereafter be eligible to borrow at the concessional rate, provided the funds thus obtained by them are used purely for productive schemes, and not for meeting their normal expenses. In the pilot schemes ,the income limit for eligibility had been fixed at not more than Rs. 2,000 per annum per family in urban and semi-urban areas, and Rs. 1,200 per annum per family in the rural areas. I am increasing this limit to Rs. 3,000 for urban and semi-urban areas, and Rs. 2,000 for rural areas. I have also decided to make a change in regard to the ceilings for loans under the scheme. The ceiling for working capital loans, which was earlier Rs. 500, is now being raised to Rs. 1,500, and for term loans from Rs. 2,500 to Rs. 5,000. With these liberalisations I hope the scheme will be able to make a better impact.

* * * * * ...

CENTRAL ASSISTANCE FOR STATE PLANS

The State Plans have made satisfactory progress and for this purpose wherever necessary the Central Government has been providing help over and above the Central assistance for State Plans. With the provision of Rs. 119 crores in 1973-74 Budget, the total expenditure on special accommodation to States during the Fourth Plan will be in excess of Rs. 800 crores which was the estimate in the original plan. The total State and Union Territories Plan outlay as worked out after discussions between the States, Planning Commission and Finance Ministry will be of the order of Rs. 1,914 crores as against Rs. 1,704 crores during the current year.

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ELIMINATION OF POVERTY

(STRATEGIC OBJECTIVE OF FIFTH PLAN)

Roughly between two-fifths and one-half of India's total population--over 220 million people—live below a *per capita* monthly expenditure of Rs. 20 at 1960-61 prices. Apart from the programmes specially included in the Fourth Plan for the benefit of poorer sections, special schemes for increasing employment opportunities and welfare, schemes have been introduced and expanded. In the Fifth Five-Year Plan, elimination of poverty forms an important and strategic objective.

Since the beginning of the Fourth Plan and specially during the last two years special attention has been given to the implementation of programmes and schemes which are expected to directly benefit the poorer and the weaker sections. As the problem of poverty is ultimately linked with the level of productivity and the opportunities for gainful employment, the long-term development measures for achieving these have been supplemented by short-term specific schemes which can immediately help in improving the earnings and the living standards of the poorer sections. Again, as the problem is more acute in the rural areas and among the small farmers and the landless labourers, the development of agriculture and the schemes of employment for the benefit of these classes have been given utmost priority.

Various measures have been taken to facilitate greater participation of the small farmers in the development of agriculture and particularly in the adoption of the new technology. Various policy measures have been adopted to provide institutional support to them. The policy of public financial and other institutions, including those of nationalised commercial banks and the co-operatives have been oriented in favour of the weaker sections. A scheme of differential interest rates has been recently introduced which provides for charging of lower interest rates on advances to smaller borrowers. Steps have also been taken for the effective implementation of the programmes through the development agencies for the small farmers (SFDA) as well as for the marginal farmers and the landless labourers (MFAL). While the object of the SFDA is to provide access to those potentially viable through inputs, credit, services and supplies, the emphasis of the MFAL is on programmes of providing ancillary occupations such as dairying, poultry, piggery and sheep breeding.

Considerable stress is being laid on the early implementation of various land reform measures including lowering of ceilings on rural land holdings

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and the redistribution of surplus lands. State Governments are being particularly urged for making assignments of Government waste lands suitable for cultivation to landless labourers and also for effective steps for quick distribution of land to the landless and the landed poor. The implementation of integrated dry farming development projects is being given particular attention.

Similarly in the field of industry, various measures including cheaper credit facilities, arrangements for adequate supplies of inputs and extension of training facilities have been taken for the promotion of small industries. Measures are directed to increase reservation for small industries. Special concessions from the public financial institutions have been extended for the development of industries in the backward areas. The Industrial Licensing Policy has been modified with the objective of encouraging entrepreneureal activity. Rights to property are being abridged and amendments to the Constitution have been made to remove the legal hurdles in the way of socialist policies.

EMPLOYMENT OPPORTUNITIES

Special schemes for increasing immediately the employment opportunities and improving the living conditions of the poorer sections have been taken up. A crash programme with a provision of Rs. 50 crores for providing additional employment in the rural areas was initiated in 1971-72 and a provision of Rs. 25 crores was made in the Budget for 1971-72 for providing job opportunities for the educated unemployed. Special rural works schemes for the drought prone areas have also been taken up since 1970-71. In the Budget for 1972-73 a sum of Rs. 47 crores has been allocated for additional employment schemes including Rs. 27 crores for implementation of programmes to be taken up in the States and the Union Territories for the educated as well as uneducated persons. Programmes involving an outlay of Rs. 42 crores are being taken up by the States and the Union Territories during the current year. Further, to render direct assistance to the weaker sections to improve the quality of life, schemes for nutritional feedings, rural housing, rural water supply and slum clearance have been sought to be strengthened.

As the rise in prices particularly adversely affects the poorer sections, measures are being taken to strengthen the public distribution system. The public distribution of foodgrains has been strengthened and expanded. The proportion of levy sugar has also been raised to 70 per cent in order to augment the supplies for the public distribution system. A scheme for

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making available supplies of controlled varieties of cloth at reasonable prices were introduced recently. Under the scheme, the controlled varieties of cloth are to be distributed only through the co-operative agencies, the fair price shops and the mills' retail depots. As part of the strategy of stabilising prices, the Government has recently decided to take over wholesale trade in wheet and rice-wheat, during the current rabi season itself and rice in the following season. Necessary measures for implementing the decision are being worked out.

FIFTH PLAN OBJECTIVES

Elimination of poverty forms a strategic objective in the Approach to the Fifth Five-Year Plan. Besides laying emphasis on acceleration in growth, the Approach to the Fifth Plan envisages a direct attack on the problems of unemployment, under-employment and mass poverty. It, therefore, lays utmost importance on the expansion of productive employment opportunities—both wage and self employment and raising their productivity. The rate and pattern of growth and the composition of output have been derived to subserve the social purpose. Composition of growth rates has been worked out in a manner which will enable the lowest 30 per cent of the population to attain a more satisfactory level of living. Besides, it envisages the provision of a certain minimum standard of social consumption and investment in the form of education, health, nutrition, drinking water, housing, communication and electricity. For the purpose, a National Programme for minimum needs is envisaged. The details of the programmes and also instruments to be adopted in the Fifth Plan are being worked out.

• • • •

PRIME MINISTER EMPHASISES REMOVE POVERTY, CHANGE ATTITUDES

The two main features of the Plan are removal of poverty and attainment of self-reliance. One basic aim is to achieve higher rates of growth so as to raise living standards of the people and attain self-reliance. The Approach Document shows that reduction in inequalities and growing self-reliance are complementary and reinforce each other to some extent.

The condition of the poorest sections can be improved only by modifying the pattern of production and increasing the supply of mass consumption goods, particularly foodgrains and essential commodities. We also have to ensure that these goods are available at reasonable prices.

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We have to expand employment opportunities and to implement a national programme of minimum needs.

The emphasis on expanding the basic industries does not conflict with the efforts at removing poverty. Both are essential to our achieving the two objectives we have set before ourselves. Growth and social justice are both important; one should reinforce the other. A great deal depends on the nature of growth and on the distribution of the benefits of growth.

Programmes have been so drawn up that objectives are in fact achieved and benefit those for whom they are intended. It is necessary to ensure that considerably enhanced outlays in many sectors do not get diverted into the wrong programmes.

There should be no shortfall in our procurement targets. Our performance on procurement has so far been disappointing. There are shortages in the country. Some of them are caused by abnormal developments. Some shortages owe themselves to increasing demand caused by the growth of the economy and of the population.

Our vast problems can be solved only by united and concerted efforts. It is particularly important to redress the genuine grievances—whether they are of people living on the hills, desert areas or of other minorities. While we should discourage an attitude of bringing pressures for sectional or State advantage, it is necessary that genuine difficulties are solved before they take the form of fissiparous tendencies.

There could be events, such as a strike, which affect production and distribution of essential goods. That can cause suffering to the people and harm to the nation. There could be a decision taken in one State which adversely affects other States.

Family planning is extremely important. Unfortunately, it is a subject we do not take seriously. I think the programme has suffered thereby. It is important to look at it far more seriously and in the context of having not just smaller families, but better families, which bring up healthy, good and well-balanced citizens.

Involvement of the people is one of the very basic needs of planning or indeed of anything we do, because we have a democracy and specially

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because we have ranged against us powerful forces interested in slowing down our development and progress. Some people seem to think that the ordinary man is illiterate and his opinion does not count. This is a wrong way of looking at things. It is this poor and unlettered man who has fought and sacrificed for freedom, who has shared even the little he has at times of crisis—whether it is the crisis on our borders or an internal difficulty.

We not only need to educate our people in the process of planning and on the Approach and later on the details of the Plan itself, but we need to be educated ourselves.

Somebody said people tear down things if there is not adequate progress. It is not those who are backward and really poor who are tearing things down. The people who indulge in destruction are relatively better off than the mass of the people.

When there is a crisis, the tools of implementation are sharp and effective. When the peak of crisis passes, we relax and think that there is no need to have that same energy. Something must be done to see that this spirit of co-operation, this mood of working together, this new attitude are maintained even in normal times.

There is a tendency to fit in every new thing with the pattern that has existed from before. It does not always fit in. We cannot fit in new ideas into outdated structure.

We need a change of attitude. We talk of socialism as if it is some kind *mantra*. Socialism means hard work. Not hard work by some other people who are good, but hard work by me, you, and then the rest of the people—not the rest of the people first and us looking on. This is the attitude which must come about not only in Government but in the entire administration.

Somebody spoke of the lack of road rollers. How were roads made before there were road rollers? If there is a road roller, I don't say: "You ignore technology, and don't use it." But have they even put a hundred people on the job? In everything, there is a way. We have done some projects—Bhakra Nangal and so on—with machinery. We have also built Nagarjunasagar with people who worked like ants. There was no machinery there. That dam is in no way inferior to any other built with machinery.

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We want to regard man not as a statistic but as a living individual, with his own personality. Removal of poverty and everything we want to do is a means to this, it is not the end.

* * * * (Courtesy—Yojana)

PLANNING MINISTER OUTLINES THE TASKS AND THE STRATEGY

The Approach Paper reflects the understanding of the overriding necessity of placing the objectives (self-reliance and removal of poverty) at the very centre of the design of development in the Fifth Plan. The main ingredients of the strategy for redistribution of income in favour of the poorest sections of the population have been integrated into an overall pattern of growth. Let us not forget that only a sustained increase in the levels of production, not only in agriculture, but also in the core sector of industry, will enable us to give to our people a better standard of living.

Naturally in this strategy there are many elements of continuity with the basic formulations in the previous plans.

But it would be desirable to focus attention on the conception of redistributive growth on which the Fifth Plan is based. The question is : Out of our limited resources, what should be produced, and what use we should make of what we produce ? The emphasis on the core sector, and the use of production in the core sector for production of goods and services for the common people constitute the basic logic of the plan. And in this respect we are building on the rich legacy we have inherited from Panditji. We have accepted 5·5 per cent average annual rate of growth. Why not 6 per cent or 5 or even 4·5 per cent. In fact, many of our critics are pleading for a lower rate of growth on the ground that we have never. over a five year period, done better than approximately 4 per cent.

