

**Shri Hathi:** That was one of the suggestions.

**Shri L. J. Singh:** Is it a fact that a suggestion was made for awarding prizes for the outstanding works?

**Shri Hathi:** That also was one of the questions discussed.

**Shri Nanadas:** May I know whether any community project is likely to be completed in the year 1953?

**Shri Hathi:** It is not intended to be completed in 1953.

**Shri T. N. Singh:** May I know whether at this Conference of Development Commissioners, there was a shift in emphasis on extension schemes as against community projects?

**Shri Hathi:** That question was also discussed.

#### SHIPS BUILT IN INDIA

\*1539. **Shri Jethalal Joshi:** Will the Minister of Production be pleased to state:

(a) how many ships have been built in India in the year 1951-52;

(b) the total tonnage of these ships; and

(c) the total cost of the ships?

**The Minister of Production (Shri K. C. Reddy):** (a) to (c). Though during the calendar years 1951 and 1952 six ships were completed, during the financial year 1951-52 only one ship of 8,000 D.W.T. was completed at a cost of Rs. 62.92 lakhs.

**Shri Jethalal Joshi:** May I know whether Government have given any subsidy for this purpose?

**Shri K. C. Reddy:** Yes, Government are giving subsidies towards the sale of these ships.

**Shri Jethalal Joshi:** Are the Government aware that the foreign ships loading at the Calcutta port sail almost with full loads of cargo, while Indian ships plying on overseas trade, rarely get cargo from the same port?

**Shri K. C. Reddy:** I submit that that question does not arise out of this.

**Shri Altekar:** May I know whether the ship-building industry is worked to its fullest extent?

**Shri K. C. Reddy:** Yes, every attempt is being made in that direction, but during the last year owing to some deficiency in the supply of steel in

required quantities, there was a slow-down.

**Shrimati A. Kale:** Is it a fact that the Government are sustaining a huge amount of loss on building ships in India?

**Shri K. C. Reddy:** Government are paying subsidy towards the sale of these ships, and as I have already indicated, every attempt is being made to bring down the cost of construction of ships, and to avoid the payment of subsidy.

**Shrimati A. Kale:** My question has not been answered.

**Shri Matthen:** How does the cost per ship in India compare with the cost of a similar ship in the United Kingdom?

**Shri K. C. Reddy:** It varies from time to time. I cannot give the figures now. If the hon. Member puts down a question in respect of any particular ship, I shall be prepared to answer.

#### कोयले की खानों में फालतू मजदूर

\*१५४०. **श्री रघुनाथ सिंह :** क्या उत्पादन मंत्री यह बतलाने की कृपा करेंगे कि सरकार द्वारा संचालित कोयले की खानों में ४१००० मजदूर, जिनकी अब औद्योगिक अधिकरण द्वारा छंटनी कर दिये जाने की आज्ञा दी गई है, पहले किन परिस्थितियों में अधिक रख लिये गये थे ?

**The Minister of Production (Shri K. C. Reddy):** The number of surplus workers proposed to be retrenched from the State Railway Collieries is about four thousand one hundred and not 41 thousand as stated in the question.

The main factor contributing to the existence of surplus labour in the Railway Collieries has been the dwindling number of working faces, especially in the Giridih Collieries, due to the gradual exhaustion of the working seam.

For detailed information the attention of the hon. Member is invited to Chapters V and VI of the Report of the Railway Collieries Inquiry Committee, a copy of which is available in the Library of the House.

**Shri Raghunath Singh:** Are the Government arranging to re-employ these men?