

Shri S. C. Samanta: May I know Sir, whether the hon. Deputy Minister himself has visited these places? If so, what are his reactions?

Shri Alagesan: Of course, I have visited. I cannot give my reactions.

TOURIST OFFICES

*1448. **Dr. Ram Subhag Singh:** (a) Will the Minister of Transport be pleased to state the number of enquiries handled by the various Regional Tourist offices of the Government of India during the years 1951-52 and 1952-53?

(b) Have the Government of India any plan this year for subsidizing the improvement of roads connecting certain centres of tourists' interest?

(c) If so, what is the estimated amount of that subsidy?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) A statement giving the information required is placed on the Table of the House. [See Appendix IX annexure No 53.]

(b) and (c). Yes. A final decision has so far been taken in respect of the coastal road from Madras to Mahabalipuram. The estimated cost in this case is Rs. 2.93 lakhs, out of which the Central Government has agreed to contribute half the actual expenditure subject to a maximum of Rs. 1.5 lakhs. The question of improvement of other roads connecting centres of tourist interest is under examination and the measure of financial assistance to be given by the Central Government will depend on the circumstances of each case.

Dr. Ram Subhag Singh: May I know, Sir, the States other than the State of Madras who have approached the Government of India for grant of subsidy for connecting such roads?

Shri Shahnawaz Khan: Quite a number of States have approached us, and all the information is contained in the statement that is laid on the Table of the House.

Dr. Ram Subhag Singh: May I know whether Government propose to grant some more subsidy to any State during the current financial year?

Shri Shahnawaz Khan: As I have stated, the matter is receiving the attention of the Government, and no final decision has been taken yet.

Dr. Ram Subhag Singh: May I know if any money has been earmarked for brightening up places of interest and constructing rest houses also?

The Deputy Minister of Railways and Transport (Shri Alagesan): The question of construction of rest houses is more primarily the concern of the State Governments concerned. We are considering also whether we can give any aid to them in this connection.

Shri Kamal Singh: May I know whether they have in mind any ideas for controlling the traffic on the roads?

Shri Shahnawaz Khan: That, surely, is a matter for the Police, and not the Ministry of Railways and transport.

PRODUCTION OF JUTE AND COTTON

*1449. **Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state whether any improvement has been effected in the production of jute and cotton in the year 1952-53 over the production figures of 1951-52 and if so, how much?

The Minister of Agriculture (Dr. P. S. Deshmukh): Yes, by about 17 thousand bales in the case of Jute. Firm estimates for the 1952-53 cotton crop are not yet available.

Dr. Ram Subhag Singh: May I know what percentage of our total jute and cotton requirements is produced locally, and whether the recent Agreement with Pakistan is likely to affect our jute production?

Dr. P. S. Deshmukh: We do not think so, Sir. A major portion of our requirements is being met by internal production. As I think the hon. Member is aware, the agreement with Pakistan is intended to meet the deficit.

Shri T. S. A. Chettiar: May I know, Sir, whether the quantity required of long staple cotton is being met?

Dr. P. S. Deshmukh: No, Sir. There is a large deficiency so far as long staple cotton is concerned. We are trying to produce more, but there is one view that it is better to confine ourselves to the types we grow rather than other types which it is difficult to grow here.

Shri T. N. Singh: May I know the increase in acreage of jute and cotton respectively as compared to the year 1951/52 in 1952/53?

Dr. P. S. Deshmukh: There has been a decrease of 0.6 per cent. so far as jute cultivation is concerned, but in spite of this decrease in acreage, the production has gone up.

Shri T. N. Singh: What about cotton?

Dr. P. S. Deshmukh: In respect of cotton, there has been a decrease of acreage as well as production.

सेठ गोविन्द दास : क्या म ननीय मंत्री जी को यह बात मालूम है कि म य प्रदेश के बस्तर जिले में जूट उत्पन्न हो सकता है, ऐसा मध्य प्रदेश की सरकार ने पता लगाया है और क्या इस सम्बन्ध में ेन्द्रीय सरकार कुछ कर रही है ?

डा० पी० एस० देशमुख : जी नहीं इस बारे में तो स्टेट गवर्नमेंट का कं ध्य होगा कि वह जो कुछ इस बारे में कर सकें करें, हमें ो इसके बारे में कोई इतिला नहीं है ।

Shri V. P. Nayar: What is the per-acre production of jute and cotton in 1952/53, and how are these figures comparable with the figures for 1947/48? Are they on the increase or decrease?

Dr. P. S. Deshmukh: I would require notice for that.

Shri L. N. Mishra: Have Government any idea about the production of jute in the year 1953/54, whether it is going to decrease or improve?

Dr. P. S. Deshmukh: I have tried to give the latest figures available. For 1953/54 we have not got the figures.

PAKISTAN FLIGHTS OVER INDIAN TERRITORY

*1450. **Shri S. C. Samanta:** Will the Minister of Communications be pleased to state:

(a) whether any Pakistan flights are permitted over Indian territory as a result of the recent agreement reached between India and Pakistan on the question of air service to Kabul; and

(b) what are the reasons that a permanent agreement on this issue has not been arrived at?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The hon. Member is obviously referring to the recent talks which were held between India and Pakistan only regarding the route to be followed by Indian aircraft flying to Kabul on scheduled services, while traversing Pakistan territory. Pakistan is already operating certain services to and across India as a result of a bilateral air transport agreement entered into between the two countries in June 1948 and in accordance with the Air Services Transit Agreement to which both India and Pakistan are signatories.

(b) The talks were for clarifying India's right to operate across Pakistan territory on a reasonably direct route and this purpose has been largely achieved. The bilateral agreement in accordance with which Pakistan air-craft operate to and across India is a permanent one.

Shri S. C. Samanta: May I know, Sir, whether any difficulty was experienced by the Indian Government since the Agreement has taken place?

Shri Raj Bahadur: As a matter of fact, we have not been able to start operations on this route directly so far because of certain difficulties on our own part, and the question is rather premature.

Shri S. C. Samanta: May I know, Sir, what are the difficulties that were placed by the Pakistan Government before the Agreement was reached?

Shri Raj Bahadur: They said that on account of the defence of their country they had to declare certain areas as prohibited areas under the terms of the International Covenant, and as such, they wanted to refuse permission. But the Government of India consider that the declaration of the entire belt on the North-West as prohibited was not reasonable in terms of the said Covenant.

श्री एम० एल० द्विवेदी : क्या दिल्ली से काबुल के रास्ते को अब भी पेशावर हो कर ले जाने का विचार है, और पाकिस्तान सरकार इस पर सहमत नहीं है ?

श्री राज बहादुर : हम ने जो समझौता स्वीकार किया है वह इन्तहामन स्वीकार किया है और हमें आशा है कि पेशावर हो