The over all rate of growth is composed of the production targets of various commodities. In the core sector, we would, even at the proposed rate of growth, not be producing enough, and would be obliged to import considerable quantities of steel, fertilisers, finished petroleum products, machinery and so on. And surely, we cannot contemplate a reduction in the targets of agricultural production. If you have a disproportionate increase in the services sector while the commodity producing sectons lag behind we introduce a kind of imbalance which can negate growth.

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The first and foremost programme for reduction of inequality and for augmenting the productive resources of the community is the expansion of productive employment opportunities. There would be considerable increase in wage employment due to stepping up of outlays on industry, transport, construction and the like. But we would have to concentrate attention on generating productive employment in the agricultural sector itself for the bulk of the labour force. It is here that the role of land reforms is crucial, not only as a matter of social justice, but for the opportunity they provide for tens of hundreds of small and landless agriculturists to find for themselves productive employment.

One of the main features of the Approach Paper is the emphasis on expanded production of mass consumption goods such as foodgrains, sugar, edible oils, standard cloth and cooking fuels. Without appreciable increases in the production of such goods, no impact can be made on mass poverty. But it is equally important to emphasise a sound and equitable distribution system. It is only in the context of a vigorously functioning public distribution system that we can use the instrument of prices to channel resources into priority areas.

The most important part of self-reliance is the important role that science and technology has played in this system. We have to develop reliance on our own technology and capacity to enable this technology to grow, flourish and serve the needs of the community. Self-reliance in our context means a rapid growth of basic industries.

In the Plan strategy any neglect of the claims and aspirations and the needs of the areas that have lagged behind invites political disaster. We have to stop thinking in terms of large entities like States. Let us get down to micro-level if we want to do real justice to the problems of backwardness; otherwise we take money for curing backwardness but the more advanced centres within the backward States attract investment which should have gone to the needy areas.

But even a more important failing is the lack of a sound strategy. We have to develop special programmes suited to the specific needs of specific areas. We are devising schemes for doing something substantial in the next two to three years, for the drought-prone areas which are among the most backward regions in the country.

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ELIMINATION...

This Plan cannot become a people's Plan unless we take it to the people, not as a collection of statistics of growth and outlays and what not, but as something that would give meaning to their daily struggle. We are going to publish very soon a popular version of the Approach Paper which would be translated into all the regional languages. It could be discussed and debated at innumerable forums—In the villages, towns, factories, educational institutions, offices, trade unions, political and social organisations. This very process woud lead to an identification of the people with the Plan.

With regard to the question of implementation, we attach the highest importance to it. Recently a group of Ministers has been appointed to look into the question of improving our administrative performance in relation to the requirements of the Plan. We have identified certain problems in key sectors, and we are going to recommend the changes that are needed in our procedures and methods of work to achieve the plan targets. We are not going to waste much time debating find points of organisational structure and so on.

(Courtesy—Yojana)

PROGRESS OF FAMILY PLANNING IN ORISSA

The State Family Planning Directorate performed 2, 429 sterilisation operations including 357 tubectomy operations during December 1972. This raises the total number of sterilisations to 78, 849 for the period from April to December. Besides. 2,181 loop insertions have been made during the month bringing the progressive total to 30,607.

Under the conventional contraceptives, the Directorate distributed 2.57,250 nirodh, 2,563 jelly cream tubes and 21,433 foam tablets. There were 4,236 conventional contraceptive users, during the month under report.

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Rs. 3·94 LAKH CENTRAL ASSISTANCE FOR SFDA, BOLANGIR

The Government of India has accorded the administrative approval to an expenditure of Rs. 3·94 lakh during 1973-74 for implementation of the Rural Artisans Scheme of the Marginal Farmers and Agricultural Labourers Development Agency in Bolangir district. Of the total assistance of Rs. 3·94 lakh an amount of Rs. 0·03 lakh is to be spent for training of artisans, Rs. 1·77 lakh is provided towards subsidy for establishment of Industrial Units and Rs. 1·87 lakh is for subsidy towards purchase of improved tools.

The sanctioned amount is to be utilised for expenditure on rural artisans schemes in the prescribed manner. The prevalent pattern of assistance for Small Farmers 25 per cent and Marginal Farmers $33\frac{1}{3}$ per cent will be made applicable to Rural Artisans also in the project area.

Fifty per cent subsidy shall be provided for the supply of tools and equipments, small machinery, sophisticated instruments and improved implements to artisans co-operatives, industrial units and workshops.

The pattern of managerial subsidy existing or new industrial units artisans' co-operatives and workshops will be 100 per cent in the first year, $66\frac{2}{3}$ per cent in the second year and $33\frac{1}{3}$ per cent in the third year. There will be no subsidy under this head in the subsequent years.

Under the training programme it has been proposed to cover the trade of blacksmithy only. In this programme 60 blacksmiths are to be trained in the use of improved tools and implements. For this a training centre will be set up with a non recurring and recurring expenditure of Rs. 55,840. In this, a sum of Rs. 38,100 will be provided in the form of subsidy. It has been suggested that the training programme shall be continued around the project area and for this the existing facilities of the ITI will be availed of. A stipend of Rs. 60 per trainee per month will be provided.

In the action programme subsidies will be provided for the formation of new blacksmithy co-operative society of Dungripali with 30 working members, carpentry co-operative society of Saintale with 50 members, two brick co-operative society with 50 members and dyeing co-operative society with 200 weavers as its members.

A scheme of miscellaneous co-operatives programme has been envisaged to organise co-operative societies for rope making and bidi making etc.

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CENTRAL ASSISTANCE IN ORISSA'S DEVELOPMENT

The approved Fourth Plan outlay for Orissa was fixed at Rs. 222·60 crores. This was to be financed from State resources to the extent of Rs. 62·60 crores and the balance of Rs. 160 crores to be met out of Central assistance.

With a total outlay of Rs. 222·60 crores for a population of 2·23 crores, the *per capita* plan outlay of Orissa works out to Rs. 100. This compares not unfavourably with the *per capita* outlays in respect of other backward-States like Bihar Rs. 89, Madhya Pradesh Rs. 93, Uttar Pradesh Rs. 103 and Rajasthan Rs. 111.

To help the State raise Rs. 62·60 crores to finance the State plan, special accommodation of Rs. 155 crores was provided by the Union Government for meeting the non-Plan gap during the Fourth Plan period. This took account of an overdraft of Rs. 21·42 crores outstanding at the beginning of the Fourth Plan.

Subsequently in September 1971, the aggregate resources for the State's Fourth Plan were reassessed at Rs. 240·06 crores, comprising of Rs. 80·06 crores from State Resources and Rs. 160·00 crores from Central assistance. The non-Plan gap which was originally assessed at Rs. 155 crores was reduced to Rs. 137·21 crores. This improvement was mainly due to increase in share of Central taxes, increase in net accrual of State Provident Funds, larger receipt from State taxes mainly under sales tax and increase in non-tax revenue.

In the estimates of State resources for financing the approved Fourth Plan, credit was taken of additional resource mobilisation of the order at Rs. 34·60 crores. Subsequently, in the mid-term appraisal, the target of additional resource mobilisation was raised to Rs. 38·47 crores. The

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additional resource mobilisation in the order of Rs. 29·81 crores against the revised Fourth Plan target of Rs. 38·47 crores.

Against the approved Fourth Plan outlay of Rs. 222·60 crores the expenditure in the first three years of the Plan period amounts to Rs. 138 crores, which is over 60 per cent of the approved Fourth Plan outlay. In 1972-73, an outlay of Rs. 57·42 crores has been approved for the State Annual Plan.

The mid-term appraisal of the Fourth Plan revealed that the progress in additional production of foodgrains was behind schedule. There was also considerable lag between the potential and the actual utilisation of irrigation facilities. The State Government was urged to initiate necessary steps to co-ordinate and integrate all phases of work like engineering, agricultural extension, marketing, development of co-operatives, etc., in the Ayacut areas of irrigation projects so as to ensure the optimum use of the available water resources.

CENTRAL ASSISTANCE

In allocating Central assistance to Orissa for financing its Fourth Plan, due weightage was accorded to the State on account of its special problems and relative economic backwardness.

Out of the total allocation for all States amounting to Rs. 3,500 crores, an amount of Rs. 400 crores was set apart to meet the special requirements of Assam, Jammu and Kashmir and Nagaland. Of the balance of Rs. 3,100 crores, 10 per cent was allocated to States whose *per capita* income was below the national average. Orissa is among the six States (Bihar, Kerala, Madhya Pradesh, Uttar Pradesh, West Bengal and Orissa) which have benefited under this criterion. Orissa received a sum of Rs. 25·89 crores out of the allocation of Rs. 310 crores on the basis of this criterion.

Orissa also benefited to the extent of Rs. 28·99 crores on the basis of another criterion, namely, 10 per cent of the total Central assistance meant for States with special problem including economic backwardness. Under this criterion, Orissa occupies the fifth place amongst 17 States after Rajasthan, Madhya Pradesh, West Bengal and Andhra Pradesh. *Per capita* Central assistance for the Fourth Plan allotted to Orissa works out to Rs. 72 which is higher than that allotted to Bihar (Rs. 57), Madhya Pradesh (Rs. 62) and Uttar Pradesh (Rs. 56). It is also higher than the all-States average of Rs. 63.

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Orissa was also sanctioned additional Central assistance of Rs. 3·35 crores outside the State's Fourth Plan during 1969-70 for Balimela Dam Project (Rs. 2 crores) and minor irrigation programmes (Rs. 1·35 crores).

A number of special development schemes have been taken up to accelerate the tempo of development in the State. Five of these are financed entirely from Central assistance. The schemes and the outlays in 1972-73 (rupees in lakhs) are the Crash scheme for rural employment 183·00; the scheme for educated unemployed initiated by Central Ministries 202·01; the Drought prone Areas Programme 151·14; the Marginal Farmers and Agricultural Labour Projects 35·31; and the Small Farmers Development Agencies 99·50. Under the States's Special Employment Programmes initiated this year, a ceiling of 1·09 crores has been fixed.

Total plan outlay expenditure, Central assistance and State resources for Orissa, during the Fourth Five-Year Plans are given below:—

(RUPEES IN CRORES)

	First Plan	Second Plan	Third Plan	1966—69	Fourth Plan (1969—74u)
Central assistance ..	77	66	137	81	160
State R sources	8	23	87	45	62·60
Plan Outlay ..	85	89	224	126	222·60

Four Central Teams visited the State in 1971-72 and 1972-73 to assess the requirements of Central assistance for providing relief to the areas affected by scarcity, cyclone, floods, etc.

