

Commission would not agree to a scheme where the return is below one per cent.

Shri Ramanathan Chettiar: In view of the importance of minor irrigation schemes, for they play a large part in the production of foodgrains, and in view of the absence of large river resources in the Madras State, may I know what steps the Government will take to review the decision on the inclusion of minor irrigation schemes in the Second Plan?

Shri Hathi: I may mention that the minor irrigation is a subject which is dealt with by the Agriculture Ministry. Anyway, looking at the overall position and resources and the area irrigated by this particular scheme, it could not be included.

Shri Tangamani: May I know whether the Government of Madras have sent a counter-proposal that these schemes be implemented in view of the fact that this comes from the South Arcot District—a scarcity area?

Shri Hathi: I do not remember to have received any such letter or communication from the Madras Government.

Mr. Speaker: Next question. Shri Yajnik.

Shri Vasudevan Nair: Sir, it relates to Kerala Also.

As the hon. Minister has said that the Parambikulam scheme is included in the Plan, may I know the position with regard to the dispute between the two States of Kerala and Madras?

Shri Hathi: That does not really form part of this question. Anyway, I would like to give the information on notice.

Mr. Speaker: Let the hon. Minister not promise beforehand. He may say that it is irrelevant.

Shri Hathi: I have said 'on notice'. This is not a promise.

Kandla Port

*1637. **Shri Yajnik:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that there has been considerable siltting near the jetties at the Kandla port due to the absence of dredging;

(b) whether steamers with progressively lower tonnage are now being berthed in the Kandla port due to the silting and want of suitable dredging arrangements;

(c) whether the number of persons employed at the Kandla Port have been reduced from about 6,000 to 1,000 at present; and

(d) the steps Government propose to take to berth bigger steamers with a view to divert pressure on overcrowded ports like Bombay?

The Minister of State in the Ministry of Transport and Communications (**Shri Raj Bahadur**): (a) No. Sir. There has been a slight reduction in the depths available near the jetties because of earth slipping down the bank owing to the fact that it has yet to be cut down to the proper slope. There has, however, been some silting in the approach channel in use since 1955, which has reduced the depths there by one foot during the last year.

(b) The siltation referred to in reply to part (a) above has reduced the permissible drafts of steamers visiting the port by about one foot.

(c) The total number of persons employed at Kandla, which was about 8,000 when the construction work was at its peak, is now about 3,000.

(d) The question of improving and stabilising the approach channel by carrying out training works and/or dredging has been under examination through model experiments at the Research Station at Poona. In the mean time, the Port Authorities have been able to spot another channel

with greater depths which has developed and it is being used by ships entering the port. Suitable steps will be taken as and when necessary to maintain adequate depths in the approach channel.

Shri Yajnik: May I know the tonnage of ships that were admitted before the silting and the maximum tonnage of ships that are berthed now in the Kandla Port after the silting has taken place and the difference between the two?

Shri Raj Bahadur: May I point out that the tonnage admitted depends on the volume of traffic coming to or going from the port and does not depend upon the silting as such.

Shri Yajnik: What was the maximum tonnage that was allowed up-till now and what is the maximum tonnage that is being allowed now?

Shri Raj Bahadur: The installed capacity of the Port is 1.2 million tons. I think, last year, we very nearly reached it.

Shri Yajnik: I want per ship (*Interruption*).

Mr. Speaker: All the hon. Members should not speak at the same time.

Shri Khimji: May I know why a dredger has not been acquired so far though there was a provision in the last two years' budget?

Shri Raj Bahadur: There are some difficulties, one of them being foreign exchange. But we are at it and are trying to credit a dredger pool as advised by the National Harbour Board at its last meeting.

Shri Achar: Was the silting expected by the experts or were they taken by surprise?

Shri Raj Bahadur: It is not exactly the question of silting. It is a question of making the slope conform to, if I may say so, the specification of 1:3. The depth exactly, contiguous to the bund or the bank, was dredged

upto 32 feet, but because of the steepness of the slope there was some amount of silting which was about one foot. That point would be taken up. It is not at all a serious problem.

