

to all Indian air operators at the rate of Re. 0-9-0 per gallon of petrol consumed. For the period 1st April 1951 to 31st December 1951 operators of scheduled air transport services were paid at the rate of Re. 0-8-0 per gallon; operators of non-scheduled services were paid at the rate of Re. 0-6-0 per gallon for the period 1st April 1951 to 30th September, 1951 only. For the calendar year 1952 subsidy will be paid at Re. 0-6-0 per gallon of petrol used by air lines on scheduled air services only.

(c) A total amount of Rs. 1,42,84,958 has been paid so far as subsidy under those rates. I lay on the Table of the House, a statement showing the distribution of the amount company-wise. [See Appendix I, annexure No. 9.]

Shri K. K. Basu: Was any other condition attached in granting subsidies?

Shri Raj Bahadur: No condition, except to enable the companies to run.

RAILWAY ACCIDENT NEAR PHAPHAMAU

*45. **Shri S. N. Das:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that two goods trains collided on the 22nd December, 1952 near Phaphamau Station on the Northern Railway;

(b) if so, the circumstances in which the collision took place;

(c) the number of persons who died and were injured as a result of the accident;

(d) the extent and nature of damage to railway property;

(e) the extent and nature of loss of private property and the amount for which compensation has been demanded;

(f) the causes of the accident;

(g) whether the accident was due to negligence; and

(h) whether, and if so, any action has been taken against the person concerned?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). At about 5-32 hours on 22nd December, 1952, while 285 Up Goods train was being shunted from line No. 2 to line No. 1 at Phaphamau station, 304 Down Through Goods train from the opposite direction also entered on line No. 1 and collided head-on with 285 Up Goods.

(c) Six persons were killed and six received minor injuries.

(d) Rupees 1,37,000/- approximately.

(e) The extent of loss of private property is not known; no claim for compensation has so far been received.

(f) 304 Down Goods entered the station against signals.

(g) and (h). The driver of the Down Goods train responsible for the accident was himself killed in it.

Shri S. N. Das: May I know whether any enquiry has been held by the Railway Inspector and, if so, what is his report.

Shri Alagesan: Yes, Sir, a joint enquiry by a committee of senior officers has been held, and their finding is that the driver of 304 Down Goods train was responsible for the accident.

Shri S. N. Das: May I know whether the persons that were killed were railway servants or belonged to the public also?

Shri Alagesan: Five out of the six killed were drivers and firemen.

Shri S. N. Das: Is it a fact that the train was running at a higher speed than what it is required to run near the station?

Shri Alagesan: I am not aware of that, but the driver drove against the signal.

Shri Nambiar: In the absence of the driver who was killed how could it be decided that the driver was responsible and there was over-speeding?

Mr. Deputy-Speaker: An enquiry Committee was appointed to make an enquiry and it has given its findings. If a man dies does the evidence also disappear?

Shri Nambiar: But in his absence...

Mr. Deputy-Speaker: No, I won't allow it. Hon. Members must look into the report. I will ask the hon. Minister to show the relevant portions, if necessary.

CONTROL ON FOODGRAINS

*47. **Shri Dabhi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that recently some relaxation of control on food-grains has been made in Bombay State;

(b) if the answer to part (a) above be in the affirmative, the extent to which such relaxation has been made;

(c) whether any relaxation of control on foodgrains has been made in any other state on or after 1st December, 1952; and

(d) if the answer to part (c) above be in the affirmative, the extent to which such relaxation has been made?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) Yes.

(b) Restrictions on the movement, sale and possession of millets and other coarse grains in the rural areas (i.e. areas other than towns and cities with more than 30,000 population and five statutorily rationed towns of Ratnagiri District) have been withdrawn from 2nd December, 1952. Movement, trade and possession of these commodities will be completely free in the rural areas except that those who store more than 15 mds. should take out a licence and submit periodical returns. Levy on millets and other coarse grains has also been discontinued.

(c) In West Bengal and Punjab.

(d) *West Bengal:* The old system of procurement has been replaced by (i) a levy on all holdings of 10 acres and more, and (ii) a levy on rice mills outside Calcutta industrial area to the extent of 1/3 of all purchases made by them. Inter-district cordon has been removed and rice and paddy allowed to move freely within the state except into and from statutory rationed areas. Statutory rationing has also been withdrawn from Asansol and Khatagpur.

Punjab: Statutory rationing is being replaced by fair price shops in four towns of Hoshiarpur, Gurgaon, Rewari and Hissar.

Shri Dabhi: In view of the fact that statutory rationing of foodgrains has been given up in Madras which is a deficit State, may I know the exact reason for not taking a similar action in Bombay State?

The Minister of Agriculture (Dr. P. S. Deshmukh): Deficits vary, Sir.

The Minister of Food and Agriculture (Shri Kidwai): Bombay is more heavily deficit than Madras and Bengal.

Shri Dabhi: May I know if there are any special difficulties in giving up statutory rationing in the State of Bombay, excluding the four industrial cities of Bombay, Ahmedabad, Poona and Sholapur?

Shri Kidwai: Many districts in Bombay are deficit. Therefore, unless

sufficient grain has been supplied for the deficit districts, on a larger scale than the rationed scale, further relaxation cannot take place.

Shri Dabhi: May I know the names of the areas where statutory rationing exists and at the same time people are allowed to purchase from fair price shops, and the areas where there is no such thing allowed?

Shri M. V. Krishnappa: Wherever there is statutory rationing of twelve ounces, free movement of foodgrains from outside is not allowed.

Shri Veeraswamy: What is the impression of the Central Government with regard to the food situation in Madras State after the lifting of rationing?

Mr. Deputy-Speaker: This does not relate to Madras State at all.

Shri B. S. Murthy: May I know whether there is any ban on the export of millets from Srikakulam district in the North to the southern districts in Madras State?

Shri Kidwai: I do not know anything about it.

Shri Nambiar: May I know whether it is the policy of the Government of India to have the same result as is in Madras after de-control, that is famine, starvation and deaths?

Mr. Deputy-Speaker: Order, order. Let us not enter into arguments.

FOOD MINISTERS' CONFERENCE

*48. **Shri Dabhi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that recently there had been a Conference of the Food Ministers of the various States;

(b) if the answer to part (a) above be in the affirmative, the purpose of the Conference;

(c) the subjects discussed at the Conference;

(d) the decisions, if any, arrived at by the Conference;

(e) whether it is a fact that the Food Ministers expressed their views in favour of further relaxation of controls on foodgrains; and

(f) if the answer to part (e) above be in the affirmative, whether Government contemplate taking any steps in the light of the views expressed by the Food Ministers?