

been set up? May I know what is the target date for starting electricity supply in the rural areas?

Shri Hathi: Because there is shortage of power-supply, we have included two schemes—one is the hydel scheme in Leimakhong and the other is the extension of Imphal system. By 1959-60, the other one will be ready.

Shri Hem Barua: In view of the fact, that the dances of Manipur in moonlight are a panorama even for the Gods to see, why is it that Government propose to destroy the romance of the scene by imposing electric bulbs in the rural areas?

Mr. Speaker: That is a suggestion for action.

Shri L. Achaw Singh: May I know whether the Hills Division headquarters of Chudachampur, Ukhrul and Thoubal will also be electrified in due course because there are no power plants set up at present?

Shri Hathi: I do not know the details but about 76 villages are to be electrified.

Shri P. K. Deo (Kalahandi): Mr. Speaker, a tense atmosphere has been created in Orissa due to the hunger strike of the displaced persons from Rourkela...

Mr. Speaker: The hon. Member must read the rules. He should not interrupt the proceedings at any stage he likes. There is a Short Notice Question.

SHORT NOTICE QUESTION

Crashing of I.A.C. Dakota in N.E.F.A. Area

S.N.Q. 10. { Shri Hem Barua:
Shri P. C. Borooah:
Shri S. M. Banerjee:
Shri Panigrahi:
Shrimati Ila
Palchoudhuri:

Will the Minister of Transport and Communications be pleased to state:

(a) whether an accident involving I.A.C. Dakota took place in N.E.F.A. area on 12th March, 1959; and

(b) if so, the number of deaths that took place and the loss to the Government in this connection?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b) Five persons were killed and the aircraft was destroyed. The acquired value of the aircraft was Rs. 1,13,674 and written down value Rs. 239.57 nPs.

Shri P. C. Borooah: Is it a fact that I.A.C. had three accidents in the N.E.F.A. area since they took over food-dropping from the private operator some nine months ago as against only one accident in four and a half year when the private operator was operating under worse conditions?

Shri Mohiuddin: I am not aware of the comparison that the hon. Member is making. Of course, we know that in the N.E.F.A. area air dropping of food is a hazardous task. But even a hazardous task should be undertaken for the service of the country.

Shri P. C. Borooah: Is it not a fact that in the N.E.F.A. area during the last nine months there were three accidents?

Shri Mohiuddin: Last year, 1957-58, there has been one minor accident to an I.A.C. aircraft and one major accident.

Shri P. C. Borooah: Is it a fact that the men engaged in food dropping in the accident were from Bombay area and had not N.E.F.A. experience?

Shri Mohiuddin: They had the experience. No pilot is allowed to go into this area unless he has had training of the area and also had experience of flying over that area.

Shri Hem Barua: In view of the fact that this sort of air crash has almost become an annual event—last year there was one—may I know what steps Government have so far taken to read and pre-judge the weather conditions obtaining in that area at the time when the aircraft is commissioned for air-dropping of food?

Shri Mohiuddin: All precautions have been and are being taken to improve the conditions. Regarding

information given to the air craft pilots on weather and other necessary requirements for flying an aircraft, I am not sure what is meant by the hon. Member. If he means that the information required is lacking, I think that is not correct.

Shri Hem Barua: That is not the correct position. My question was generally about the accidents and weather conditions. Last time, when the accident occurred, my information is that the pilot did not want to proceed to N.E.F.A. but he was forced to do so. This shows that examination of the proper weather quality is not there before an aircraft is commissioned to work.

Shri Mohiuddin: I do not think that information is correct—to say that he was forced to go. All the information about the weather is given to the pilots and when conditions are not favourable the aircraft does not take off.

Shri Hem Barua: Then, in spite of the information given, how is it that this air crash occurred? I want to know whether the weather conditions developed after the aircraft left; if there was any change, whether that was passed on to the pilot, and also whether he was informed of the weather condition then obtaining before the aircraft took off?

Shri Mohiuddin: If the hon. Member is referring to this accident, we have not got any information about the causes of this accident.

Shri Hem Barua: May I know whether it is a fact that a helicopter was sent from Calcutta to that area after two days of the accident? If so, what is the information collected by the helicopter? Could it reach the spot?

Shri Mohiuddin: The helicopter did reach there on 15th March, morning to evacuate the survivors, and this operation was very successfully carried out. The information about the actual accident is being collected

by the Chief Inspector of Accidents, who has reached the actual spot.