Shri Kasliwal: The hon. Minister gave some figure that last year probably one million tons were admitted into this Port and subsequently he gave a lesser figure. May I know whether the result of all this is that this Kandla Port has fallen into disuse?

Shri Raj Bahadur: It depends on the volume of traffic going from and coming to the Port and the number of ships that will be admitted. All other factors will be taken into account so far as that is concerned.

Shri Khimji: Is silting a normal feature of practically all the ports and is it removed only by dredging?

Shri Raj Bahadur: That is right.

Shri Yajnik: I wanted to know the maximum tonnage of one ship that can be berthed now and the maximum tonnage that could be berthed before.

Shri Raj Bahadur: If the hon. Member would permit me, I think, he refers to the question of the draft of a ship that can be admitted. At the lowest it can take ships with a draft of 24 feet and on high water upto 30-31 feet. I may say that for the major portion of every month ships with a draft of 26 feet to 30 feet can enter the Port. There has not been any serious trouble about it.

Mr. Speaker: Next question. Shri Bishwanath Roy.

Shri Narayanankutty Menon: One more question may be allowed.

Mr. Speaker: I have allowed so many questions. This relates to Kandla Port and not to Cochin Port.

Shri Narayanankutty Menon: But it is regarding silting which affects Cochin Port also.

Mr. Speaker: Yes, sitting affects every Port.

Air Hostesses

*1639. **Shri Hem Barua:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a team of British officers from London is visiting this country for the recruitment of Indian girls for B.O.A.C. Services as air hostesses; and

(b) if so, the number of girls at present working with the Indian Airlines who have applied for the posts?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) A team of officers of the B.O.A.C. are reported to have visited India for recruitment of Air Hostesses.

(b) Seven.

Shri Hem Barua: How do the service conditions and other amenities provided for Air Hostesses in the Indian Airlines, particularly Air-India International, compare with those in the B.O.A.C.?

Shri Mohiuddin: It is not possible for me to say as to what the service conditions offered by B.O.A.C. are, but from the information that I have it is obvious that those who were employed in Indian Airlines have applied for employment in B.O.A.C. only because the salaries there are higher and perhaps the amenities are better.

Shri Hem Barua: May I know if the attention of the Government has been drawn to an advertisement put up in London by Air-India International to the effect: "Georgie Porgei kissed on the sly, an Air-India Hostess, she did not cry" and if so, what steps have Government so far taken to stop this sort of advertisement which exhibits a frenzied paucity of ideas and exposes the Air Hostesses at the same time to random kisses?

Shri Mohiuddin: I am sorry I could not follow the question

Mr. Speaker: The hon. Member has spoken in poetry.

Shri Hem Barua: I was only quoting the advertisement.

May I know if the attention of the Government has been drawn to the advertisement put up in London by the Air-India International about the Air-India Hostesses, which goes like this:

"Georgie Porgei kissed on the sly

An Air-India Hostess, she did not cry.

Our passengers luckily, on the whole,

Show a certain amount of self-control."

If so, may I know, what steps have Government taken so far to stop this sort of advertisement that exhibits a frenzied paucity of ideas and which, at the same time, exposes our Air Hostesses to random kisses at all odd places?

Mr. Speaker: Hon. Member is going away from one thing to the other. Any other thing will be irrelevant, particularly kisses. The question is simply this: Does the B.O.A.C. try to take Air Hostesses from here and are the amenities there much better than here? That question was answered. Is it on account of the advertisement that these girls are going away from the one to the other?

Shri Hem Barua: Air-India International has put up this advertisement.

Mr. Speaker: Hon. Member wants to be a little humorous. That is all.

Shri Joachim Alva: In the beginning we had quality Air Hostesses both in the Indian Airlines run by businessmen and in the Air-India International. May I know whether that quality has fallen now because the pay is higher in foreign Air Lines and whether the Government propose to rope in better Air Hostesses for ourselves on better pay.