

(b) whether Government have received any representation in this regard from the coir yarn exporters of Kerala; and

(c) if so, the action taken thereon?

**The Minister of Commerce (Shri Manubhai Shah):** (a) and (b). Yes, Sir.

(c) A high-powered delegation is shortly leaving for Burma for discussing these matters.

#### Export Promotion Scheme for Woollen Hosiery

\*830. **Shri Hukam Chand Kachhavaia:**  
**Shri Jagdev Singh Siddhanti:**  
**Shri Bade:**  
**Shri Rameshkhari Prasad Singh:**

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the export Promotion Scheme for woollen hosiery has been announced; and

(b) if so, the main features of the scheme?

**The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi):** (a) and (b). No scheme of export promotion for woollen hosiery has been announced. However, all facilities for raw materials—both imported and indigenous—will be made available to registered exporters.

#### Closure of Textile Mills

\*831. **Shri Buta Singh:**  
**Shri Ram Sewak Yadav:**  
**Shri P. H. Bheel:**  
**Shri Gulshan:**  
**Shri Madhu Limaye:**

Will the Minister of Commerce be pleased to state:

(a) the total number of textile mills, spindles and looms closed down recently;

(b) how many amongst them are obsolete and uneconomical;

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(c) how many textile mills are now run by Controllers appointed by Government; and

(d) the total net financial result of running these mills during the current year?

**The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi):**

(a) Out of about 600 mills with about 16.4 million spindles and 2 lakh looms in the country, 11 mills, accounting for about three lakh spindles and 4388 looms have closed since January 1966, 6 mills continue to remain closed from earlier than January 1966.

(b) Two.

(c) Twelve.

(d) Seven out of twelve mills have been taken over only during the last seven or eight months, and the financial results of the working of these and the other mills during the current year are not yet available, but many of the mills are making profits. A few mills which have been taken over are losing also.

फतहपुर और चुक (राजस्थान) के बीच  
रेल यात्रा का किराया

\*832. श्री रामसेवक यादव :  
 श्री मधु लिमये :  
 डा० राम मनोहर लोहिया :  
 श्री किशन पटनायक :  
 श्री श्रीकांत लाल बेरवा :  
 श्री हुसम चन्द कच्छवाय :  
 श्री रामेश्वर टांटिया :  
 श्री प्रकाशवीर शास्त्री :  
 श्री यु० द० सिंह :  
 श्री गुलशन :  
 श्री जगदेव सिंह सिद्धान्ती :  
 श्री रामेश्वरानन्द :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि फतेहपुर और चुरू (राजस्थान) के बीच का अन्तर 24 मील है किन्तु यात्रियों से 54 मील का किराया वसूल किया जाता है ;

(ख) यदि हां, तो क्या किसी और सैंक्शन में भी यात्रियों से अतिरिक्त दूरी का किराया वसूल किया जा रहा है ; और

(ग) यदि हां, तो क्या उन के मंत्रालय का इस विषयता को दूर करने का कोई विचार है ?

रेलवे मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : (क) फतेहपुर और चुरू के बीच वास्तविक दूरी 27 मील (या 43.5 किलोमीटर) है और किराया 54 मील (या 87 किलोमीटर) का लिया जाता है।

(ख) जी हां।

(ग) प्रश्न के भाग (ख) के उत्तर को देखते हुए कोई असंगति नहीं है। इसके अलावा दूरी बढ़ाकर किराया और भाड़ा लगाने पर भी, इस लाइन को पूंजीगत लागत पर आर्थिक प्रतिफल नहीं मिल रहा है।

#### Indian Iron and Steel Company, Limited

\*833. Shri S. N. Chaturvedi: Will the Minister of Iron and Steel be pleased to state:

(a) whether Government's attention has been drawn to the statement of the Chairman of the Indian Iron and Steel Company Ltd. as reported in the "Statesman" of the 12th August, 1966 that because of the inordinate delay in approving its Balancing Plant Scheme by Government, the country was denied an additional production

of 3,00,000 tons of steel and consequent saving of foreign exchange to the tune of Rs. 26.27 crores per annum over this period; and

(b) if so, the reasons why the scheme submitted in January, 1962 could not be approved until May, 1966?

**The Minister of Iron and Steel (Shri T. N. Singh):** (a) and (b). Yes, Sir. The expansion scheme, which was originally submitted by the Indian Iron and Steel Co. Ltd. in June, 1962, was approved by the Government in April 1963. Subsequent to that certain modifications to the original proposals and revised figures of estimates submitted by the Company from time to time had to be examined. A good part of the delay was occasioned by the persistence of the Company in regard to setting up of an uneconomic small capacity power plant which was not essential for the expansion programme, and due to the revision of cost estimates, additions and alternations on more than one occasion.

#### Extra Railway Engines

\*834. Shri Hari Vishnu Kamath: Will the Minister of Railways be pleased to state:

(a) whether his attention has been drawn to an allegation (*vide* 'Blitz' dated 18-6-1966) that "one does not have to go into the details of the manner in which the railways come to acquire so many extra engines";

(b) if so, whether an inquiry has been held in the matter; and

(c) if not, the reason therefor?

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** (a) Yes, Sir, but there is no basis for the allegation above over acquisition of Locomotives.

(b) and (c). Do not arise.