

the Finance Minister's functions there.

CARDING MACHINES

*532. **Sardar Hukam Singh:** (a) Will the Minister of Commerce and Industry be pleased to state what was India's total requirement of carding machine per annum?

(b) What part of it was met by indigenous production during 1951-52?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) India's total requirement of carding engines is estimated to be between 700 and 800 per annum.

(b) The indigenous production of carding engines from April, 1951, when production actually started in one factory, to the end of August 1952, has been 243.

I would like to add that there is another factory in Coimbatore who build carding engines. But the output is very small. They usually build to order, and build perhaps one in two months.

Sardar Hukam Singh: Is the total capacity installed up to this date sufficient for our requirements when they go into full production?

Shri T. T. Krishnamachari: It is a very difficult matter to estimate. After all, carding engines are not needed every day. Very possibly some of the mills have installed new carding engines after the war. It may well be that an obsolescence may come all of a sudden on us and we might need two or three thousand of them all at once.

At the present moment the capacity of this big plant is somewhere about 310 in a year, provided they work one shift. I understand it is quite possible for them to work two shifts. The demand at the present moment does not even equal their output at the rate of one shift. If the demand increases, possibly they might be able to expand the production.

Sardar Hukam Singh: Has the quality of the carding engines so far produced in these factories been tested by the textile mills to see whether they come up to the mark or not?

Shri T. T. Krishnamachari: My information is that the quality is quite good.

Shri N. Sreekantan Nair: Are Government aware that the latest American technique in textile engineering is a single process from Blowroom to

spinning, so much so that if we produce these carding machines on a large scale they may become obsolete?

Shri T. T. Krishnamachari: Sir, I try to keep in touch with modern developments to the extent possible, but my knowledge does not extend to the extent that my hon. friend apparently possesses.

DISPLACED PERSONS IN YOL CAMP

*533. **Sardar Hukam Singh:** (a) Will the Minister of Rehabilitation be pleased to state whether there are any inmates of the Yol Camp who are still receiving gratuitous relief?

(b) If so, what is their number?

(c) Where are these persons likely to be settled?

The Minister of Rehabilitation (Shri A. P. Jain): (a) Yes.

(b) 6445.

(c) In Jammu and Kashmir State.

Sardar Hukam Singh: Did all the inmates of the Yol camp come from the occupied territory of Kashmir or from those areas which are in the possession of the Jammu and Kashmir Government?

Shri A. P. Jain: Well, at one time about 800 or 900 persons in the Yol camp were from the territory which is administered by the Jammu and Kashmir Government; others were from the occupied areas. But now all those who belong to the territory administered by the Jammu and Kashmir Government have been sent back.

Sardar Hukam Singh: What is the number of unattached women and children suffering from physical in-looked after?

Shri A. P. Jain: The number of unattached women and children and persons suffering from physical incapacity or old age is 2,000.

Sardar Hukam Singh: How have they been looked after?

Shri A. P. Jain: Well, they are being given doles at their normal scale plus certain other facilities.

Sardar Hukam Singh: Have any institutions or individuals requested the Government to hand over to them some orphans from this camp and volunteered that they would look after them and bring them up, and, if so, have such requests been acceded to?

Shri A. P. Jain: Requests of all kinds are received, and if they are considered proper they are acceded to.

Sardar Hukam Singh: Is it a fact that refugees from Muzaffarabad have been refused settlement in Jammu and that lands are still reserved in that area for the return of Muslims who had gone to Pakistan?

Shri A. P. Jain: Sir, the question relates to Yol camp and not to Muzaffarabad refugees outside the camp.

Sardar Hukam Singh: Are there any refugees from Muzaffarabad in the Yol camp as well?

Shri A. P. Jain: Maybe, I do not know.

WAGONS FOR COAL TRANSPORT

*534. **Dr. Ram Subhag Singh:** (a) Will the Minister of Production be pleased to state whether it is a fact that some coal ships have been held up in Calcutta for lack of supply of wagons for transport of coal?

(b) If so, do Government propose to take any steps in regard to the supply of necessary wagons?

The Minister of Production (Shri K. C. Reddy): (a) Yes, During the last 3 or 4 months coal ships have suffered detention in the port of Calcutta both on account of inadequate wagon allotments to the Docks, arising out of overall wagon shortage and insufficient berthing facilities.

(b) Necessary steps to clear the congestion of ships have been taken. Wagon supplies to the Docks have been increased by the Coal Commissioner and an additional berth for coal loading has been allocated by the Port Commissioners temporarily. In addition certain ships were permitted to be loaded in midstream in September and October. It is expected that by December the congestion will be cleared and normal conditions will prevail.

Dr. Ram Subhag Singh: May I know the number of wagons allotted per day for the movement of coal from the coalfields to Calcutta port for export?

Shri K. C. Reddy: Ordinarily it is about 480 wagons per day according to my information.

Dr. Ram Subhag Singh: What is the number of wagons allotted for the movement of coal for internal consumption?

Shri K. C. Reddy: I would require notice for that.

Shri A. C. Gaha: What was the number of wagons allotted for carrying coal to the Calcutta dock last year and how does it compare with the number allotted this year?

Shri K. C. Reddy: It compares favourably excepting for about six weeks during this year when, owing to coal supplies having been insufficient to West Bengal, the supply of wagons to the Calcutta Port was reduced from 480 to 260. That is partly the reason why there was this congestion.

Shri K. K. Basu: May I know whether this difficulty that has been experienced is not due to the recent regrouping in the Eastern Railways?

Shri K. C. Reddy: Not to my knowledge.

Dr. Ram Subhag Singh: May I know whether the scarcity of wagons for transport of coal for internal consumption will also be removed by December?

Shri K. C. Reddy: I cannot say that. I think according to the programme of the Railways the shortage of wagon availability will be gradually reduced over a period of three or four years.

Shri Sarangadhar Das: When the ships are detained in the docks for want of wagon supplies, do they pay any demurrage? If they do, who finally pays the demurrage?

Shri K. C. Reddy: Not the Government anyway; I think it is the shipping companies themselves—subject to verification.

Shri N. P. Sinha: May I know whether during his last visit the hon. Minister assured the coal-owners in Jharia coal-fields that he would take up the matter at Cabinet level and try to remove this shortage of wagons?

Shri K. C. Reddy: Is the hon. Member referring to the shortage of coal wagons for the shipping business or to the general wagon question, Sir?

Mr. Speaker: I think, to the general question.

Shri K. K. Basu: May I know whether Government has any figure as to the total loss suffered by the parties concerned due to the difficulties in wagon supply?

Shri K. C. Reddy: We have no information.

Mr. Speaker: Next question.