Shri S. M. Banerjee: Some time ago, Sir, you were pleased to order that whenever any train accident or air accident takes place, some statement must be made about it by the Government before we raise it in the House. That has not been followed in this case though. Five persons have died.

Shri Mohiuddin: I will explain it. The accident took place on the 12th; on Friday the 13th, I wanted to make a statement in the afternoon before the House adjourned. But, unfortunately, I did not have full information about the survivors and those who died. I did not therefore want to give any information which was incomplete, as far as survivors are concerned.

Shrimati Ila Palchoudhuri: May I know whether any compensation has been paid to the dependants of these five persons? If so, what is quantum of compensation given to their families?

Shri Mohiuddin: For the N.E.F.A. air operations special arrangements have been made for compensation. Of course, it is too early to pay compensation. But it will be paid in due course. Quite a substantial amount of compensation has been provided for such accidents in the N.E.F.A. area.

Shri S. M. Banerjee: Of course, some amount will be paid to the families. But have you paid anything as immediate relief?

Shri Mohiuddin: I do not know whether any immediate relief was necessary. The survivors were evacuated from that area. And I am sure that if any immediate relief is necessary that will be looked into. It is too early for me to say anything more.

Shrimati Ila Palchoudhuri: Regarding compensation.

Mr. Speaker: What is the relief for the people who have died?

Shrimati Da Fakherbhatti: They were the bread-earners.

Mr. Speaker: Every question is being followed with similar questions. Some people die. Immediately a question is asked "have you given compensation". Everybody knows, the Government also knows, that compensation has to be paid. These are minor details. They will certainly do it. Unless hon. Members come to know from any report that the Government is callous or indifferent in the matter of payment of compensation, it must be presumed to have been done. Unless hon. Members know something to the contrary, they should not put such questions. If it is an important matter I will certainly allow them. Normally, as a matter of course, if some accident occurs, you cannot ask "have you given any compensation?". Normally they do give compensation.

Shri Hem Barua: I want to know

Mr. Speaker: If we hear anything to the contrary then, of course.

Shri Hem Barua: I want to put another question.

Mr. Speaker: I have allowed a sufficient number of questions. He cannot go on putting questions.

Shri Hem Barua: It is a major one.

Mr. Speaker: Then why did he reserve it till the end?

Shri Hem Barua: Why is it that only two days after the accident the helicopter was sent? Why was it not sent earlier? Why did the Government take such a long time to decide on this particular matter? . . .

Shri Mohiuddin: I am sure the hon. Member will realise that it is not easy for a helicopter to be carried to a difficult terrain. The helicopter was flown from Calcutta to Jorhat. It reached there on the morning of the 15th, I think, and evacuated the parties. In the meanwhile the survivors were brought from the place of accident to Purnea where there is

a hospital and they were looked after by the local authorities.

WRITTEN ANSWERS TO QUESTIONS

Co-operative Sugar Factories in Bihar

*1412. **Shri Jhulan Sinha:** Will the Minister of Community Development and Co-operation be pleased to state:

(a) the position with regard to the establishment of the co-operative sugar factories allotted to Bihar;

(b) the amount of profit paid to the cane-growers in the areas of the co-operative sugar factories that have been working since the beginning of the Second Five Year Plan; and

(c) its percentage on the amount of capital invested by the cane-growers?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) So far no co-operative sugar factory has been set up in Bihar

(b) and (c) Do not arise

बीनी के मूल्य पर नियंत्रण

*१४१३. **श्री विद्युति निच :** क्या कृषि तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १५ जनवरी, १९५९ को भारतीय बीनी मिल संस्था ने सरकार से प्रार्थना की थी कि उत्तर प्रदेश, उत्तर बिहार और पंजाब में बीनी के कारखाने के मूल्य पर नियंत्रण हटा दिया जावे जबकि बीनी का मूल्य बढ़ा दिया जाये; और

(ख) यदि हाँ, तो सरकार ने क्या कदम चलाए हैं कृषि मंत्री ने क्या निर्णय किया है ?

कृषि तथा कृषि मंत्री (श्री प्र० प्र० शंकर) : (क) प्रतिवेदन प्राप्त हुए हैं किन्तु १५ जनवरी, १९५९ को नहीं।

(ख) वह विषय किष्कराधीन है।