

किया है और उन को प्रति साल कितना पेमेंट किया जायगा ?

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : खास तौर पर तो बरमा शेल है, फिर एस० वी० ओ० सी, स्टैंडर्ड वैक्युअम प्रायल कम्पनी, और काल्दक्स हैं। जहाँ तक इन को रुपये देने की बात है वह मैं समझ नहीं सका, उन को कोई खास देना तो नहीं है।

श्री एम० एल० द्विवेदी : जो एप्रोमेंट तेल लाने के एवज बॉरर के लिये है, तो उसके लिये जो रुपया मिलेगा वह कुल कितना रुपया विदेशी कम्पनियों को सरकार से तेल लाने की एवज में मिलेगा ?

श्री एल० बी० शास्त्री : यह कम्पनियां तो अभी तेल बनायेंगी, फिर कितना तेल होगा, उस के बाद ही यह सब बातें देखनी पड़ेंगी।

Shri H. N. Mukerjee: Have Government taken any concrete steps so far to ensure that a goodly proportion of the oil when it is ready is transported in our own chartered vessels?

Shri Shahnawaz Khan: At present we are not chartering any vessels because transport of oil is a very specialised trade. It is done only in tankers. We do not possess any tankers.

श्री एम० एल० द्विवेदी : क्या यह कोशिश की जा रही है कि निकट भविष्य में प्रायल टैंकर हो जाय ? यदि हां तो यह कब तक सम्भव होगा ?

श्री शाहनवाज खान : इस बात की बहुत ज्यादा जरूरत महसूस की जा रही है कि हिन्दुस्तान के अपने टैंकर्स हों और इसी चीज को मद्देनजर रख कर दो टैंकर्स का बहुत जल्दी इन्तजाम किया जाने वाला है।

TELEPHONE MESSAGE RATE SYSTEM IN HYDERABAD

*1443. **Shri Krishnacharya Joshi:** Will the Minister of Communications be pleased to refer to the reply to starred question No. 124 asked on the 4th August, 1953 and state:

(a) whether the check-up of the telephone system has been completed; and

(b) if so, when Government propose to introduce "Message Rate" system in the Hyderabad Telephone Exchange?

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

(b) Arrangements for introducing 'Message Rate' system are being finalised. The precise date of introduction is dependent on the finalisation of these arrangements.

Shri Krishnacharya Joshi: May I know whether the business men of Hyderabad and Secunderabad cities are against the introduction of this message rate system?

Shri Raj Bahadur: The introduction of message rate system ensures both to the benefit of the subscriber and of the telephone system in the long run, and the advantages of it come to light to the subscribers themselves when they begin using it.

Shri Krishnacharya Joshi: May I know whether the Government of Hyderabad has been consulted in the matter?

Shri Raj Bahadur: They have been consulted and their one objection, that it might inflate their bill in regard to their telephone calls has been met by a hundred-line P.B.X. board which has been installed.

Shri Mohiuddin: May I know when the new Exchange will be set up there and whether this message rate system will be introduced after it is set up or before?

Shri Raj Bahadur: As a matter of fact, after the decision was taken in regard to the introduction of the

message rate system the Hyderabad Government took this objection, which I referred to a little while earlier and which will be met by the installation of a P.B.X. board. We are also going to provide what they call a meter observation position, so that there may be no fault in regard to accounts of and billing etc. because of wrong metering etc. The question of installation of a new Exchange does not relate to this particular thing.

Shri Heda: If the reason for introducing this message rate system is the load on the machinery, may I know whether Government consider that when the new machine starts working there would still remain a necessity for introducing this system?

Shri Raj Bahadur: Yes, Sir, even then.

Shri T. N. Singh: What is the average cost to Government per telephone in the message rate system, say, in Delhi, as compared to a telephone connection in Lucknow where there is no message rate system? Which is higher?

Shri Raj Bahadur: That involves....

Mr. Deputy-Speaker: This relates to Hyderabad.

Shri T. N. Singh: He said it was cheaper. That is why I am asking.

Shri Raj Bahadur: I said it ensures to the benefit of both....

Mr. Deputy-Speaker: He need not reply.

COAL WAGONS

*1445. **Ch. Raghbir Singh:** (a) Will the Minister of Railways be pleased to state the procedure that is followed for connecting mis-directed or unconnected coal wagons?

(b) Is it a fact that a number of coal wagons are received unconnected in Ahmedabad area?

(c) If so, how are they disposed of?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (c). A statement giving the required information is laid on the Table of the House. [See Appendix VI, annexure No. 5.]

Ch. Raghbir Singh: May I know, Sir, whether the Railway authorities ever made any enquiries how these wagons are disconnected?

Shri Shahnawaz Khan: Enquiries are made in every case. Attempts are made to trace the untraced wagons from junction to junction. A thorough enquiry is made in every case.

Mr. Deputy-Speaker: How are they disconnected? What is the method by which the disconnection takes place? That is the question.

Ch. Raghbir Singh: May I know whether it is a fact that these unconnected wagons of coal are mostly given to the Ahmedabad Hard-coke Distribution Co.?

Shri Shahnawaz Khan: That is not wholly correct because a very large number of these wagons are first offered to the Mechanical department of the Railways and if the wagons are not required by them, then only they are given to that company.

Ch. Raghbir Singh: How many coal wagons were disconnected in the years 1953 and 1954?

Shri Shahnawaz Khan: In 1953-54, 169 wagons were offered to the Railways and 284 wagons were offered to the Hard-coke Co.

INDIAN TELEPHONE INDUSTRIES

*1446. **Shri V. P. Nayar:** Will the Minister of Communications be pleased to state:

(a) the minimum basic wage that is given in the Indian Telephone Industries Ltd., Bangalore;

(b) whether it is a fact that the basic wage in the Indian Telephone Industries is lower than that in the Hindustan Aircraft Ltd., Bangalore; and