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Shri B. D. Jatti, Governor of Orissa presenting a cup to Shri Goura Modi for the best flower garden at a function held on February 19, 1973 at Angul

NEWS IN PICTURES

Shri Basappa Danappa Jatti, Governor of Orissa giving away prizes at the Annual function of Angul College on February 19, 1973

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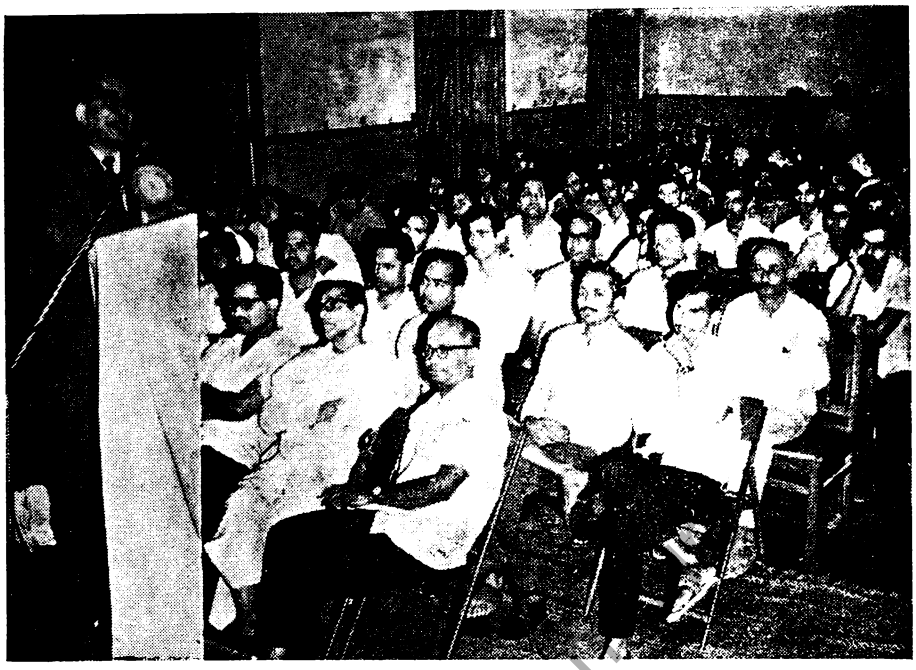
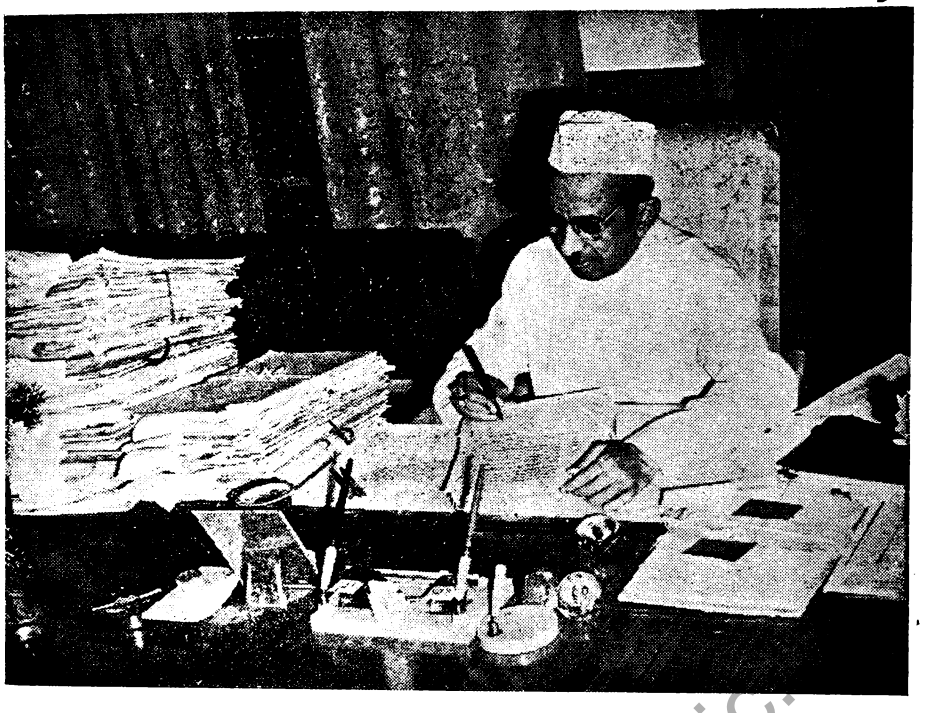


Shri M. Ramakrishnayya, Chief Secretary to the Government of Orissa addressing the annual conference of the B. J. B. College Economics Association on March 9, 1973

NEWS IN PICTURES

The Governor of Orissa, Shri B. D. Jatti addressing at the annual function of the Educational Forum of the B. J. B. College, Bhubaneswar on February 5, 1973



Shri B. D. Jatti, Governor of Orissa attending to files in the State Secretariat after imposition of President's rule in Orissa on March 3, 1973

NEWS IN PICTURES

The Governor of Orissa, Shri B. D. Jatti met the Press in the Secretariat on March 5, 1973

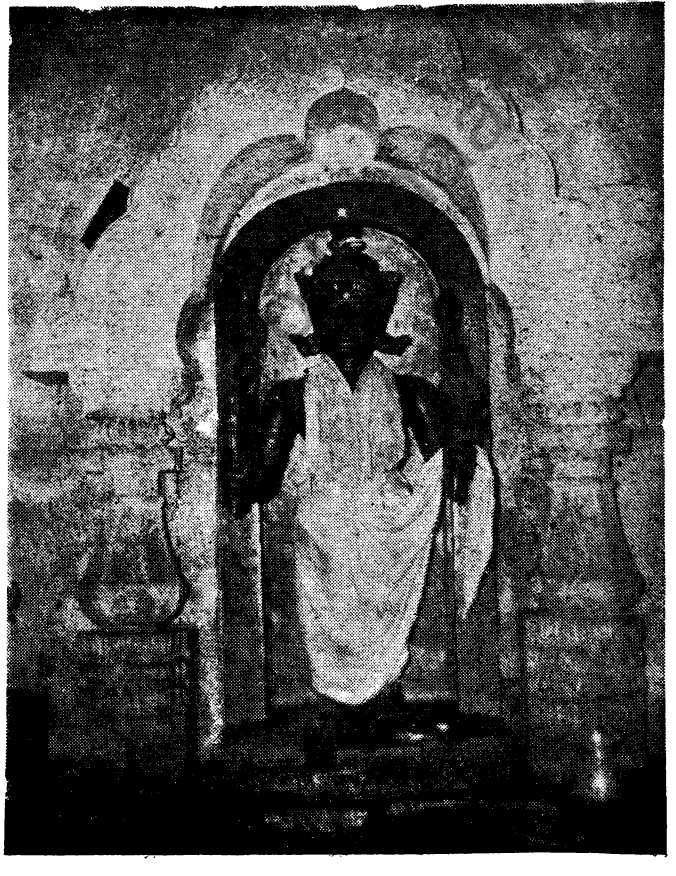
The Governor of Orissa, Shri B. D. Jatti addressing Secretaries of all Departments at Secretariat Cabinet Room on March 5, 1973

NEWS IN PICTURES

The Governor of Orissa, Shri B. D. Jatti laid the foundation stone of Shri Kanchi Kamakoti Math of Shri Shri Sankar, Shri Shri Chaitanya and Shri Shri Jayadev at Swargadwar, Puri on March 3, 1973

Kapilas Inspection Bungalow

NEWS IN PICTURES

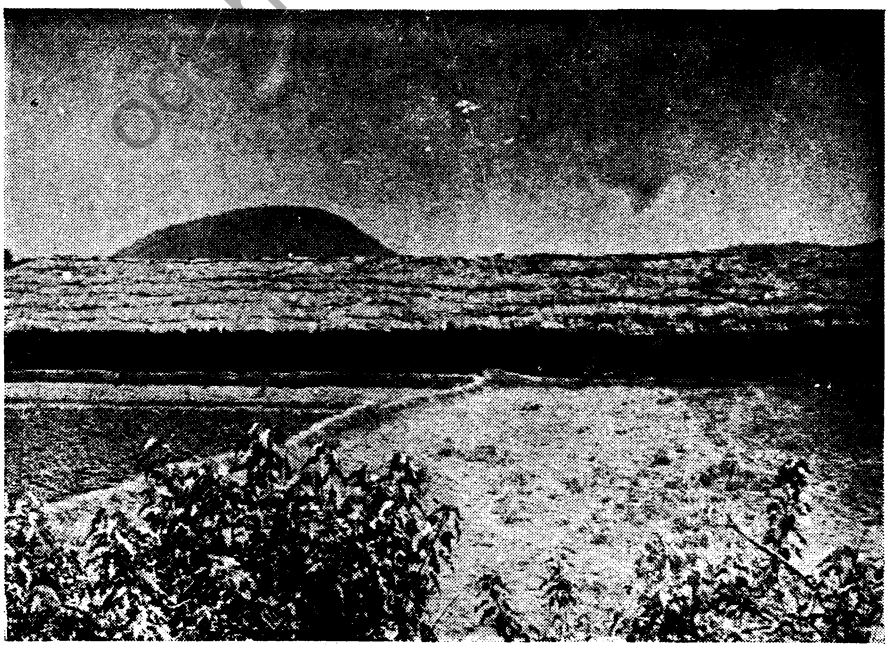


Spring water flows from the lotus feet of Lord Vishnu at Kapilas

Prof. S. Nurul Hasan, Union Minister of Education going through the Orissa records Exhibits at Panjim (Goa) on January 5, 1973

NEWS IN PICTURES

Photo of the Saudamini Smruti Vidyapitha at the outskirts of Dhenkanal town. It was started in 1969 with public donation



NATIONAL WATER GRID
AN INESCAPABLE NECESSITY

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India has substantial water resources, but their distribution over the land is uneven. This is because of the seasonal and regional distribution of rainfall. Most of the rain occurs during the summer monsoon months, the precipitation during the remaining part of the year being insignificant. Large areas in western, central and southern India have a very low rainfall while in the northern and eastern regions heavy monsoon rains cause extensive floods and large volumes of water flow waste to the sea. The National Water Grid has been conceived for remedying this imbalance to a certain extent by transferring waters from surplus regions to deficit areas by interlinking the various river basins so that transbasin transfer of water becomes possible.

The uncertainty of occurrence of rainfall marked by prolonged dry spells and fluctuation in seasonal and annual amount is a serious problem for the country. Large parts of the country comprising areas in the States of Haryana, Rajasthan, Gujarat, Madhya Pradesh, Maharashtra Andhra Pradesh, Mysore and Tamil Nadu are not only deficient in rainfall but also subject to large variations. Consequently, these areas are subject to frequent droughts which cause immense hardship to the population.

The term 'drought' broadly implies water scarcity conditions. The problem of drought in the country has been studied by various agencies of the Government of India and they have identified 88 districts (or part districts) as being subject to drought which comprise about one-third of the area of the country. The percentage of existing irrigation attained in the drought districts is low as compared to the average of the country as a whole. Even after taking into consideration the increase in the irrigated area by utilising the balance of available local waters, the percentage, in most cases, will still be on the low side. In order to improve this per-

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centage and bring it to a reasonable level, it will be necessary to consider schemes for importing water from outside the basin. Even after harnessing all the utilisable water resources, many rivers like the Ganga, Brahmaputra, Mahanadi, Godavari, etc., will carry large volumes of water which will go waste to the seas. A country with so many drought-prone regions can ill afford to waste all these surplus waters and it is essential that these are put to use for meeting the needs of the areas of deficiency.

CONCEPT OF NATIONAL WATER GRID

In order to achieve the above objective, it is proposed to interlink the various major rivers thus enabling transfer of the surplus flows to areas of deficit supply. This will remedy to some extent the imbalance of the regional water resources. The geographic relation between regions of water-supply and water-demand will be such that the overall picture will comprise two main groups of water transfer links: one extending from east to west and the other extending from north to south-west and south. Subsidiary links, branches and connectors with intra-basin and local projects and other services areas also will be necessary. When identified these features will constitute the National Water Grid.

The main components of the National Water Grid which can be readily visualised are :—

(1) Ganga-Cauvery Link connecting the Ganga in the north with the Cauvery in the south and passing enroute through the basins of the Sone, Narmada, Tapti, Godavari, Krishna and Pennar.

