

hours and get a weekly day off. Chowkidars are normally employed on 8 hours active duty but in some cases they are required to be on duty upto 12 hours a day according to operational exigencies, but in all such cases residential accommodation has been provided near the place of duty and the duty implies only their presence at the premises; it does not impose any proportionate strain. However, the question of bringing them in line with other class IV employees is under consideration.

(c) The question of extending this benefit to the class IV employees of the Civil Aviation Department is under consideration.

Shri Vallatharas: Has there been any representation from the Civil Aviation Department Employees' Union that a committee may be appointed to enquire into the conditions of the Class IV employees?

Shri Jagjivan Ram: There might have been, but Government thinks that there is no necessity for appointing a committee.

Shrimati Renu Chakravarty: Is it a fact that class IV employees in the Posts and Telegraphs have been given advantages of the General Provident Fund Scheme, and it has not been applied to the Civil Aviation Department? If so, why?

Shri Jagjivan Ram: It is only the class IV employees of the Posts and Telegraphs Department who have been entitled to contribute to the provident fund. The question of other class IV employees, including of course the Civil Aviation Department, is still under consideration.

Shrimati Renu Chakravarty: That is not my question. My question is: it has been given in the case of the Posts and Telegraphs Department while in the same Ministry, it has been refused to the Civil Aviation Department. My question is: what is the reason for making this discrimination in the case of the same Ministry and in the same category?

Shri Jagjivan Ram: There is no question of discrimination. The question of the Posts and Telegraphs Department was taken up and it has been decided. The question of all other class IV employees, either under the Ministry of Communications or in the other Ministries, is under examination.

SUGAR PRICES

*1193. **Shri Bibhuti Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the prices of sugar in the months of October and November, 1953 have gone up; and

(b) if so, what measures have been taken by Government to check the rise?

The Minister of Food and Agriculture (Shri Kidwai): (a) Average prices of sugar in October, 1953 were comparatively lower than those in September 1953. In November, they had displayed some rise but they have come down again.

(b) To check any undue rise in prices, it was decided to import a large quantity of sugar, and the entire quantity of sugar produced by mills in India upto 15th December, 1953 was also released for sale in the free market.

श्री विभूति मिश्र : क्या बाहर से चीनी मंगाने से देश के चीनी व्यवसाय का नश नहीं हो जायेगा ?

साहब तथा कृषि उपबन्धी (श्री एम० बी० कृष्णप्पा) : नहीं होगा ।

Mr. Speaker: The Question-hour is over.

Short Notice Question and Answer

CRACK IN HIRAKUD DAM

S.N.Q. 8. Shri Loknath Mishra: (a) Will the Minister of Irrigation and Power be pleased to state whether Government's attention has been drawn to a news in "Blitz" dated the

12th December, 1953 under the caption "Crack in 30 crore Hirakud Dam?"

(b) Is it a fact that the foundation of the dam has been discovered to be defective as the rocks underneath were not properly grouted and that as a result water has started percolating under the Dam?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) No, Sir. But during the process of clearing the foundation, it was found necessary to blast some area which was not covered by concrete during the last working season, and in which certain fissures and seams were noticed. They are being treated by the usual methods of foundation treatment; in some cases by blasting away the rock to get down to good rock and in other cases by cleansing, drilling and grouting. No concrete was blasted but some had to be removed as a result of blasting in the neighbourhood. These foundation problems are amenable to treatment.

Shri Lokenath Mishra: When did this fact that there was some defect which was being treated come to the notice of Government?

Shri Hathi: There was no defect in fact. The information that the rock was soft and permeable was in the knowledge of Government as far back as April 1952 and for this purpose Dr. Savage, the world authority was consulted as to how the rock should be treated.

Shri Lokenath Mishra: Is it not a fact that only Engineer Ayyangar brought this to the notice of the Hirakud Control Board at their last meeting, and before that Government did not know about it?

