

determine claims for compensation arising out of accidents to trains carrying passengers.

(b) In respect of minor accidents, the District Judge or District Magistrate of the civil district is *ex-officio* the Claims Commissioner. For major accidents, *ad hoc* Claims Commissioners are appointed to deal with all claims that may arise out of them.

(c) A statement giving the information is laid on the Table of the House. [See Appendix IX, annexure No. 26.]

Shri K. C. Sodhia: How many major accidents were enquired into by these officers?

Shri Alagesan: Sir, I cannot give the number offhand.

QUININE

*1370, **Shri Ganpati Ram:** Will the Minister of Health be pleased to state:

(a) the quantity of Quinine manufactured in India during the years 1951-52 and 1952-53;

(b) the total number of factories where quinine is manufactured in India;

(c) the total quantity of quinine imported from and exported to foreign countries and value thereof during the last two years; and

(d) the steps taken by Government to develop the industry?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) The information has been called for from the Governments of Madras and West Bengal and will be laid on the Table of the House in due course.

(b) Two—one at Mungpoo in West Bengal and the other at Naduvattam in Madras.

(c) The imports of quinine during the last two years are as follows:—

Year	Quantity	Value
	lbs.	Rs.
1950-1951	284	14,808
1951-1952	41,775	15,29,082

Figures regarding exports of quinine are not available.

(d) The State Governments of Madras and West Bengal who own the quinine factories are experiencing difficulty in marketing even their present production and stocks of quinine salts are accumulating with them. The Special Cinchona Committee which was set up to go into various matters relating to quinine has just submitted

its report and the whole matter will be examined in consultation with the producing State Governments in a Conference to be held shortly.

Shri P. T. Chacko: What is the amount spent by the Government for cinchona production in West Bengal and Madras, and what is the value of the quinine which has been manufactured from these plantations?

Shrimati Chandrasekhar: I have no information now.

Shrimati Renu Chakravartty: In view of the answer given that the State Governments are finding it difficult to market this quinine, may I know what is the reason for it—because there is already a very high incidence of malaria in the country?

The Minister of Health (Rajkumari Amrit Kaur): The main reason is that most State Governments prefer to use the synthetic drugs that are now in plenty in the market.

Shri V. P. Nayar: May I know the cost of imported quinine as compared to the cost of quinine produced in India?

Rajkumari Amrit Kaur: I would like to have notice.

Kumari Annie Mascarene: May I know whether indigenous product of quinine has to compete mainly with foreign imported quinine?

Rajkumari Amrit Kaur: There is no pure quinine imported at all. So the question of indigenous product of quinine competing with foreign imports does not arise. It is a question of synthetic drugs which are competing.

Shri Beli Ram Das: The Government is aware that Assam also grows quinine. May I know the quantity produced by Assam?

Rajkumari Amrit Kaur: No quinine is produced in Assam. It is produced only in Madras and Bengal.

RAILWAY ACCIDENT NEAR PENNADAM

*1371. **Shri Muniswamy:** Will the Minister of Railways be pleased to state:

(a) the total amount of loss to Government on account of the accident that took place to the Goods train near Pennadam Railway Station, between Virdhachalam and Trichinopoly on the Southern Railway on the 31st March, 1953; and

(b) the main reasons of the accident?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Rs. 17,000.

(b) The cause of the accident is under enquiry.

Shri Muniswamy: Is it not a fact that certain accidents do often occur in Southern Railways?

Shri Shah Nawaz Khan: Accidents do take place off and on.

Shri Nambiar: May I know whether this accident was due to a Canadian engine being used or due to any other reason?

Shri Shah Nawaz Khan: As I have stated the matter is being investigated. We have not yet received the full report.

The Deputy Minister of Railways and Transport (Shri Alagesan): There is no mistake in the engine.

Shri B. S. Murthy: Arising out of the answer given by the Parliamentary Secretary that accidents do take place very often, may I know what steps are being taken to avoid them?

Mr. Speaker: The question is too general. He cannot be expected to give a definite answer.

RICE

*1372. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) how much rice is going to be procured and how much will be imported during the year 1953;

(b) how much rice is going to be kept in reserve at the end of the year 1953; and

(c) the result of decontrol and relaxation of control on rice in different States?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) and (b). It is estimated that internal procurement of rice may reach a figure of 19 lakh tons of rice during 1953. The quantity of rice to be imported in 1953 has not been decided. It is too early to estimate the quantity of rice that may be left over with Government at the end of the year.

(c) Allowing for seasonal variations, prices of rice on the whole have declined and availability in the open market increased inasmuch as the off-take from Government shops has gone down.

Shri S. C. Samanta: May I know whether it is a fact that the hon. Minister for Food and Agriculture said in Bombay on 26th March, 1953 that there would be no import at the end of this year, the average imports comes to 8 lakh tons every year and we would be able to procure 10 lakh tons rice this year?

Shri M. V. Krishnappa: What appeared in the papers was that our local requirement of rice will be met by the surplus States in India itself. What we import will go for the reserve and not for internal consumption. There is a demand of 9.5 lakh tons rice from deficit States in India. At the same time we expect that surplus States like Orissa and Madhya Pradesh will be able to give 9.5 lakh tons rice. We hope to meet the internal demand by internal procurement itself. What we import will go for the reserve. That is what he said.

Shri S. C. Samanta: May I know whether the visit of the hon. Minister of Food and Agriculture to Burma is in connection with the import of rice from that place?

Shri M. V. Krishnappa: Yes. It is to negotiate for a barter of 5 lakh tons of rice. We hope he will succeed. We hope to import 5 lakh tons at favourable prices and build up a comfortable reserve.

Shri K. G. Deshmukh: In view of the enormous propaganda made by the Government regarding this new method of Japanese rice cultivation, may I know whether Government propose not to import rice from foreign countries?

The Minister of Agriculture (Dr. P. S. Deshmukh): That is the aim. We are working towards its fulfilment.

Shrimati Renu Chakravarty: Is Government aware that because of the various differences in price in various Provinces in the procurement of paddy, there is less procurement and that we should procure more if the prices are at a reasonable level?

Shri M. V. Krishnappa: Procurement prices do vary. In surplus States it will be less, in deficit places it will be more. There is not so much difference between the surplus and the deficit States on account of the difference in procurement prices. We do not expect any shortfall in our procurement targets. On the other hand it is encouraging. The lowest procurement rates exist in Orissa and the highest procurement rate is also reached there.

Shri Algu Rai Shastri: I want to know from what country you are going to import rice.