(2) Brahmaputra-Ganga Link

(3) Canal from Narmada to Western Rajasthan

(4) Canal from Chambal to Central Rajasthan

(5) Canal from Mahanadi to serve coastal areas of Orissa and Andhra Pradesh.

(6) Links from rivers of Western Ghats towards East

These compounds have been identified on the basis of priliminary office studies. Further studies, investigation and surveys and considerations of acuteness of demand may bring out further possibilities of links and canals.

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GANGA CAUVERY LINK

Most of the rivers in India flow generally in an easterly or westerly direction. In view of this pattern of the river system of the country, a north-to-south link is a convenient means of connecting a number of major river systems. The Ganga-Cauvery link of the National Water Grid will provide such a connection.

This scheme is planned for diversion of a part of the surplus discharge in the Ganga near Patna during the high flow period, allowing a minimum of 2,000 cusecs (70,000 cusecs) to flow downstrean. The Ganga is joined by a number of tributaries, like the Kosi and the Mahananda, downstream of Patna which carry sizeable monsoon discharges. The combined flows of these tributaries and the release at Patna will be adequate for meeting the needs of the downstream basin.

Keeping the above consideration in view, it is proposed to lift up to 1,700 cusecs (60,000 cusecs) of the waters from the Ganga by constructing a barrage near Patna and canal taking off on the right bank.Of the volume pumped, 290 cusecs (10,000 cusecs) for 300 days will be supplied to the drought-prone areas of South Uttar Pradesh and South Bihar which are located within the Ganga basin itself. A volume of 1,410 cusecs (50,000 cusecs) of water pumped for 150 days will be diverted during the high-flow period only and will be transferred outside the basin to meet partially the water demand of the chronically drought-prone areas of Rajasthan, Gujarat, Madhya Pradesh, Maharashtra, Andhra Pradesh, Mysore and Tamil Nadu.

Studies were carried out to have the point of puming at some upstream location so as to save on the pumping head. But considerations of assured availability of water for sufficient number of pumping days indicated a location at a point near Patna downstream of contributions by the major tributaries like Ghagra and Gandak.

The alignment of Ganga-Cauvery Link takes off from Ganga near Patna and water is lifted along Sone into the proposed Bargi Reservoir on the Narmada. From this site, a link is established via Wainganga, Pranhita and Godavari and crossing Krishna and Pennar to the Cauvery river upstream of the upper anicut. The total length involved is 2,627 km., out of which 1,544 km. is along natural streams and rest along proposed canals. The total pumping lift is about 560 m. (1,800 ft.).

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It is also proposed to provide storage for the pumped waters in the ridge regions between Sone-Narmada and Narmada-Godavari and some potential sites have been identified from studies of topographical maps. Such sites offer storage but do not have sufficient catchment area to provide adequate runoff for filling them, hence they are convenient for pumped storage. As the stored waters can be utilised in the dry months, the value of the water increased considerably. Incidentially the 'use factor' of the link is improved.

BRAHMAPUTRA-GANGA LINK

The Brahmaputra carries a discharge of 4,000 to 6,000 cusecs (1,20,000 to 1,80,000 cusecs) even during the dry summer months. This is considerably higher than the conceivable requirements of the basin itself. On the other hand, there is keen demand on the waters of the Ganga during the dry months by the various upstream projects. The availability of the lean months supplies in the lower reaches of the Ganga can be considerably improved by augmentation from the Brahmaputra.

There is a proposal for constructing a terminal storage dam on the Normada near Navgam and a diversion canal from the right bank. Preliminary studies have been made to lift water from a suitable point on this canal by stage pumping to convey it to serve areas in Kutch and Western Rajasthan in the Luni Basin. The total lift involved will be about 240 m (800 ft). The Ganga-Cauvery link which crosses the Narmada, could release supplemental waters through it for use in these areas.

POWER FOR PUMPING

By far the most major requirement of power will be for the Ganga-Cauvery link, particularly for the left reach from Ganga river to the Narmada across the Vindhyas. The net power requirement will be 5 to 7 million KW for a period of about 150 days in a year. Fortunately, as this power is required during the period when the rivers carry high flows, many potential sites in the Himalayas can be tapped for supplying secondary energy at a cheap rate. The Arun Kosi and Sun Kosi rivers in the Nepal have a secondary power potential of about 14 million KW. The Dihang and Luhit Valleys in Arunachal Pradesh have secondary power potential of 32 and 25 million KW respectively. The transmission distance between the sources of power and pumping stations will be 1,000 to 1,200 km (600 to 800 miles). But in view of the rapid development of the extra High Voltage Transmission Technology, these distances do not appear to present any insurmountable problems.

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The power requirements for the Ganga-Cauvery Link appear large in comparison to the total generating capacity of our country at present. But it must be realised that the needs for this power for pumping will arise after three decades or so. By that time the total installed capacity would have reached a level when the pumping requirement will from a mere 2 to 4 per cent of it.

Preliminary field surveys and feasibility studies may take 3 to 5 years. These will be followed by detailed investigations and studies which may take another 5 years or so. The cost of these investigations and studies will be of the order of Rs. 30 crores.

The National Water Grid is a concept of vast scope and potentialities. With various development plans which are being undertaken, all the utilisable water resources will be harnessed by the conventional projects, by the turn of this century. The National Water Grid will extend our utilisable water resources. This has particular importance for the drought areas of our country which would otherwise be condemned to perpetual backwardness on account of recurring droughts and scarcity. Hence the National Water Grid has to be considered in the context of the further water requirements when all conventional sources would have been exploited.

Certain ideas have been expressed that the National Water Grid is likely to supplant the development of the projects within the basin. This is an incorrect view, because instead it will be supplementing them. As a matter of fact, studies in connection with the National Water Grid will help in developing a national water plan which is comprensive but flexible and is susceptible to orderly development.

An argument has sometimes been advanced that the country should not get involved in the investigation of a long-term project like the National Water Grid which may take couple of decades to construct and put into operation, particularly as this may mean diverting technical and financial resources from other development projects. It is relevant to point out that past experience has shown that in a big venture there has been a time lag of many years between the first concept and actual execution and availability of benefits. In case of such major projects like Bhakra, Nagarunasagar, D. V. C., etc., there were big time lags. Even if the shorter period of 30 years is assumed, the need for commencing the field studies and investigation for the National Water Grid becomes obvious.

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In the context of the current widespread severe drought which is adversely affecting not only agriculture, but so many other sectors of the country's economy, the project of National Water Grid has an added significance.

A SUCCESS STORY

Believe it or not, Bhramarbara Swain, grateful to the killer cyclone that hit coastal Orissa in October/November 1971. "It has opened up a new horizon for me; it has enabled me to take to improved agriculture" says Swain, a poor farmer of village Sarada in Gop Block of Puri district in Orissa.

Prior to the cyclone he was a miserable lot. His three-acre plot of land hardly yielded enough to feed his large family for six months in a year. The cyclone ruined completely his standing crop, the only one raised in a year.

Thus while he was lamenting his pitiable lot he was approached by the Catholic Relief Service (CRS) with its "Paddy Kit" programme. Under this programme, like other cyclone-hit small farmers, he was given a bag containing 5 Kg. of High -yielding "Ratna" Paddy Seeds, pesticides and fertiliser costing Rs. 70 as interest free loan for cultivation in a quarter acre plot.

Swain was apprehensive, HYV paddy cultivation was something unknown to him. However, the CRS members and Block officials persuaded him to try his luck with the same during the next kharif season. The result was something beyond his comprehension. The yield from the quarter-acre plot was nine quintals. Rather a lot as compared to the 20 to 21 quintals that he used to get from his 3-acre plot by following traditional method of paddy cultivation. The result was enough to make him an ardent acceptor of HYV paddy cultivation. Like all new converts he is today eager to put all his land under the new method and that too twice a year. Swain's success has spurred others to follow suit.

(Courtesy : YOJANA)

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RURAL EMPLOYMENT SCHEME MAKES GREAT HEADWAY

The great effort put in under the Crash Scheme for Rural Employment, to minimise the rigours of unemployment and under-employment in the rural areas has made good progress during the last two years Sizable assets have been created in the shape of village roads, minor irrigation works, afforestation, drainage and land reclamation, which will lead to increased agricultural production and also create an infrastructure for future development.

The progress of the scheme was reviwed in the Second All-India Seminar on Crash Schemes for Rural Employment held at New Delhi recently. During the year 1971-72, about Rs. 31 crores were spent under this programme, resulting in the generation of 800 lakh man-days of employment, which benefitted about 5 lakh persons. During the year 1972-73 also the progress was satisfactory. An expenditure of nearly Rs. 23 crores, generating an employment of 621 lakh man-days, was reported till the end of January, 1973. As the maximum work is done during January to March every year the full amount of Rs. 50 crores is likely to be spent, generating an employment eexceeding 1,000 lakh man-days as against the target of 875 lakh man-days. The main preference under this scheme is on the construction of rural roads on which 70 per cent of the total expenditure is being spent. The remaining 30 per cent of the expenditure is devoted to minor irrigation, soil conservation and afforestation. It is significant that in a project under this Scheme 70 per cent of the expenditure is incurred on wages and only 30 per cent is intended for materials. On an average of 1,000 persons are expected to be employed in every rural district of the country during a year.

Reports from State Governments have been very encouraging. According to one report, these projects, when fully completed, shall bring

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in a revolutionary change in living conditions. Perceptible changes are already noticeable in the pattern of living and consumption of the rural unemployed population. The CSRE projects have been found to be cheaper and much more economical than similar projects. These projects have also to a great extent checked the tendency of the rural labourers to go outside for employment.

OIL-SEEDS PRODUCTION IN INDIA

To meet the increasing requirements of oil and oil-seeds, Government have taken measures to increase oil-seeds production. Besides increasing the area under oil-seeds, large scale cultivation of non-traditional oil-seeds like soyabean and sunflower is being undertken. To further augment oil supplies some other potential sources of oil are also being tapped. This includes obtaining oil from cotton seeds, rice bran and oil-seeds of tree origin like Mahua, Neem, Kusum, Karanj and Sal which grow both in forest and non-forest areas. The collection of Sal seeds alone was of the order of 60,000 tonnes valued at over Rs. 2 crores, resulting in the saving of foreign exchange of the order of Rs. 1·2 crores.

Sunflower oil is one of the finest edible oils from the medicinal point of view as it has non-cholesterol and anti-cholesterol properties. Sunflower has a short growth period of 86 to 110 days, is drought resistant, does well both in sandy and black soils and extraction of oil is also easy. A centrally sponsored scheme for sunflower development has been sanctioned by the Government of India to cover an area of 1,80,000 hectares during 1972-73. By 1973-74 the area is expected to increase to 3,50,000 hectares. Under this scheme mini kits of seeds are being supplied free of cost to the farmers in the States where the programme is taken up for the first time and 25 per cent subsidy on cost of pesticides and hand operated equipment is given. It is proposed to expand sunflower cultivation to at least 9 00,000 hectrares during the Fifth Plan.