Shri Hathi: No, Sir. As I said, there was no defect in construction at all. The fact that the rock was a soft one was within the knowledge of the engineers there. So it was not any defect brought to the notice of the

Board by the present Engineer. What he did was blasting the rock that was soft.

Shri Meghnad Saha: Is there any arrangement at Hirakud for the testing of the concrete both physically and chemically, or is it being done in a haphazard manner?

Shri Hathi: There are arrangements for testing the concrete. But here the question is not one of testing the concrete, but of getting solid rock before concreting was done.

Shri Meghnad Saha: The question was about cracks in the concrete. They are due generally to action of water on the concrete. So, in the early stages the concrete has to be tested very carefully, both physically and chemically. Was that done at all?

Shri Hathi: The concrete is being tested physically as well as chemically. But here there was no crack in the concrete itself.

Shri Lokenath Mishra: Did Mr. Ayyangar give any report to the Control Board at all?

Shri Hathi: Yes, Mr. Ayyangar has submitted a report.

Shri Lokenath Mishra: Will Government be pleased to place it on the Table of the House?

Shri Hathi: I have not a copy of the report with me but I can quote him from another document to show what he thinks about it. I shall read it for the information of the House.

"Such fissures existed at Mettur, at Tungabhadra and in Hirakud in portions already treated. These are all amenable to proper treatment by removal of the bad ones and grouting those that can be made innocuous by such grouting. This is being done and construction work is proceeding apace.

Nothing unusual or difficult to tackle is there and the progress

or programme of work will not be affected."

This is what he says.

WRITTEN ANSWERS TO QUESTIONS

MILK-POWDER PRODUCTION PLANT

*1151. **Shri Radaa Raman:** (a) Will the Minister of Health be pleased to state whether it is a fact that a U.N. International Children's Emergency Fund has sanctioned some amount for the provision of a small milk-powder production plant in India?

(b) What is the amount sanctioned?

(c) Where is this plant to be established?

(d) How much milk-powder is expected to be produced per day?

(e) Is some technical help also being provided regarding the installation of this plant?

(f) Will this milk-powder be distributed free of charge?

The Minister of Health (Rajkamari Amrit Kaur): (a) Yes.

(b) and (c). UNICEF has allocated \$225,000 for supplies and equipment for a Milk Conservation Plant in Bombay State. It is the joint intention of UNICEF and the Government to erect at Anand as an extension to a proposed new Dairy, a milk pasteurising and by-products plant with a spray drier for producing milk powder; and to establish adjacent to a railway siding in the City of Bombay a new cold store for bottling milk.

(d) Dry milk can only be produced in the flush season (October to March) when surplus milk is available. The Drying Plant will have a feed-rate of 2,500 litres per hour of skim milk, 9 per cent. solids yielding 270 Kgms. per hour of powder (dry basis).

(e) Yes.

(f) Besides the existing schemes for free milk distribution in Bombay, the State Government is expected to

distribute free of charge milk to children and mothers upto the value of 1½ times the UNICEF contribution. This distribution will be extended over five years.

ROAD-RAIL COMPETITION

*1154. **Shri Tulsidas:** (a) Will the Minister of Railways be pleased to state whether it is a fact that some wasteful competition exists between the State-owned Roadways and Railways?

(b) If so, what steps are being taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Reports from railways indicate that there is some wasteful competition between state-owned road undertakings and the railways in some States.

(b) For better co-ordination of rail and road transport a Code of Principles and Practice in the Regulation of Road Transport has been devised. Further special steps for the elimination of wasteful competition include:

- (i) Acquisition of financial interest by railways in the state-owned road transport organizations.
- (ii) Representation of railways on the Board of Management of these organizations.
- (iii) Formation of standing Advisory Committees composed of the representatives of the State Governments and the railways in the context of passenger transport.

RE-GROUPING OF RAILWAYS

*1155. **Shri Tulsidas:** Will the Minister of Railways be pleased to state:

(a) the progress made so far in the re-grouping of the Railways;

(b) how far re-grouping has helped to remove transshipment bottlenecks