

achieved in the matter of the sugar industry in other States is correct. For example, in UP in 1939-40, it was only 19 lakh acres; now it has gone up to 30.5 lakh acres. As I said, it depends on various factors.

With regard to the number of factories functioning, it is 32 in 1939-40, now it is only 28. But in some factories, there has been expansion also so that it has not been due to the reduction of the number.

With regard to the efforts made, I may submit for the information of the House that out of Rs. 8 crores provided for development work on sugarcane in the Second Five Year Plan, the share of Bihar comes to Rs. 76 lakhs.

**Shri Thirumala Rao:** What are the average yields per acre of sugarcane in 1939-40 and 1956-57?

**Shri A. M. Thomas:** The average yield per acre in 1939-40 was 12.81 tons whereas in 1956-57, it is 13.33 tons.

**श्री विभूति मिश्र :** क्या यह सही नहीं है कि मैनेजमेंट और लेबर के झगड़े के कारण बुगर रिक्वरी कम हो गई है ?

**Shri A. M. Thomas:** Four factories—Indian Siwan, Buxar, Japaha and Semapur—which were working in 1939-40 are not working now. The Indian Siwan is not working owing to disputes among the partners. As regards the other factories, there are some other reasons for their not working.

**Pandit D. N. Tiwary:** From 1952 to 1956, the recovery of cane was over 10 per cent, and now it has gone down to 9 per cent. May I know what are the reasons for this, and whether any steps have been taken to improve recovery?

**Shri A. M. Thomas:** In 1952-53, recovery was 10.03. Now it is 9.91. There has been some decrease. As I have said, it has been mainly due to drought and the red rot disease.

**Shri Ranga:** What steps are being taken in order to eradicate the red rot disease?

**Shri A. M. Thomas:** In fact, some schemes are being attempted. Under the auspices of the Indian Central Sugarcane Committee some schemes are being worked. The State is also working out a scheme. Under the Second Five Year Plan, as I have already submitted, Rs. 76 lakhs has been set apart from Bihar.

**Shri Ranga:** Are any steps being taken to prevent any more land being diverted from food crops to sugarcane?

**Shri A. M. Thomas:** As far as Bihar is concerned, there is no such problem.

मध्य प्रदेश में विमान सेवायें

{ श्री वि० च० कुपल :  
श्री ठावर :  
\*१०६६ { श्री बाबूपयी :  
श्री साहोवाल :  
सरदार इकबाल सिंह :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भोपाल, इंदौर और ग्वालियर के बीच अभी हाल में जो विमान सेवा बन्द कर दी गई है उस फिर से चालू करने का कोई प्रस्ताव है ;

(ख) क्या मध्य प्रदेश सरकार ने भोपाल और दिल्ली के बीच विमान सम्बन्ध स्थापित करने के बारे में कोई प्रस्ताव देना प्राप्त हुआ है ;

(ग) सरकार की इस विषय में क्या प्रतिक्रिया हुई है ;

(घ) क्या इण्डियन एयर लाइन्स कारपोरेशन ने भोपाल, इन्दौर और ग्वालियर के बीच विमान सेवा चालू करने के लिये मध्य प्रदेश सरकार से बहुत बड़ी राशि सहायता के रूप में मांगी है ;

(ङ) यदि हां, तो कितनी राशि मांगी है ; और

(च) यह सेवा फिर से कम तक चालू होने की संभावना है ?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) The Indian Airlines Corporation have no plans at present to resume air services to Bhopal, Indore and Gwalior.

(b) Yes, Sir.

(c) to (f). The Corporation have explained that they had to discontinue air services to these places because the services were uneconomic and that they would be prepared to resume them provided they are reimbursed the losses involved in operating the services. The State Government has been informed accordingly.

**Shri V. C. Shukla:** May I know if there are any other air services operated by Indian Airlines Corporation except in the Assam and Tripura region which are at present running uneconomically and if so, which are they?

**Shri Mohiuddin:** There are a number of sectors where the services are running uneconomically. The Corporation is making attempts to reduce the recurring losses every year, they are making an attempt to eliminate those sectors where the expenditure is very high and the revenues are very low.

**Shri V. C. Shukla:** May I know if the route Bhopal-Indore-Gwalior was causing the greatest loss to the IAC? If so, what are the comparative figures?

**Shri Mohiuddin:** I might mention that the service that was run in 1956-57 Agra-Gwalior-Bhopal-Indore-Aurangabad incurred a loss of Rs. 18,60,000. Another service that was also closed was the Delhi-Agra-Bhopal flight, the loss on which in 1956 was Rs. 7,75,000.