Soyabean has got 20 per cent oil content and 40 per cent protein. It is the largest single source of edible oils and is also the best and cheapest source for high quality vegetable protein in the world. An All-India Co-ordinated Research Project on soyabean was started from April, 1967 and in recent years good progress has been made. During 1971-72 a centrally sponsored scheme for soyabean development was sanctioned and and an area of about 25,000 hectares was brought under cultivation. A subsidy of 25 per cent on the cost of seeds, subject to a maximum of

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Rs. 60 per quintal, is given during the first two years. For insecticides also 25 per cent subsidy is provided. For the processing of soyabean a plant is being established in collaboration with UNICEF. By the end of Fifth Plan an area of 4·3 lakh hectares is proposed to be covered under soyabean.

GUJARAT FIGHTS THE DROUGHT

Hard hit by the drought, Gujarat is fighting the battle with determination. To provide relief to the affected people, the State Government has undertaken relief measures on a massive scale, which include opening of relief works, supply of drinking water, free doles and gratuitous relief Soil conservation jobs, road-works, construction of embankments and bunds are in progress. Dried up tanks are being depended for percolation purposes and irrigation. Besides, 3,475 normal departmental works on which 2·76 lakh persons are engaged, 2,099 relief works provide employment to another 4·3 lakh persons which will also create permanent assets.

To mitigate acute shortage of drinking water which poses a great problem, 350 tube-wells are being drilled under the scarcity relief programme in the rural areas in the State. Another 830 deep and shallow tube-wells would be drilled. Under the irrigation programme 320 deep tube-wells would also be sunk. A programme has been planned to sink 1,111 new wells and deepen 5,272 old wells to relieve shortage of drinking water in 5,731 villages. For supplying drinking water to 882 villages, besides 173 water tankers already available, 190 water tankers are being purchased. To 147 villages, water will have to be supplied by bullock-carts.

At most of the work sites, piece work is provided to a group, generally consisting of one single family. Each group owns a card on which every relevant entry is made. Wages are paid to the eldest in the family according to the out-put of the group in the presence of members of the Grama Panchayat, which leaves no ground for malpractices.

To provide relief to the cattle which are also hard hit by the drought, grass is being collected from forests and transported to where it is needed. An area of about 1 lakh hectares is being utilised for cultivation of fodder in the green belt of Ukai in the south of Gujarat. Government has also contracted to purchase 1·20 lakh metric tonnes of grass at a cost of Rs. 2·6 crores from Bulsar. A scheme to feed cattle with bagasse mixed with urea and molasses is being tried out on an experimental basis. About 24,000 cattle from Kutch and 1,200 cattle from Bhavnagar districts have been migrated to forest areas of Broach, Surat and Bulsar districts.

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To provide employment to those who cannot do manual work, a scheme costing Rs. 1·13 crores has been sanctioned to run centres for spinning Khadi through traditional methods and Ambar Charkha. This will provide employment to about 58,000 persons.

SNIPPETS

NATIONALISED BANKS SERVE THE FARMERS

Farmers having even small plots of land can get bank credit to meet short-term requirements for inputs and to adopt new methods of agriculture. Already more than 8 lakh persons have been able to get lons from the nationalised banks, which have opened 2,264 new branches in rural areas. Short-term credit is available for buying seeds, fertilisers and pesticides and to meet cost of other agricultural operations which is payable within 12 months at an interest of 9·5 per cent to 11 per cent. Loans for subsidiary occupations like animal husbandry, piggery, poultry and fishery are also available.

PRODUCTION OF APPLES IN HIMACHAL PRADESH

Due to intensive production programmes undertaken in Himachal Pradesh the production of apples has increased considerably.

The area under apple trees has increased from 6,000 acres in 1960-61 to about 88.000 acres in 1972-73. Nearly 80 per cent of the apples produced in Himachal Pradesh are exported outside the State.

BUMPER COTTON CROP

Shri Sivarama Reddy of Banapura village in district Bellary has achieved remarkable results with new varieties of cotton. In a five acre plot, with an investment of Rs. 3,500 only he was able to reap a harvest worth over Rs. 16,500 by sowing the 'Sea-island' variety of cotton. In another 20-acre plot by planting the 'Hybrid-4' variety of cotton, he was able to obtain a yield of 14 quintals per hectare. With this bumper cotton crop, he got a return of Rs. 92,400 as against an investment of Rs. 30,000. By sowing the 'Hampi' variety of cotton, from another 20-acre plot, Shri Reddy netted a profit of Rs 50,000 against an investment of Rs. 16,000.

Shri Reddy has now embarked upon a big project of producing cotton seeds.

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CENTRAL GOVERNMENT REVENUE COLLECTIONS

The revenue realised by the Central Government under various heads and revenue from opium for the first eight months of the financial year 1972-73 amounted to Rs. 2,615·56 crores. This was over Rs. 426·61 crores more than the collections for the corresponding period of the previous financial year.

In November 1972, the revenue realised was Rs. 310·41 crores—Rs. 15·06 crores more than in the same month last year.

Details of the revenue realised under various heads are as follows:—

Rs. in lakhs

Sl. No.	Revenue Heads	During November		Upto November	
		1972	1971	1972-73	1971-72
(1)	(2)	(3)	(4)	(5)	(6)
1	Customs ..	6,920	5,694	54,117	42,201
2	Union Excise (excluding cess on salt, rubber, coal and iron ore etc.	19,739	17,786	1,52,826	1,32,013
3	Corporation Tax ..	1,344	2,313	25,647	20,290
4	Income-Tax ..	2,412	3,169	24,752	21,612
5	Wealth Tax ..	387	311	2,437	1,295
6	Expenditure Tax	..	..	..	..
7	Gift Tax ..	29	28	201	169
8	Estate Duty ..	60	95	466	445
9	Opium ..	150	139	1,110	170
	Total ..	31,041	29,535	2,61,556	2,18,895

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THE STATE BOTANICAL GARDEN

NANDANKANAN :

A TOURISTS' PARADISE

Prasanta Patnaik, M. A.

Though the State Biological Garden of Nandankanan is widely known, the most colcurful and attractive, State Botanical Garden of Nandankanan, is still to get better publicity, in order to give an opportunity to the tourists to have a glance at it.

The less known Botanical Garden of Nandankanan attracts thousands of nature lovers everyday and naturally have claimed an important position in the Tourist Map of Orissa as well as of India and within a few days it can become more attractive than the Hanging Garden and Kamala Nehru Park of Bombay.

The State Botanical Garden is situated on the opposite side of the lake near which the Biological Garden is located at a distance of about 20 kilometres from both Cuttack and Bhubaneswar.

The State Botanical garden scheme first came into opperation towards the month of August, 1963 in committed part on the Juzhagarh forest at Baranga. The total area reclaimed and developed so far is 36 hectares or 90 acres out of a total area of 173 acres.

The Botanical Garden have the following sections, namely, (1) Family Garden, (2) Medicinal Garden, Children's Park, (3) Creeper's Assembly, (4) Nursery, (5) Hibiscus Garden or Parijat Kunja, (6) Roasarium, (7) Orchard.

The Family Garden consists of 250 number of plant species of economic importance belonging to 25 important families. Three hundred number of different imported species of medicinal value are planted in the Medicinal Garden.

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The creeper assembly or the lata kunja consists of 20 different varieties of climbers.

In the nursery, potted plants such as Cactii, Ixora, Roses, timber trees. Species, medicinal plants, ferns, gerberas, lillies, calladium and other ornamental plants and mango, guava, cocoanut, arecanut have been kept for sale.

About 50 varieties of hibiscus have been planted over an area of 1/8th hectare in the Hibiscus Garden or the Parijat Kunja.

The orchard consists of 1,200 number of different species such as mango, guava, lemon, apple, wood apple, litchu, sopeta, peach, black berry, palm, pomegranate, Acrebolam chinese berrey, zyzyphus covering an area of seven hectares.

Besides these, there are many other attractive aspects of the Botanical Garden, such as the Lake View Road, Acquatic tanks, Boat Landing Ghat, Bridge-*cum*-surplus ware, Grass lawns, Concreted Umbrella, Picnic spots, Cottage, Guest Houses, etc

The main objectives of the State Botanical Garden are to establish scientifically planned gardens and to conduct research on Medicinal, Horticultural, and other economic plants of industrial value. The research programme of the State Botanical Garden aims at exploration, introduction, propagation and improvement of ornamental and economic plants. Greater emphasis, however would be given for the exploration of plants of industrial value.

In brief the main functions of the State Botanical Garden are— (1) Collection, introduction and propagation of plants of ornamental, medicinal and other economic importance. (2) Maintenance of the Botanical Garden. (3) To conduct studies on plant improvement. (4) Study of growth, flowering and pre and post-harvest physiology. (5) To develop control measures for diseases and pests of ornamental and economic plants. (6) Setting up a herbarium, especially of economic plants. (7) Organisation of Botanical Museum to display the achievements of State Botanical Garden and other interesting aspects of plant life. (8) To exchange plants and plants materials with scientific institutions and Universities. (9) To conserve rare and interesting plant species. (10) To serve as a centre for advance training in gardening and systematic botany.

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(11) Dissemination of technical information and to advise and assist in identification, cultivation and economic utility of plants, garden layout, landscaping, etc. (12) Publication of scientific and semi-popular literature for the benefit of research works, industrialists and laymen.

There is a scheme for the development of the State Botanical Garden during the coming 5th Five-Year Plan. The scheme consists of the following main features:—

1. HYDROPONICUM—To grow plants without soil.

2. HERHARIUM—Preservation of dead specimens of different plants collected from abroad.

3. ARTIFICIAL ZOOLOGICAL PARK—An artificial zoo will be established in natural sorroundings to attract the visitors to earn receipts.

4. CLIMBER PERBOLA—This will consist of different climbers with concrete hide and seek walls for the visitors and the children.

5. WOOD HOUSE—A pagoda type wood house will be constructed just close to the bank of the lake in view of the tourist importance.

6. BAMBOO ARBORETUM—Different species of bamboo collected from different places will be planted.

7. SHRUBBERY—A group of plants of low height up to 15 inch will be planted in a compact place for botanical study.

8. SPICES GARDEN—Collection of different spices will be made and will have a mass planting in confined area for further study.

9. TIMBER GARDEN & FOREST FOOD PLANTS—Collection of different types of timber plants of economic importance will be made and different food plants will be collected for plantation.

10. JAPANESE GARDEN—A garden in the Japanese style will be established.

For the above development schemes a master plan is being submitted to Government for sanction of Rs. 80 lakhs (Rupees Eighty lakhs) for its all round development during the 5th Plan; which will be fully borne by the Government of India.

