

the expenses for sending the delegation to the Geneva Conference?

Shri Raj Bahadur: First of all, there is an inescapable obligation of a payment of Rs. 33,000 in foreign exchange which will have to be made irrespective of the fact whether we send a delegation or not. Apart from that, Rs. 15,000 will be spent on the air fare and Rs. 12,500 on daily expenses and other contingencies; the latter would be foreign exchange.

Shri Subodh Hansda: What are the main points of discussion at the Geneva Conference?

Shri Raj Bahadur: The main points of discussion are the revision of the regulations as also the tariff etc., but essentially one of the important points that may come up for discussion will be the inter-connection of the tele-communication networks in Europe with the tele-communication networks in West Asia, South-East Asia and the Far East. It is very important that our country be represented because we would not like our country to be by-passed so far as this particular inter-connection is concerned.

Shri Tangamani: May I know the number of delegates chosen and their names?

Shri Raj Bahadur: Three have been chosen: Shri R. C. Vaish, Chief Engineer, Post and Telegraph; Shri S. N. Kalra, Deputy Director (Traffic), Overseas Communications Service and Shri N. V. Gadadhar, Deputy-Director, Wireless Planning and Co-ordination, Ministry of Transport and Communications.

Khandwa-Hingoli Rail Line

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*150. { **Shri Ram Krishan:**
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to state:

(a) the progress made so far in the construction of Khandwa-Hingoli rail line; and

(b) whether the work is going on according to schedule?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The overall progress is 60 per cent.

(b) Yes.

Shri Ram Krishan: May I know whether any portion of the constructed line has been opened for traffic?

Shri S. V. Ramaswamy: Yes, about 51 miles

Shri Ram Krishan: By what time will this line be completed?

Shri S. V. Ramaswamy: By 1961.

Air Crash near Kathmandu

*154. **Shrimati Parvathi Krishnan:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any enquiry was conducted into the plane crash near Kathmandu on the 24th March, 1958; and

(b) if so, what are the findings of the enquiry?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir, but the accident having occurred in the territory of Nepal the investigation was made by the Nepal Government.

(b) The report of investigation is still awaited from the Nepal Government.

Shrimati Renu Chakravartty: Since it is an aeroplane belonging to our associates, may I know whether we have been allowed at any stage to associate ourselves with the enquiry?

Shri Mohiuddin: Yes. Our accredited representative was nominated for this investigation.

Shrimati Renu Chakravartty: May I know if it is a fact that the captain was flying very low in the hills, and whether it was the acknowledged

practice of this associate of the Indian Airlines Corporation to fly low because of low consumption of petrol?

Shri Mohiuddin: This is a matter for investigation by the Committee. The report has been finalised, but we are awaiting the copy from the Nepal Government

Shri Goray: Is it not a fact that the pilot was one of the foremost pilots we had in India?

Shri Mohiuddin: As far as I know, he was a very senior pilot.

Shrimati Renu Chakravarty: In this particular case, has it been found out whether the plane was actually overloaded or not?

Mr. Deputy-Speaker: All these would be matters for enquiry.

Shrimati Parvathi Krishnan: May I know whether there was considerable delay in sending out the search party for this plane, and whether there was also a false report given to the wife and father of the pilot who was killed, that he would be expected at 5 p.m. though the crash had taken place much earlier?

Shri Mohiuddin: I might remind the House that on the day the accident took place, my predecessor, the Minister in charge of Civil Aviation, made a statement in this House, and on the next day, he also made a further statement giving the definite information about the passengers having been killed and none having survived.

As far as this particular information is concerned, I have no knowledge.

Shrimati Renu Chakravarty: The point we wanted to know was this. How long did it take between the time when we were alerted about the crash and the time of actual sending out of the search party?

Mr. Deputy-Speaker: He has no knowledge. The last words that he has uttered are that about this particular thing which Shrimati Parvathi

Krishnan has asked, he has no knowledge.

Shrimati Renu Chakravarty: That was in regard to the second part of the question. The first part is how long it took between the alerting about the actual accident and the sending out of the search party.

Shri Mohiuddin: The accident took place at mid day and in the afternoon of the same day, as far as I can remember, our two Dakotas as well as the King's Dakota went out to locate the place of the accident, but on that day they could not locate it. They located it on the second day.

Areca Nut Marketing Societies in Mysore

*155, **Shri Vasudevan Nair:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of Mysore have decided to form a Co-operative Marketing Federation of all the areca nut marketing societies functioning in the State;

(b) whether the Government of Mysore have sought any financial assistance from the Centre towards this scheme; and

(c) if so, the extent of help sought?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) and (b). Yes, Sir. A federation named "The Mysore State Areca Nut Cooperative Marketing Federation Ltd., Shimoga" has been registered on 30th October, 1957

(c) 50 per cent of the recurring cost.

Shri Vasudevan Nair: May I know whether there was a sort of proposal to start such marketing federations in some other areca nut growing States like Kerala and Assam?

Dr. P. S. Deshmukh: I have no knowledge.