

and depressions in the Bay of Bengal in 1952 and 7 in 1953.

(d) and (e). Yes. A deep depression occurred in the South Andaman Sea about 200 miles east of Car Nicobar in the early morning of 28th January 1953, a day after the Members of Parliament left Andamans on their return voyage. This depression first moved west, then northwest and finally northnortheast on 29th January 1953 and crossed the **Burma Coast** between Rangoon and Moulmein on the afternoon of 30th January 1953. Warnings in respect of this depression were issued to shipping by the Forecasting Office, Alipore, between 28th January 1953 and 30th January 1953. But it is not known what steps were taken by the Captain of the ship, in which the Members of Parliament were travelling, to avoid this depression.

Shri S. C. Samanta: Is it not a fact that Government considered the establishment of a station at Little Island and if so, may I know the reason why it was not established in 1953?

Shri Raj Bahadur: As I have said we have got six observatories which are only surface observatories. Apart from these we have an observatory at Port Blair which takes and reports five surface, three upper wind and one upper air temperature observation.

Shri S. C. Samanta: May I know whether any one of these stations is a radio-sonde station which observes the temperature and humidity of the atmosphere?

Shri Raj Bahadur: Yes, Sir. The Port Blair station makes use of the radio sonde apparatus.

Shri S. C. Samanta: May I know the places which receive the information from the stations in India—in the mainland?

Shri Raj Bahadur: The surface observatories—six of them—take two observations daily and they supply the details of observations to Port

Blair observatory and the Port Blair observatory in its turn informs the Alipore Forecasting Office which collects and collates all these observations and issues them in the form of weather forecast broadcasts.

I. L. O. FELLOWSHIPS

*1094. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) how many persons are receiving training at present under the I.L.O. Fellowship Scheme; and

(b) what are the courses of training selected by them?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) None.

(b) Does not arise.

Shri D. C. Sharma: May I know if there was any scheme under the I.L.O. to send some scholars, and if it was so, why has it been abandoned now?

Shri Alagesan: Yes, Sir; we were asked by the Labour Ministry to send some names for training under this scheme but then they thought that they might be trained under Point Four Programme. There the matter rests and no final decision has been taken.

AIR CRASHES

*1095. **Shri Radha Raman:** Will the Minister of Communications be pleased to state:

(a) the total number of air crashes involving Indian aircrafts that occurred during the year 1953 and in January 1954;

(b) the companies to which the planes belonged;

(c) the total loss of life and property involved in each one of them; and

(d) the causes of the accidents as found out from the enquiries and investigations?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 26.

(b) to d). I lay on the Table of the House a statement giving the requisite information. [See Appendix IV, annexure No. 24.]

Shri Radha Raman: Out of the 26 accidents reported, how many were Dakotas? +b

Shri Raj Bahadur: The details have been given in the statement and I think, so far as the Indian Airlines Corporation Dakotas are concerned, the number was two or three.

Shri Radha Raman: May I know if any compensation has been claimed on behalf of the passengers and, if so, the number of cases and the amount involved?

Shri Raj Bahadur: So far as is known to me compensation has not been claimed and it is also not payable under the rules.

Shri Radha Raman: May I know whether in the cases where pilots had survived and it was found to be due to their carelessness and negligence, any action was taken by the Government against them?

Shri Raj Bahadur: The hon. Member will see from the statement that out of 26 cases, barring two or three, all the rest were private planes or flying club planes or small aircraft which were engaged in routine training flights. As such the question of taking action against these pilots did not arise. So far as the planes belonging to the Indian Airlines Corporation are concerned, in the accident that occurred at Palam on the 9th May, the pilot himself died and in the Nagpur air crash, three members of the crew died and one pilot—Mr. Garner—has been in the hospital.

Shri Kasliwal: May I know how far the scheme of the Government regarding insurance of passengers has progressed?

Mr. Speaker: I think he replied to that question once. Next question.

COUNTERFEIT POSTAL ENVELOPES

***1096. Shri Gidwani:** (a) Will the Minister of Communications be pleased to state whether it is a fact that a large number of counterfeit envelopes have been seized by the police from Post Office stamp-vendors recently in Bombay?

(b) Is it a fact that some postal employees are also involved in this affair?

(c) What is the number of such employees and since how long were the counterfeit envelopes being sold in Bombay?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 922 counterfeit two anna embossed envelopes were seized by the Police from the custody of the Post Office stamp vendors at Girgaon and Mumbai-devi Post Offices at Bombay.

(b) Yes.

(c) Five Post Office Stamp Vendors are suspected to be implicated in the sale of counterfeit envelopes. The date from which the envelopes were being sold in Bombay is not yet known as the matter is still under Police enquiry.

Shri Gidwani: How long has this fraud remained undetected?

Shri Raj Bahadur: I must put in a word of appreciation for the postal employees at whose sole instance and by whose vigilance this thing came to light. It was the Presidency Postmaster, Bombay and the postal staff under him who unearthed the mischief; they detected it while handling the mail and with the help of the C. I. D. caught hold of the culprits along with the machinery with which they were doing it.

Shri Gidwani: May I know what is the total loss....

Mr. Speaker: Order, order. Members coming in should not come in between the Member on his legs and the Chair.