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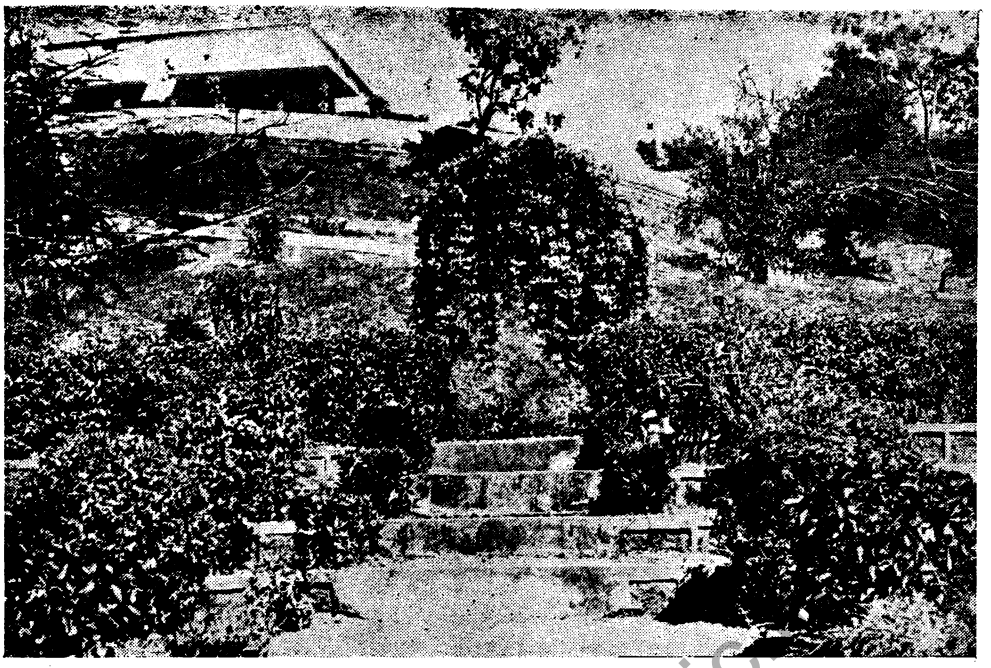

The creepers' assembly and the Guest House on Hill

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Cocoanut trees of unform height planted on the bank of the lake adds to the beauty of the garden and the 10 kms. long lake view road

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Seasonal flowers in full bloom in the Botanical Garden attract the beauty lovers

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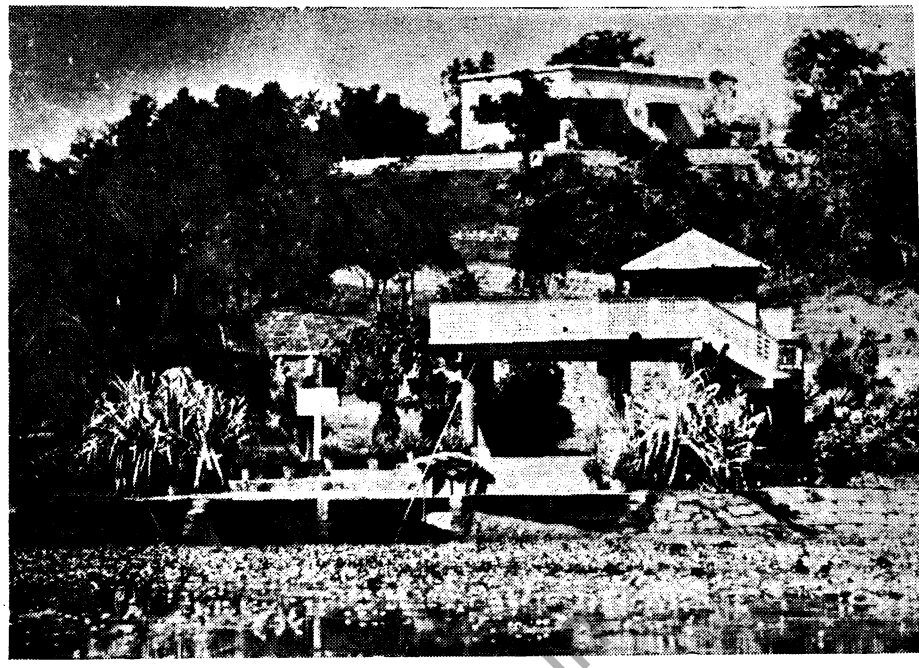
A bed of seasonal flowers



The Boat Landing Ghat, where five boats, can land at a time

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Dalhias are in full bloom in the Botanical Garden

Different types of Dalhias developed in the Botanical Garden, Nandankanan

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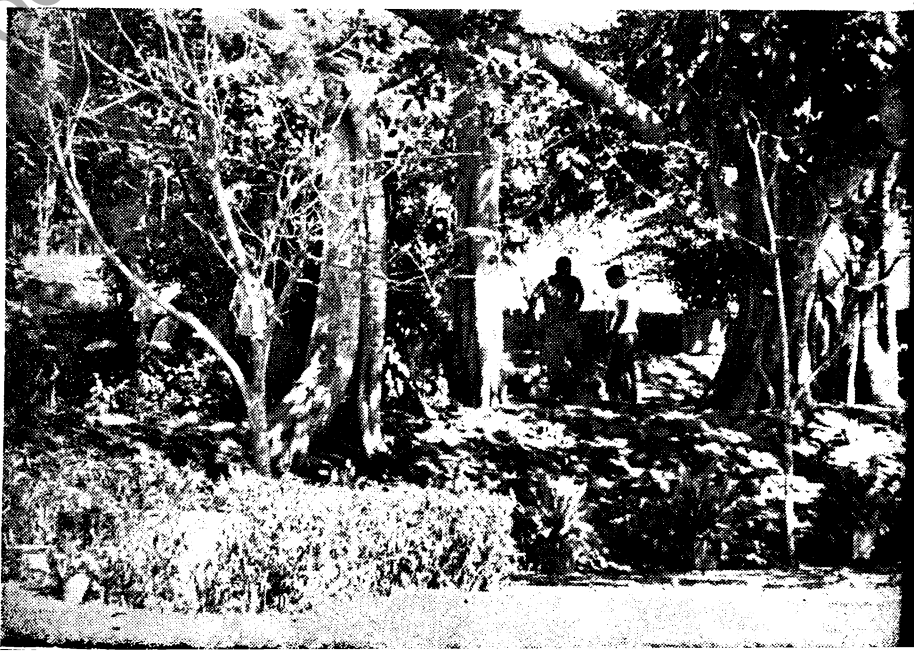
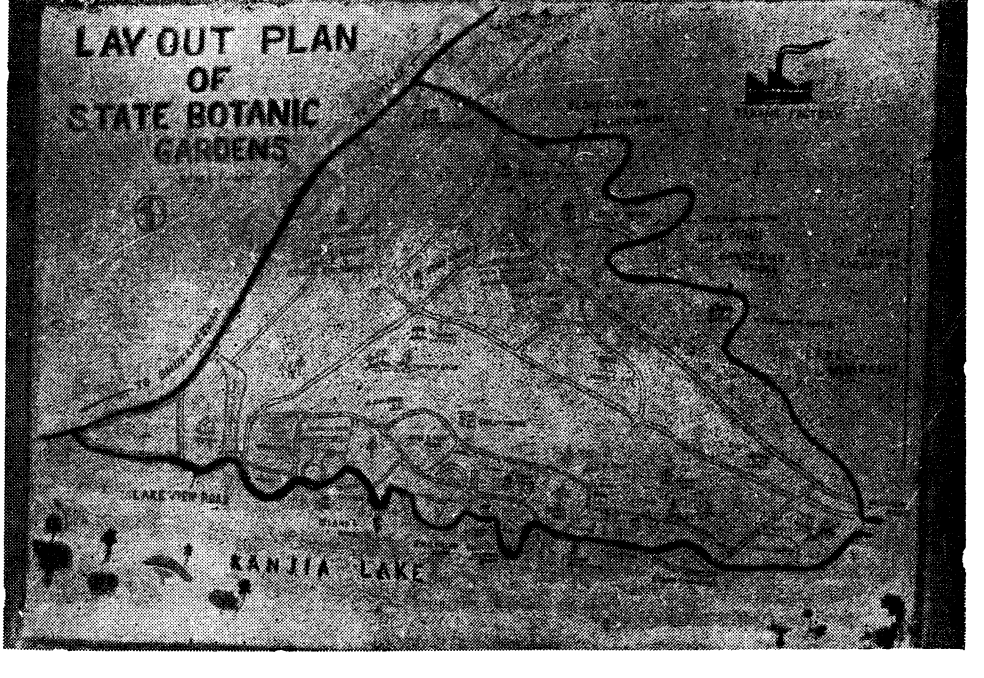
One of the many Picnic spots in the Botanical Garden



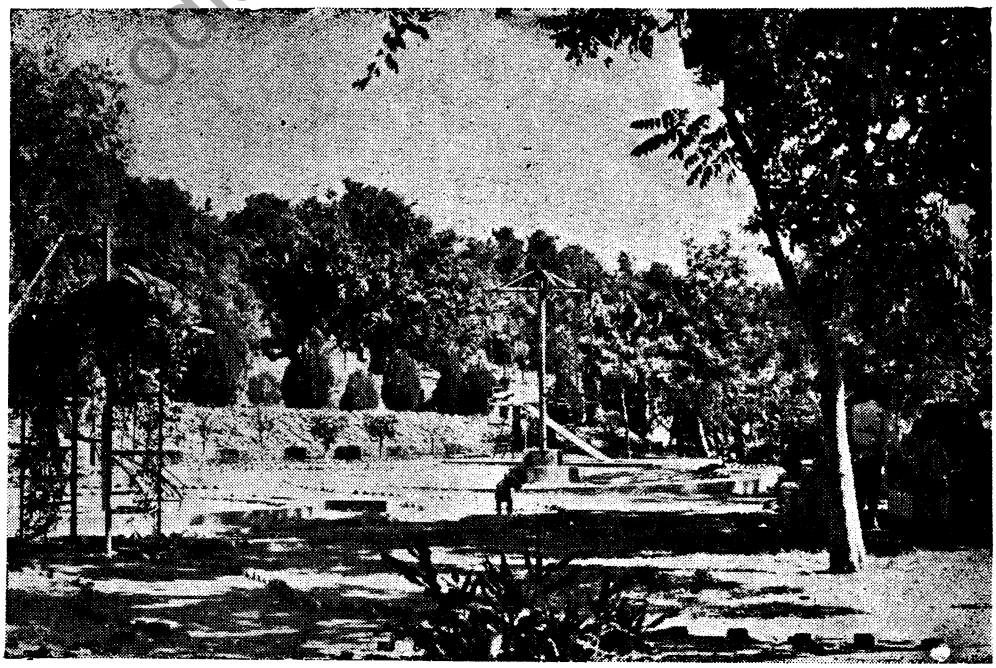
The main entrance of the State Botanical Garden of Nandankanan, which is under the direct control of the Orissa Agriculture DePartment. It attracts a large number of people from all goes of life, every day



The Lay Out Plan of the State Botanical Garden

An attractive Sun-flower developed in the Botanical Garden

The Children Park of the Botanical Garden, Nandankanan. It consists of five units namely (a) Ornamental Garden, (b) Children's Park, (c) Open natural pendal, (d) Pot culture house and (e) Guest House on Hill. This park attracts a large number of students of different age groups, who play with the swings and other playing accessories provided in the laps of nature



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This is how pot-culture is being made in the Botanical Garden