**श्री राधेलाल व्यास :** क्या मैं यह जान सकता हूँ कि . . . .

**Mr. Speaker:** Order, order. I have already called Shri Jangde.

**श्री जंगड़े :** क्या यह सही नहीं है कि मध्य प्रदेश का एयरलाइन के नकशे में कोई

स्थान नहीं है और बोपास को छोड़ कर क्या हिन्दुस्तान में ऐसे और भी कई प्रांत नहीं हैं जहाँ पर इस से ज्यादा नुकसान नहीं होता और शासन के पास क्या ऐसा कोई प्रस्ताव माया है कि मध्य प्रदेश अपनी बकोटा एयरसेविसेज कमिश्नर्स हेडक्वार्टर्स में चलाने का विचार कर रही हैं और क्या सेंट्रल गवर्नमेंट उसे कोई सबसिडी देगी ?

**अध्यक्ष महोदय :** माननीय सदस्य ने एक सवाल में तीन तीन सवाल कर डाले हैं ।

**श्री मुहीउद्दीन :** अभी मैंने बतलाया कि मुस्तालिफ स्टेशन पर नुकसान होना है । लेकिन यह कहना मुश्किल है कि इस से ज्यादा नुकसान किमी और लाइन पर है या नहीं । बकोटा सर्विस चलाने के मुतालिक मैं कोई इल्म नहीं हूँ । अभी हाल ही में कारपोरेशन के जनरल मैनेजर काटब्रू साहब से मिले थे और उनसे इस के मुतालिक गुफ्तगू हुई थी । उन्होंने उनसे कहा था कि इस के मुतालिक गौर करें कि इंटरनल सर्विसेज किस तरह से चलायी जायें । इस के मुतालिक अभी जनरल मैनेजर गौर कर रहे हैं ।

**श्री राधेलाल व्यास :** क्या मैं यह जान सकता हूँ कि इस प्रकार नुकसान से बचने वाली दूसरी सर्विसेज की संख्या क्या है, और उन पर कुल कितना नुकसान होता है ?

**The Minister of Transport and Communications (Shri S. K. Patil):** This raises a general question. Many hon. Members have been asking whether the uneconomic lines should be run by Government. My ministry is considering the problem as to the lines that are most uneconomic and yet have got to be run in order that the towns and cities could be contacted, what methods could be introduced so that the loss is minimised, if any subsidy has to be given, how much

of that should be shared by the Government of India and how much by the State and all that. The whole question is under consideration—and particularly with reference to Madhya Pradesh.

#### Death of Fireman due to Heat-Stroke

\*1997. Shri H. N. Mukerjee: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the 5th June, 1958 a fireman, Ramjhorl Ram of Chitor Loco collapsed in the engine;

(b) if so, the cause of the collapse;

(c) whether there have been casualties amongst railwaymen on Eastern Railway on account of the extraordinary heat-wave in May and June, 1958;

(d) if so, their number and nature; and

(e) whether any compensation and if so, how much has been granted to the victims or their dependents?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, at Chitpur (and not at Chitor).

(b) Not known as the result of the post-mortem examination is still not available.

(c) Yes.

(d) 793 cases of heat exhaustion, out of which there were 6 deaths suspected to be due to the extraordinary heat-wave.

(e) The question of payment of compensation is under consideration.

Shri H. N. Mukerjee: May I know if our Railways make any provision for relief especially to drivers and firemen regarding a shorter week or lesser hours of work during periods of heat-wave when accidents are not unlikely?

Shri Shah Nawaz Khan: No provision for shortening the hours of work is made. In fact, during the extremely hot weather, lot of people fall sick

and those who are on duty sometimes have to work longer hours. This is a point which needs looking into and I will certainly look into it.

Shri Tangamani: The death occurred as early as June 5, 1958; and the hon. Deputy Minister says that the post-mortem report is not available. May I know when he will be able to get the report?

Shri Shah Nawaz Khan: The post-mortem case was entrusted to the G.R.P. The Railway authorities have been making persistent efforts to get the post-mortem examination report.

Mr. Speaker: What is the G.R.P.?

Shri Shah Nawaz Khan: Government Railway Police. This body was taken to D. R. Singh Hospital which is a railway hospital. We have been trying our best to get the report as early as possible. But, I am sorry it has been delayed; and we will make further efforts.

Mr. Speaker: The post-mortem must have been completed long ago. Does it take so long to get the post-mortem certificate?

Shri Shah Nawaz Khan: We have been writing to the police to let us have the report. I am sorry it has not been forthcoming. We will make further efforts.

Shri Hem Barua: May I know whether the attention of the Government was drawn to the statement made by the driver of the Kishanganj local train at Sealdah that was involved in a riot to the effect that 'this is the reward for my working 16 hours in a day in the unbearable heat of the engine'. If so, what steps were taken to give relief to the drivers and foremen who are made to work for 16 hours a day in the unbearable heat of the engine?

Mr. Speaker: The Deputy Minister says that he is looking into the matter; and so far nothing has been done and they are doing that now.

Shri Hem Barua: It is a statement made by a driver. May I know if it