

(b) to (d). Do not arise.

Shri S. N. Das: When was this Committee appointed and what are the reasons why the report is not forthcoming?

Sardar Swaran Singh: The Committee was appointed in the year 1950 and because they have not yet finalised their conclusions the report has not yet been published.

Shri S. N. Das: May I know whether any time-limit was fixed for this Committee to submit its report and if so why is the Committee delaying the submission of the report?

Sardar Swaran Singh: Regard being had to the nature of the work entrusted to the Committee no time-limit could be fixed. Though we desire that the conclusions of the Committee should be finalised as quickly as possible, it is a matter which is likely to take some time and exchange of ideas and exchange of views is going on and a final decision has not yet been arrived at.

The Prime Minister (Shri Jawaharlal Nehru): May I add, Sir, that a final decision is not likely to be arrived at for some considerable time. In spite of course of the importance of the Memorial—or rather because of it,—we do not wish to hurry in any way, but to consider it in all its aspects, to consider the views of eminent architects from abroad, in fact, we have received some, and of course of our own architects and others, and consult the Committee of the Gandhiji Memorial Fund which is interested in putting up these buildings. Apart from that there is the Gandhiji Memorial Museum and others. We want the whole thing to be not in isolated patches, but to fit in with each other.

So, the matter does require a great deal of consideration and although we should like to start as soon as possible, it is better to delay and have the proper thing rather than hurry and do perhaps the wrong thing.

Shrimati A. Kale: May I know whether the design submitted by Mr. Karmarkar from Bombay is under the consideration of Government?

Shri Jawaharlal Nehru: I do not know, Sir. If he had sent it it must have been considered.

Short Notice Question And Answer

CLOSURE OF COOPER ENGINEERING WORKS, BOMBAY

Shri Kajrolkar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the factory of Cooper Engineering Works in Bombay is going to be closed from 27th December, 1952, throwing out of employment about 2,000 workers;

(b) whether it is a fact that this factory mainly manufactures Diesel engines and that the factory is going to be closed as there is no demand for these engines;

(c) whether it is a fact that owing to heavy imports of diesel engines this factory is finding it difficult to continue its work; and

(d) what steps, if any, are being taken by Government to prevent the closure of this factory?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) Intimation has been received from the Firm that they have given a notice to the workers that the factory will be closed down with effect from the 27th December. The number of workers likely to be affected is not known.

(b) Yes; the offtake of diesel engines is poor.

(c) It is possible what the hon. Member states is true.

(d) (i) State Governments have been advised to purchase Indian diesel engines in connection with the Grow More Food Campaign etc.

(ii) No import licences for diesel engines have been issued during the current half year.

Shri Gadgil: May I know from the hon. Minister whether the Government of India placed an order for 5,000 diesel engines with this firm but subsequently withdrew the order, and whether it is a fact that another order for 5,000 was placed by the Government of Bombay and only 34 engines were purchased?

Shri T. T. Krishnamachari: Sir, I have not got the information.

Shri Gadgil: In view of the fact that 67,000 of these engines have been imported, may I know whether the Government will consider the banning of further imports of these engines for a

considerable period to enable the local manufacture to get advantage of the situation?

Shri T. T. Krishnamachari: So far as banning of imports is concerned, I have already stated that during the current half year no imports are allowed. But so far as stocks of Indian-made diesel engines are concerned, the total stocks available, according to the records that the Government have, are only about 1,769 engines.

Shri Altekar: How many of these engines are lying in the factory and what is the number that Government wants?

Shri T. T. Krishnamachari: The factory have not given us information of their stocks. Their total production from January to October happens to be 2,124. Therefore the House will understand it is impossible for Government to place an order with these people for 5,000, because the annual production is much less than that. I might also add that this factory does not specialise in any particular type; they manufacture 15 to 20 different types. And I am unable to say what engines they have in stock, what are unsaleable.

Shri Altekar: May I know what types of engines Government will be wanting for the community projects, and whether such types are available with this factory?

Shri T. T. Krishnamachari: I have no information.

Shri Bogawat: May I know if the Government intends to give these engines to agriculturists in the famine areas?

Shri T. T. Krishnamachari: That question must be addressed to another quarter.

Shri S. S. More: May I know whether Government keep any record of the production in the country and the available number of engines in the country before they decide their import policy?

Shri T. T. Krishnamachari: We get a rough idea, Sir.

Shri Gadgil: Very much rough!

Shri Natesan: May I know if any engines have been bought from this firm at all, if so how many, and if they have been found to be satisfactory?

Shri T. T. Krishnamachari: Sir, it would not be politic for Government to give an answer to that question. It would lead to the implication that the

quality manufactured by this firm is not good. I am afraid Government cannot commit themselves to an answer of this nature.

Shri S. S. More: Are Government contemplating any steps to keep this factory going?

Shri T. T. Krishnamachari: The only manner in which Government can help these factories is by banning imports and also by writing to State Governments and asking them to encourage the Indian manufactured diesel engines being purchased for the grow more food campaigns. I might also add that in order to relieve the stock position of the Indian manufacturers we are permitting people who have imported diesel engines to export them provided they are imported from soft currency areas.

Shri Gadgil: Like mercury.

Mr. Deputy-Speaker: I think this has been sufficiently answered.

WRITTEN ANSWERS TO QUESTIONS

STATE-TRADING

*1220. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Commerce and Industry be pleased to state under what Ministries and in what articles or business State Trading is being experimented by Government?

(b) What are the amounts of capital invested in different schemes of State-Trading which are being worked in India and with what profit or loss?

(c) What is the form of management which has been found best suited for State Trading?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) None of the state trading schemes at present in force is in an experimental stage.

(b) A statement is laid on the Table of the House. [See Appendix VII, annexure No. 54.]

(c) So far the State Trading schemes have been carried on by the concerned Government Departments.

DISPLACED Adivasies FROM WEST PAKISTAN

*1223. **Shri Bheekha Bhal:** Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have rehabilitated displaced Adivasies from West Pakistan;