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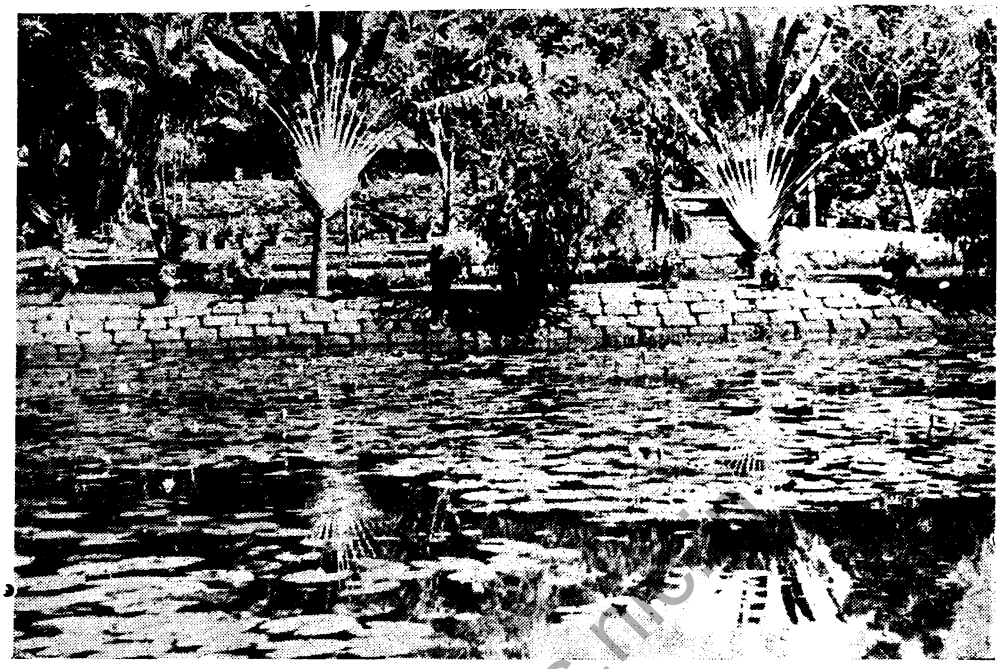
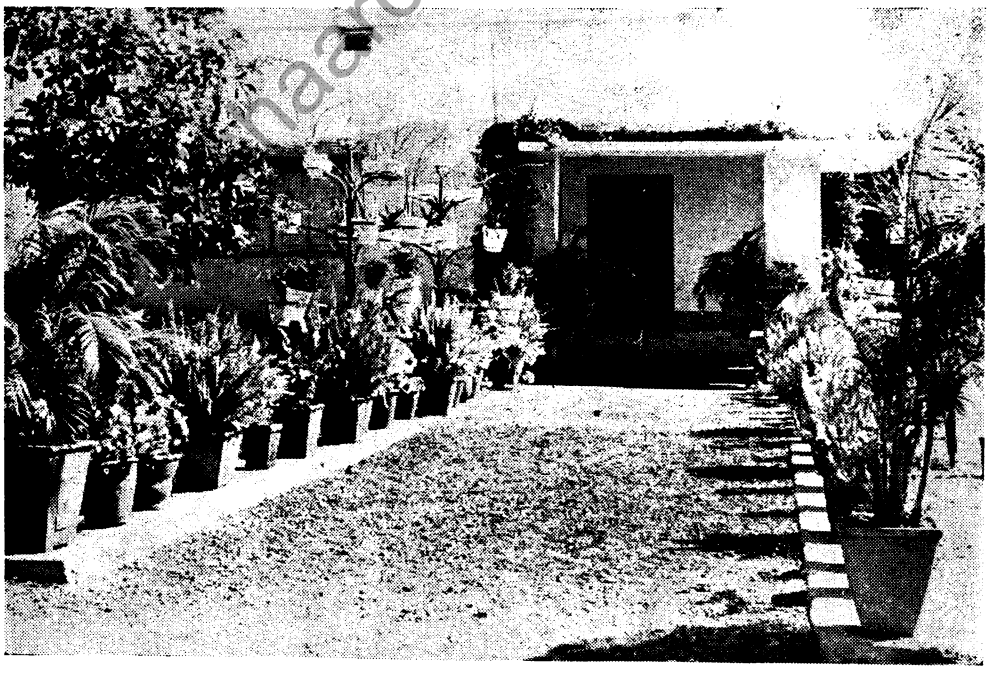
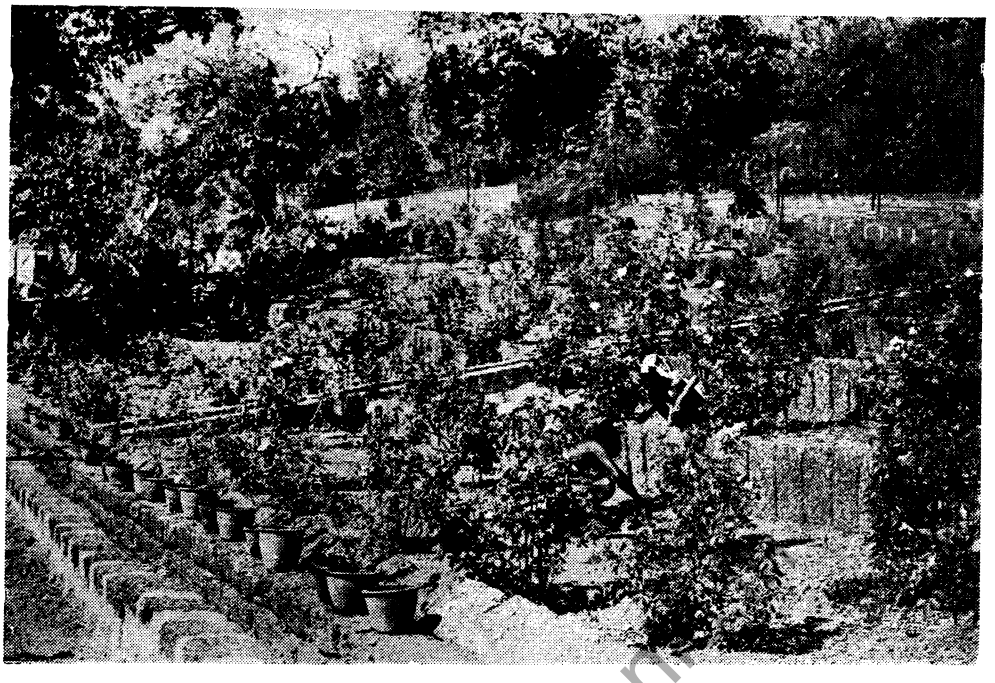
Boating is pleasant in the Kanjia Lake near the Botanical Garden



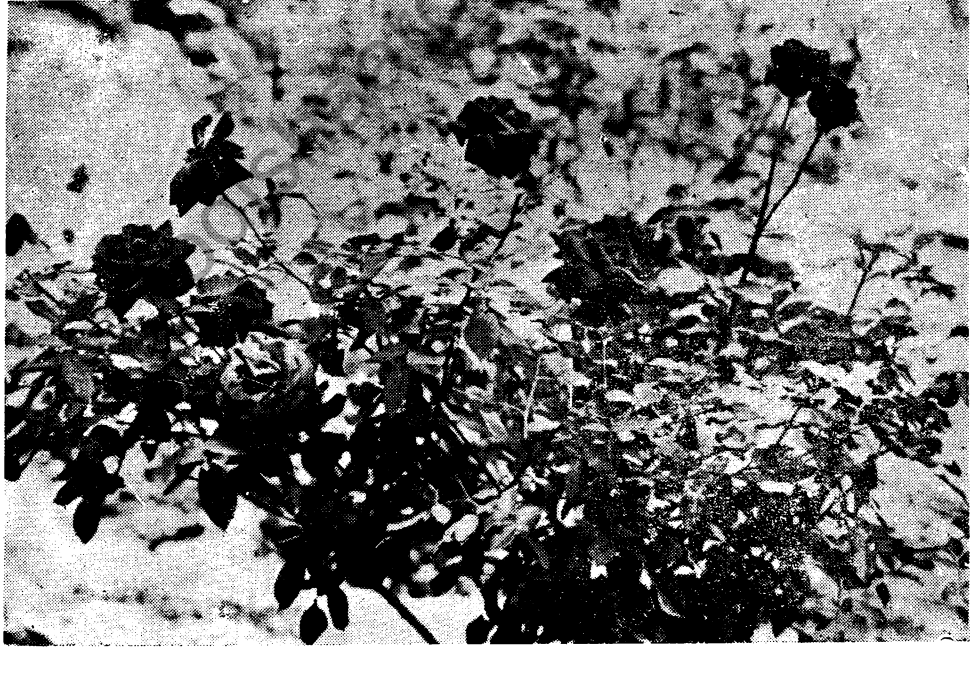
A view of the one of the four Aquatic Tanks in the Botanical Garden. Such tanks are developed to grow aquatic plants collected from different places



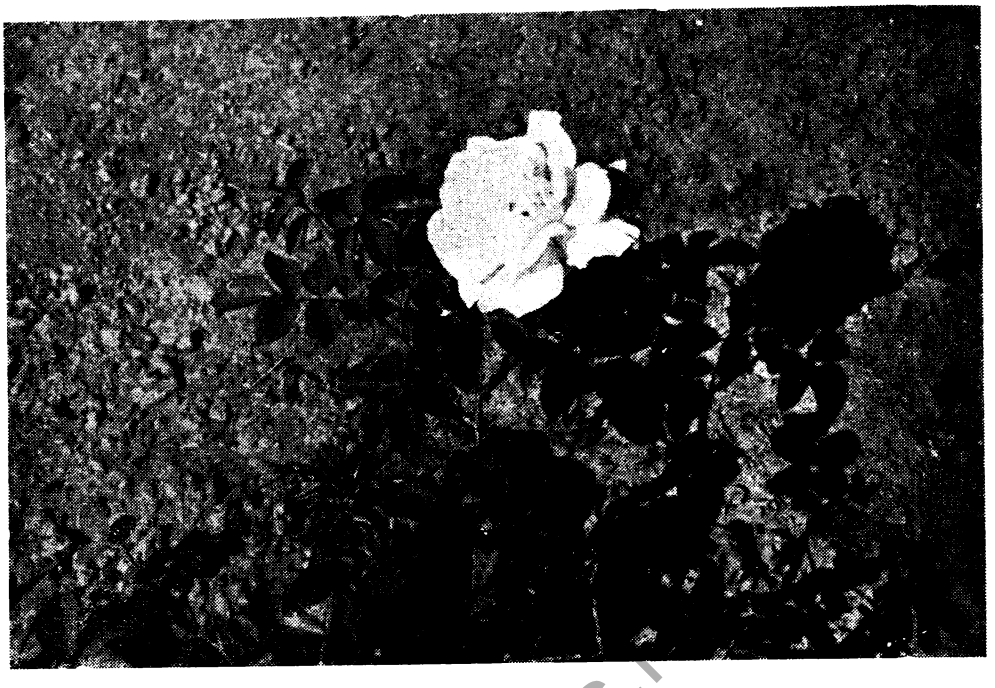
One of the two tourist lodges constructed in the Botanical Garden



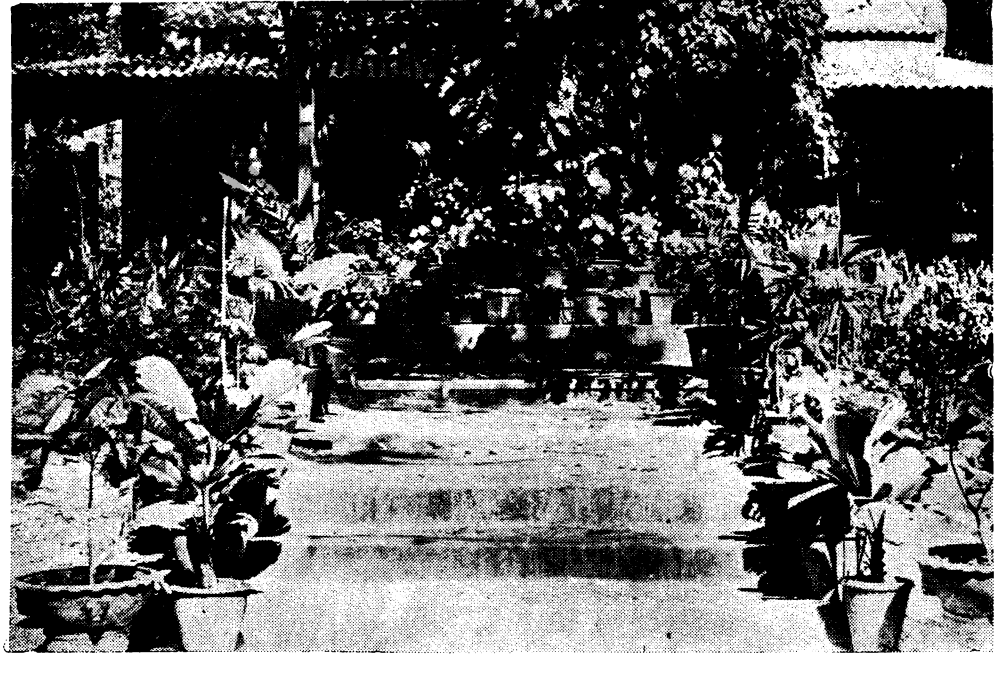
A general view of the Rosarium. This consists of 500 bushes of roses belonging to fifty varieties. The rosarium is developed over one hectare of land



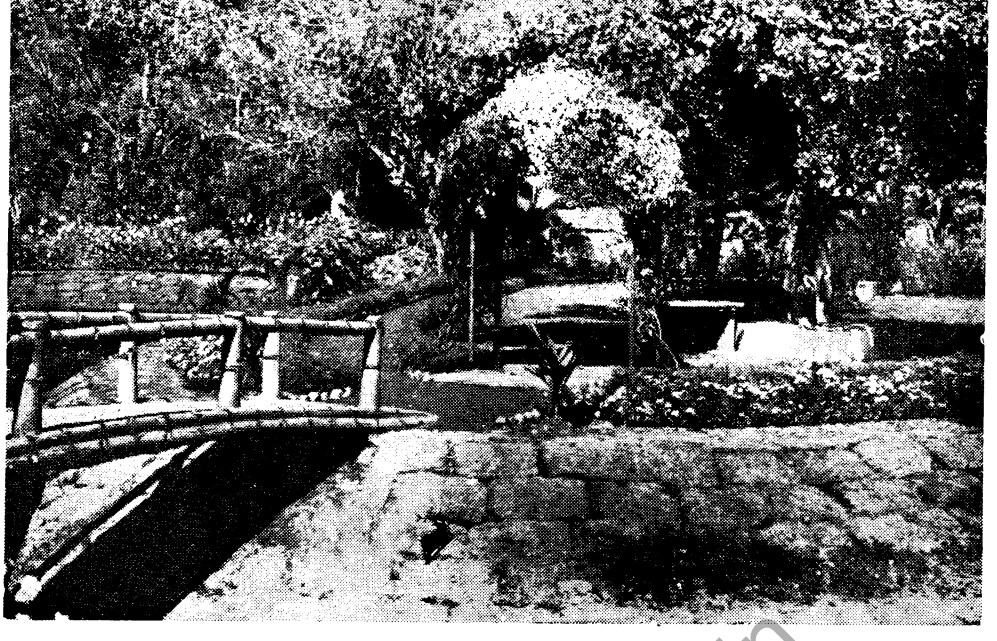
A rose bush full with roses



A rare variety of white rose developed in the Rosarium



The attractive cottage in the Botanical Garden



The bamboo bridge near the Buddha Park of the Botanical Garden

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One of the attractive Concrete Umbrellas of the Botanical Garden, Nandankanan

Different varieties of Cactiis developed in the Nursery of the Botanical Garden

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Sun-flowers of different varieties

ORISSA BUDGET FOR 1973-74

[By a Proclamation of the 3rd March 1973, under Article 356 of the Constitution of India, the President assumed to himself all the functions of the Government of the State of Orissa and all powers vested in or exercisable by the Government of the State. Under the Proclamation, the Legislative Assembly of the State was dissolved and the powers of the Assembly were to be exercised by or under the authority of Parliament. Accordingly, the Annual Financial Statement of the State of Orissa for the financial year commencing on the 1st April 1973 was laid in the Parliament on the 20th March 1973 which was later passed. The salient features of the budget are reproduced below.]

REVISED ESTIMATES, 1972-73

The revenue receipts for the year shortly coming to a close are now estimated at Rs. 170·89 crores, which is Rs. 7·32 crores more than the original estimates. The expenditure met from revenue, estimated at Rs. 200·80 crores, however, exceeds the original estimates by Rs. 23·54 crores owing to a steep rise in inescapable expenditure on relief operations as well as due to grant of additional dearness allowance to the State employees. As a result, the revenue account is estimated to have a deficit of Rs. 29·91 crores. On the capital side, because of sizeable increase in receipt of loans from the Central Government, including the special accommodation of Rs. 38·80 crores provided to the State to meet its deficit on non-Plan account, there is expected to be a surplus of Rs. 36·51 crores. Thus, the State will have an over-all surplus of Rs. 6·60 crores, thereby not only wiping out the overdraft of Rs. 6·23 crores with which the year was started but also close the year with a nominal cash balance of Rs. 37 lakhs.

BUDGET ESTIMATES, 1973-74

For 1973-74, the estimates of revenue receipts are placed at Rs. 175·79 crores, reflecting an improvement of Rs. 4·90 crores over the revised estimates for the current year. Expenditure on revenue account

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is estimated at Rs. 206·79 crores, resulting in an estimated deficit of Rs. 31 crores on revenue account. Receipts on capital account are estimated at Rs. 123·47 crores and disbursements at Rs. 94·50 crores. In spite of the surplus of Rs. 28·97 crores on capital account, the estimates for 1973-74 leave an overall deficit of Rs. 2·03 crores. Although a part of this deficit is likely to be covered by the State's share of the additional resources mobilisation proposed by the Central Government, it will be essential for the State to make special and concerted efforts to improve the collection of arrears of Government dues as well as effect economy in non-developmental expenditure to fully cover the deficit in its budget.

PLAN OUTLAY

Against an amount of Rs. 57·35 crores, in the current year, the outlay on the State's Plan in 1973-74 is envisaged at Rs. 64·48 crores comprising Rs. 52·41 crores provided in the State Budget and Rs. 12·07 crores to be incurred by the State Electricity Board. The Central assistance for implementation of the State Plan in 1973-74 is estimated at Rs. 37·03 crores. Of the contemplated Plan outlay, Rs. 28·56 crores, which is about 44 per cent of the total, is for irrigation and power schemes, Rs. 13·57 crores, i.e. nearly 20 per cent is on social services and Rs. 12·52 crores, which is more than 19 per cent, is on agricultural programmes.

The estimates for 1973-74 also include a provision of Rs. 21·80 crores, comprising Rs. 18·58 crores in the revenue account and Rs. 3·22 crores in the capital account, for schemes forming part of the Central sector of the Plan. Special Employment Programmes designed to relieve unemployment among Small and Marginal Farmers and Agricultural Labour as well as the educated unemployed are among the various schemes covered by this allocation.

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Statement about ownership and other particulars of the "Orissa Review"

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(See Rule 8)

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	Nationality	..	Indian
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6.	Names and addresses of individuals who own the newspaper and partners or share-holders holding more than one per cent of the total capital.		Government of Orissa

I, Shri G. K. Das, Director of Public Relations & Tourism and Deputy Secretary to Government, of Orissa, Home (Public Relations) Department hereby declare that the particulars given above are true to the best of my knowledge and belief.

G. K. Das

Signature of Publisher

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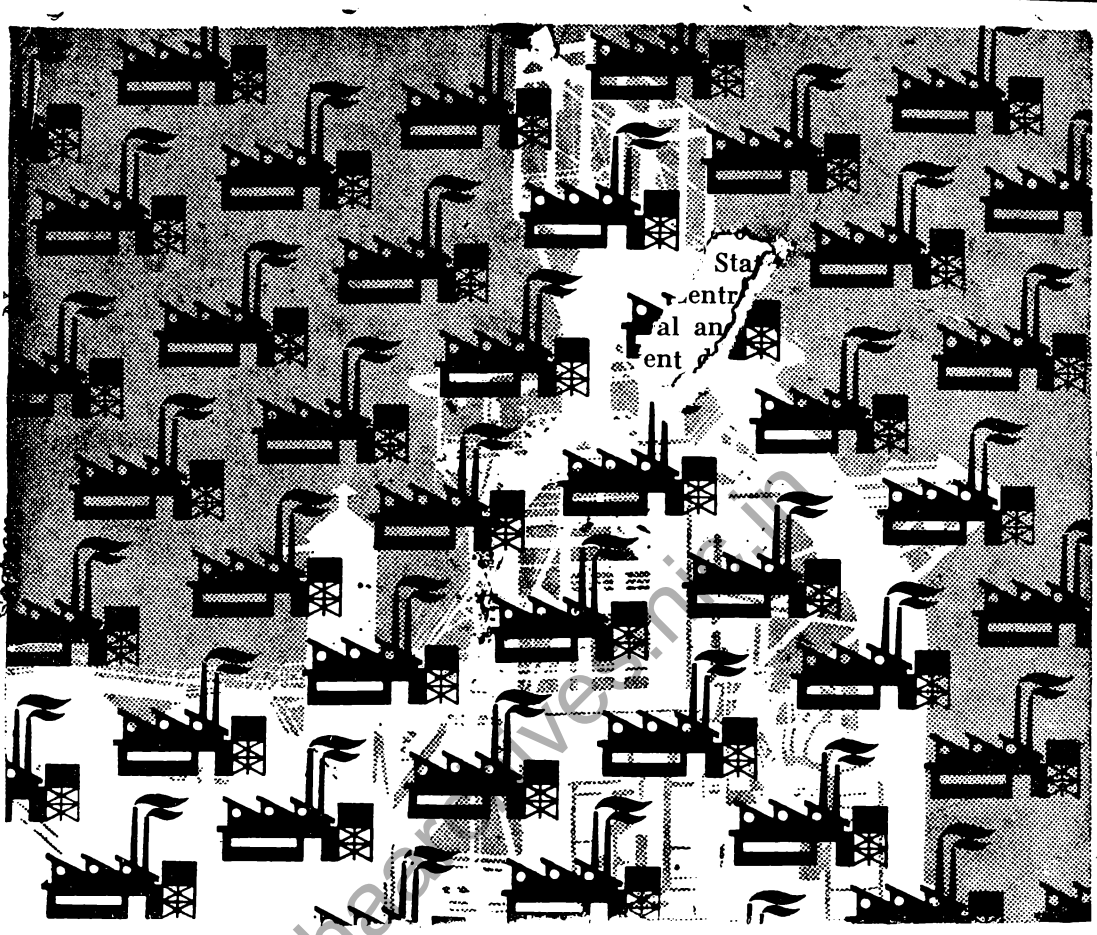

Rourkela Steel Plant encouraging enterprise in Orissa

The establishment of the Rourkela Steel Plant has led to the growth of a number of subsidiary and ancillary industries. Today more than 2000 workers are employed in forty ancillary units which supply Rs. 2 crores of spares to the Rourkela Steel Plant annually.

With active encouragement from the Orissa government more such units will dot the industrial area around Rourkela in the next few years, giving employment to yet more people.

And as this process of development continues, Rourkela Steel Plant will continue to be a potential growth centre in the industrialization of the state.

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